

State Route 60 Truck Lanes Project

PORTION OF UNINCORPORATED RIVERSIDE COUNTY, CALIFORNIA
DISTRICT 8 – RIV – 60 (PM 22.10 /26.50)
EA 08-0N69U PN 0812000307

Initial Study [with Proposed 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.



July 2015

Chapter 1 – Proposed Project

Changes have been made to this Environmental Document since the public circulation of the Initial Study with Proposed Negative Declaration/Environmental Assessment (Draft IS/EA) from June 16 to August 14, 2014. Public and agency comments received during the circulation of the Draft IS/EA, and the public meeting held on July 31, 2014, resulted in refinements that have been incorporated into this Initial Study with 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 Draft IS/EA.

1.1 Introduction

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

Caltrans proposes to construct an eastbound truck climbing lane and westbound truck descending lane; along with 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 1.5 miles west of Jack Rabbit Trail PM 26.50. The total length of the project is 4.4 miles. Figures 1-1 and 1-2 show the project vicinity and location.

This project is included in the 2015 Federal Transportation Improvement Program (FTIP) as Project ID RIV120201. The 2015 FTIP was adopted by the Southern California Association of Governments (SCAG) on September 11, 2014 and approved for air quality conformity by the Federal Highway Administration (FHWA) on December 15, 2014. It includes all federally funded and regionally significant projects. The project description included in the approved 2015 FTIP is:

ON SR-60 NEAR BEAUMONT: CONSTRUCT NEW EASTBOUND AND WESTBOUND TRUCK LANES FROM GILMAN SPRINGS RD TO 1.47 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. \$802.9 TC WILL BE UTILIZED FOR CMAQ ENG IN FY 14/15.

The project is consistent with the current FTIP project description.



The total project capital construction cost is estimated at \$109,000,000. This is a Mixed Funded Project using Local Funds from Riverside County Transportation Commission (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

Funding Source	Fiscal Year Estimate					
	Prior to 2014/15	2014/15	2015/16	2016/17	Future	Total
	In thousands of dollars (\$1,000)					
FFY 2006 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: SCAG 2015.¹

¹ Southern California Association of Governments. 2015. 2015 Adopted Federal Transportation Improvement Program. Available: <http://ftip.scag.ca.gov/Pages/2015/adopted.aspx>.

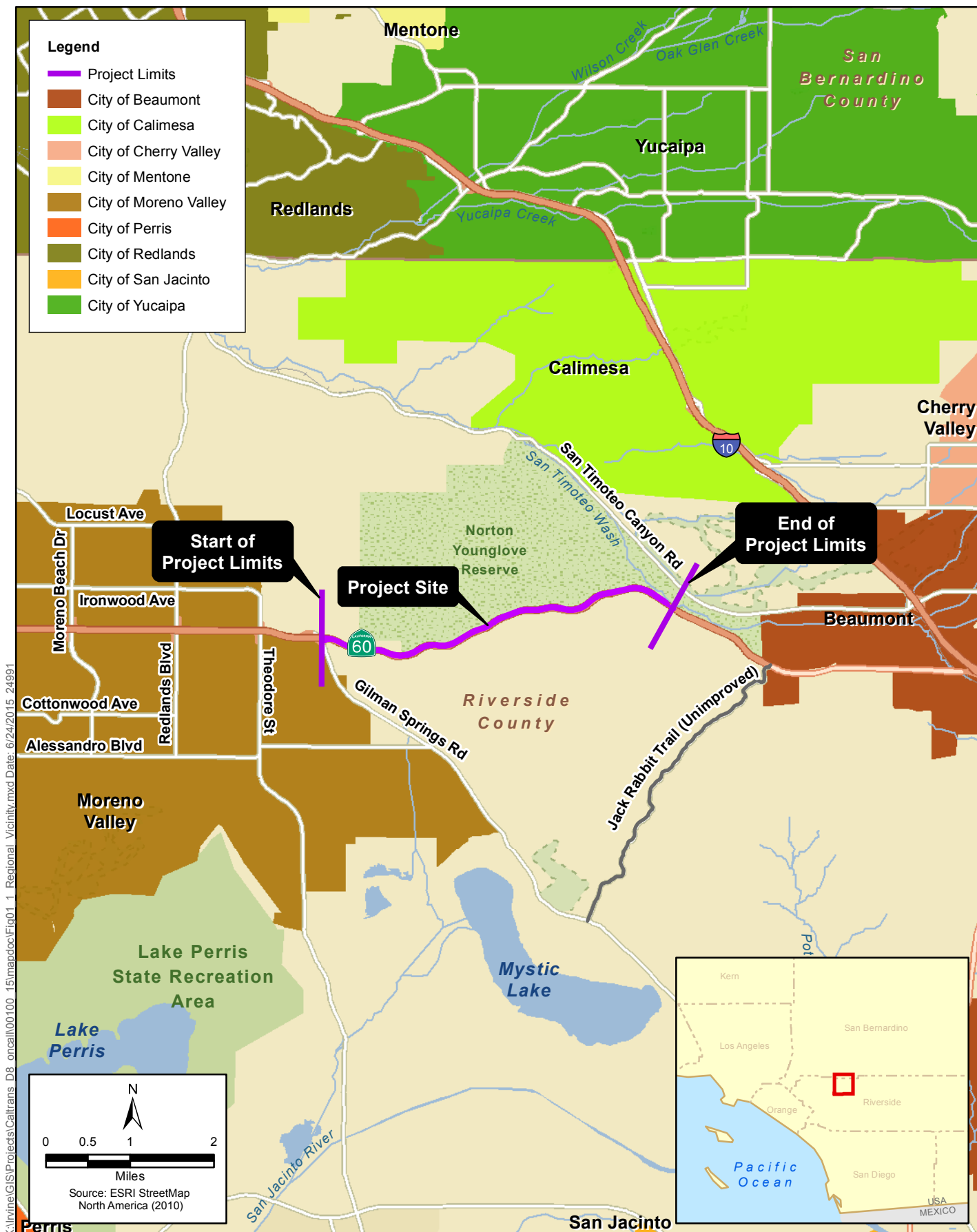


Figure 1-1
Project Vicinity
State Route 60 Truck Lanes Project

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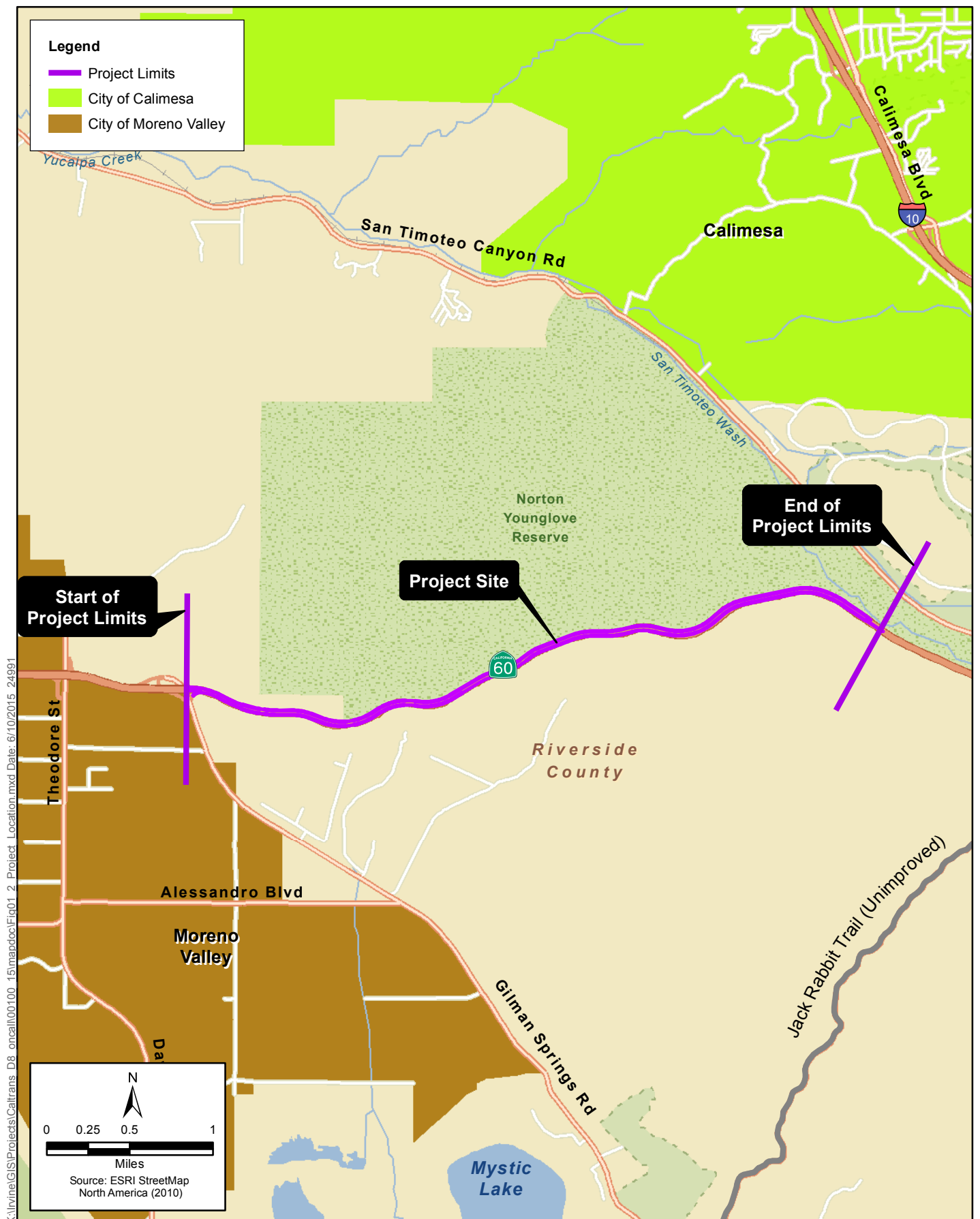


Figure 1-2
Project Location
State Route 60 Truck Lanes Project

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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 (STAA) 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.

Freight traffic volumes are significant throughout the SR-60 corridor. Freight traffic on SR-60 is caused by its proximity to Ontario International Airport (ONT), industrial and warehousing land uses, and the Ports of Long Beach and Los Angeles.

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 Airport. 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 97.0 million square feet of industrial space. In east Moreno Valley, there are plans to construct a World Logistics Center consisting of approximately 41.6 million square feet of logistics. Currently there is a 1.8 million square foot distribution center for a major retailer in east Moreno Valley.

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, I-15, I-40, and 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 System data indicates that 16 percent of the Annual Average Daily Traffic (AADT) on SR-60 was truck traffic. Additional traffic information is contained in Table 1-2.

In conjunction with Interstate 5 (I-5), Interstate 10 (I-10), Interstate 15 (I-15) and Interstate 710 (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. SR-60 is also a major commuter route for Inland Empire residents who work in Los Angeles County.

The rehabilitation effort will be designed under a separate contract, and funded under a separate SHOPP project under Expenditure Authorization (EA) (1C090). Both contracts are to be combined prior to commencing the construction phase.

1.2 Purpose and Need

1.2.1 PURPOSE

The purpose of the State Route 60 Truck Lanes Project is to:

- Improve operational performance and safety

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 cut combined with abrupt changes in vertical profiles within the project limits add 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

Capacity, Transportation Demand and Safety

In its current condition, this segment of SR-60 is in need of improvements. Large volumes of commercial trucks traverse the segment. Slower moving trucks, without passing lanes on the long stretches, create conflict between autos and trucks.

Table 1-2 presents Existing Year (2013), Opening Year (2018), and Horizon Year (2040) traffic data for SR-60 within the project segment between Post Miles 22.10 and 26.50. It also compares the No Build Alternative mixed flow lane (MF) traffic data to the Build Alternative mixed flow lanes and truck climbing lane (TCL) traffic data.

As shown in Table 1-2, 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 104,800 vehicles, including 16,800 trucks, on the existing two mixed flow lanes. In comparison, the Build Alternative would support the same AADT; however, the proposed truck lane would accommodate the 16,800 trucks, and the remaining 88,000 vehicles would use the mixed flow lanes. By adding the proposed truck lane the 2040 forecasted volume to capacity (V/C) ratio would improve from 1.31 for the No Build Alternative to 1.08 for the Build Alternative.

Table 1-2: Traffic Data Information

	Year 2013	Opening Year 2018			Horizon Year 2040		
	Existing (MF)	No Build (MF)	Build		No Build (MF)	Build	
			MF	TCL		MF	TCL
Annual Average Daily Traffic (AADT)	47,600	56,200	47,200	9,000	104,800	88,000	16,800
Annual Average Daily Truck Traffic (AADTT)	7,600	9,000	N/A	9,000	16,800	N/A	16,800
Design Hour Volume (DHV)	4,230	4,880	4,490	390	8,380	7,710	670
Design Hour Truck Volume (DHTV)	340	390	N/A	390	670	N/A	670
1-way Peak Hour Volume (PHV)	2,410	2,780	2,560	220	4,780	4,390	380
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%
Vehicle Miles Traveled (VMT)	204,680	241,660	202,960	38,700	450,640	378,400	72,240
Vehicle Hours Traveled (VHT)	3,100	3,660	3,080	700	6,830	5,730	1,310
Volume/ Capacity (V/C) Ratio	0.66	0.76	0.63	—	1.31	1.08	—

Notes: MF - Mixed Flow Lane; TCL - Truck Climbing Lane; N/A - Assumes all trucks on TCL Caltrans 2015.²

The need for climbing lanes and their effects on capacity, level of service (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.

² California Department of Transportation. 2015. Operational Analysis for Truck Lane. March.

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 LOSs 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 4,230 vehicles per hour, directional distribution factor is 0.57 (57/100), and peak hour factor is 0.92. The traffic data used in this calculation are provided in Table 1-2. The upgrade flow rate is calculated as 2,620 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 210 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 1-3, 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 F. This condition also supports the third AASHTO criterion in the justification of a climbing lane.

Table 1-3: 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	2,410	24.3	C	1,820	17.7	B	1,820	17.7	B	2,410	24.3	C
Year 2018 (No Build)	2,780	29.4	D	2,100	20.6	C	2,100	20.6	C	2,780	29.4	D
Year 2018 (Build)	2,560	20.5	C	1,930	15.3	B	1,930	15.3	B	2,560	20.5	C
Year 2040 (No Build)	4,780	156.9	F	3,600	47.5	F	3,600	47.5	F	4,780	156.9	F
Year 2040 (Build)	4,390	46.7	F	3,320	28.3	D	3,320	28.3	D	4,390	46.7	F

Notes: PHV- Peak Hour Volume

*Density = passenger car/mile/lane (pc/mi/ln)
Caltrans 2015.³

³ California Department of Transportation. 2015. Operational Analysis for Truck Lane. March.

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 is proposed in the westbound direction to provide satisfactory traffic operations.

Accident Data

The Traffic Accident Surveillance and Analysis System-Transportation Systems Network (TASAS)-(TSN) data in Table 1-4 show collision data for the segment of SR-60 in Riverside County between Post Miles 22.10 and 26.50 within a three-year period from April 1, 2010 to March 31, 2013.

Table 1-4: TASAS-TSN Selective Accident Rate Calculation

	SR-60 PM 22.10-26.50 Actual (Per Million Vehicle Miles)			Statewide Average (Per Million Vehicle Miles)		
	Fatal	Fatal +Injury	Total	Fatal	Fatal +Injury	Total
WB	0.00	0.34	1.17	0.007	0.19	0.52
EB	0.000	0.22	0.71	0.007	0.19	0.52

Caltrans 2015.⁴

Total eastbound (EB) accident rates are higher than the statewide average accident rates. Total westbound (WB) accident rates are more than double the rate of total statewide accident rates. Fatality plus injury accidents within the project area are nearly double the percentage of the statewide average.

Table 1-5 provides a summary of the types of collisions and Table 1-6 provides a summary of the primary collision factors that occurred for the segment of SR-60 between Post Miles 22.10 and 26.50 within the same three-year period.

Table 1-5: Summary of Types of Collisions

Type of Collision	WB Mainline		EB Mainline	
	Total	(%)	Total	(%)
Head-On	0	0.0	0	0.0
Sideswipe	13	10.4	21	27.6
Rear End	46	36.8	23	30.3
Broadside	2	1.6	1	1.3
Hit Object	59	47.2	24	31.6
Overturn	2	1.6	7	9.2
Auto-Pedestrian	0	0.0	0	0.0
Other	3	2.4	0	0.0
Total	125	100	76	100

Caltrans 2015.⁵

⁴ California Department of Transportation. 2015. Project Limits and Truck Descending Lane Memorandum (Table 1: Collision Data). April.

⁵ Ibid

According to these data, there were 125 total collisions in the WB direction, 37.6 percent of which involved pickups, trucks, and tractors with one to two trailers. Rear-end collisions consisted of 36.8 percent of the total, and speeding was the primary collision factor for 42.4 percent of the total WB collisions. Changing lanes accounted for 10.4 percent of the WB collisions. There were a total of 76 collisions in the EB direction, of which 48.7 percent involved trucks, 30.3 percent were rear-end collisions, 32.9 were due to speeding, and 26.3 percent were due to changing lanes. 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 were caused by slowing vehicles, supporting the need for dedicated truck lanes. The large percentage of hit object collisions were due to 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.

Table 1-6: Summary of Primary Collision Factors

Primary Factors	EB Mainline Percentage (%)	WB Mainline Percentage (%)
Influence of Alcohol	9.0	5.6
Following Too Closely	1.5	0.9
Improper Turn	25.4	25.0
Speeding	29.9	40.7
Other Violations	23.9	19.4
Other Than Driver	9.0	1.9

Caltrans 2013.⁶

As discussed in the Capacity, Transportation Demand, and Safety section, the vehicle mix within the project limits contains 16 percent trucks (see Table 1-2). 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 due to vehicles striking the median or guardrail/embankment slope.

Roadway Deficiencies

The project area is in mountainous terrain with numerous tight-radius horizontal curves, short tangent or connecting 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.⁷ 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.

⁶ California Department of Transportation. 2013. TASAS Selective Accident Retrieval, Accident Summary Report. August.

⁷ California Department of Transportation. Highway Design Manual Topic 204.5

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.⁸

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.⁹

The City of Moreno Valley has released the Final Programmatic Environmental Impact Report for the World Logistics Center (WLC) Project in May 2015¹⁰. The WLC would be located south of the SR-60, west of Gilman Springs Road, east of Redlands Boulevard, and north of the San Jacinto Wildlife Area. The project covers 3,818 acres in the Rancho Belago area of the City of Moreno Valley. It includes 3,714 acres of land which is 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 covering 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 space and public facilities uses and to incorporate the Specific Plan into the City'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.

⁸ Ibid

⁹ City of Moreno Valley. 2015. Community Profile. Available: <http://www.moval.org/icsc/pdf/mv-comprofile.pdf>. Accessed April 7, 2015.

¹⁰ 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.

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. 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 Interstate 10 (I-10) and SR-60 and the Union Pacific railroad, has also enhanced its desirability as an industrial location.¹¹ 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 Chapter 2.1, Land Use 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. According to the City of Beaumont General Plan (2007), the city's location in relation to the major regional transportation facilities that include I-10 and SR-60 and the Union Pacific railroad has enhanced its desirability as an industrial location.

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 eastern part of the county, is expected to result in an increase in traffic volumes on regional transportation facilities. As indicated in Table 1-2, 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. 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.

Legislation

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 within the "badlands area near Moreno Valley." In 2006, RCTC approved the Measure A 10-Year Delivery Plan, which included a truck climbing lane project on I-10. In light of accident data on SR-60 and realizing the more urgent need for truck climbing lanes on SR-60 versus I-10, RCTC later approved substituting the SR-60 Truck Climbing Lane Project for the I-10 Truck Climbing Lane Project in the 10-Year

¹¹ City of Beaumont. 2007. City of Beaumont General Plan. Available: <http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/63>. Accessed April 7, 2015.

Delivery Plan. In 2012, RCTC also approved combining the SR-60 Truck Climbing Lane Project with Caltrans' planned safety project on SR-60 within the same area.

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 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 (STAA) 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 Ontario International Airport (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.¹² Along SR-60, within the project area, truck traffic is expected to increase from 7,600 annual average daily truck traffic in 2013 to 16,800 AADT in 2040, an increase of approximately 121 percent (see Table 1-2).

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 approximate 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

¹² San Bernardino Associated Governments and Meyer, Mohaddes Associates. 2004. *Subregional Freight Movement Truck Access Study*. July.

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 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, 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 this 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.

Independent Utility and Logical Termini

Federal Highway Administration (FHWA) regulations (23 Code of Federal Regulations [CFR] 771.111 [f]) require that a proposed 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 4.4 miles in both directions on SR-60, in Riverside County between Gilman Springs Road PM 22.10 and 1.5 miles west of Jack Rabbit Trail PM 26.50. The limits of the project were determined based on grades, horizontal alignment, and available merging and diverging distance.

The segment of State Route 60 (SR-60) between Gilman Springs Road, Post Mile (PM) 22.10, and 1.5 miles west of Jack Rabbit Trail, PM 26.5, lies in a mountainous terrain, has a curvilinear alignment with numerous tight horizontal radius, 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 +5 .10% grade. The on ramp 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 % and on a tangent alignment where the transition from three to two lanes and appropriate merging distance of 800 feet is available.

In the westbound direction, SR-60 is on flat grade at -1.09% and begins to ascend at PM 26.3 at +3.5%. 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. The Gilman Springs Road Interchange will not have to be modified.

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 proposed action and 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 west of the Gilman Springs Road interchange, PM 22.10, and concluding at PM 26.50, approximately 1.5 miles west of the Jack Rabbit Trail intersection. The total length of the project is 4.4 miles. Within the limits of the project, SR-60 is a conventional two-lane, undivided highway with two 12-foot lanes and 2- to 4-foot non-standard shoulders, with a concrete median barrier separating the eastbound and westbound traffic. The purpose of the project is to improve safety, reduce traffic congestion, improve freeway operational problems resulting from trucks travelling uphill grades losing speed impeding traffic flow reducing the capacity of the highway to carry traffic. The project would also address the non-existence of standard shoulders at numerous locations throughout the project area by providing standard shoulders.

1.3.1 PROJECT ALTERNATIVES

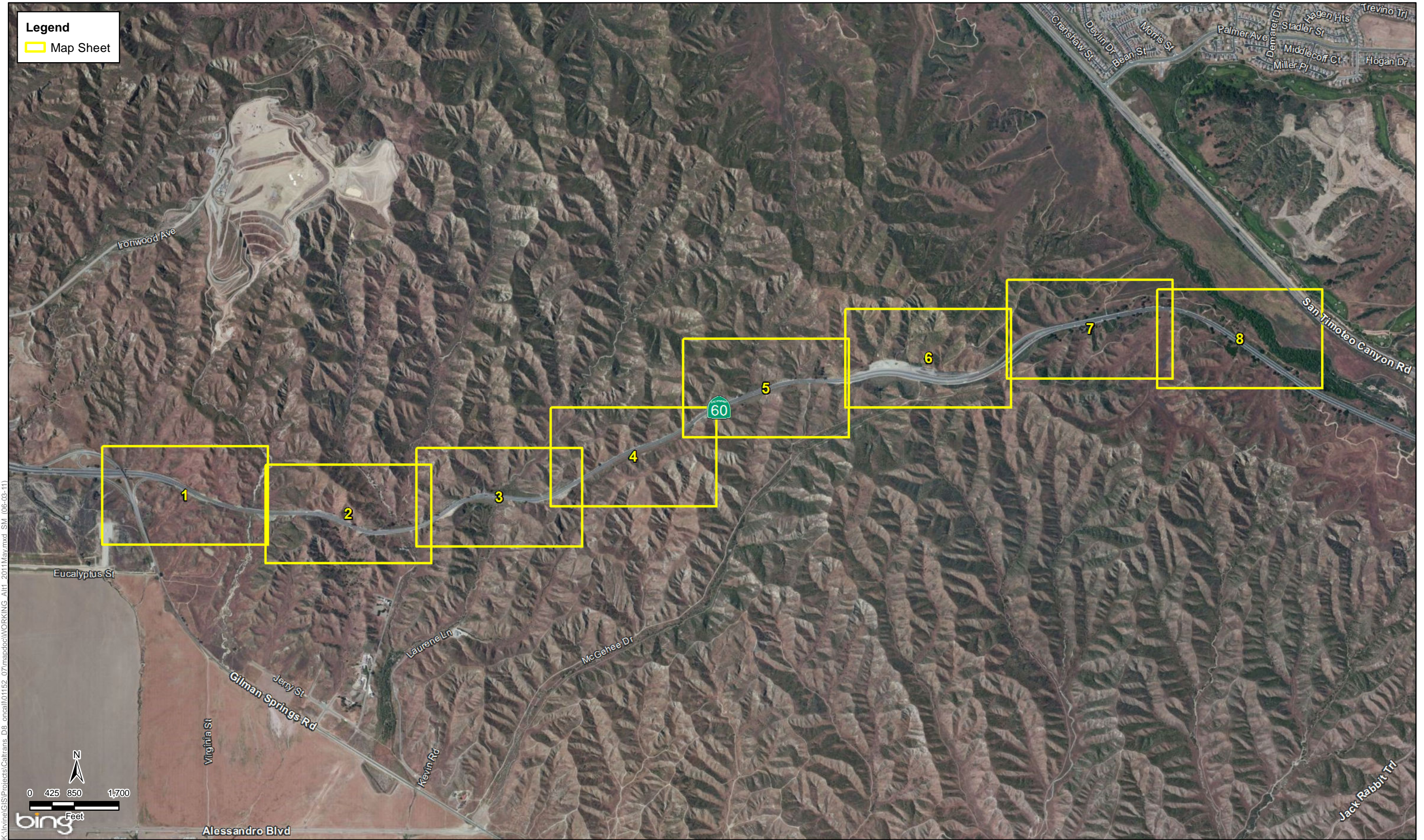
Two alternatives were studied for this project: the No-Build Alternative and the Build Alternative.

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, no capital cost is 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, Build Alternative (Preferred Alternative)

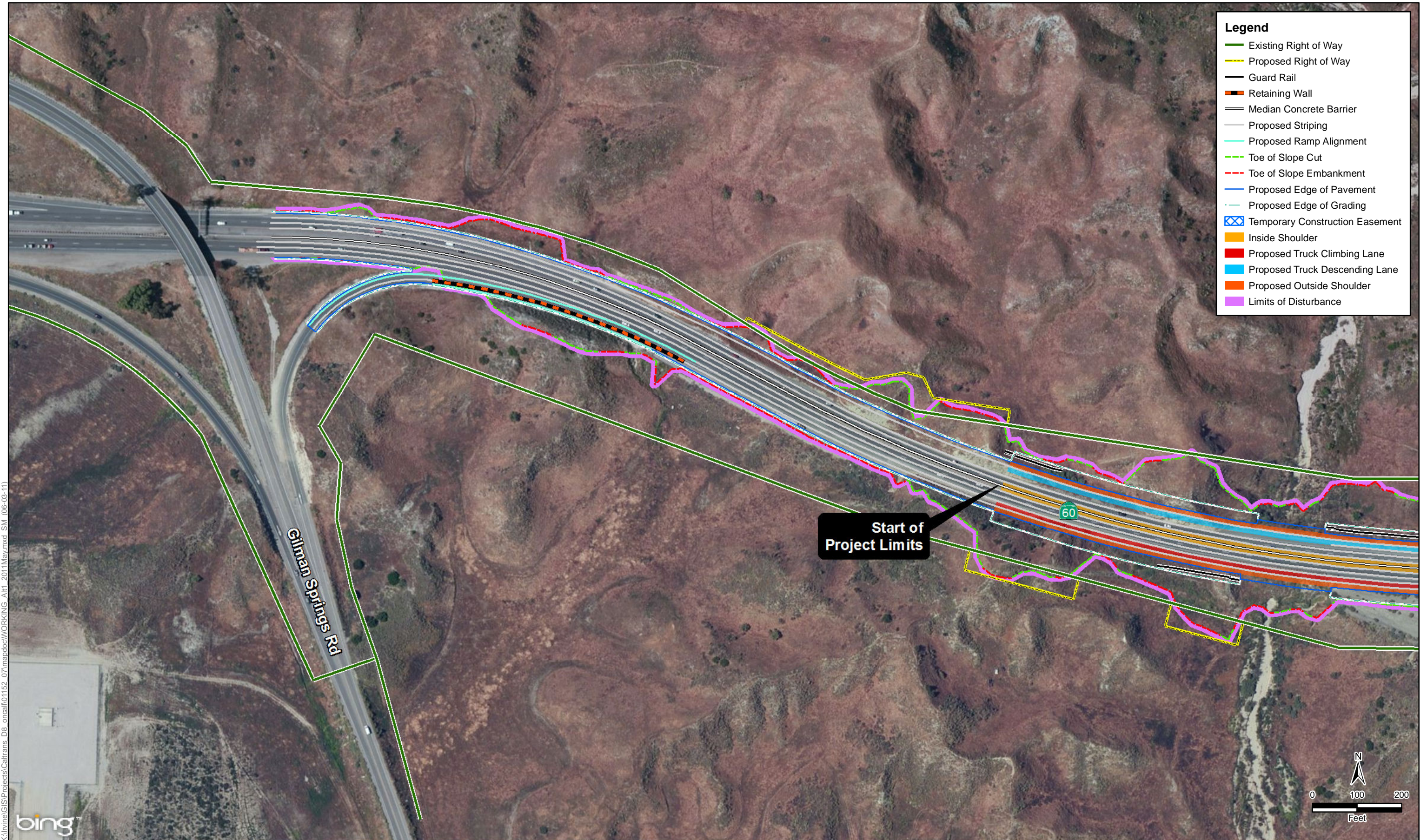
The Proposed Build Alternative would construct an eastbound truck-climbing lane, a westbound truck-descending lane, and standard inside and outside shoulders in both directions of SR-60 between Gilman Springs Road and 1.5 miles west of Jack Rabbit Trail in Riverside County (see Figure 1-3, Build Alternative Map, and Figure 1-4, Typical Cross Section).



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

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SOURCE: Bing Imagery

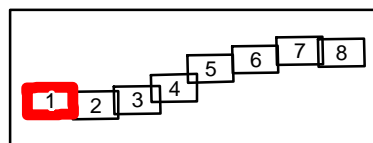
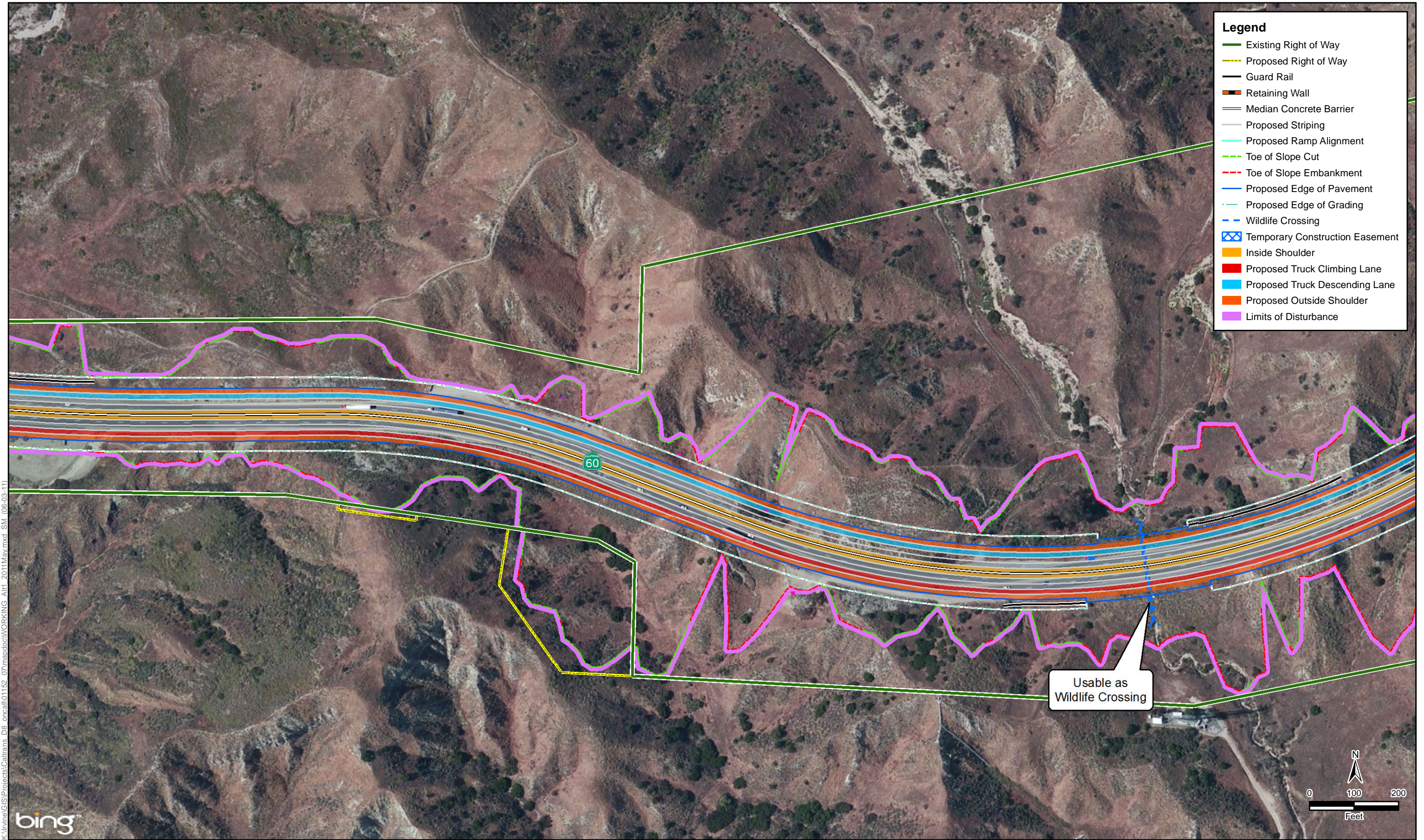


Figure 1-3 Sheet 1 of 8
Build Alternative Map
State Route 60 Truck Lanes Project

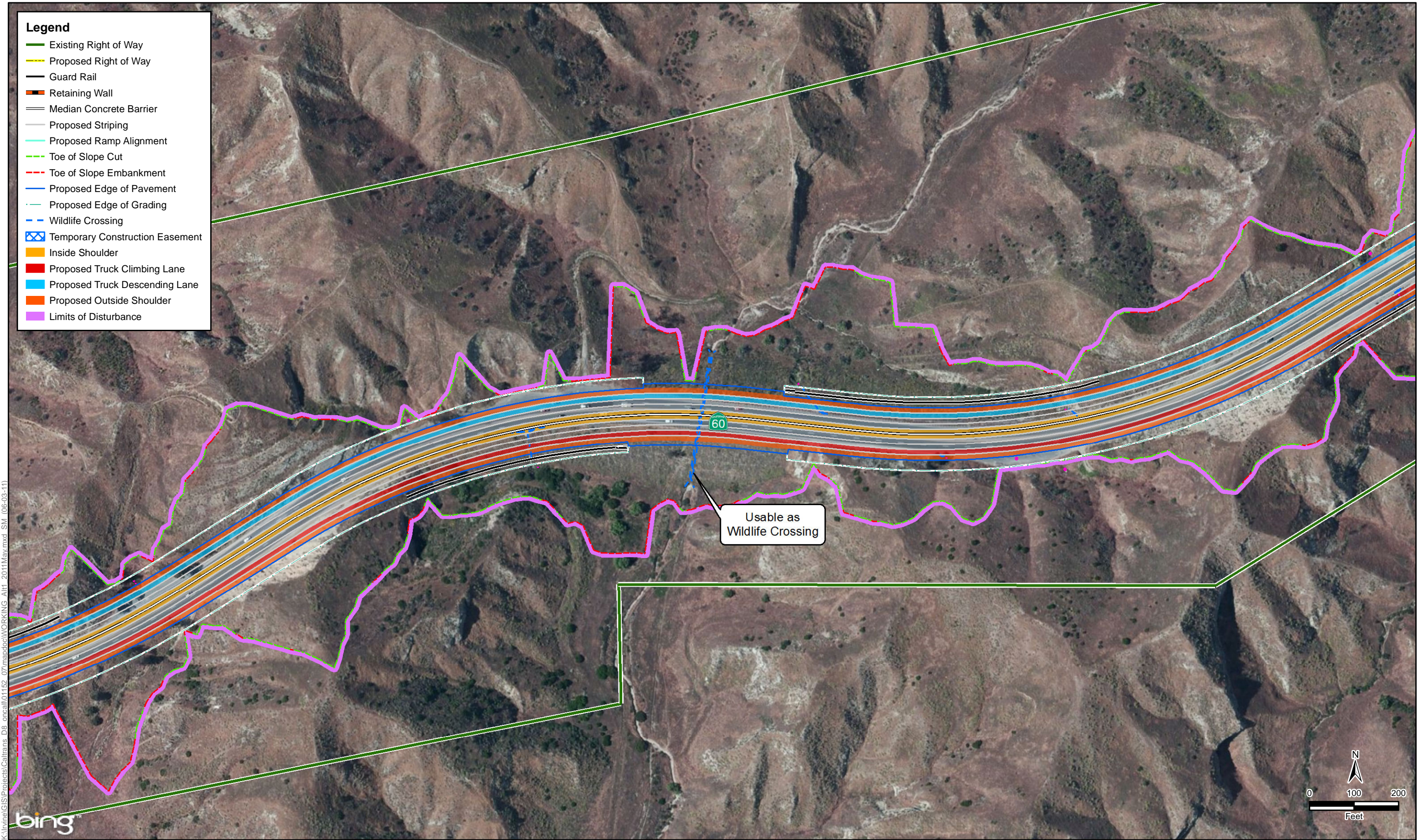
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Figure 1-3 Sheet 2 of 8
Build Alternative Map
State Route 60 Truck Lanes Project

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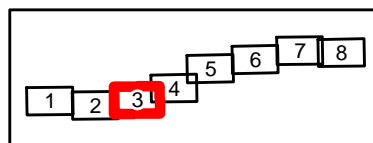
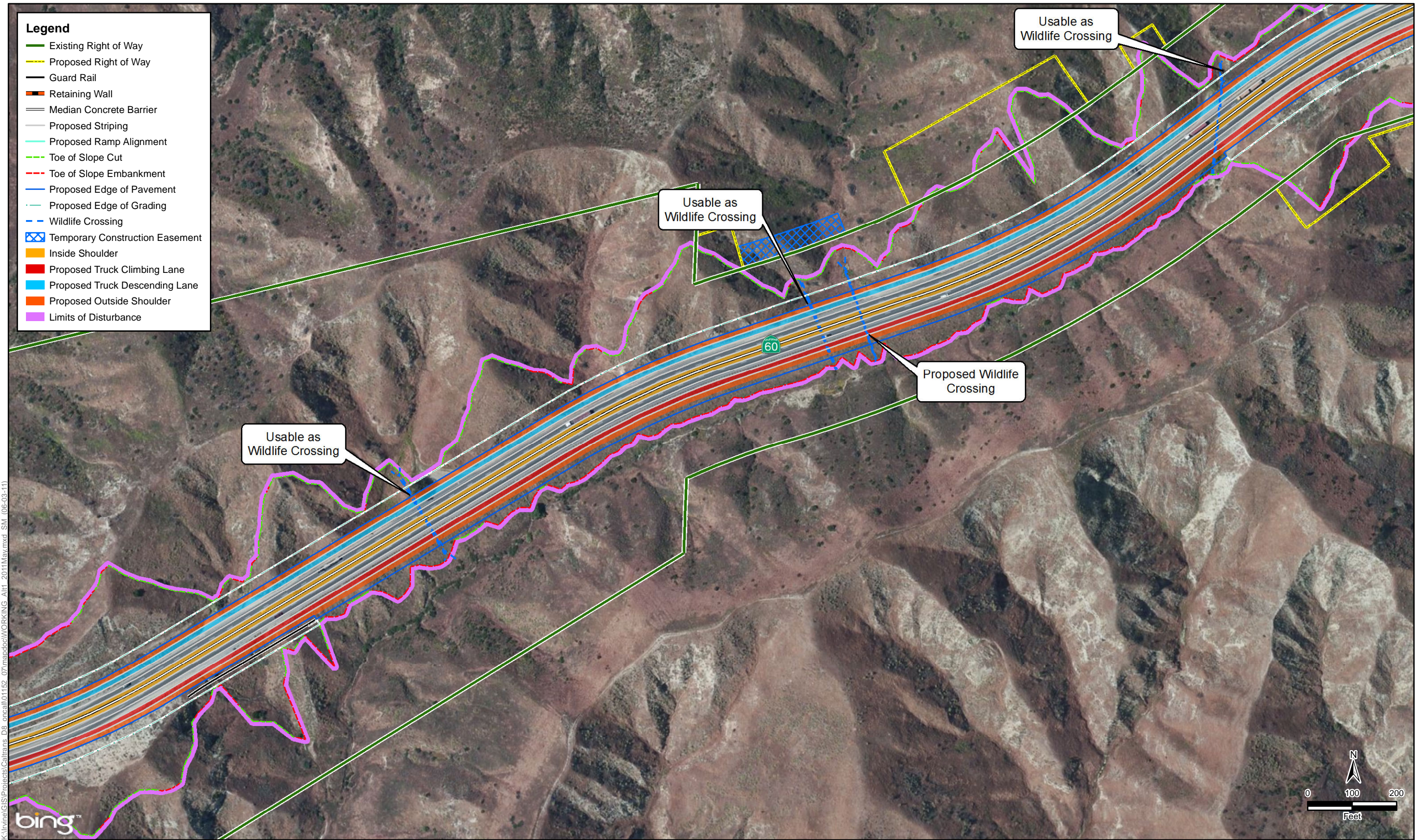


Figure 1-3 Sheet 3 of 8
Build Alternative Map
State Route 60 Truck Lanes Project

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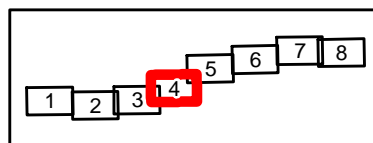
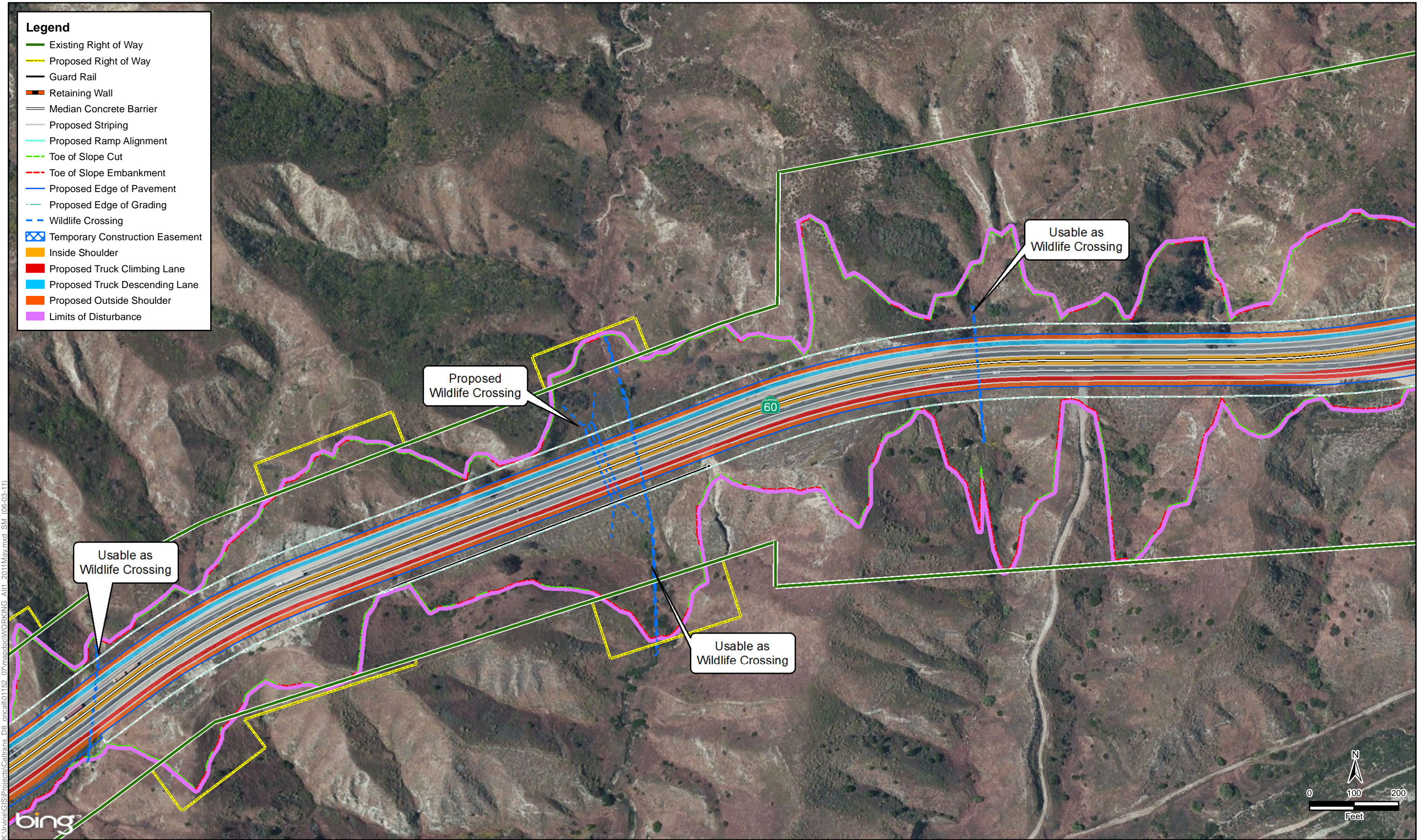


Figure 1-3 Sheet 4 of 8
Build Alternative Map
State Route 60 Truck Lanes Project

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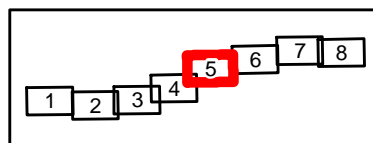
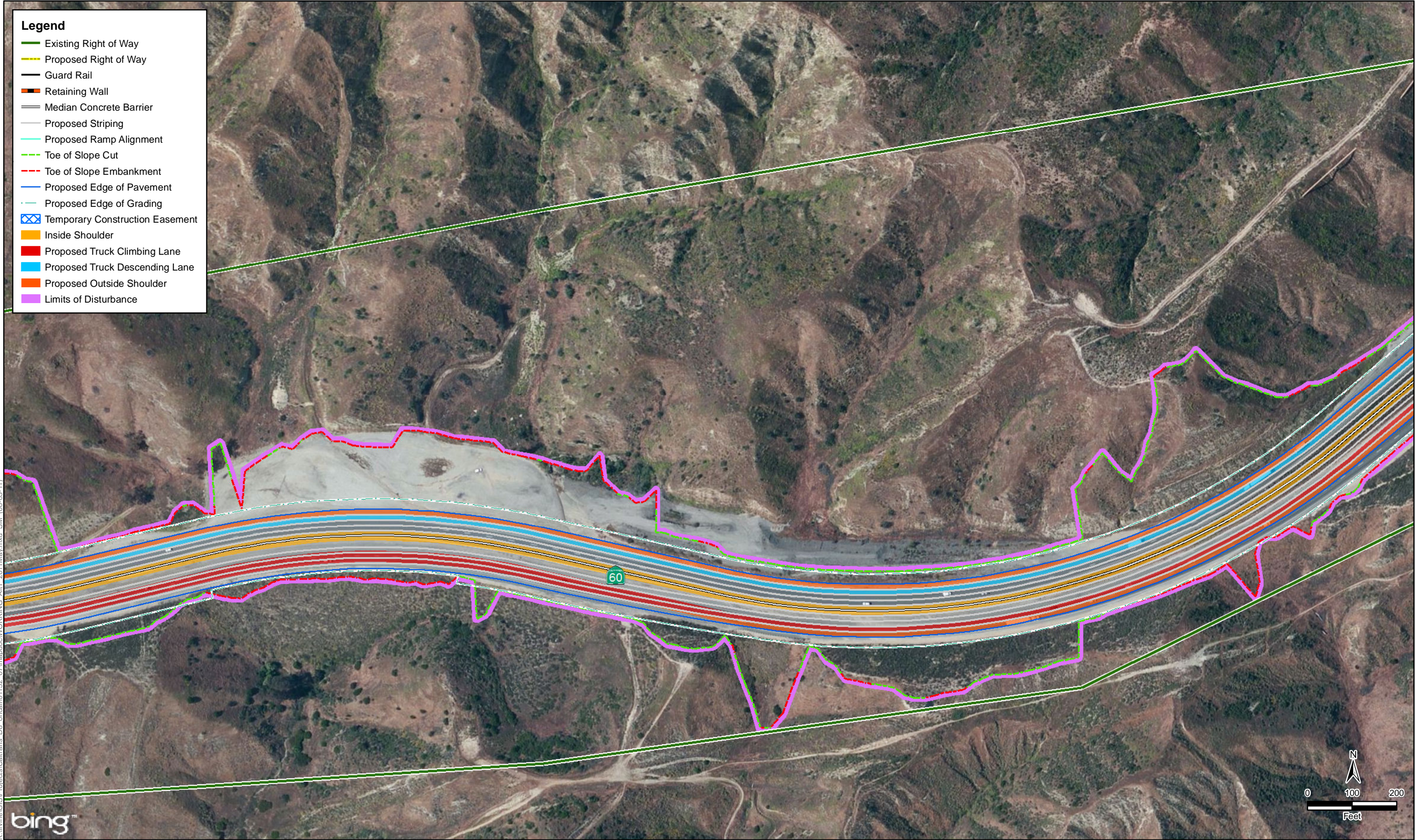
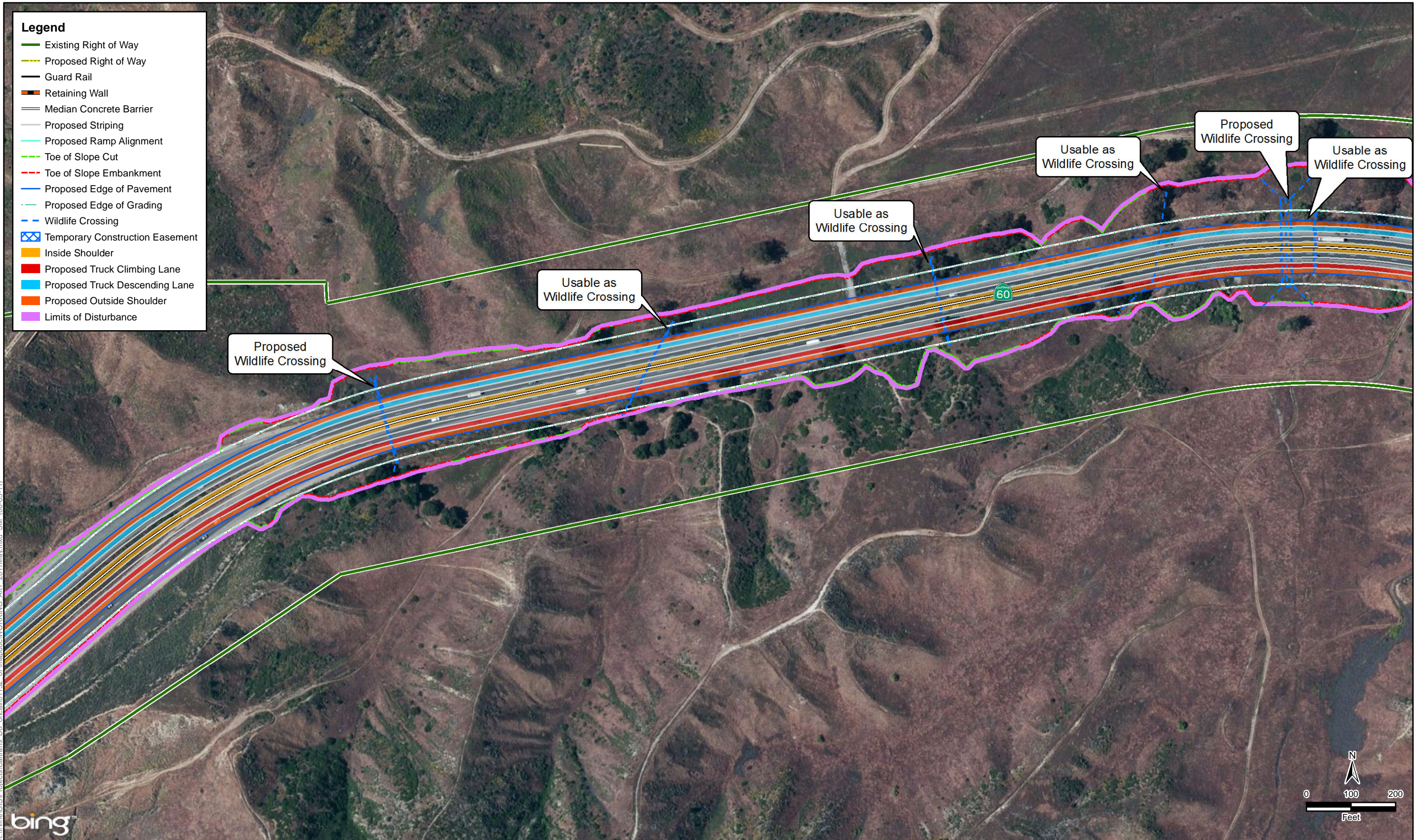


Figure 1-3 Sheet 5 of 8
Build Alternative Map
State Route 60 Truck Lanes Project

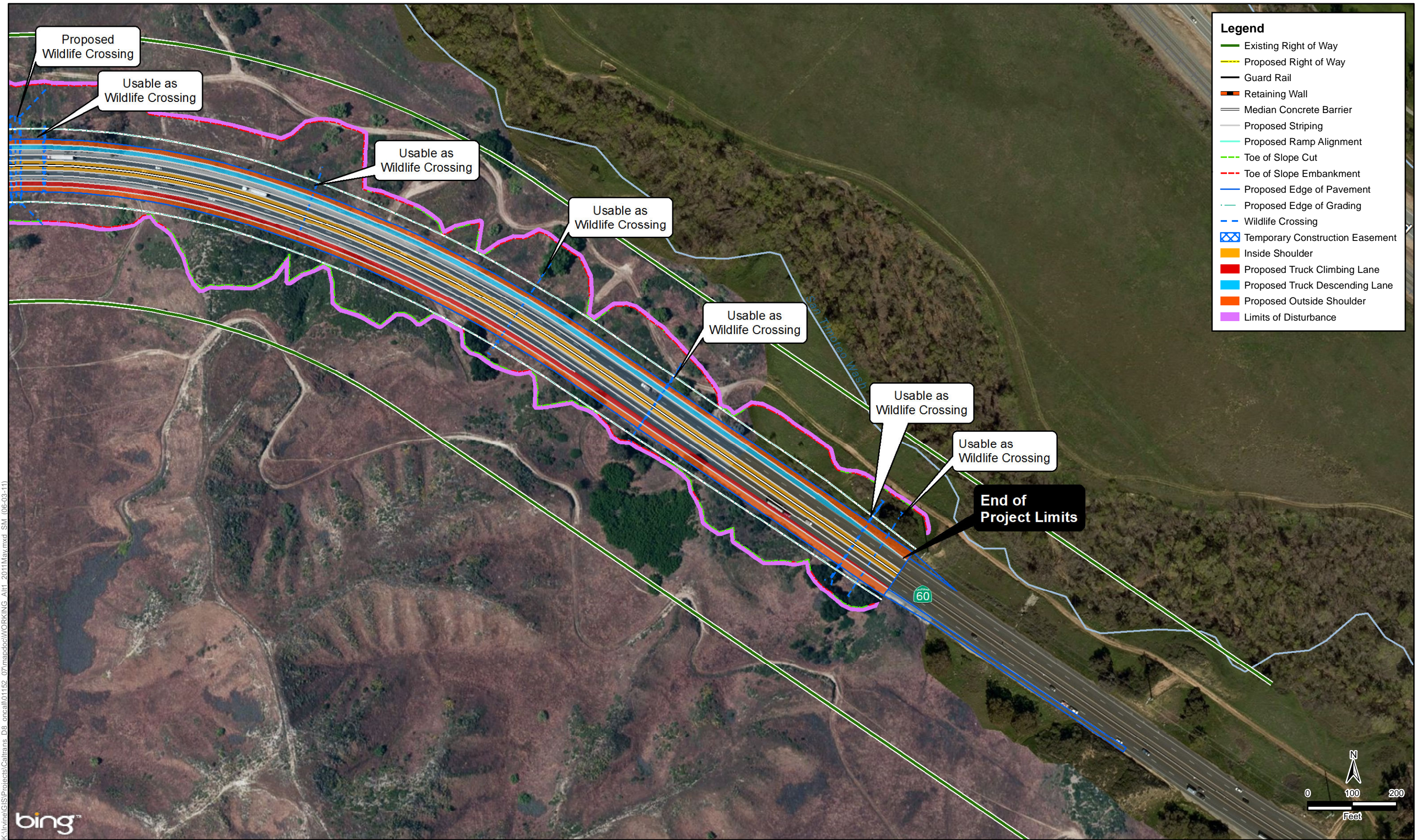
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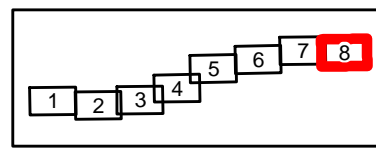


Figure 1-3 Sheet 8 of 8
Build Alternative Map
State Route 60 Truck Lanes Project

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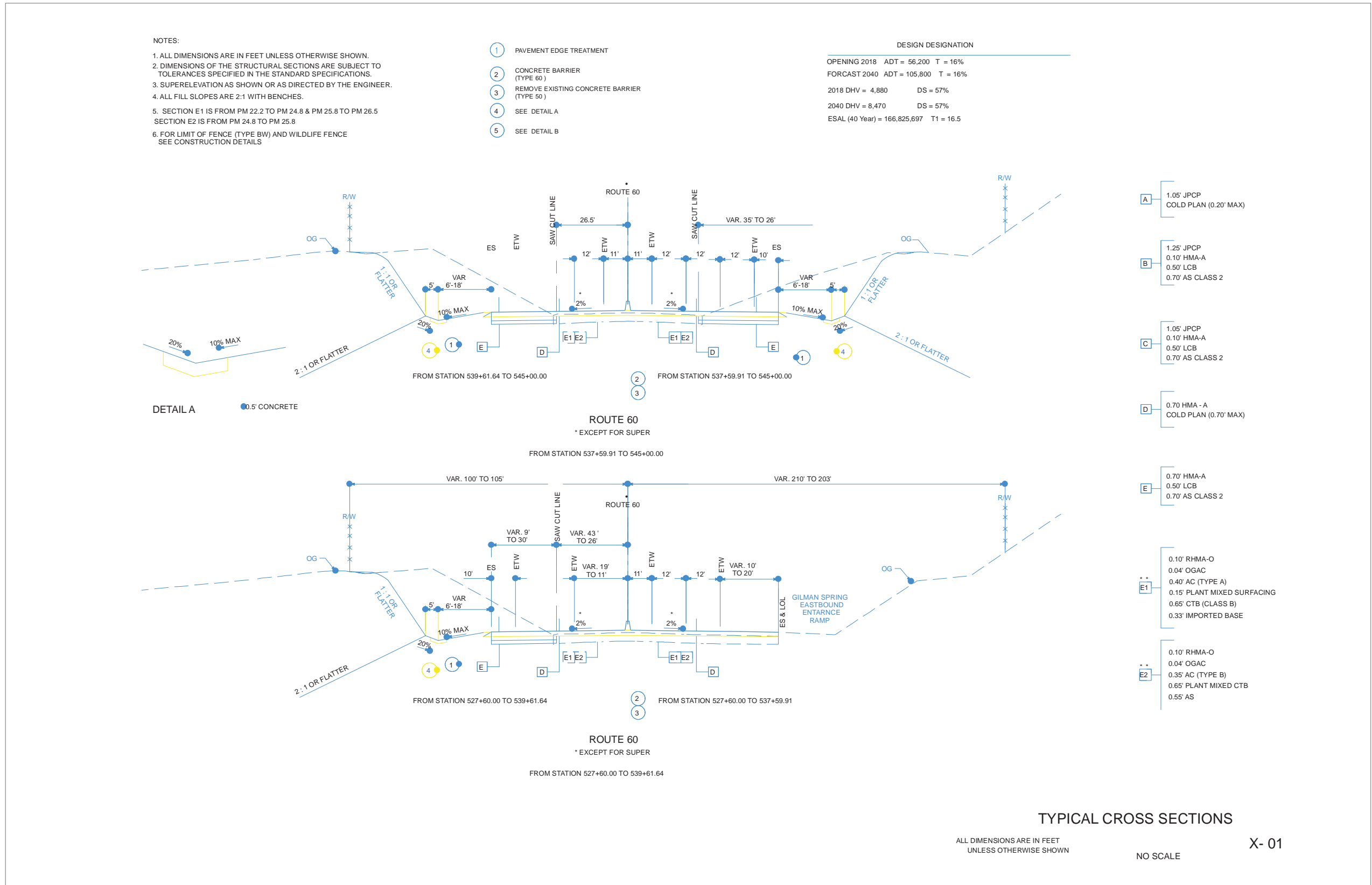


Figure 1-4, Sheet 1
Typical Cross Section
State Route 60 Truck Lanes Project

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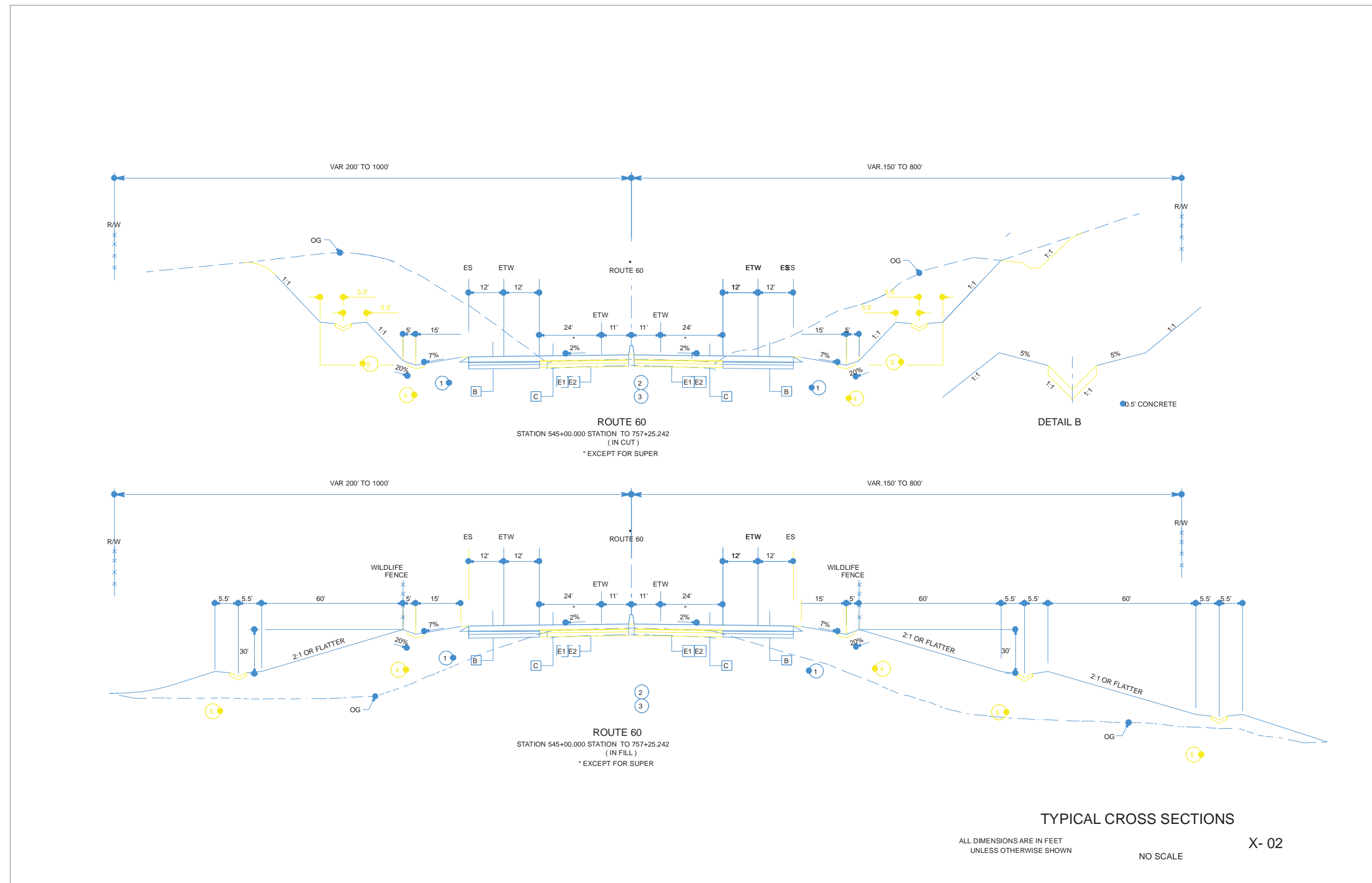


Figure 1-4, Sheet 2
Typical Cross Section
State Route 60 Truck Lanes Project

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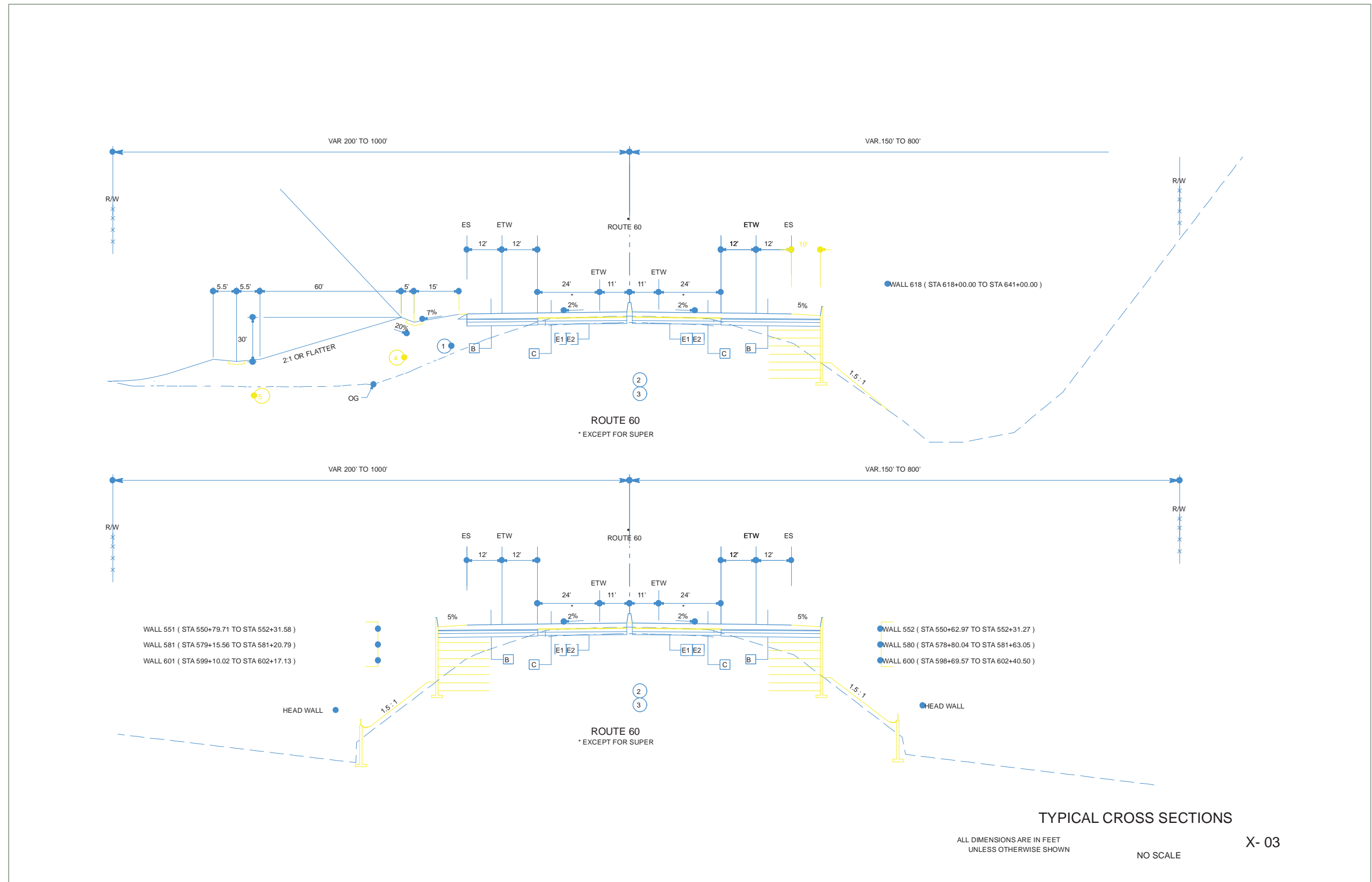


Figure 1-4, Sheet 3
Typical Cross Section
State Route 60 Truck Lanes Project

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The Proposed Build 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 and outside shoulders.
- The new lanes and shoulders would be constructed out of 1.25 feet 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 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 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.
- Utilities would be relocated, as needed, to accommodate the widened facility.
- The majority of the work would occur within the existing Caltrans right of way; however, the project would require the acquisition of new right of way and Temporary Construction Easements (TCE) for the construction of cut and fill slopes. The new right of way is 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 (Slope Option B):

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

For all of the 2.4:1 (H:V) 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 previously discussed.

At 7 locations retaining walls will be constructed at the toe and middle of slope to protect the waterways and eliminate need for extending three existing Arch Culverts.

The following existing utilities will be protected in place:

- Kinder Morgan 20-inch pipeline in 24-inch casing at PM 25.17
- Kinder Morgan 12-inch line leased to Level 3 Communication for fiber optic at PM 25.17
- Questar Southern Trails Pipeline 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 mitigate for impacts to small and medium wildlife under the Riverside Multispecies Habitat Conservation Plan (MSHCP). Existing culverts will be cleaned or restored to encourage wildlife usage. Two additional large wildlife crossings, each measuring 20'x 20' Reinforced Concrete Box culverts (RCB), will also be built to mitigate for impacts to large species under the MSHCP. The locations for large wildlife crossings have been identified on Figure 1-4, Sheets ###. Coordination is on-going with the U.S. Fish and Wildlife Service, Riverside Conservation Agency and Riverside County Transportation Commission.

At seven locations, 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 Figures 4-1, 4-2, and 4-3).

Detours and Construction Staging

The project would implement construction staging strategies in order to minimize traffic delays and congestion during the construction period. The strategies would be part of the Traffic Management Plan (TMP) that would be prepared for the project (measure **TRF-1**).

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. 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 Figure 1-5, 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 Figure 1-6, 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 Figure 1-7, 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 Figure 1-8, 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.

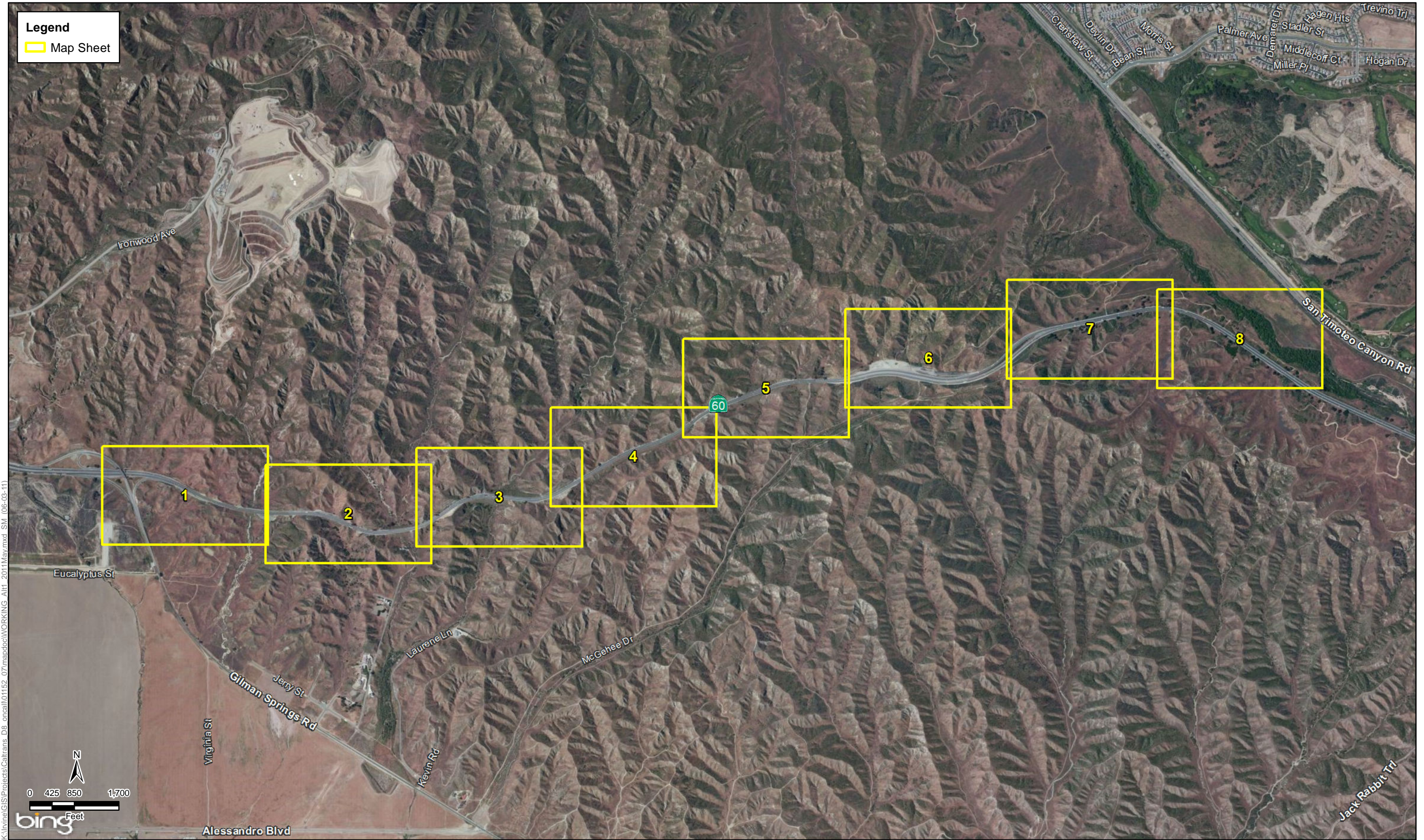
Stage 5

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 Figure 1-9, 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 permit grinding of the newly constructed eastbound and westbound lanes to remove old markings left behind from prior stage striping (refer to Figure 1-10, Construction Stage 6). All temporary paving will be removed, and eastbound traffic from Stage 5 will be re-directed onto the new roadbed. This stage is estimated to take 30 working days.

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Figure 1-5 Index Sheet
Construction Stage 1
State Route 60 Truck Lanes Project

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Figure 1-5, Sheet 1 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

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Figure 1-5, Sheet 2 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

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Figure 1-5, Sheet 3 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

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Figure 1-5, Sheet 4 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

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Figure 1-5, Sheet 5 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

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Figure 1-5, Sheet 6 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

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Figure 1-5, Sheet 7 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

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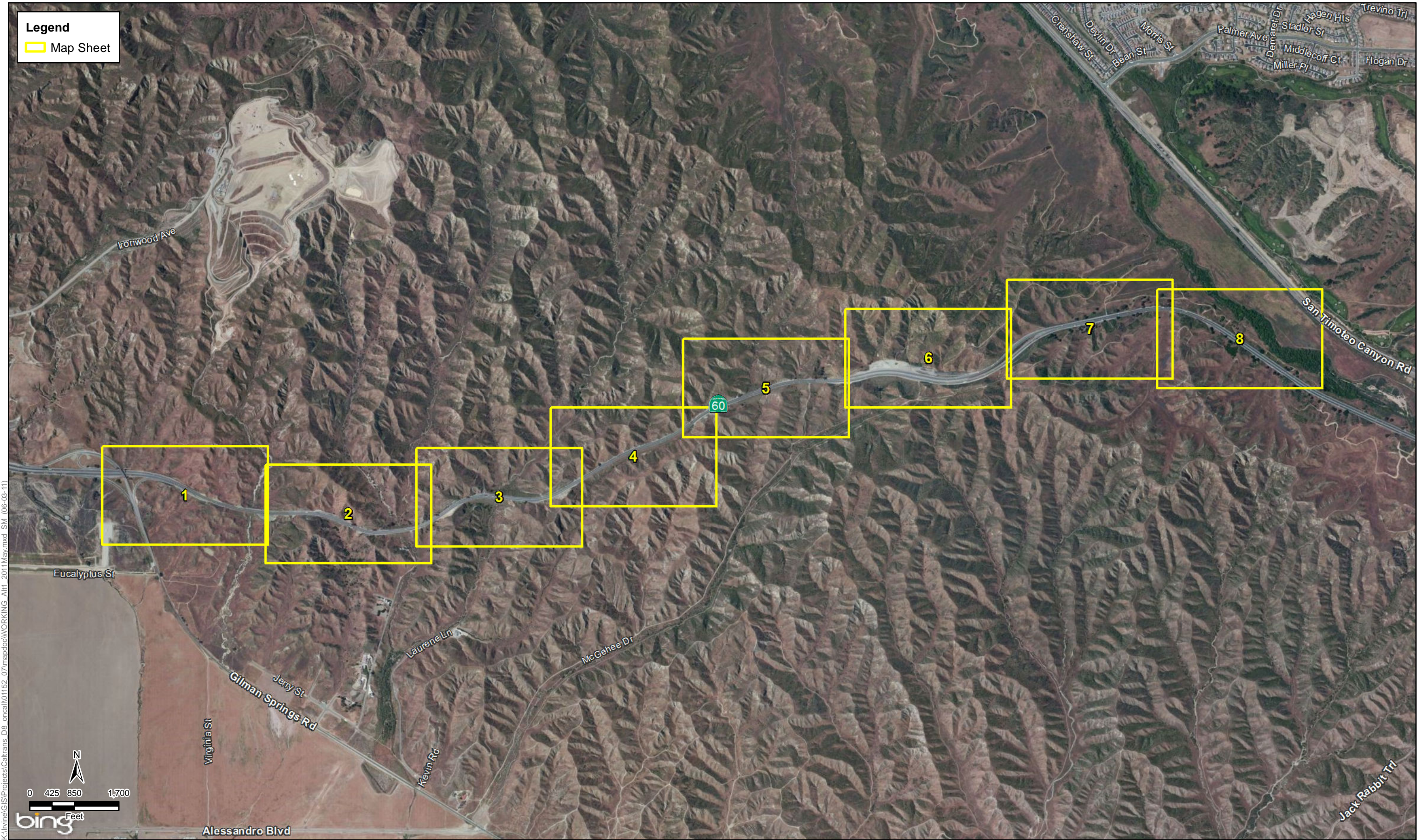


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Figure 1-5, Sheet 8 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

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Figure 1-6 Index Sheet
Construction Stage 2
State Route 60 Truck Lanes Project

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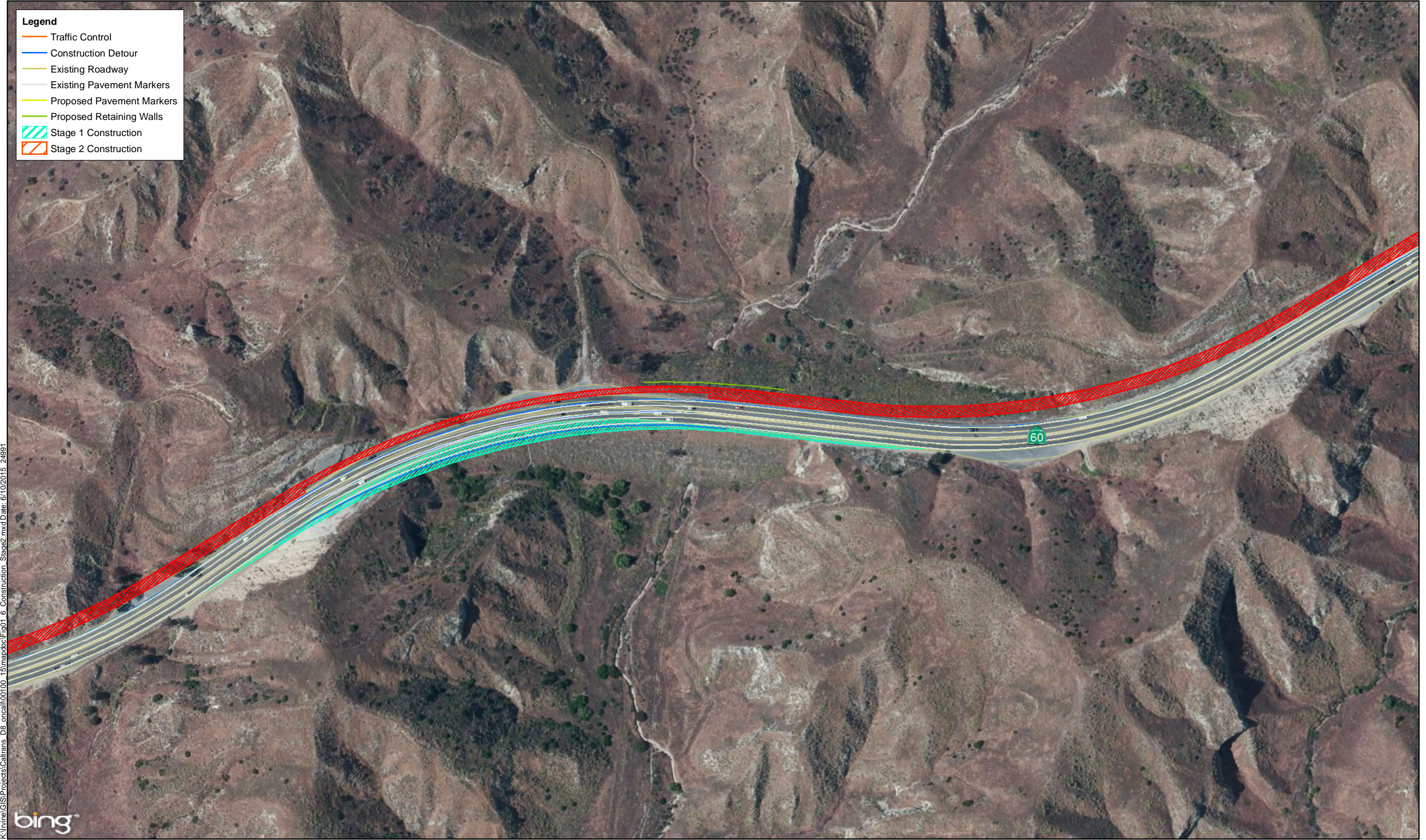
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Construction Stage 2
State Route 60 Truck Lanes Project

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Figure 1-6, Sheet 2 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

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- Legend**
- Traffic Control
 - Construction Detour
 - Existing Roadway
 - Existing Pavement Markers
 - Proposed Pavement Markers
 - Proposed Retaining Walls
 - Stage 1 Construction
 - Stage 2 Construction



Figure 1-6, Sheet 3 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

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Figure 1-6, Sheet 4 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

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Figure 1-6, Sheet 5 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

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Figure 1-6, Sheet 6 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

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Figure 1-6, Sheet 7 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

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Legend

- Traffic Control
- Construction Detour
- Existing Roadway
- Existing Pavement Markers
- Proposed Pavement Markers
- Proposed Retaining Walls
- Stage 1 Construction
- Stage 2 Construction

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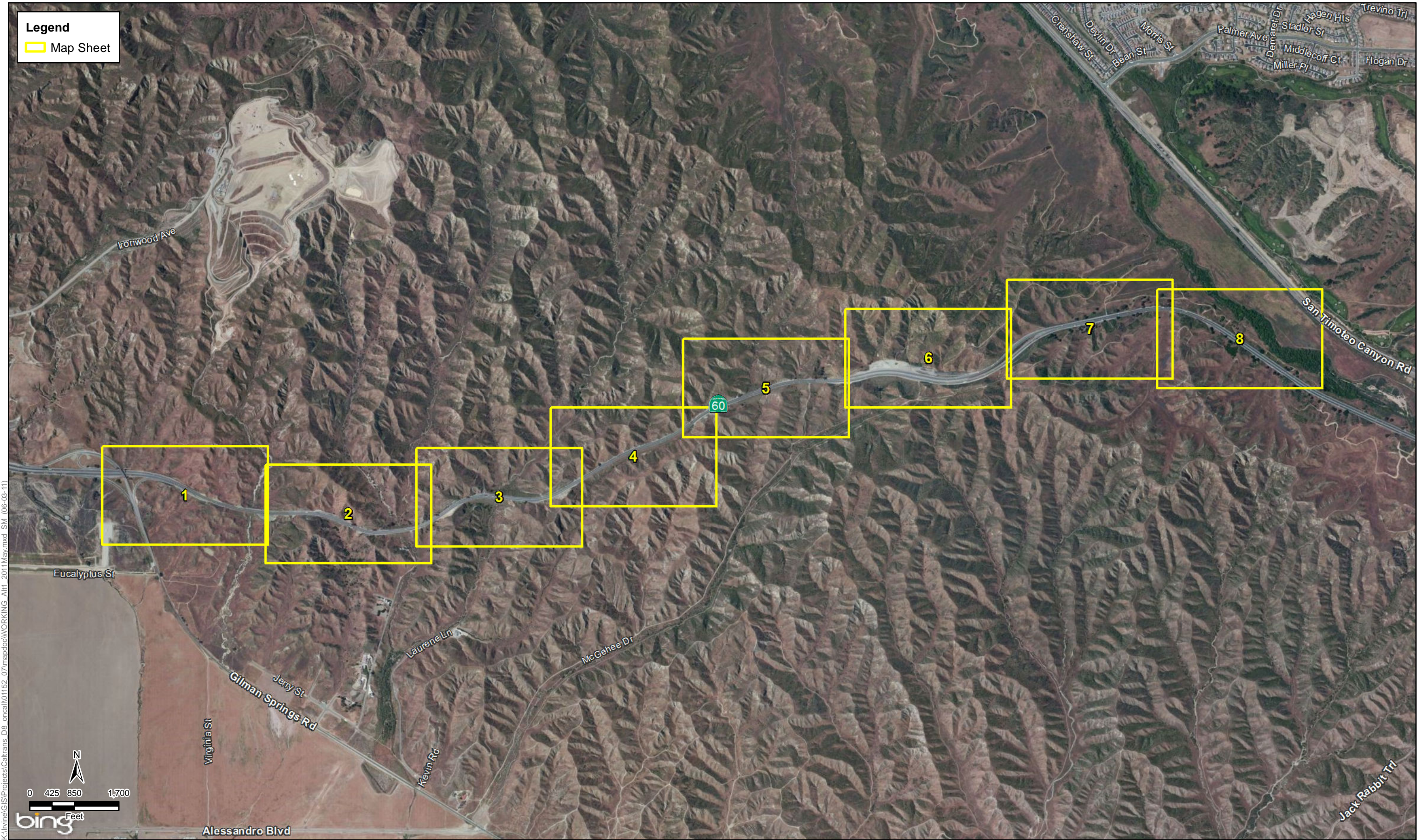
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Construction Stage 2
State Route 60 Truck Lanes Project

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Figure 1-7 Index Sheet
Construction Stage 3
State Route 60 Truck Lanes Project

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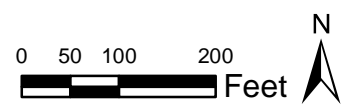


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Construction Stage 3
State Route 60 Truck Lanes Project

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Figure 1-7, Sheet 2 of 8
Construction Stage 3
State Route 60 Truck Lanes Project

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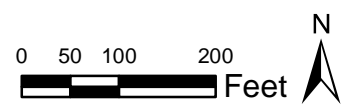


Figure 1-7, Sheet 3 of 8
Construction Stage 3
State Route 60 Truck Lanes Project

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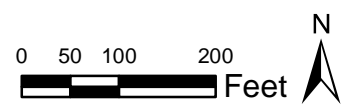


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Construction Stage 3
State Route 60 Truck Lanes Project

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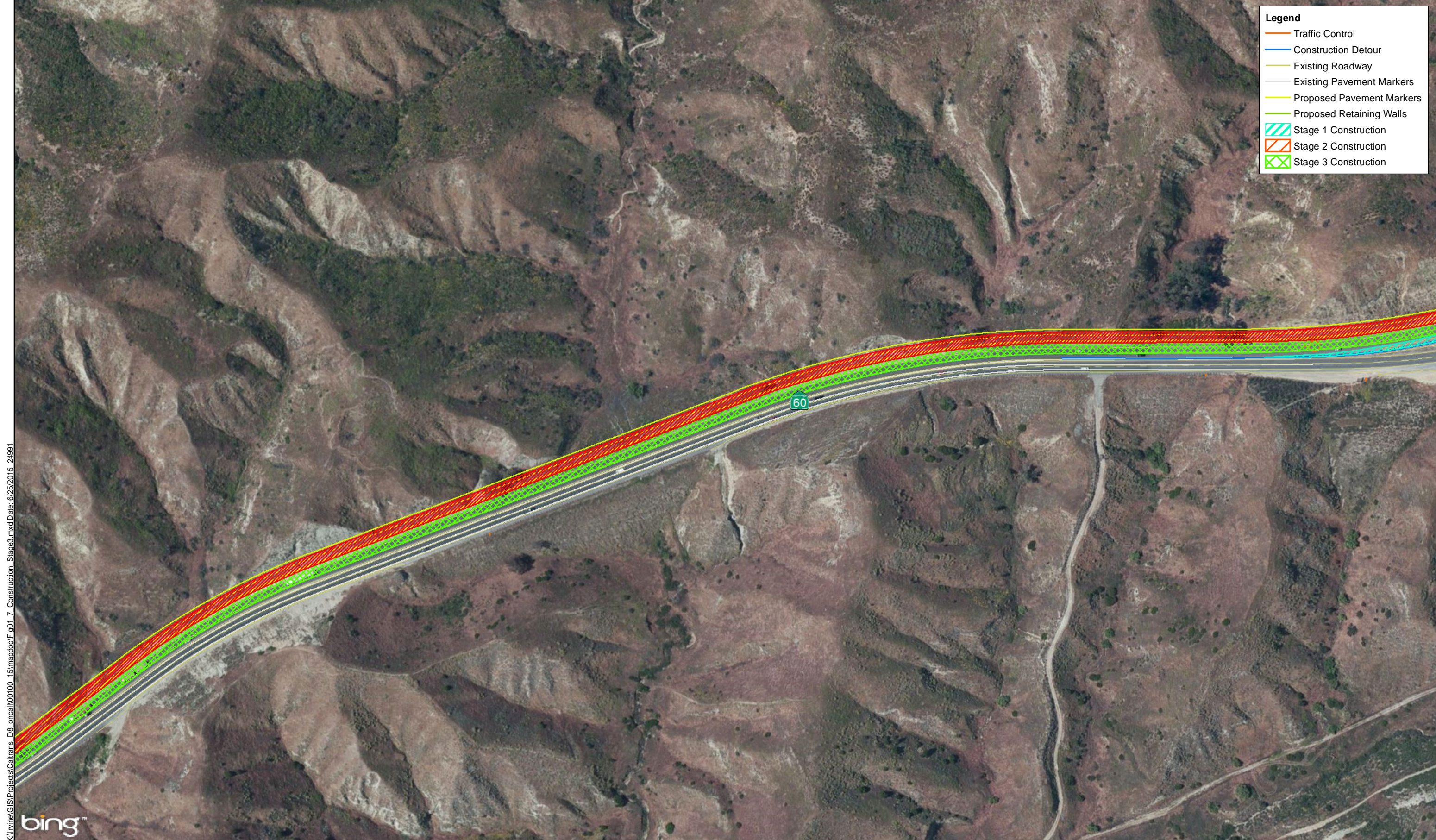


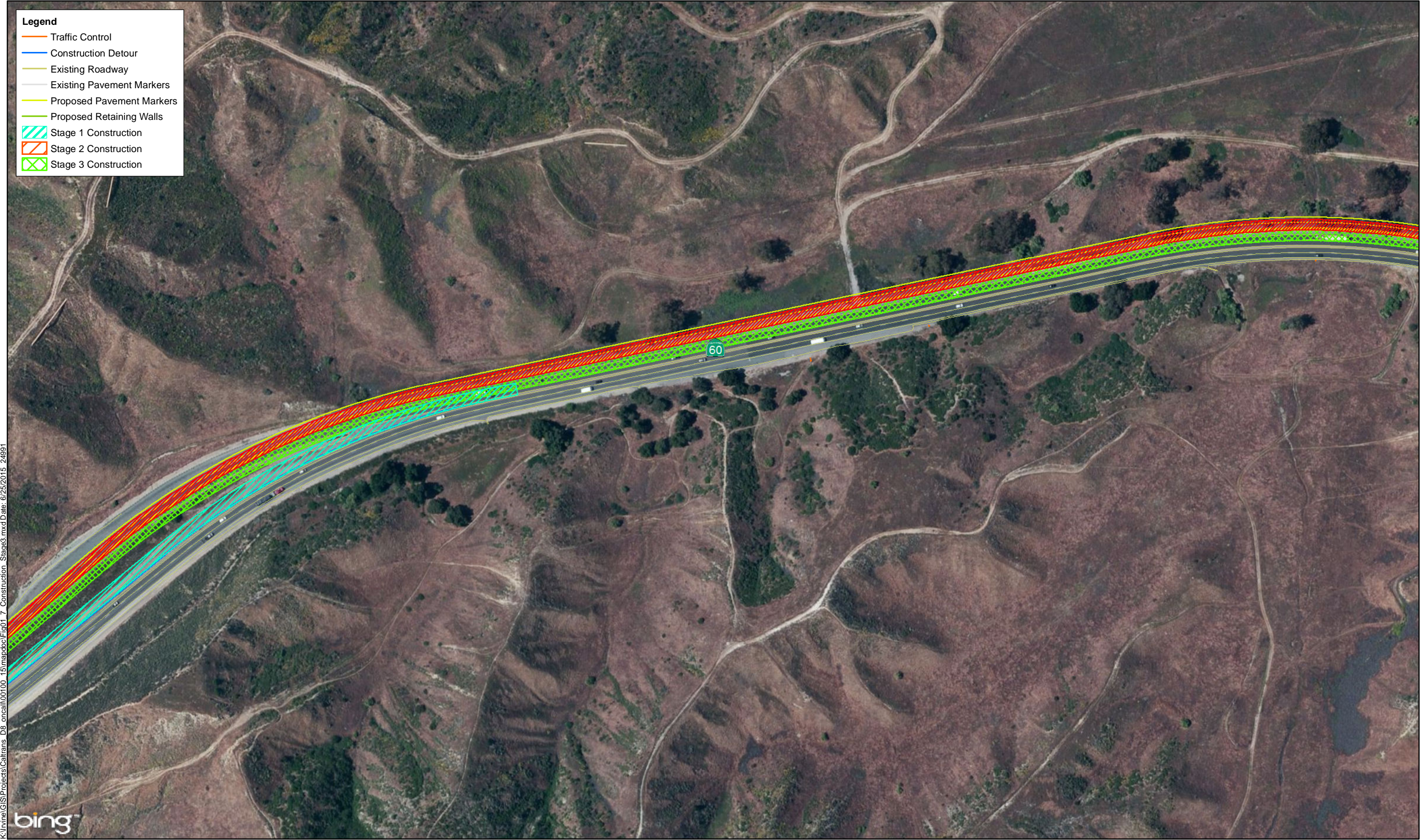
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Construction Stage 3
State Route 60 Truck Lanes Project

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Figure 1-7, Sheet 6 of 8
Construction Stage 3
State Route 60 Truck Lanes Project

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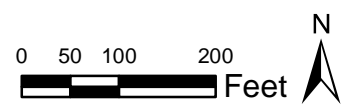


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Construction Stage 3
State Route 60 Truck Lanes Project

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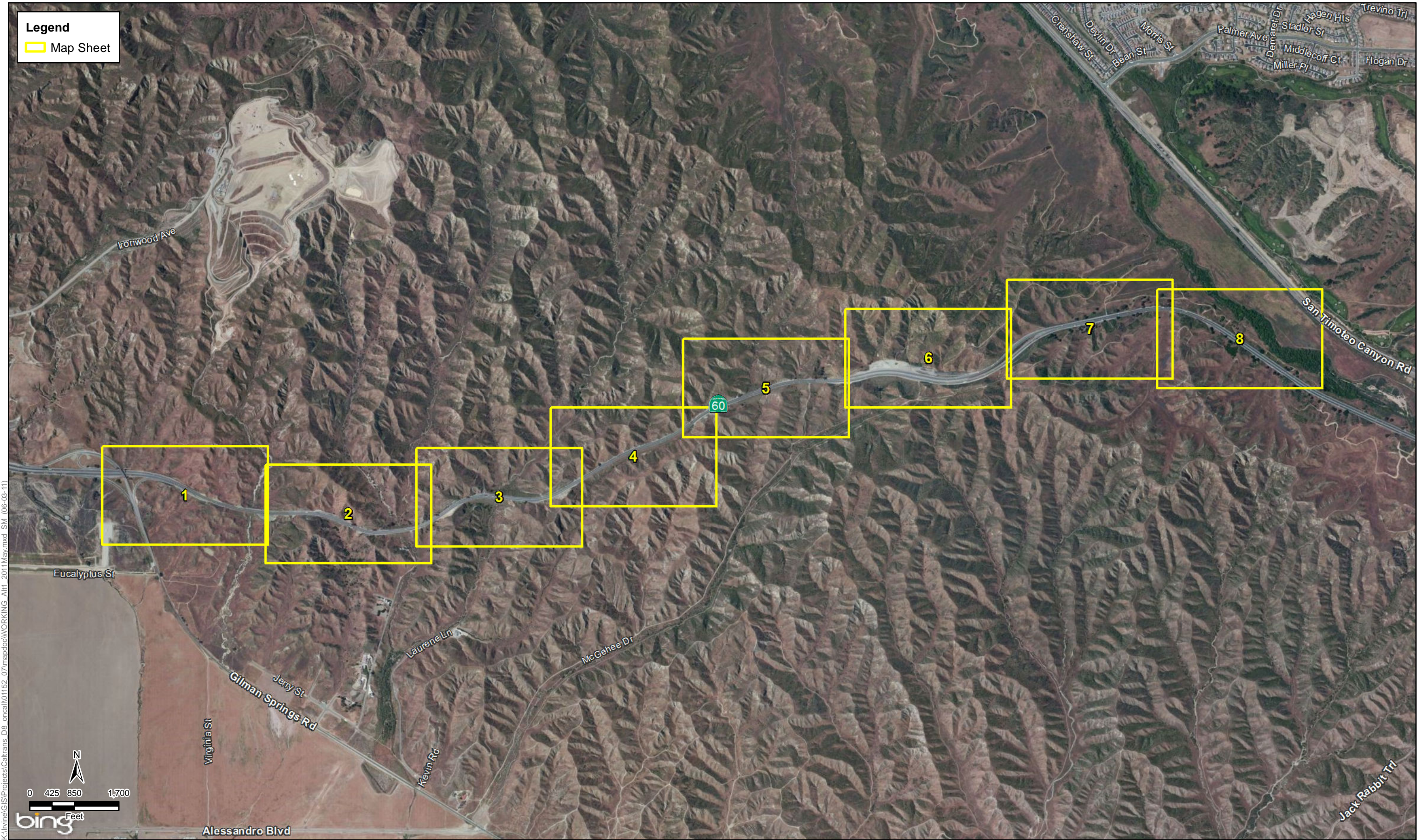


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Figure 1-7, Sheet 8 of 8
Construction Stage 3
State Route 60 Truck Lanes Project

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Figure 1-8 Index Sheet
Construction Stage 4
State Route 60 Truck Lanes Project

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Figure 1-8, Sheet 1 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

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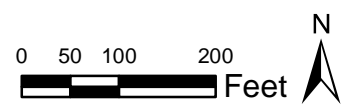
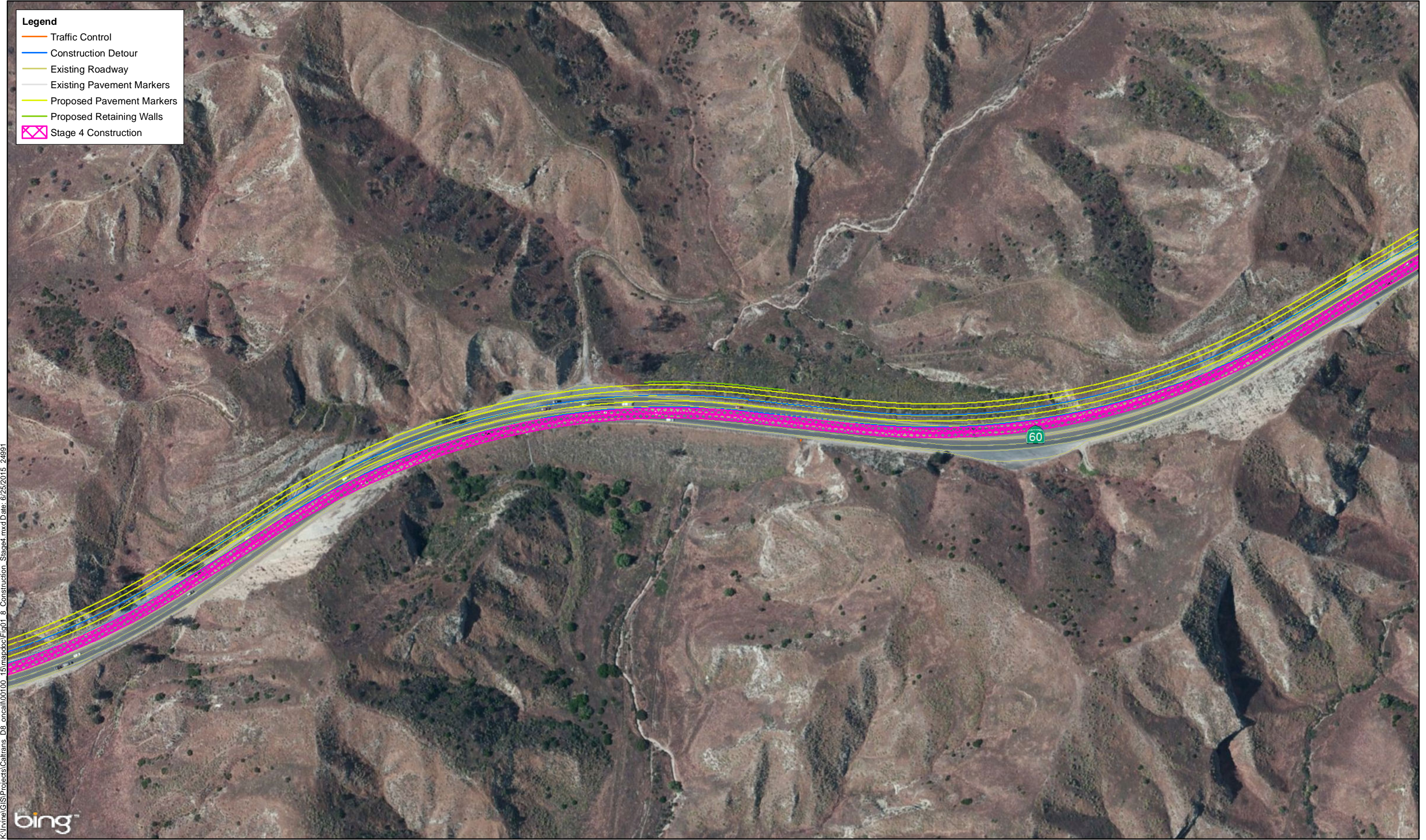


Figure 1-8, Sheet 2 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

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Figure 1-8, Sheet 3 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

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Figure 1-8, Sheet 4 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

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Figure 1-8, Sheet 5 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

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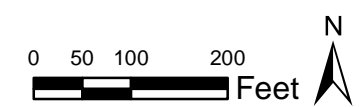


Figure 1-8, Sheet 6 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

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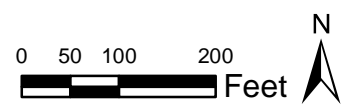


Figure 1-8, Sheet 7 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

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Legend

- Traffic Control
- Construction Detour
- Existing Roadway
- Existing Pavement Markers
- Proposed Pavement Markers
- Proposed Retaining Walls
- Stage 4 Construction

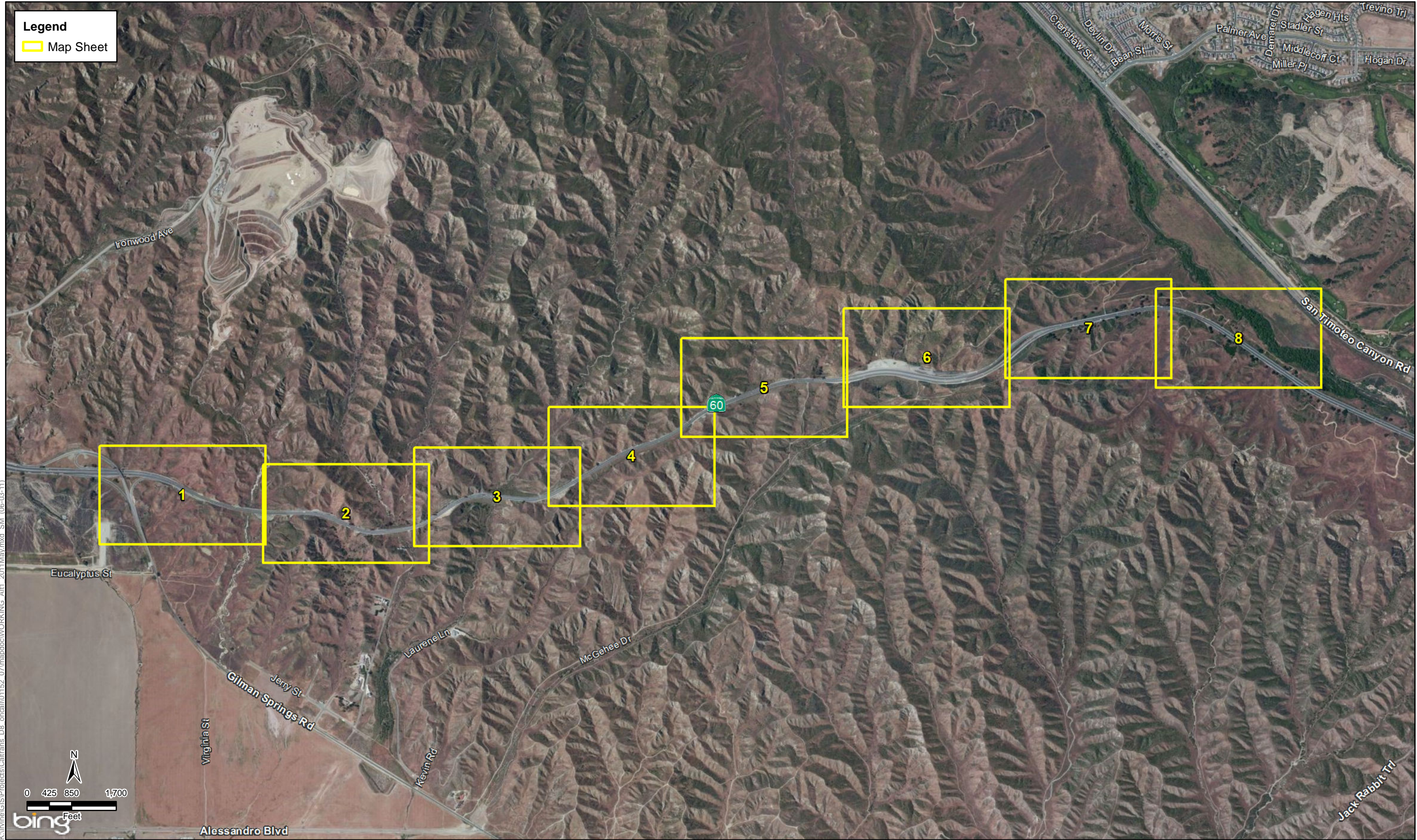
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Figure 1-8, Sheet 8 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

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Figure 1-9 Index Sheet
Construction Stage 5
State Route 60 Truck Lanes Project

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Figure 1-9, Sheet 1 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

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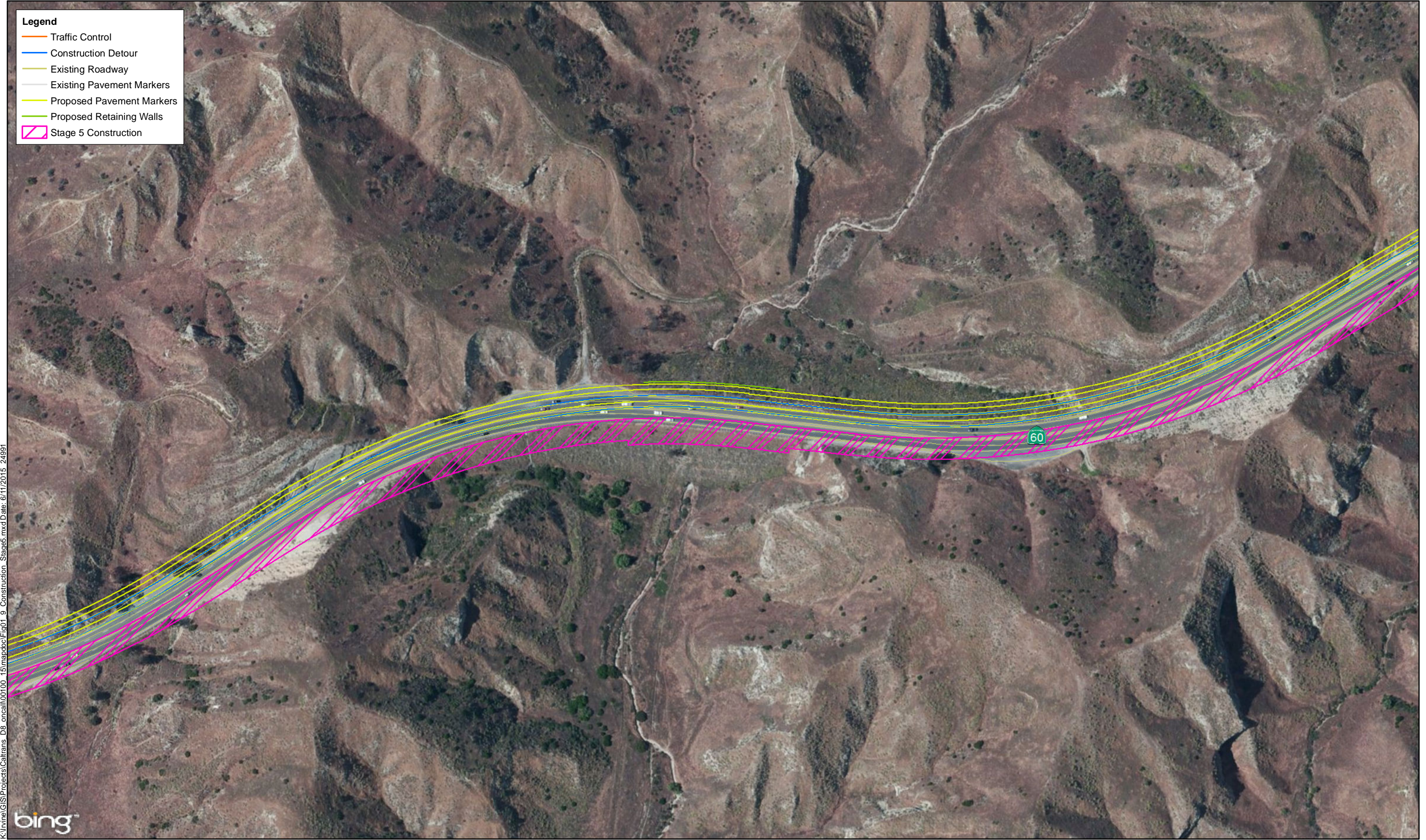


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Figure 1-9, Sheet 2 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

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Figure 1-9, Sheet 3 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

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Figure 1-9, Sheet 4 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

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Figure 1-9, Sheet 5 of 8
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State Route 60 Truck Lanes Project

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Figure 1-9, Sheet 6 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

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Figure 1-9, Sheet 7 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

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- Legend**
- Traffic Control
 - Construction Detour
 - Existing Roadway
 - Existing Pavement Markers
 - Proposed Pavement Markers
 - Proposed Retaining Walls
 - Stage 5 Construction



Figure 1-9, Sheet 8 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

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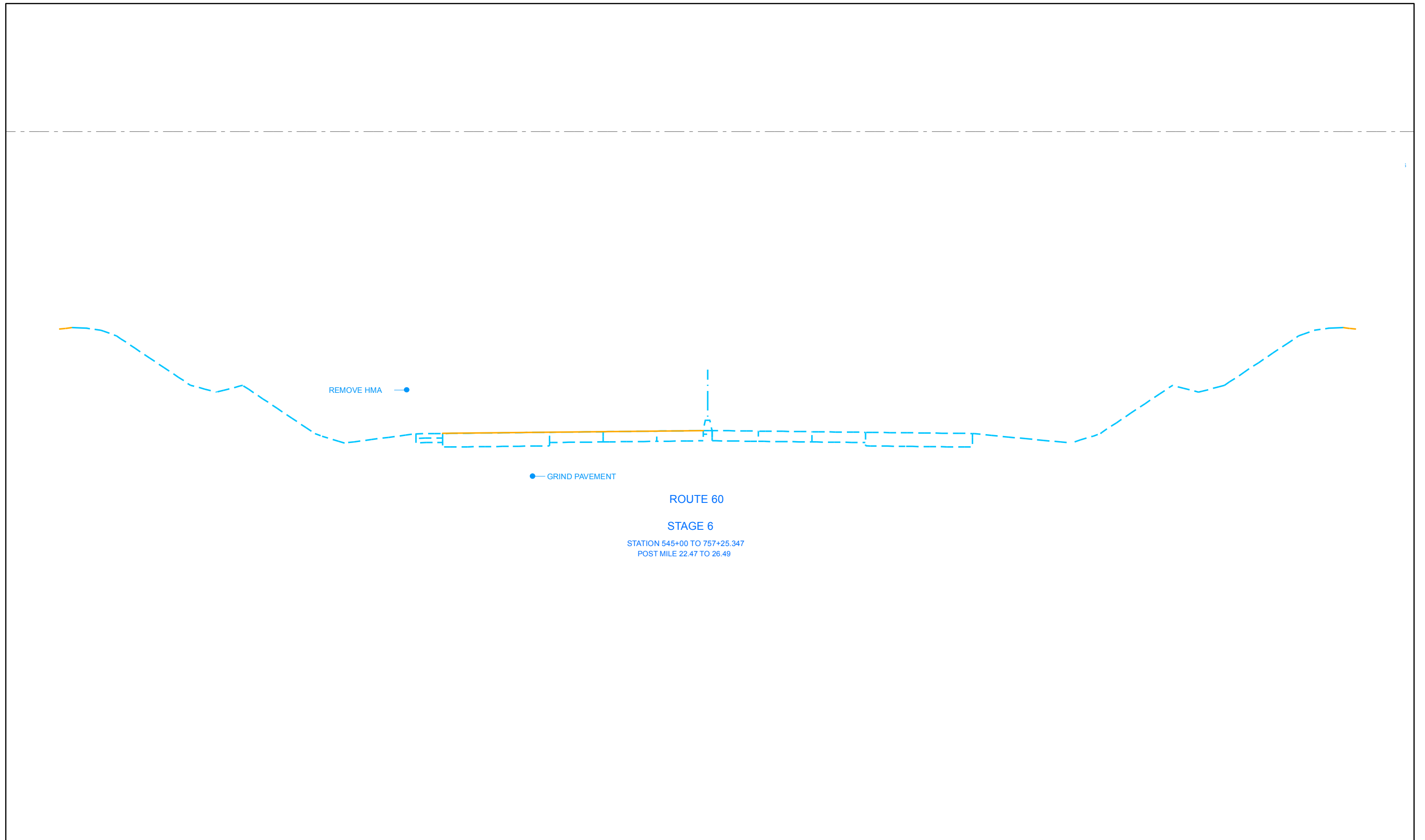


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Construction Stage 6
State Route 60 Truck Lanes Project

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Identification of a Preferred Alternative

The Draft Environmental Document (Initial Study [with Proposed Mitigated Negative Declaration]/Environmental Assessment) was circulated to the public for review from June 14, 2014 to August 14, 2014. During the circulation period, public review comments regarding the Draft Environmental Document were received by Caltrans and reviewed. After all comments from the public were considered, the Project Development Team developed and selected the Build Alternative with Slope Option B as the Preferred Alternative because it would improve traffic flow on the traffic flow on the regional transportation system and improve operational performance.

Due to a combination of mountainous terrain, inside narrow shoulders and due to the existence of a concrete median barrier, the horizontal alignment of SR-60 is restricted. Additionally, the presence of tight radius curves to the outside combined with narrow shoulders adjacent to steep slopes add to the existing restrictive horizontal sight conditions on this segment of SR-60. As mentioned previously, this has resulted in higher than average levels of traffic accidents on this segment of SR-60. The high truck volumes and speed differentials of trucks compared to other vehicles were also factors that were considered.

This Build Alternative was selected because it would improve safety, reduce congestion, and improve freeway operations by providing truck-climbing and/or truck-descending for trucks and other slow vehicles that face challenges on this segment of SR-60 with high uphill and downhill grades. The addition of the truck-climbing and truck-descending lanes would also separate slow moving trucks from passenger vehicles. The new standard outside and inside shoulders would also improve the overall safety of the traveling public within the limits of this project.

In addition, the Build Alternative is consistent with the project description in the current 2015 FTIP (project number RIV120201) and is identified in the 2012 RTP (project number 3TK04MA13).

The No Build Alternative would maintain the facility in its current condition. No improvements would be implemented at this time; therefore, no capital cost is 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 meet the objectives of the project, which are to address or alleviate the forecasted operational and safety issues along this segment of SR-60. This alternative would not be consistent with the 2012 RTP and the 2015 FTIP.

In accordance with CEQA, the Initial Study has determined that the project, with the implementation 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 have the potential to significantly affect the environment and, as assigned by FHWA, Caltrans has issued a Finding of No Significant Impact in accordance with NEPA.

Alternatives Considered but Eliminated from Further Discussion Prior to Draft Environmental Document

The following alternatives were considered but eliminated from further discussion because they do not address the need and purpose of the project.

Alternative 3 (Project Study Report): Construct a truck climbing lane with standard inside and outside shoulders in the eastbound direction

This alternative 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 this project. This alternative only alleviates the problem in the eastbound direction; leaving westbound with safety, congestion, and freeway operational issues. Therefore, it does not satisfy the complete need and purpose of this project.

Alternative 4 (Project Study Report): Construct Standard Inside/Outside Shoulders in the Westbound Direction

This proposed improvement consists of constructing a 5-foot standard inside shoulder and a 10-foot standard outside shoulder in the westbound direction of SR-60 freeway within the limits of this project. This alternative only considers building a shoulder on the westbound direction. Therefore, it does not satisfy the full need and purpose of this project.

Permits and Approvals Needed

Table 1-7: Permits and Approvals Needed

Agency	Permit/Approval	Status
United States Fish and Wildlife Service	Formal Section 7 Consultation for Threatened and Endangered Species	Caltrans will apply in June 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 (PS&E) phase.
California Department of Fish and Wildlife	1602 Agreement for Streambed Alteration	Caltrans will apply during the Project Specifications and Estimates (PS&E) phase.
California Department of Fish and Wildlife	Determination of MSHCP compliance	Caltrans will apply in June 2015.
California Regional Water Quality Control Board	401 Certification	Caltrans will apply during the Project Specifications and Estimates (PS&E) phase.
California Water Resources Board	National Pollutant Discharge Elimination System Permit (CAS000002)	Registered Engineer and/or Contractor will apply prior construction.

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

As part of the scoping and environmental analysis carried 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: According to the County of Riverside General Plan Reche Canyon/Badlands Area Plan (RCBAP) (February 2015), there are no park and/or recreation facilities located within the project limits.

Environmental Justice: 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 poverty guidelines. For 2014, this was \$23,850 for a family of four.

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 C of this document.

There are no residents located within the project area.

Community Impacts: There are no residences, businesses, or community facilities within the project limits. The project would not result in increases in population that would place an increased demand on community services. 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 build alternative would not result in the conversion or impact of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to nonagricultural use, nor would they 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. More information is included in the *Land Use* section below.

¹ County of Riverside. 2015. County of Riverside General Plan Reche Canyon/Badlands Area Plan, Public Review Draft. February. Available:

http://planning.rctlma.org/Portals/0/genplan/general_plan_2015/GPA%20960/Area%20Plans/RCBAP_6_2014-01-20.pdf. Accessed May 18, 2015.

Human Environment

2.1 LAND USE

2.1.1 Existing and Future Land Use

The proposed project is in a portion of unincorporated Riverside County on State Route 60 (SR-60) beginning just west of the Gilman Springs Road interchange, PM 22.10, and concluding at PM 26.50, approximately 1.5 miles west of the Jack Rabbit Trail intersection. The total length of the project is 4.4 miles. Within the limits of the project, SR-60 is a conventional two-lane, undivided highway with two 12-foot lanes and two- to four-foot non-standard shoulders, with a concrete median barrier separating the eastbound and westbound traffic. The project area is primarily located within the existing SR-60 right of way. The area surrounding the project corridor is predominately mountainous terrain and rugged open space. The City of Beaumont is to the east of the project and City of Moreno Valley is to the west of the project. The Norton Younglove Reserve is immediately north of the project corridor.

The project limits are within the Badlands Conservation Area, which is identified in the County of Riverside General 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.

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

² County of Riverside. 2015. County of Riverside General Plan Reche Canyon/Badlands Area Plan, Public Review Draft. February. Available: http://planning.rctlma.org/Portals/0/genplan/general_plan_2015/GPA%20960/Area%20Plans/RCBAP_6_2014-01-20.pdf. Accessed May 18, 2015.

³ Ibid

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 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) Refer to Figure 2-1, which depicts the existing land uses shown in the Reche Canyon/Badlands Area Land Use Plan. 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 the *Biological Resources* section 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

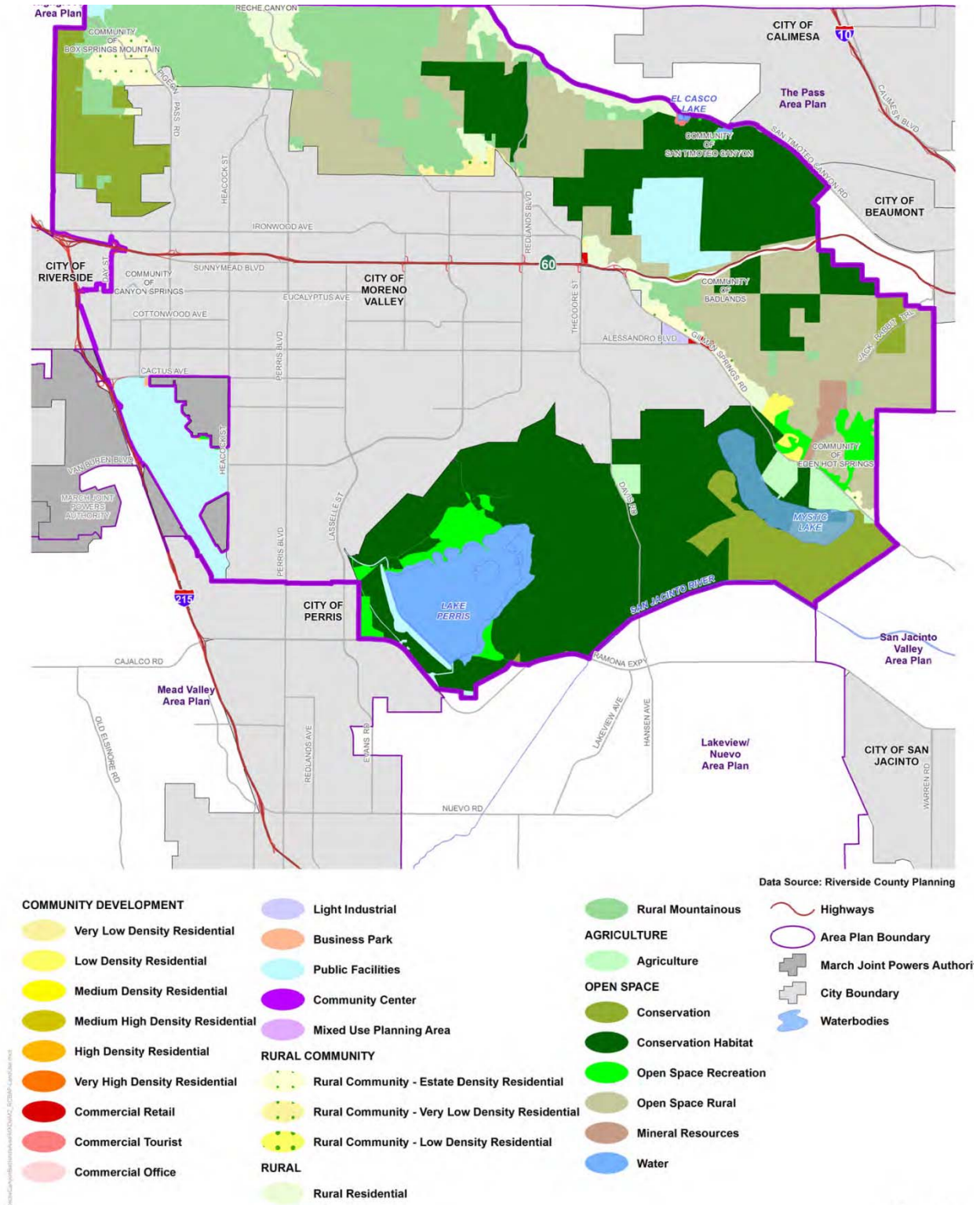
The City of Beaumont is approximately one mile east of the project study corridor. Land use and development within Moreno Valley and Beaumont are governed by the cities' adopted general plans and zoning codes.

⁴ County of Riverside. 2015. County of Riverside General Plan Reche Canyon/Badlands Area Plan, Public Review Draft. February. Available: http://planning.rctlma.org/Portals/0/genplan/general_plan_2015/GPA%20960/Area%20Plans/RCBAP_6_2014-01-20.pdf. Accessed May 18, 2015.

⁵ Ibid

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

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



Source: County of Riverside. 2015.

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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. The city'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

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.

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 planning and environmental activities and preparing Caltrans documentation. The project will upgrade the interchange and replace the bridge to the ultimate configuration. This project is funded for the planning and 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 the Riverside County Transportation Commission for the completion of the first phase. The total cost of the first phase is \$1,940,000. The first phase is expected to be complete in spring of 2016.

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.

ID#*	Name	Jurisdiction	Proposed Use	Status
2	Sunnymead Boulevard/SR-60 east bound on-ramp Intersection Improvements	City of Moreno Valley	This project will improve the intersection of Sunnymead Blvd and SR-60 EB On-Ramp. The Improvement shall follow Caltrans Encroachment Permit approach and shall include storm drain infrastructure and a raised median. Improvements will also include 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 started in February 2014.	Construction anticipated to be completed by December 2016.
3	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.
4	4) 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.	Project under construction as of March 2015 and should be completed in Summer 2015.
5	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.	Project design has been approved by City Council. Pending submittal of plans.
6	World Logistics Center	City of Moreno Valley	Proposed specific plan master planned 41 million sq. ft. corporate park on 2,800 acres south of SR-60 and east of Redlands Boulevard.	Final EIR available for review as of February 2015.
7	WinCo Foods	City of Moreno Valley	Proposed 140,000 sq. ft. center at the northeast corner of Alessandro Boulevard and Lasselle Street.	Approved, project is currently on hold. The developer hasn't given the city a reason why the project is on hold.

ID#*	Name	Jurisdiction	Proposed Use	Status
8	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.	Draft EIR has been completed and is undergoing a 45 day public review as of May 2015.
9	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.
10	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.
11	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.
12	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.	This project is under construction. Several buildings have been constructed and some properties available.
13	Shaw Development	City of Moreno Valley	367,000 sq. ft. distribution facility at the southwest corner Veterans Drive and Newhope Street.	Project under construction as of March 2015. Anticipated to be completed in Fall 2015.
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	Construction completed. Properties have been released for occupancy.
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.

ID#*	Name	Jurisdiction	Proposed Use	Status
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.
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.	City permits have been issued.
19	Rados	City of Moreno Valley	Seven building project at northeast corner of Heacock Street and Iris Avenue. Project includes 6 buildings ranging from 23,000 to 49,000 sq. ft. and a 410,000 sq. ft. distribution center.	Project has been approved. Construction schedule is not known at this time.
20	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 north side of Cherry Valley Boulevard and east of I-10.	Draft EIR has been prepared.
21	Western Realco - March Business Center:	City of Moreno Valley	Four distribution buildings at the southeast corner of Iris Avenue and Heacock Street total 1.48 million sq. ft.	Grading is expected to begin in Summer of 2015 for two of the buildings.
22	State Route 60/ Potrero Boulevard New Interchange Project	City of Beaumont	New diamond interchange located at SR-60 and Potrero Boulevard.	Construction to begin in Summer of 2015.
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 & Champions Drive and north of San Timoteo Canyon Road.	Tract 30748 Under Construction. Tract 31288, Amendment to Oak Valley Spec. Plan and EIR Addendum. Project anticipated to be completed by 2016.

ID#*	Name	Jurisdiction	Proposed Use	Status
24	Sundance	City of Beaumont	Development of 4716 dwelling units and 15 acres of commercial/industrial on 1162 acres. Project located north of 8th Street, west of Highland Springs Ave.	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 located north of San Timoteo Canyon Road and southwest of I-10.	Specific Plan, Project has been partially completed. Maybe 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 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 located south of I-10; west of Highland Springs Avenue.	Specific Plan, Homes are under construction.
28	Rolling Hills Ranch Industrial/ Winco / Prologis	City of Beaumont	Development of 155 dwelling units on 155 acres. Project located south of SR-60; west of Viele Avenue.	Site has been preliminary graded; however, a buyer has not come in to start construction of the homes. Project is on hold.
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.	Under construction Project anticipated to be completed in 2016.
30	Kirkwood Ranch (City Project #14)	City of Beaumont	Project located at north of I-10; 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, 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.

ID#*	Name	Jurisdiction	Proposed Use	Status
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 (#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 (#10)	City of Beaumont	Development of 648 dwelling units on 332.28 acres. Project located north of 14th Street, west of Beaumont Avenue.	Specific Plan/Annex. Complete. Tract map amendment was submitted. No construction dates have been established.
35	Hidden Canyon Industrial (#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 (#40)	City of Beaumont	Development of 571 dwelling units, 10.08 acres of commercial and industrial on 324 acres. Project is located north of Brookside and west of I-10.	Specific Plan / Annex. Pending. Tract Map Pending Public Hearing. 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). No recent activity on project. No construction dates have been established.
38	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). No recent activity on project. No construction dates have been established.
39	39) Pennsylvania Avenue Apartments	City of Beaumont	Development of 120 dwelling units on 4.14 acres. Project is located at Xenia Avenue between 6th & 8th Street.	06-PP-16 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 271 dwelling units on 63.56 acres. Project is located north of Oak Valley Parkway, one mile west of Desert Lawn Drive.	Tract 31288, Amendment to Oak Valley Specific Plan. 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.

ID#*	Name	Jurisdiction	Proposed Use	Status
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 acres of commercial/industrial on 38.17 acres. 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.

Source: City of Moreno Valley. 2015⁹; City of Moreno Valley Department of Public Works – Capital Improvements Projects Division 2015¹⁰; City of Beaumont 2015¹¹

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

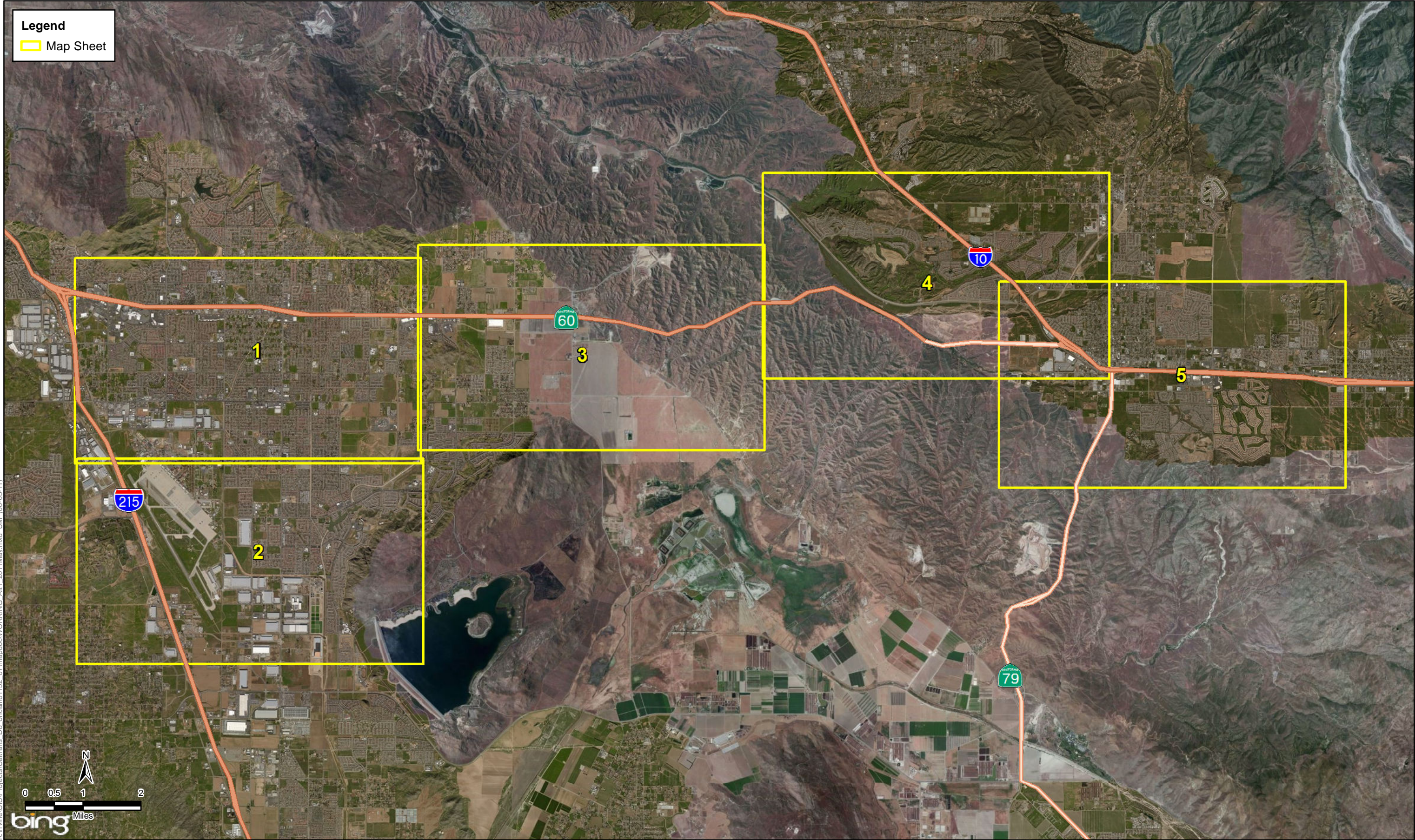
*Site ID corresponds to Figure 2-2, Recent and Planned Area Development

⁹ City of Moreno Valley. 2015. Economic Development Summary. March. Available: <http://www.moreno-valley.ca.us/icsc/pdf/newdev-sum.pdf>.

¹⁰ City of Moreno Valley Department of Public Works – Capital Improvements Projects Division. 2015. Project List as of January 2015. Available: http://www.moreno-valley.ca.us/city_hall/departments/pub-works/capital-proj.shtml.

¹¹ City of Beaumont. 2015. Major Project Status as of February 4, 2015. Available: <http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/233>.

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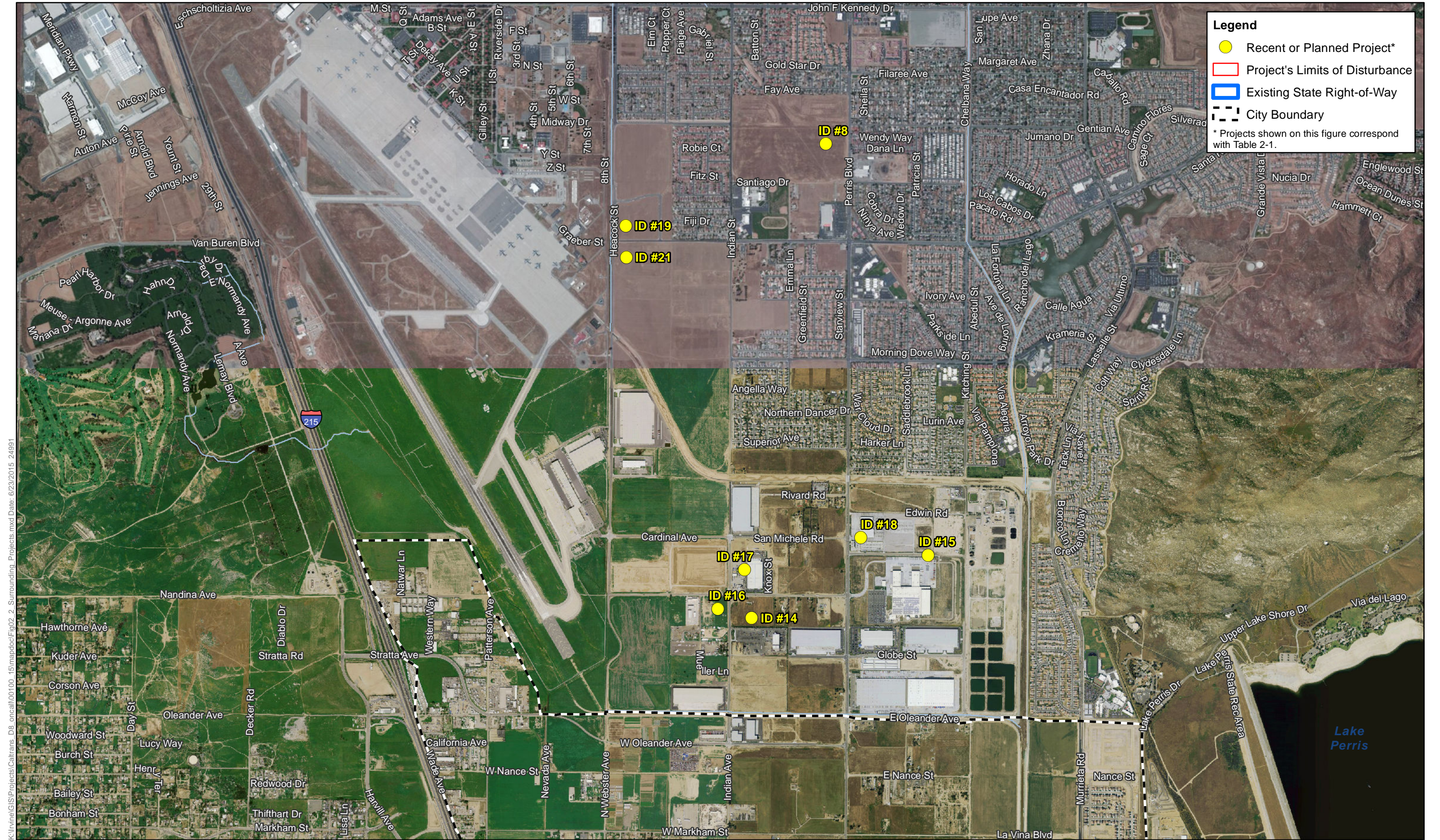


SOURCE: Bing Imagery

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

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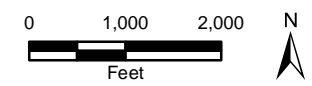


Legend

- Recent or Planned Project*
- Project's Limits of Disturbance
- Existing State Right-of-Way
- City Boundary

* Projects shown on this figure correspond with Table 2-1.

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Date Prepared: 6/23/2015 Source: ESRI World Imagery (2010)

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

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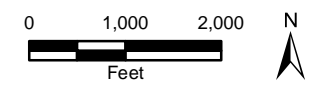


Legend

- Recent or Planned Project*
- Project's Limits of Disturbance
- Existing State Right-of-Way
- City Boundary

* Projects shown on this figure correspond with Table 2-1.

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Date Prepared: 6/23/2015 Source: ESRI World Imagery (2010)

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

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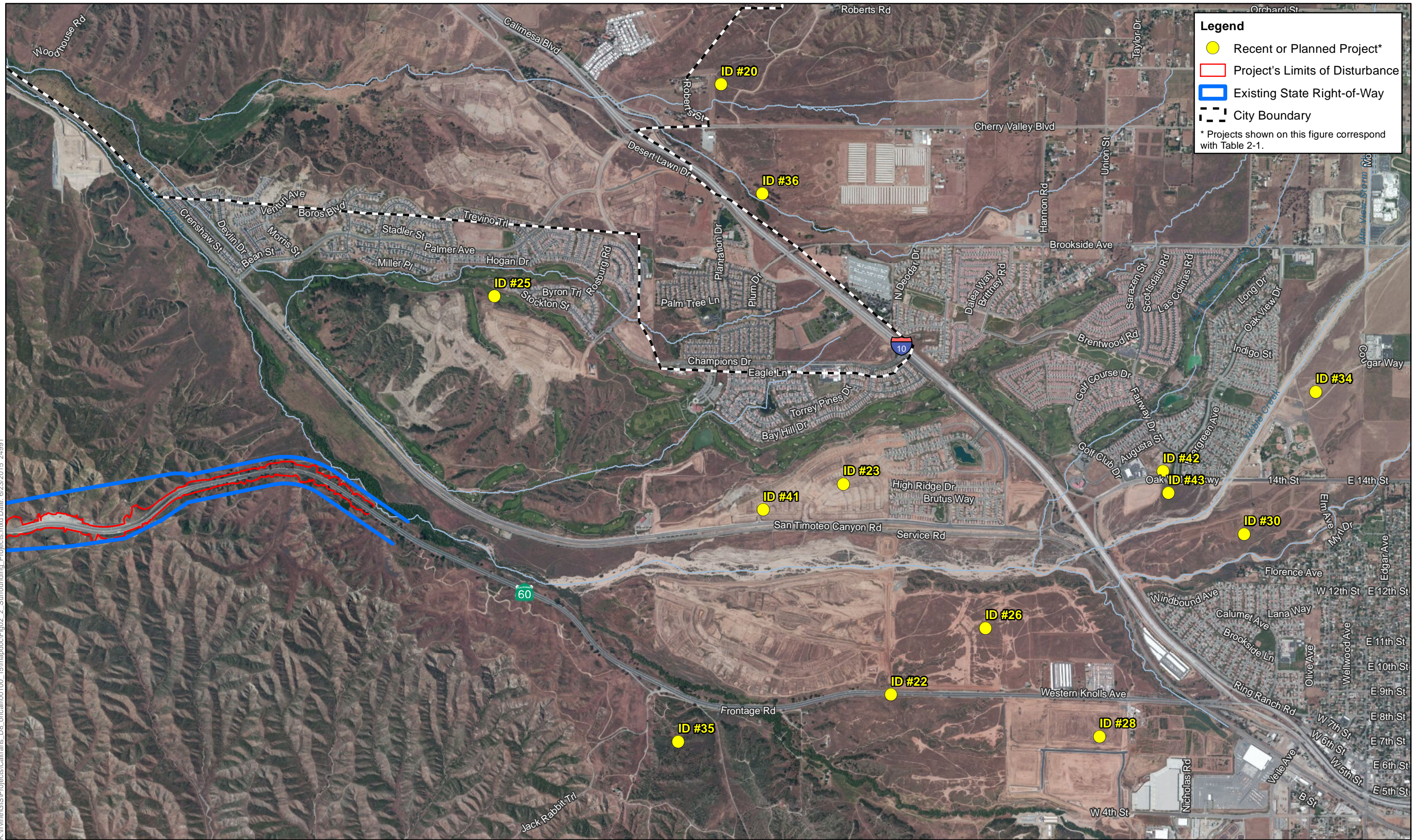


Figure 2-2 - Sheet 4
Recent and Planned Area Development
State Route 60 Truck Lanes Project

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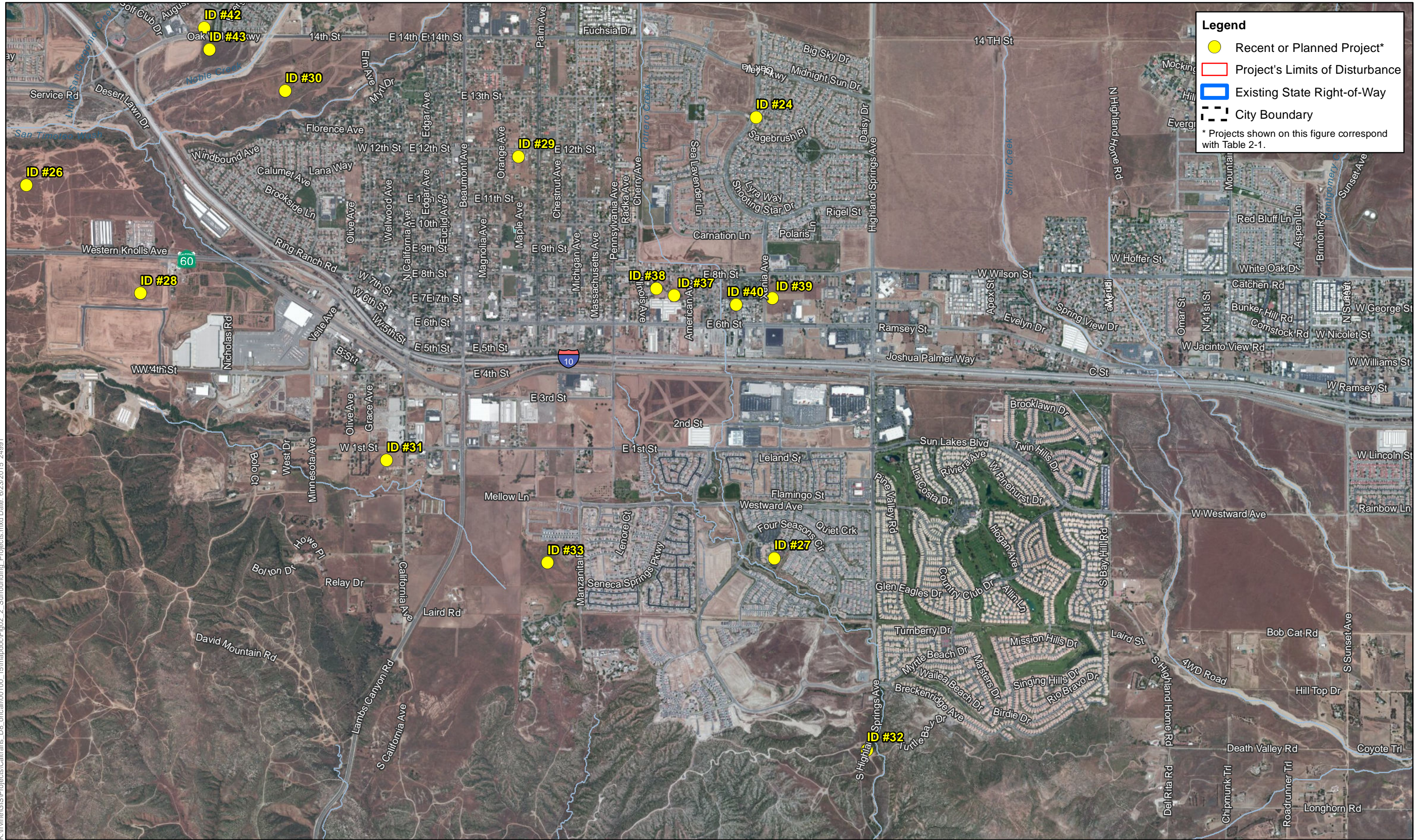


Figure 2-2 - Sheet 5
Recent and Planned Area Development
State Route 60 Truck Lanes Project

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According to the *Multi-County Goods Movement Action Plan for Riverside County*,¹² 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.¹³ 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

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.

¹² 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/.

¹³ Riverside County Transportation Commission. 2008. *Multi-County Goods Movement Action Plan for Riverside County*. April.

2.1.2 Consistency with Federal, State, Regional, and Local Plans

SCAG is a metropolitan planning organization that represents six counties, 190 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 developed strategies that specifically address growth and transportation issues, including the 2012–2035 RTP/SCS and the Federal Transportation Improvement Program (FTIP).¹⁴

Federal

Federal Transportation Improvement Program

The project is identified in the approved 2015 FTIP (Project ID: RIV071267), which includes all federally funded and regionally significant projects. The project description included in the approved 2015 FTIP is provided below:

“ON SR-60 NEAR BEAUMONT: CONSTRUCT NEW EASTBOUND AND WESTBOUND TRUCK LANES FROM GILMAN SPRINGS RD TO 1.47 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. \$802.9 TC WILL BE UTILIZED FOR CMAQ ENG IN FY 14/15.”

The project is consistent with the most up-to-date FTIP project description.

Regional

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

SCAG is the metropolitan planning organization that represents 6 counties and 191 cities in Southern California. The project is included as an element of project RIV071267 in the 2012–2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) that was adopted by SCAG in April 2012.¹⁵ The 2012–2035 RTP/SCS was approved by FHWA in June 2012 and found to be conforming by FHWA on December 14, 2012, which includes the project as project ID 3TK04MA13.

The current project is included in SCAG’s RTP/SCS Amendment 2, which was approved in September 2014. The project is consistent with the goals and policies of the latest RTP.

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The 2003 MSHCP was approved on June 17, 2013 and focuses on preserving species and their habitat in the plan area. The plan area is composed of approximately 1.26 million acres in

¹⁴ Southern California Association of Governments. 2013. Federal Transportation Improvement Program. Available: <http://ftip.scag.ca.gov/Pages/default.aspx>.

¹⁵ Southern California Association of Governments. 2012. 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy. Available: <http://rtpscs.scag.ca.gov/Pages/default.aspx>.

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.

Local

County of Riverside General Plan—Circulation Element

The 2014 County of Riverside General Plan Circulation Element was updated in March 2014 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.¹⁶

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 Geronio 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.¹⁷ The RCBAP does not contain any policies that would be applicable to the project.

¹⁶ County of Riverside. 2014. County of Riverside General Plan Circulation Element. March 2014. Available: http://planning.rctlma.org/Portals/0/genplan/general_plan_2013/1%20General%20Plan/Chapter%204-Circulation%20Element%20Adopted-Final%20Clean.pdf. Accessed: April 29, 2015.

¹⁷ County of Riverside. 2015. County of Riverside General Plan Reche Canyon/Badlands Area Plan, Public Review Draft. February. Available: http://planning.rctlma.org/Portals/0/genplan/general_plan_2015/GPA%20960/Area%20Plans/RCBAP_6_2014-01-20.pdf. Accessed May 18, 2015.

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.

Alternative 2 – Build Alternative

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.

2.2 GROWTH

2.2.1 Regulatory Setting

The Council on Environmental Quality (CEQ), which established the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, require 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 project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

2.2.2 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 (U.S. Census Bureau 2000; 2012a). 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 2035.¹⁸ 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 regions 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 60.¹⁹ In this context, the project was developed to help address this need.

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 Riverside County Transportation Commission's (RCTC) Measure A Program (1/2 Cent Sales Tax) as a planned project consistent with accommodating anticipated growth in the region. As described in

¹⁸ Southern California Association of Governments, 2012. SCAG Regional Good Movement Study Available: <http://www.freightworks.org/DocumentLibrary/CRGMPIS%20-%20Final%20Report.pdf>. Accessed June 16, 2015

¹⁹ Ibid

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 Interstate 10 (I-10) and SR-60 and the Union Pacific railroad, has also enhanced its desirability as an industrial location.²⁰ Tables 2-2 and 2-3 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 2-2 and 2-3, the City of Beaumont in particular is anticipated to more than double in population, housing, and employment over the next 20 years.

Table 2-2: Projected Population Growth

County/City	Year			% change 2008–2035
	2008	2020	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: SCAG 2012.²¹

Table 2-3: Projected Employment Growth

County/City	Employment			% change 2008–2035
	2008	2020	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: SCAG 2012.²²

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 listed in Chapter 2-1, Land Use, approximately 50 percent are industrial, warehousing, or

²⁰ City of Beaumont. 2007. City of Beaumont General Plan. Available: <http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/63>. Accessed April 7, 2015.

²¹ Southern California Association of Governments. 2012. 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy. Available: <http://rtpscs.scag.ca.gov/Pages/default.aspx>.

²² Ibid

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 the SR-60. According to the Final Program 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 and thus 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.

2.2.3 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. As part of these projects, new employment associated with these developments 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

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 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 would not alter the accessibility to and from the freeway. The purpose of the project is to improve safety, reduce traffic congestion, and improve operational efficiency along this segment of SR-60. The proposed truck lanes would be installed between two access points (Gillman Springs Road and Jack Rabbit Trail), with no intermediate means of exit or entry to SR-60 provided. Therefore, the Build Alternative would not increase capacity along the highway or otherwise alter accessibility. There would be no reconnections in the vicinity of the project mainline under the Build Alternative. While implementation of the project would result in nominal improvements to traffic operations between Gillman Springs Road and Jack Rabbit Trail, it would not result in any substantial improvement in travel speed or time such that trip patterns or travel behavior would be altered along SR-60. Thus, 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 2-4 and presented in the Methodology Memorandum prepared by the Caltrans Office of Forecasting, traffic volumes and annual average daily traffic (AADT) are projected to remain unchanged between the No Build and Build Alternatives. Accordingly, while traffic volumes are projected to grow, and in fact double between 2018 and 2040, these changes in traffic conditions are due to growth occurring in the project surroundings which is independent of the project. As further shown in Table 4 of the Methodology Memorandum, the only changes in traffic conditions that would result from the project are changes in Level of Service (LOS) and Volume/Capacity Ratio. This is because the project would result in improved traffic operations as a result of moving truck traffic out of the general purpose lanes and onto the proposed truck lanes. Simply, future truck traffic resulting from natural growth and accelerated growth in the project surroundings has been anticipated and the project is intended to address some of the traffic effects associated with projected traffic. This is an intended purpose of the project which is to improve traffic operations and safety along this stretch of SR 60 for passenger vehicles. While improvements in LOS and traffic operations along the affected 6-mile stretch of SR 60 would occur, these improvements would not facilitate growth in truck traffic or logistics operations development beyond that which is planned and already accounted for in local and regional planning processes. Based on the discussion under Factor 1, there is no potential for growth-inducement effects associated with the project, as no changes to accessibility would occur. The remaining First-Cut Screening factors are discussed below for reference.

Table 2-4: Traffic Data Information

	2013		2018		2040	
	Alt. 1 (No Build)	Alt. 2	Alt. 1 (No Build)	Alt. 2	Alt. 1 (No Build)	Alt. 2
Annual Average Daily Traffic (AADT)	47,600	47,600	56,200	56,200	105,800	105,800
Design Hour Volume (DHV)	4,230	4,230	4,880	4,880	8,470	8,470
Peak Hour Volume (PHV)	2,410	2,410	2,760	2,760	4,830	4,830
Directional Split	57%	57%	57%	57%	57%	57%
Truck ADT %	16%	16%	16%	16%	16%	16%
Truck DHV%	9%	9%	9%	9%	9%	9%
Level of Service (LOS)	C	B	D	C	F	E
Volume/Capacity (V/C) Ratio	0.68	0.45	0.79	0.52	1.37	0.91

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

The project is located in a particularly rugged terrain. Development is unlikely to occur within the immediate project vicinity whether the project is implemented or not. However, 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 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. In this sense, there is substantial growth pressure in the areas surrounding the project as development of numerous logistics and warehouse projects is anticipated and is expected to result in rapid growth over the next 20 years. However, because the project would improve traffic operations and safety within a single leg of SR 60, it would not serve as a magnet for new development, and would therefore not influence the growth occurring in its surroundings. While

the project surroundings, namely the cities of Beaumont and Moreno Valley, are anticipated to experience substantial growth over the next 20 years, the project would not directly influence land use or development patterns, as no changes to the accessibility of these locations would result from the project. Development projects, such as the WLC are anticipated to occur with or without the project and do not rely on the project improvements to be feasible. Growth pressure on these cities currently exists; however, the project would not influence this in any way other than by providing safety improvements to a roadway anticipated to experience increased truck traffic as a result of anticipated growth in the area.

3. *Determine whether project-related growth is “reasonably foreseeable” as defined by NEPA.*

As stated previously, there is substantial reasonably foreseeable growth occurring and projected to occur in the areas surrounding the project, particularly in Moreno Valley and Beaumont. The project would not alter accessibility in any way other than by improving traffic operations along a single leg of SR 60 which may have some minor influences on growth occurring in the region as a perceived obstacle to growth (i.e. traffic) would be alleviated. However, the improvement in traffic operations would be a minor influence on growth which is already anticipated to be substantial in nature. As described above, no changes in traffic volumes would occur as a result of the project; therefore, based on traffic projections, growth would occur independent of the project. Accordingly, there are no reasonably foreseeable direct or indirect growth-related impacts. The project would improve safety, reduce traffic congestion, and improve operational efficiency. There would be no additional capacity added, change in adjacent land use, or other potential growth-inducing activities.

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

Based on the discussion above, no growth would result directly from the project. Discussion of how the project would affect resources of concern is provided in this Chapter by resource area.

2.2.4 Avoidance, Minimization, and/or Mitigation Measures

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

2.3 RELOCATIONS AND REAL PROPERTY ACQUISITIONS

2.3.1 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 the Department's Title VI Policy Statement.

2.3.2 Affected Environment

The project limits are almost entirely within existing SR-60 right of way between Gilman Springs Road Post Mile (PM) 22.10 and 1.5 miles west of Jack Rabbit Trail (PM 26.50). The areas located immediately north and south of SR-60 are undeveloped open space.

2.3.3 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

It is anticipated that some partial sliver acquisitions would be needed due to the design requirements associated with the cut and fill slopes proposed under Alternative 2. Table 2-5 identifies the acquisitions that are anticipated under Alternative 2. The project may require a total of approximately **XX acres** of permanent right of way acquisition and approximately **XX acre of temporary** construction easements, all of which is currently undeveloped land.

Table 2-5: Potential Property Acquisitions

Parcel No.	Full or Partial Acquisition	Amount (acres)	Zoning/Land Use Designation
Permanent Acquisitions			
Total			
Temporary Construction Easements			
Total			
Source:			

Final determination of actual acreages needed would 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 2-5.

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.

2.3.4 Avoidance, Minimization, and/or Mitigation Measures

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.

2.4 UTILITIES/EMERGENCY SERVICES

2.4.1 Affected Environment

Emergency Services

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). The nearest fire stations are Fire Station 66 at 628 Maple Avenue in the City of Beaumont and Fire Station 6 at 28040 Eucalyptus Ave in the City of Moreno Valley. Police service is provided to the project area by the California Highway Patrol (CHP) and Riverside County Sheriff's Department. In addition, the City of Beaumont maintains its own police department at 660 Orange Avenue in the City of Beaumont. SR-60 and the surrounding area are within a high fire hazard area according to the Riverside County Land Information System.

Utilities

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

Information obtained from the Right of Way Datasheet states the following utility companies may have activities in the project vicinity: 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 (SCE) Distribution, Time Warner Cable, Yucaipa Valley Co Water, 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. The utilities listed in Table 2-6 are found in the SR-60 study area.

Table 2-6: Utilities in the Project Area

Utility Provider	Utility Name/Type	Anticipated Impact
Kinder Morgan Energy Partners	20-inch-diameter pipeline in 24-inch casing at Post Mile 25.17	Protected in place
Kinder Morgan Energy Partners (Lease to Level 3 Communication)	12-inch line leased to Level 3 Communication for fiber optic at Post Mile 25.17	Protected in place
Questar (Southern Trails Pipeline)	16-inch natural gas transmission pipeline at Post Mile 25.75	Protected in place
Source:		

2.4.2 Environmental Consequences

Alternative 1 – No Build Alternative

No permanent or temporary effects on utilities would occur.

Alternative 2 – Build 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 will be possible to be protected in place. Final determinations of impacts on utilities and relocation requirements, if any, will be completed during the initial design portion of the design-build phase of the project. Any updated utility search would be conducted during final design to confirm all utility conflicts that require 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. 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 emergency services. The project would be in accordance with applicable CEQA requirements and applicable NEPA requirements.

Emergency Services

Although there are no emergency service facilities within the project study area, project construction may result in temporary traffic delays that could increase response times for emergency responders. In accordance with Caltrans' standard practice, a Traffic Management Plan (TMP) will be prepared and coordinated with emergency services providers. Caltrans and RCTC will conduct a public information program prior to and during construction of the project, which will be coordinated with emergency service providers. This will entail Pre-closure Meetings that will be occurring several days to meet advance notification requirements for the CHP, CAL FIRE, towing services, local agencies, and emergency response services within the project area. The TMP will be developed during the Plans Specifications, and Estimates (PS&E) phase of the project to minimize traffic impacts during construction activities. Additional detail on the construction staging and potential impacts on traffic and circulation are addressed in the *Traffic and Transportation/Pedestrian and Bicycle Facilities* section. Following construction, emergency service providers would access the project area via the same roadway network used by other vehicles.

2.4.3 Avoidance, Minimization, and/or Mitigation Measures

Due to the implementation of Caltrans standard practices, there would be no impacts to utilities and emergency services. Therefore, no avoidance, minimization, and/or mitigation measures would be required.

2.5 TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

2.5.1 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.

2.5.2 Affected Environment

The discussion in this section is based on the March 2015 Operational Analysis for Truck Lane Memorandum²³ and the April 2015 Methodology Memorandum.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 Annual Average Daily Traffic (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, Post Mile (PM) 22.10, and concluding at PM 26.50, approximately 1.5 miles west of the Jack Rabbit Trail intersection. The total length of the project is 4.4 miles. Within the limits of the project, SR-60 is a conventional two-lane, undivided highway with two 12-foot lanes and 2- to 4-foot non-standard shoulders, with a concrete median barrier separating the eastbound and westbound traffic. This segment of highway lies within a mountainous terrain, has a curvilinear alignment with numerous tight horizontal radius, short tangent sections, steep grades, swift changes in elevation and limited shoulders. The sustain

²³ California Department of Transportation. 2015. Operational Analysis for Truck Lane Memorandum. March 25.

²⁴ California Department of Transportation. 2015. Methodology Memorandum for the State Route 60 Truck Lanes Project. Department of Office Forecasting. April 2.

uphill grade exceeds 2.9 percent and is some spot locations exceeds 6 percent, resulting in overall vertical elevation changes exceeding 500 feet in just over 2.5 miles.

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

There are no transit facilities or routes planned through this corridor.

Methodology

Existing traffic data for state highways are captured from published traffic counts on Caltrans', Office of Traffic Operations, Traffic Census web page.²⁵ After collecting existing traffic data, the next step is to forecast future traffic volumes. 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 horizon year based on the SCAG Regional Travel Demand Model.²⁶ The RIVTAM (Riverside County Traffic Analysis Model) is built out of the SCAG model is²⁷. The traffic data for 2018 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 percent²⁸ 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 (2018) No Build
- Opening Year (2018) 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

²⁵ California Department of Transportation. 2015. Traffic Operations, Traffic Census. Available: <http://traffic-counts.dot.ca.gov/>.

²⁵ Ibid

²⁶ Southern California Association of Governments. 2015. Modeling & Forecasting website: <http://scag.ca.gov/DataAndTools/Pages/DataTools/Modeling.aspx>.

²⁷ Riverside County Transportation Department. 2015. Riverside County Traffic Analysis Model.

²⁸ 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>.

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 2-7.

Table 2-7: 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 traffic data for the study area (PM 22.2/26.5) are shown in Tables 2-8 and 2-9. As shown in the following tables. Existing Year 2013 AM and PM peak hour LOS for the study area freeway segments are summarized in Table 2-7. The results of the analysis show that the SR-60 mainline in the project study corridor is operating at LOS B and C (Existing Year 2013) during both the AM and PM peak hours.

Table 2-8: State Route 60 Mainline Traffic Data (PM 22.2/26.5)

	Year 2013	Opening Year 2018			Horizon Year 2040		
	Existing (MF)	No Build (MF)	Build		No Build (MF)	Build	
			MF	TCL		MF	TCL
Annual Average Daily Traffic (AADT)	47,600	56,200	47,200	9,000	104,800	88,000	16,800
Annual Average Daily Truck Traffic (AADTT)	7,600	9,000	N/A	9,000	16,800	N/A	16,800
Design Hour Volume (DHV)	4,230	4,880	4,490	390	8,380	7,710	670
Design Hour Truck Volume (DHTV)	340	390	N/A	390	670	N/A	670
One-way Peak Hour Volume (PHV)	2,410	2,780	2,560	220	4,780	4,390	380
Directional Split (%)	57%	57%	57%	N/A	57%	57%	N/A
Truck % in ADT	16%	16%	N/A	100%	16%	N/A	100%
Truck % in DHV	8%	8%	N/A	100%	8%	N/A	100%
Vehicle Miles Traveled (VMT)	204,680	241,660	202,960	38,700	450,640	378,400	72,240
Vehicle Hours Traveled (VHT)	3,100	3,660	3,080	700	6,830	5,730	1,310
Volume-to-Capacity Ratio (V/C)	0.66	0.76	0.63	--	1.31	1.08	--

Notes:

MF = Mixed Flow Lane

TCL = Truck Climbing Lane

N/A = Assumes all trucks on TCL

Source: Caltrans 2015.²⁹

²⁹ California Department of Transportation. 2015. Operational Analysis for Truck Lane Memorandum. March 25.

Table 2-9: Freeway Mainline Level of Service

PM 22.2/26.5	Eastbound Lanes					Westbound Lanes			
	AM Peak Hour			PM Peak Hour		AM Peak Hour		PM Peak Hour	
	PHV	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Existing Year 2013	2,410	24.3	C	17.7	B	17.7	B	24.3	C
Year 2018 (No Build)	2,780	29.4	D	20.6	C	20.6	C	29.4	D
Year 2018 (Build)	2,560	20.5	C	15.3	B	15.3	B	20.5	C
Year 2040 (No Build)	4,780	156.9	F	47.5	F	47.5	F	156.9	F
Year 2040 (Build)		46.7	F	28.3	D	28.3	D	46.7	F

Notes: PHF = Peak Hour Factor; PHF volume assumes a PHF of 0.90

Shaded indicates unsatisfactory levels of services, where traffic volume exceeds design capacity with forced flow and substantial delays.

2.5.3 Environmental Consequences

Alternative 1 – No Build Alternative

As shown in Table 2-8, 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 104,800 vehicles, including 16,800 trucks, on the existing two mixed flow lanes. In comparison, the Build Alternative would support the same AADT; however, the proposed truck lane would accommodate the 16,800 trucks, and the remaining 88,000 vehicles would use the mixed flow lanes. By adding the proposed truck lane the 2040 forecasted volume to capacity (V/C) ratio would improve from 1.31 for the No Build Alternative to 1.08 for the Build Alternative. As shown in Table 2-9, in Year 2040, the highway would operate at LOS F under the No Build condition. Without the project, the density would not be improved. Density is improved under the Build Conditions (Years 2018 and 2040) over the No Build conditions because truck traffic would be re-routed onto the new truck lanes, reducing density in the other two mixed-flow lanes.

Alternative 2 – Build Alternative

Temporary Impacts

Construction of the project would be broken up into six stages. These stages are described in more detail in Section 1.3.1. Construction of the Build 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. Advance notice of closures would be advertised and drivers would be informed to use the westbound I-10 or alternative routes. In accordance with standard Caltrans construction

requirements, a transportation management plan (TMP) will be prepared. Among other uses 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. 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 is not expected to result in impacts that would be adverse under NEPA or significant under CEQA during construction.

Permanent Impacts

As shown in Table 2-7, AADT, AADTT, and the percentage of trucks in the AADT and DHV would remain the same under the No Build Conditions and Build Conditions in Years 2018 and 2040. As shown in Table 2-9, the highway would operate at LOS B and C in Year 2018 under the Build Alternative, and LOS D and C under the No-Build Alternative. In the Year 2040, the highway would operate at LOS F under the No-Build Alternative and LOS D in the AM Peak Hour and LOS F in the PM Peak Hour under the Build Alternative.

The project would not add capacity to the existing highway, and as shown in the traffic data, would result in any new traffic. While the proposed improvements would increase the number of travel lanes along a 4.4- mile segment of SR-60, there would be no effect on the number of vehicles that use the subject facility. This is because the proposed truck climbing lanes would be present between the Gilman Spring Road and 1.5- miles west of Jack Rabbit Trail. In other words, there would be no new interchange location present to enter or exit SR-60 where the proposed truck climbing lanes would exist. Therefore, the project would have no direct contribution to increased highway use. The density would improve under the Build Conditions (Years 2018 and 2040) over the No Build conditions because truck traffic would be accommodated by the new truck lanes, reducing density in the other two mixed-flow lanes.

Table 2-10 compares the project's peak hour volumes (PHV) to three planned projects surrounding the project study corridor: ProLogis Eucalyptus Industrial Park, Theodore Street Interchange Improvement, and the World Logistics Center. The numbers shown on the table were pulled from the individual traffic reports prepared for the listed projects and reflect the PHV projected on SR-60 within PM 22.2 to 26.5. As shown in Table 2-10, the peak hour volumes for the SR-60 Truck Lanes Project slightly increases from the Existing Year 2013 to Opening Year 2018 by 150 additional peak hour trips. This would grow to approximately 1,830 peak hour trips, between Opening Year 2018 and Horizon Year 2040. The increase in peak hour volumes is attributed to projected growth in the region that has been projected by regional and local planning agencies. The Prologis Eucalyptus Industrial Park Project would add approximately 2,230 peak hour trips between the Opening Year 2016 and Horizon Year 2035. The Theodore Street Interchange Improvement Project would add 3,740 peak hour trips between and the World Logistics Project would add approximately 1800 peak hour trips between the Opening Year 2022 and Horizon Year 2035.

Table 1-10: Peak Hour Volume Comparisons

Major Projects in the Study Area	1-Way Peak Hour Volume (PHV) ³⁰ by Year								
	2011	2012	2013	2016	2017	2018	2022	2035	2040
SR 60 Truck Lanes Project Gilman Springs Rd. to Jack Rabbit Trail			2,410			2,560			4,390
ProLogis Eucalyptus Industrial Park ³¹ Moreno Beach Dr. to Redlands Blvd.	3,350			3,830				6,060	
Theodore Street Interchange Improvements ³² Theodore St. to Gilman Springs Rd.			1,920		2,510				6,250
World Logistics Center ³³ Gilman Springs Rd. to Jack Rabbit Trail		1,480					2,780	4,580	

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 cut combined with abrupt changes in vertical profiles within the project limits add to the existing restrictive horizontal sight conditions. Providing standard inside and outside 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 also help separate slower moving vehicles (trucks, buses, and recreational vehicles) from passenger vehicles. 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 project would not conflict with the County's congestion management program as established by the county congestion management agency, RCTC.

2.5.4 Avoidance, Minimization, and/or Mitigation Measures

The following measure would be necessary to avoid or minimize potential short-term impacts during the construction period:

³⁰ Peak Hour Volume = One Way Highest Volume during the peak hour

³¹ ProLogis Eucalyptus Industrial Park, Traffic Study dated April 24, 2012

³² Theodore Street Interchange Improvements, Traffic Impact Analysis dated September 3, 2014

³³ World Logistics Center, Traffic Impact Report dated January 2013

TRF-1: Caltrans will prepare a TMP to ensure that local and regional traffic moves efficiently during construction. The TMP and the construction plans will be provided to community agencies, such as the fire and police departments, prior to project commencement. The information provided will include access and traffic management plans that describe any projected temporary street closures or expected traffic delays due to construction vehicles on the roadway.

The following elements will be major components of the project TMP:

- 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 (PCMS)
- d. Road closures planned to minimize impacts on local circulation to the maximum extent feasible

2.6 VISUAL/AESTHETICS

2.6.1 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]).

2.6.2 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, and is designated as a State Scenic Highway. 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 2-3).

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, 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.

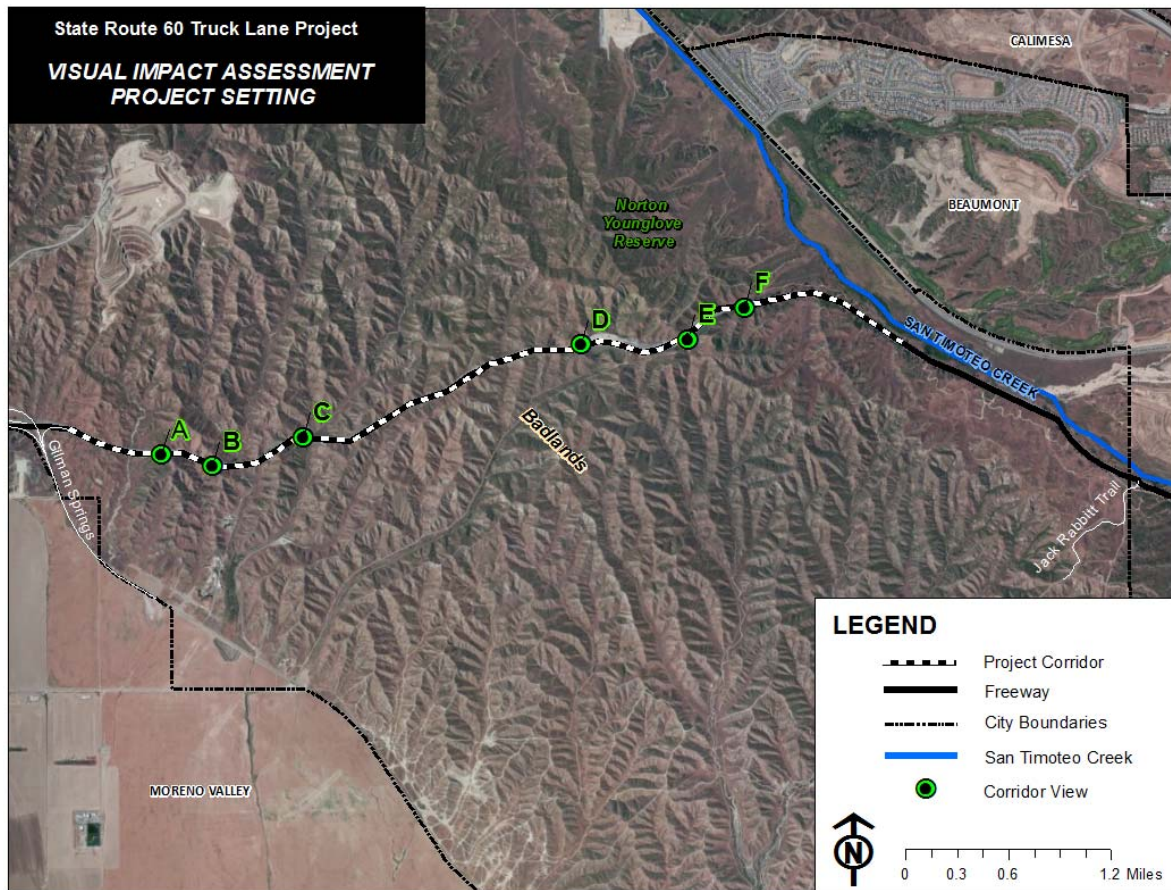
The project passes through the tail end of the San Jacinto Mountains. East of this tail is the San Timoteo Creek, which runs along the eastern project area boundary. North of SR-60 is an area known as Reche Canyon and east is the Badlands. Both areas are under the jurisdiction of

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 2-3: VIA Project Setting



Source: VIA, March 2014

Figure 2-4: VIA Corridor Views (Current Views)

	
1. Eastbound lanes looking east	2. Eastbound lanes looking southeast toward Mount San Jacinto
	
3. Westbound lanes looking west	4. Westbound lanes looking southwest toward Lake Perris
	
5. Views east toward San Bernardino Mountains	6. Views northeast toward San Gorgonio Pass and San Timoteo Creek

VIA March 2014

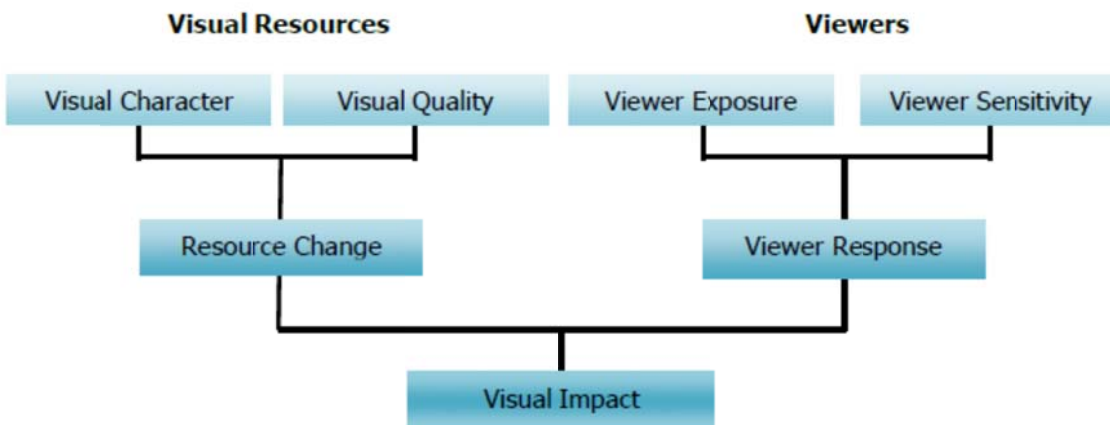
2.6.3 Assessment Method:

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 2-5.

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 2-5: FHWA Visual Assessment Model



VIA March 2014

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.



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.

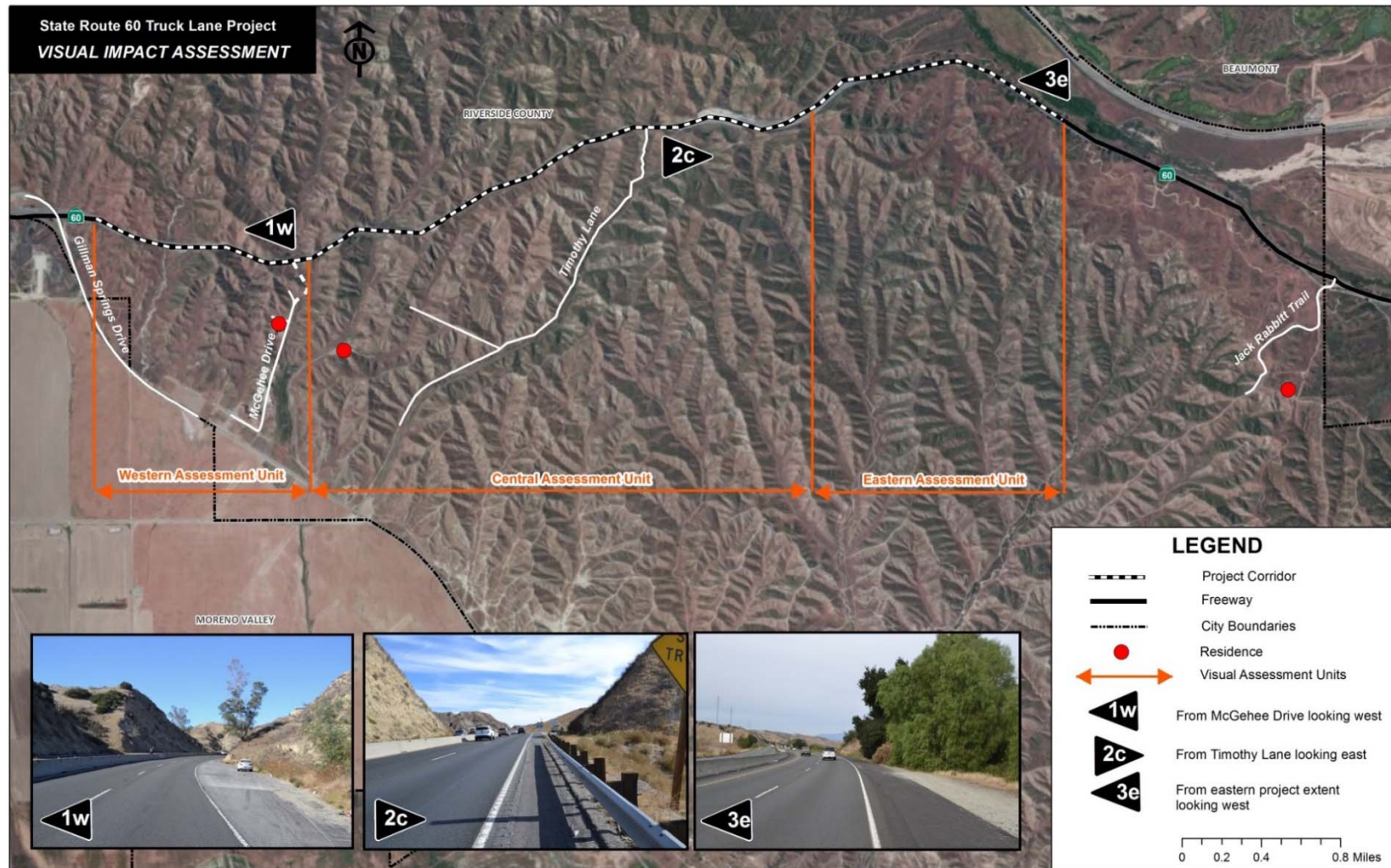
Eastern Assessment Unit (City of Beaumont Sphere of Influence)

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 2-6 shows the existing view of the Eastern Assessment Unit, and Figure 2-7 shows the location of the visual assessment units and key views for the project.

Figure 2-6: Eastern Assessment Unit Existing View



Figure 2-7: Visual Assessment Units and Key Views



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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.

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. This viewer group represents the 45,000 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 7,200 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 close proximity and 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 proposed 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 proposed 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 proposed 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.

2.6.4 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 2-11 provides a reference for determining levels of visual impact by combining resource change and viewer response, in accordance with FHWA methodology.

Table 2-11: Visual Impact Ratings Using Viewer Response and Resource Change

Resource Change (RC)	Viewer Response (VR)					
		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

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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

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 2-12 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 2-12: 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

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Depending on the slope design option selected, the project may include retaining walls or geotextile soil reinforcements to steepen fill slope gradients and minimize right of way needs. 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 are proposed. 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 2-8a, 2-8b, 2-9a, 2-9b, and 2-10. Figure 2-5 shows the location of the selected key views. Table 2-13 summarizes and compares the narrative ratings for visual resource change, viewer response, and visual impacts for Alternative 2 for each visual assessment unit.

Figure 2-8a: Key View 1 Western Assessment Unit (Existing Condition)



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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 2-7 and 2-8a). 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 proposed changes as their views are in close proximity, extended in duration, and there are a large number of these viewers.

Figure 2-8b: Key View 1w Western Assessment Unit (Simulated Conditions with Project)



Resource Change

Figure 2-8b 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.

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 encroaching. KV 2c, which represents views within this visual assessment unit is looking east from Timothy Lane (Figures 2-7 and 2-9a). 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.

Figure 2-9a: Key View 2c Central Assessment Unit (Existing Condition)



Viewer Response

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

Figure 2-9b: Key View 2c Central Assessment Unit (Simulated Condition with Project)*Resource Change:*

Figure 2-9b 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.

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 lush 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 2-7 and 2-10). 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.

Figure 2-10: Key View 3e Eastern Assessment Unit (Existing Condition)



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Viewer Response

The Highway Users are considered to have a moderate-high response to the proposed 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 proposed 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.

Table 2-13 summarizes and compares the narrative ratings for visual resource change, viewer response, and visual impacts for each visual assessment unit under Alternative 2.

Table 2-13: 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

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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 proposed 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 proposed 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 the County and City goals of maintaining the corridor's scenic character, as it would not affect existing views or change the general nature of the corridor's use. With the implementation of the avoidance and minimization measures, discussed below, into the design of the project, Alternative 2 would result in less-than-significant impacts on aesthetics and visual resources under CEQA.

2.6.5 Avoidance, Minimization, and/or Mitigation Measures

Caltrans and FHWA mandate that a qualitative/aesthetic approach should be taken to address visual quality loss in the project area. This approach fulfills the letter and the spirit of FHWA requirements because it addresses the actual cumulative loss of visual quality due to a project. This approach also results in avoidance, minimization, and/or project measures that can lessen or compensate for a loss in visual quality.

The following project measures are provided to avoid or minimize visual impacts and will be designed and implemented with concurrence of the District Landscape Architect:

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: The use of gabion baskets may be considered in lieu of traditional retaining walls in order to enhance the aesthetics of retained slopes.

AV-3: Cut/fill slopes will be re-vegetated using native plant materials to reduce erosion and facilitate vegetation growth.

AV-4: Trees removed as part of the project will be replaced at a ratio of 3:1.

AV-5: Paved drainage “V”-ditches, over side drains, and headwalls will be stained to blend with the native vegetation and slopes.

With incorporation of the above project measures to offset visual impacts, no additional mitigation measures would be required.

2.7 CULTURAL RESOURCES

2.7.1 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. The 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.

2.7.2 Affected Environment

The information from this section was synthesized from the Supplemental Historic Property Survey Report (SHPSR) (June 2015), 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 this project was established on April 25, 2014. The APE for this 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 proposed areas of cut and fill. The vertical APE will extend to a maximum depth of 20 feet for retaining walls and at fill slopes it will be approximately 4 feet for cut slopes. The Project APE is approximately 194.16 acres. A supplemental APE, which incorporates the newly expanded scope of work, was established on June XX, 2015.

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 of a one-mile radius surrounding the Project APE by 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 Appendix B: Agency Letters. No additional Native American consultation was conducted in conjunction with the SHPSR, 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 12, 2013, and May 18 and 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 the May 18 and 19, 2015 survey, 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. The other 25 percent was surveyed opportunistically due to inaccessibility. 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).

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 on May 19, 2014 found in Appendix B: Agency Letters. 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 50 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.

2.7.3 Environmental Consequences

Alternative 1 – No Build Alternative

There would be no temporary or permanent impacts on cultural resources.

Alternative 2 – Build 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).

2.7.4 Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required; however, the following standard 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: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505 so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

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Physical Environment

2.7 HYDROLOGY AND FLOODPLAIN

2.7.1 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.”

2.7.2 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 is comprised of 1,603 square miles, including the San Jacinto River 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

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

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 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 upper areas of San Timoteo Creek (in the Redlands vicinity) have been channelized (concrete lined) by the USACE.

² Riverside County Flood Control and Water Conservation District. 2013. *Riverside County Drainage Area Management Plan: Santa Ana Region*. June 20, 2013.

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 Santa Ana Regional Water Quality Control Board. 2008. Basin Plan. Available: http://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/index.shtml.

⁵ Ibid

⁶ Santa Ana Regional Water Quality Control Board. 2011. *Water Quality Control Plan for the Santa Ana River Basin*, adopted 1995, updated 2008 and 2011.

⁷ Ibid

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. A “significant distance” of level land surface is defined as an area greater than 100 feet along the flow lines of the various watercourses, or 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.

Thirty-four culverts cross State Route 60 (SR-60) within the project limits. For each of these crossings, existing culverts carry runoff from the upstream to the downstream side of the road. Ponding at the upstream end of each of the culverts is at most 2.5 feet deep. Most of the watercourses 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 by Undetermined Flood Hazard and Zone X: Area of Minimal Flood Hazard (see Figure 2-11). 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.

A 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 2-12, Existing Drainages and Watercourse 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 2-14 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 watercourse. According to Table 2-14, 29 watercourses 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 watercourses 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.

Table 2-14: Summary of 34 Culvert Crossings

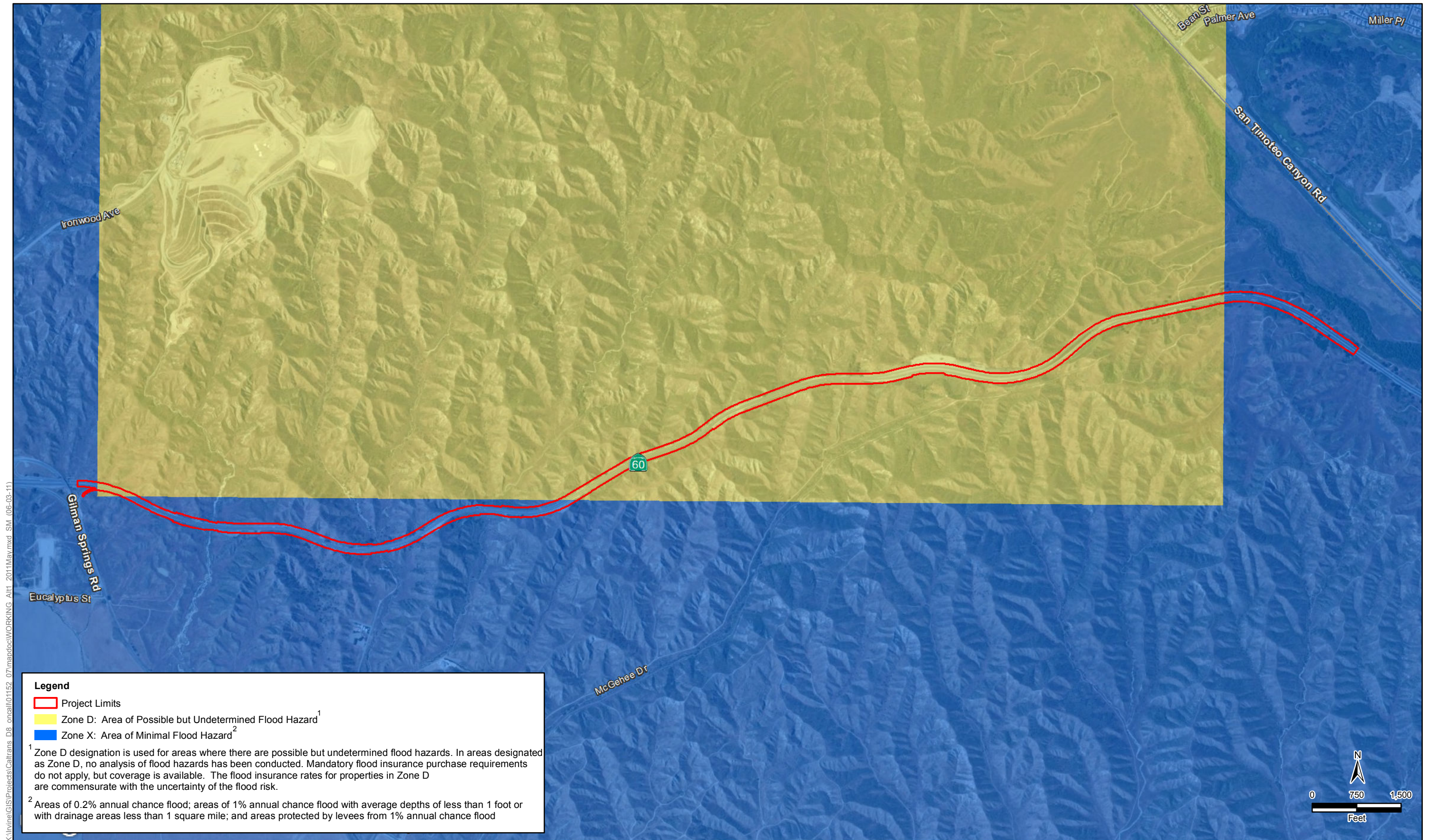
Drainage Area	Area (Ac)	Area (SqM)	Mean Annual Precipitation ¹ (Inches)	Runoff ² (CFS)	Existing Culvert	Ponding Depth
1	346.2	0.54	16	208.9	6.5'x5' RCA	2.51'
2	593.2	0.93	17	366.6	7.6'x6.4' RCA	2.17'
3	567.6	0.89	18	394.8	7.5'X6.5' RCA	1.65'
4	84.2	0.13	16	62.7	48" CSP	0.66'
5	148.8	0.23	16	104.4	54" 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.

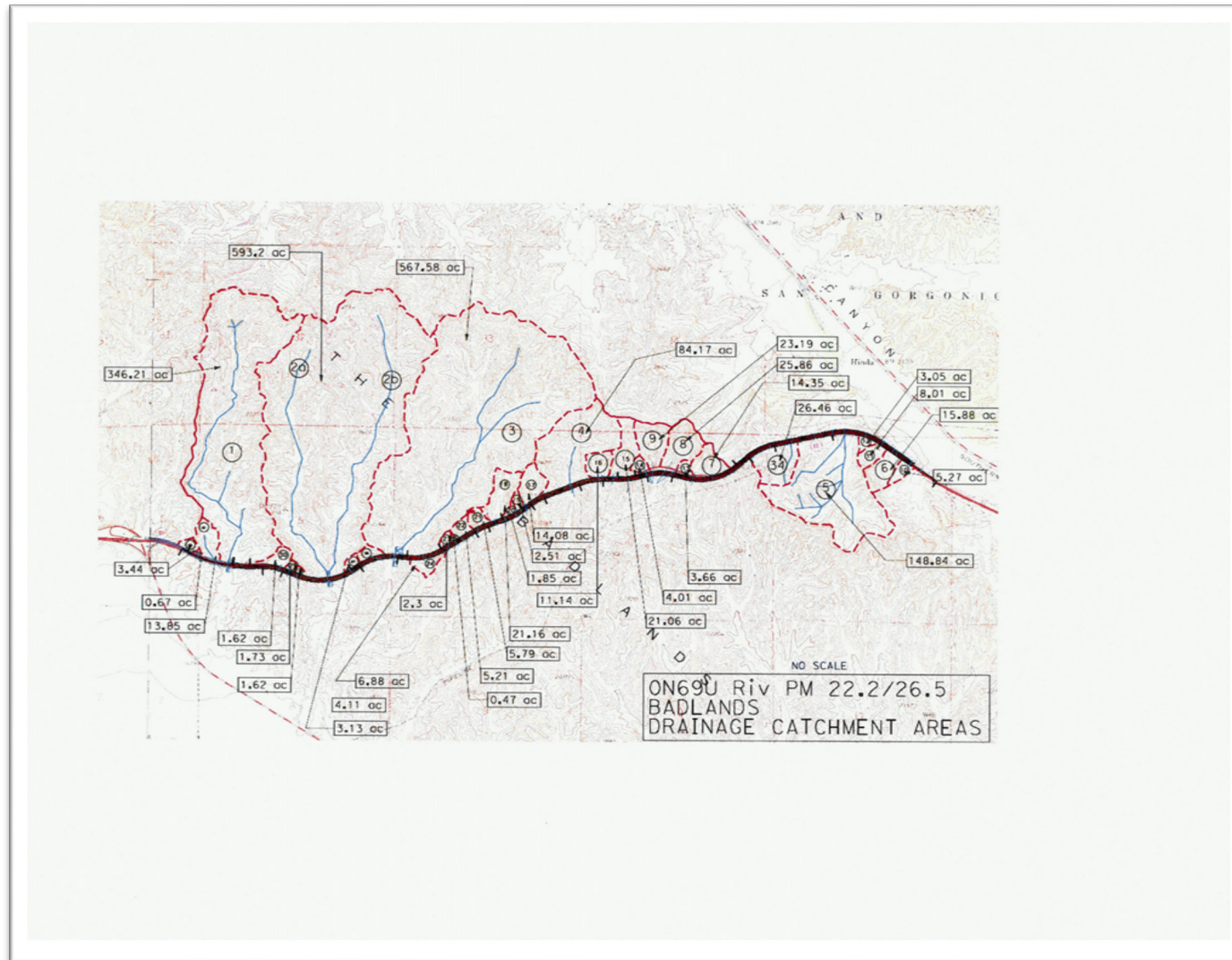


Source: Bing Imagery; Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM)

Figure 2-11
FEMA Flood Designations
State Route 60 Truck Lanes Project

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Figure 2-12: Existing Drainages and Watercourses in the Project Area



April 2014 Location Hydraulic Studies – Summary Floodplain Evaluation Reports

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2.7.3 Environmental Consequences

Alternative 1 – No Build Alternative

This alternative would not result in temporary or permanent impacts on any water ways or drainages.

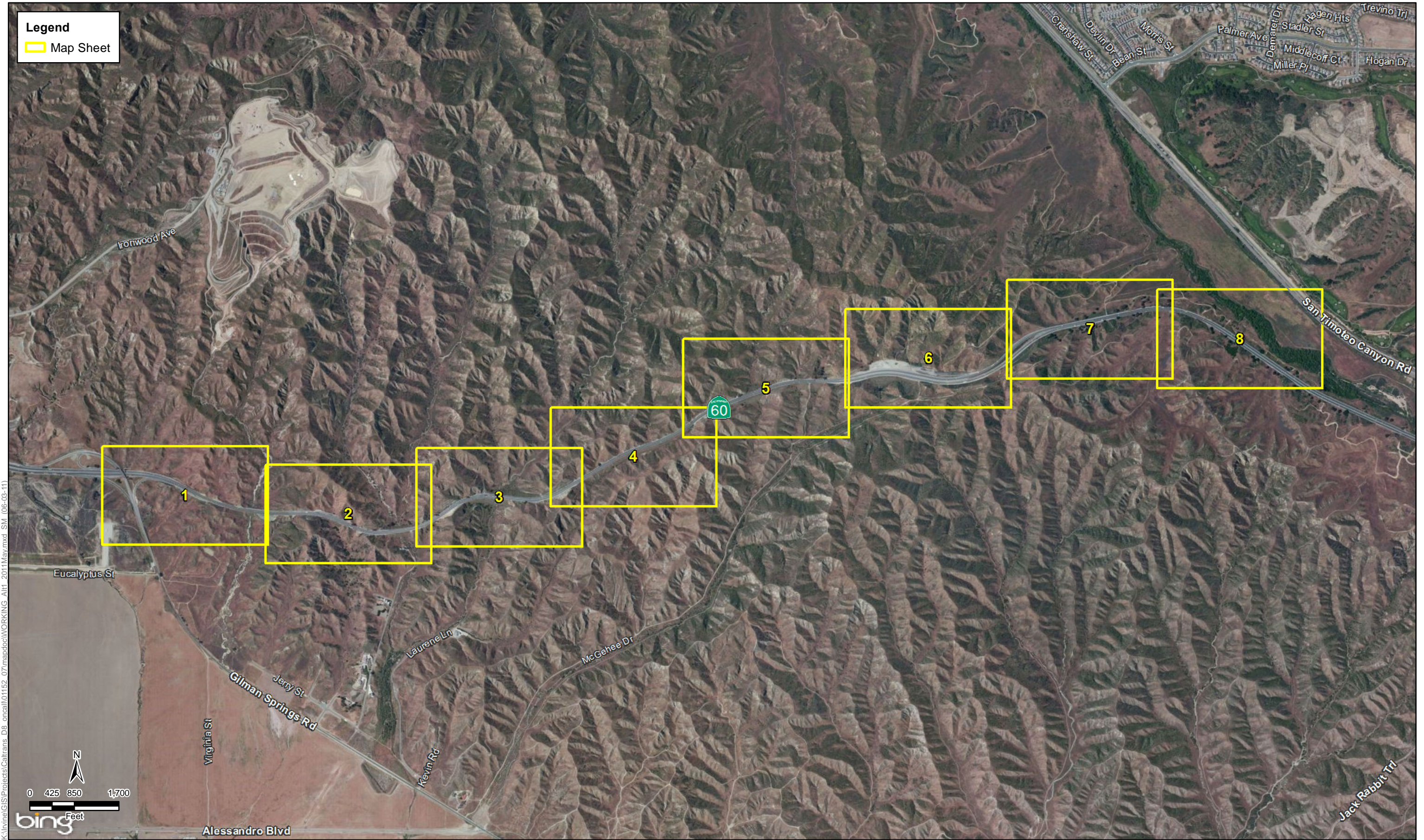
Alternative 2 – Build Alternative

Construction of Alternative 2 (the Build 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 2.8 (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 2-11 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 watercourses 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.

Even if construction were to extend the culverts by 100 feet (several times the actual distance), the change in water surface would be only around two to three feet. Since all but a few of the easternmost watercourses are anywhere from 30 to as much as 200 feet below the roadway, these changes would be insignificant and would not pose a risk of overtopping and flooding of the roadway. In addition, there are no houses or other occupied structures in the area that are at risk of flooding. Due to the nature of the topography in the project area, it is highly unlikely that occupied structures would be developed in the area.

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SOURCE: Bing Imagery

Figure 2-13 Index Sheet
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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SOURCE: Bing Imagery

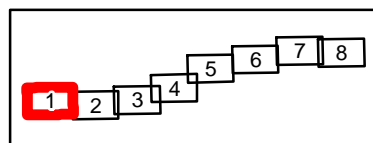


Figure 2-13 Sheet 1 of 8
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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Figure 2-13 Sheet 2 of 8
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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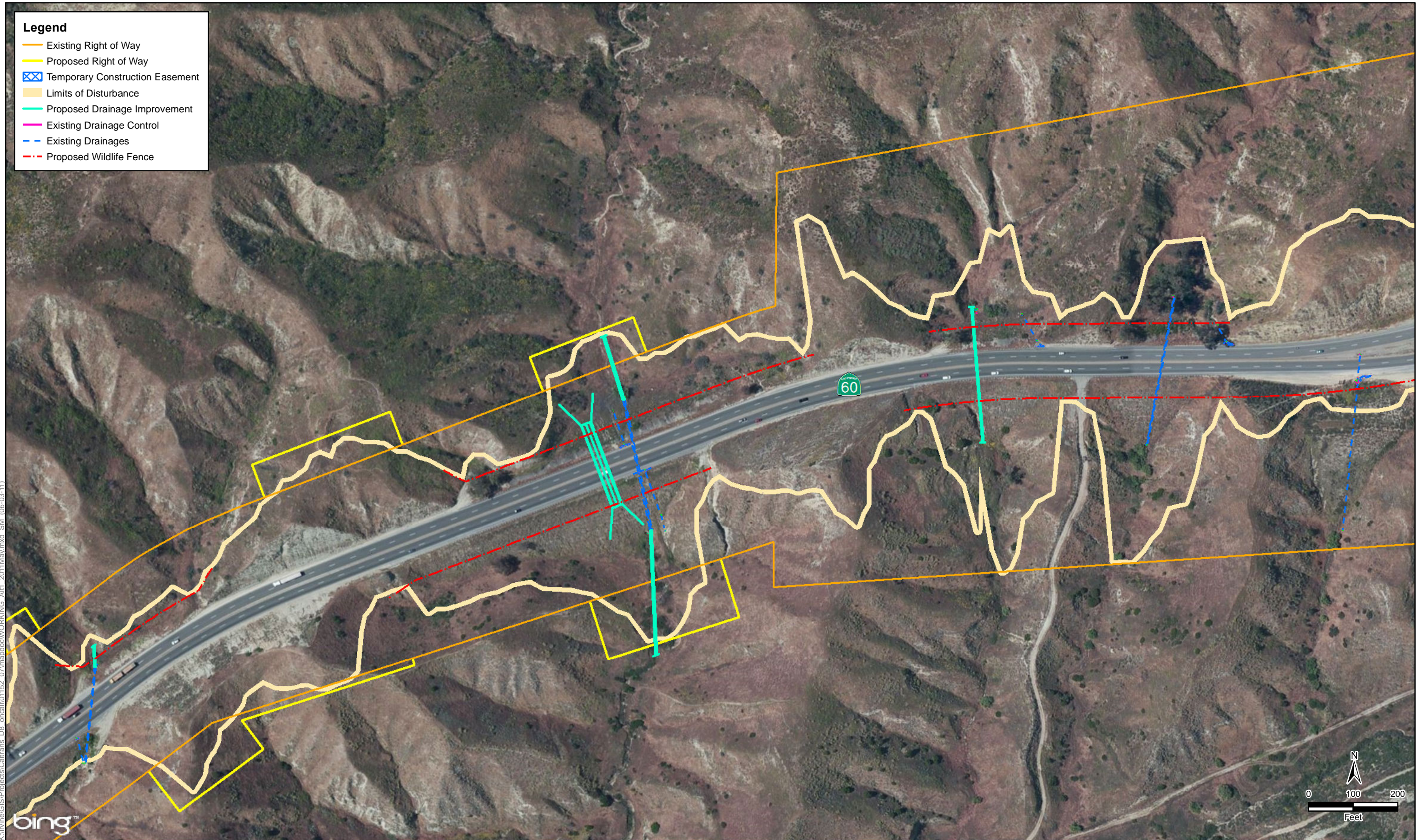
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Figure 2-13 Sheet 4 of 8
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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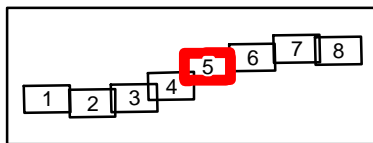
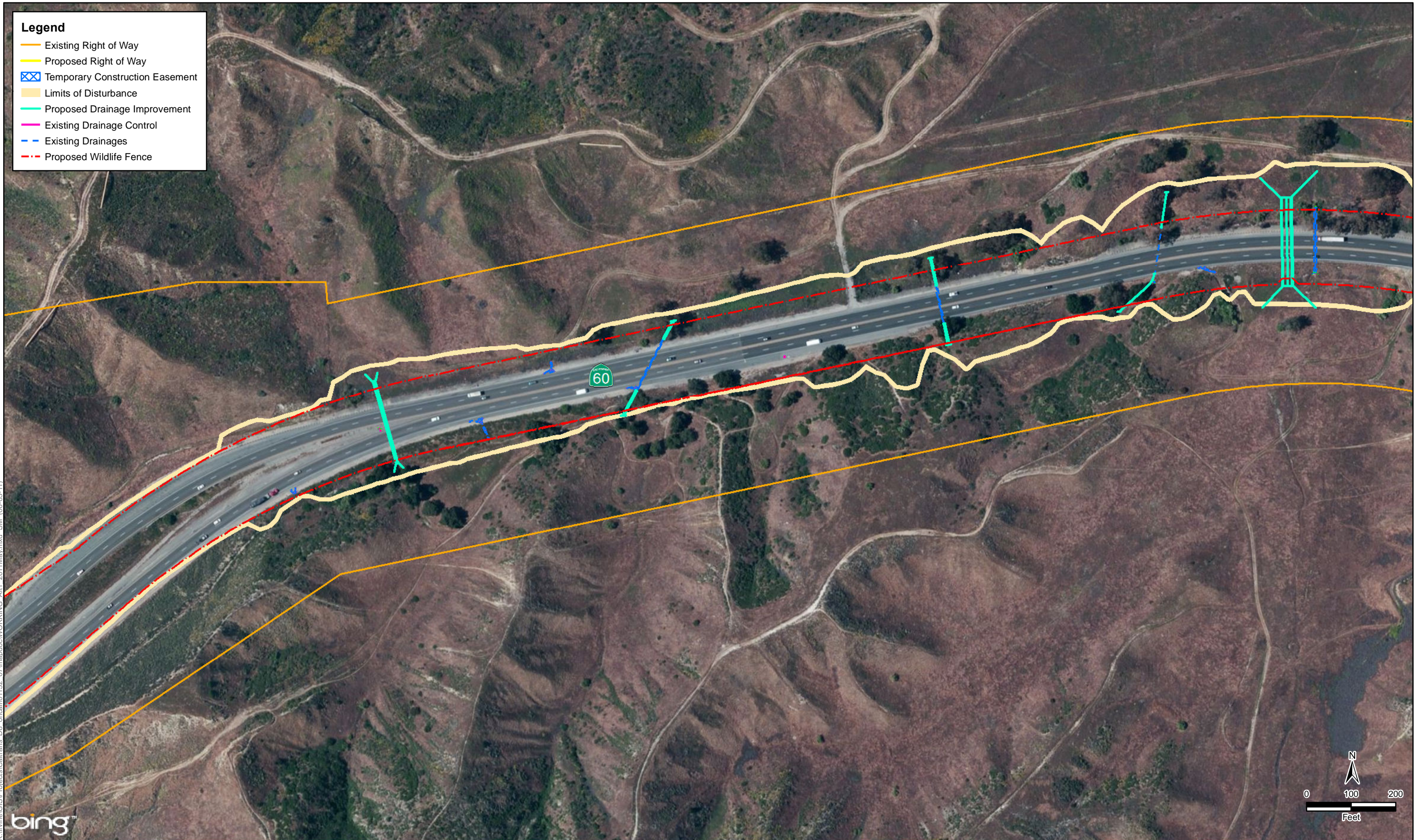


Figure 2-13 Sheet 5 of 8
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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Figure 2-13 Sheet 7 of 8
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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SOURCE: Bing Imagery

Figure 2-13 Sheet 8 of 8
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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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.

For the reasons stated above, the project would not affect hydrology or floodplains to the degree that would result in a significant impact under the California Environmental Quality Act (CEQA) or substantial adverse effect under the National Environmental Policy Act (NEPA).

2.7.4 Avoidance, Minimization, and/or Mitigation Measures

No floodplain risks are involved with this project; therefore, no avoidance, minimization, and/or mitigation measures are required.

2.8 WATER QUALITY AND STORM WATER RUNOFF

2.8.1 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 source⁸ 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

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

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. 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 effluent⁹ 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.

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

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. RWCQB's are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

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 Caltrans as an owner/operator of an MS4 under federal regulations. Caltrans' MS4 permit covers all Caltrans 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.

Caltrans' 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. Caltrans must comply with the requirements of the Construction General Permit (see below);
2. Caltrans must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and
3. Caltrans 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, Caltrans 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 Caltrans 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 Caltrans 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. 2012-0006DWQ which amends Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ), was 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 Caltrans' Storm Water Management Plan (SWMP) and described in the 2010 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.

2.8.2 Affected Environment

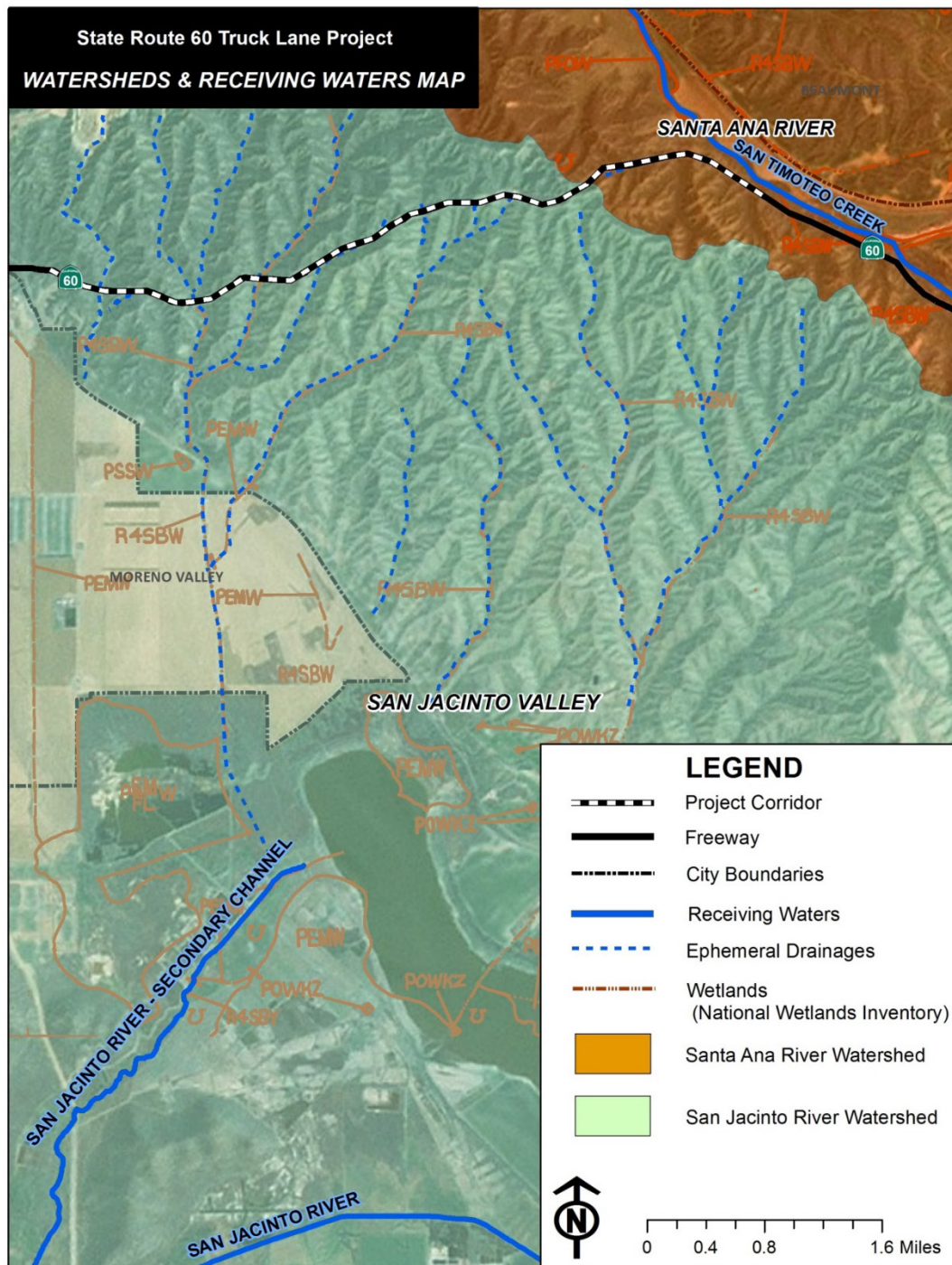
Information used in this section is based upon the March 2014 *Water Quality Assessment Report*.

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 River watershed (see Figure 2-14). The San Jacinto 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 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.

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.

Figure 2-14: Location of the Watersheds and Receiving Waters



Sources: ESRI (2013), U.S. Fish & Wildlife Service (National Wetlands Inventory) (2013), Riverside County Online RCIT/GIS Store, California Spatial Index Library (2013).

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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 2-14). The creek originates from the confluence of Little San Antonio 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 210 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 (Region 8, 2011). 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.¹²

The San Jacinto River (Hydrologic Sub-Area 802.21) is the second receiving water body closest to the project limits (see Figure 2-14). 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 acre-feet and for Water Year 2012 it was 384 acre-feet. 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 7 reaches along the San Jacinto River Basin of the Santa Ana River watershed. The project location is closest to Reaches 4 and 5 of 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 2.15, Wetlands/Waters of the U.S. of this IS/EA.

Municipal Water Supply

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

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 Ibid.

Groundwater

The Inland Santa Ana Basin and the San Jacinto Basin are the two groundwater basins located in the Santa Ana Region 8 Basin (see Figure 2-14). The project is located primarily in the San Jacinto Basin. A range of interconnected, alluvium-filled valleys surrounded by steep sides of bedrock mountains and hills make up the San Jacinto Basin. 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 west. Groundwater is forced to the surface by the San Jacinto Fault (Bunker Hill Dike) in the San Bernardino area, north of the project area.¹³ Perennial flows from the rising water area due to the fault derive from the Santa Ana River. The San Jacinto Groundwater Basin produces 200 to 2,600 gallons per minute.¹⁴ 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.¹⁵ Groundwater discharge is due to pumping of ground-water according to the Santa Ana Region Watershed Action Plan.¹⁶ The estimated groundwater storage capacity for the San Jacinto Groundwater Basin is 3,070,000 acre-feet.¹⁷ The groundwater recharge programs in Riverside County store both local and imported water as surplus to meet seasonal and drought-year demands.¹⁸

Three groundwater wells are located near the project area with the closest well less than a half mile from project area (within the golf course). 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.

2.8.3 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

¹³ Santa Ana Regional Water Quality Control Board. 2011. *Water Quality Control Plan for the Santa Ana River Basin*, adopted 1995, updated 2008 and 2011.

¹⁴ Santa Ana Regional Water Quality Control Board. 2006. *Hydrologic Region South Coast San Jacinto Groundwater Basin, California's Groundwater Bulletin 118*. January 20, 2006.

¹⁵ Ibid

¹⁶ Riverside County Flood Control and Water Conservation District. 2013. *Watershed Action Plan Santa Ana Region Riverside County*. January 29, 2013.

¹⁷ Santa Ana Regional Water Quality Control Board. 2006. *Hydrologic Region South Coast San Jacinto Groundwater Basin, California's Groundwater Bulletin 118*. January 20, 2006.

¹⁸ County of Riverside. 2013. County of Riverside General Plan. Available: <http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx>.

(Region 8).¹⁹ 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.²⁰ 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.²¹ 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.²²

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 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

¹⁹ Santa Ana Regional Water Quality Control Board. 2011. Basin Plan. Available: http://www.swrcb.ca.gov/santaana/water_issues/programs/basin_plan/index.shtml.

²⁰ Santa Ana Regional Water Quality Control Board. 2011. *Water Quality Control Plan for the Santa Ana River Basin*, adopted 1995, updated 2008 and 2011.

²¹ California Department of Transportation. 2010. *Storm Water Project Planning and Design Guide*. Available: <http://www.dot.ca.gov/hq/oppd/stormwtr/ppdg.htm>.

²² 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.

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 2-15 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 2-15: 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		
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		

Table 2-15: 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
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 + = Exempted 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: Water Quality Assessment Report, April 2014

2.8.4 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

Without BMPs or other protective measures, construction-related activities have the potential to cause temporary water quality impacts due to grading activities, traffic detours, removal of existing vegetation, and various construction activities. The estimated total disturbed soil area of

the project is approximately 163 acres. The project also involves 70 acres of clearing and grubbing. 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. 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.

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. In addition, stormwater runoff during construction may cause pollutant transport into the current stormwater drainage system. Pollutants of concern during project construction include sediments, trash, petroleum products, concrete waste, and chemicals.

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 (Caltrans Construction General Permit, NPDES No. CAS000002). The contractor would be responsible for preparing a SWPPP according to Caltrans' standards, incorporating all BMPs in the contract 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 Caltrans 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. 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 measures **WQ-1**, **WQ-2**, and **WQ-3**, impacts 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 BMPs 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 BMP requirement. The project would create new slopes or modify existing slopes (refer to Figure 1-3, Build Alternative Map, in Chapter 1). 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 NPDES permit requirements, the testing of side slopes will be done to determine if infiltration of a minimum of 90% of the water quality volume from the new net impervious areas can be achieved. If so, the project will not be required to consider treatment BMPs.

Treatment of runoff would be accomplished by creating new slopes or modifying existing slopes to allow an increase infiltration rate of storm water 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 2-15, Stormwater Runoff Treatment Plan). 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 2.11, Hazardous Waste/Materials, of this document, 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.

There are 28 off-site drainage systems within the project limits (see Figure 2-15). Drainage culverts would be extended and headwalls replaced as needed to accommodate the roadway widening. The drainage improvements shown in Figure 2-15 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.

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. Alternative 2 would create approximately 25 new acres of impervious surface area within the Inland Santa Ana and San

Jacinto Groundwater Basins. Groundwater recharge in this area 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 from infiltration of rainfall on the valley floor. The depth of groundwater within the project limits varies from 64 to 114 feet. 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. In addition, 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.

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.

San Timoteo Creek includes wetland and riparian habitats. The project would permanently affect a total of 0.713 acre of non-wetlands waters of the U.S., which is subject to USACE jurisdictions. Permanent impacts on 0.897 acre would occur to streambed/bank subject to CDFW jurisdictions. 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, and mitigate impacts on riparian habitats are discussed in Section 2.15, Wetlands and Other Waters, of this IS/EA.

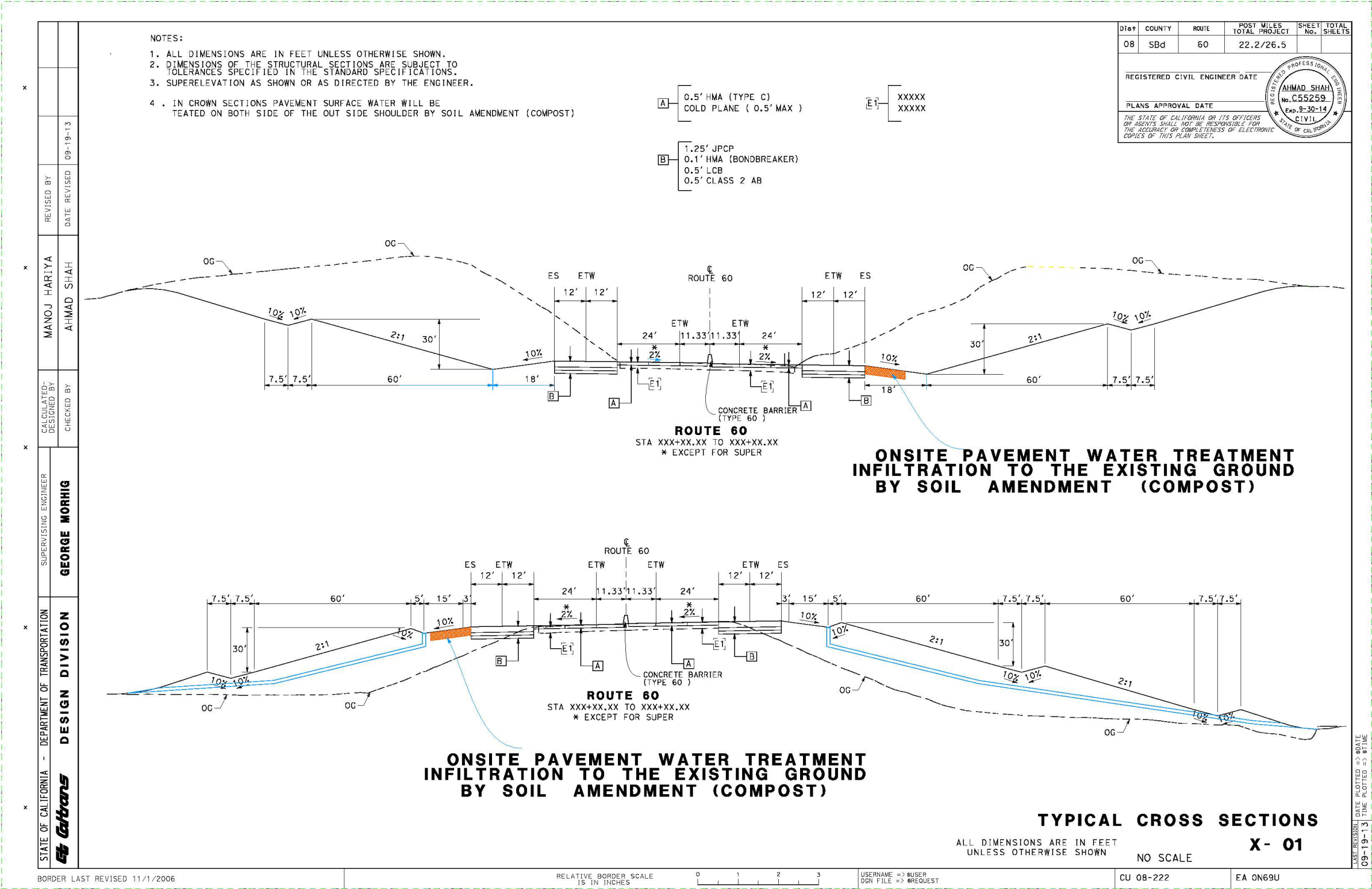
The project could potentially affect riparian habitats, if water quality control measures are not implemented. The project treatment BMPs, Design Pollution Prevention BMPs, and temporary BMPs are identified during the final design phase of the project, which follows completion of preliminary engineering,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

The 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.

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.

Figure 2-15: Stormwater Runoff Treatment Plan



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2.8.5 Avoidance, Minimization, and/or Mitigation Measures

Implementation of the following avoidance and minimization measures, in addition to **WET-4**, **WET-5**, and **WET-6** in Section 2.15 (Wetlands and Other Waters), are required to protect receiving waters, and prevent degradation of water quality that may result from the construction and operation of the project:

WQ-1: Incorporate Design Pollution Prevention and Treatment 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: Project Contractor shall implement one of the options cited in Section XIII(A)(2) of the Construction General Permit to demonstrate compliance.

2.9 GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY

2.9.1 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.

2.9.2 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 overpass, 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 (V:H). 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 2-16 shows the fault and fault zone locations relative to the project. 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 six to seven 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. Due to its location just outside the San Jacinto Fault Zone, the project is not 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. 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.²³

SR-60 crosses 34 culverts within the project area. Existing culverts carry runoff from the upstream side to the downstream side of the roadway 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 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

²³ 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.

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.²⁴ 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.²⁵

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.

2.9.3 Environmental Consequences

Alternative 1 – No Build Alternative

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

²⁴ 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.

²⁵ Ibid.

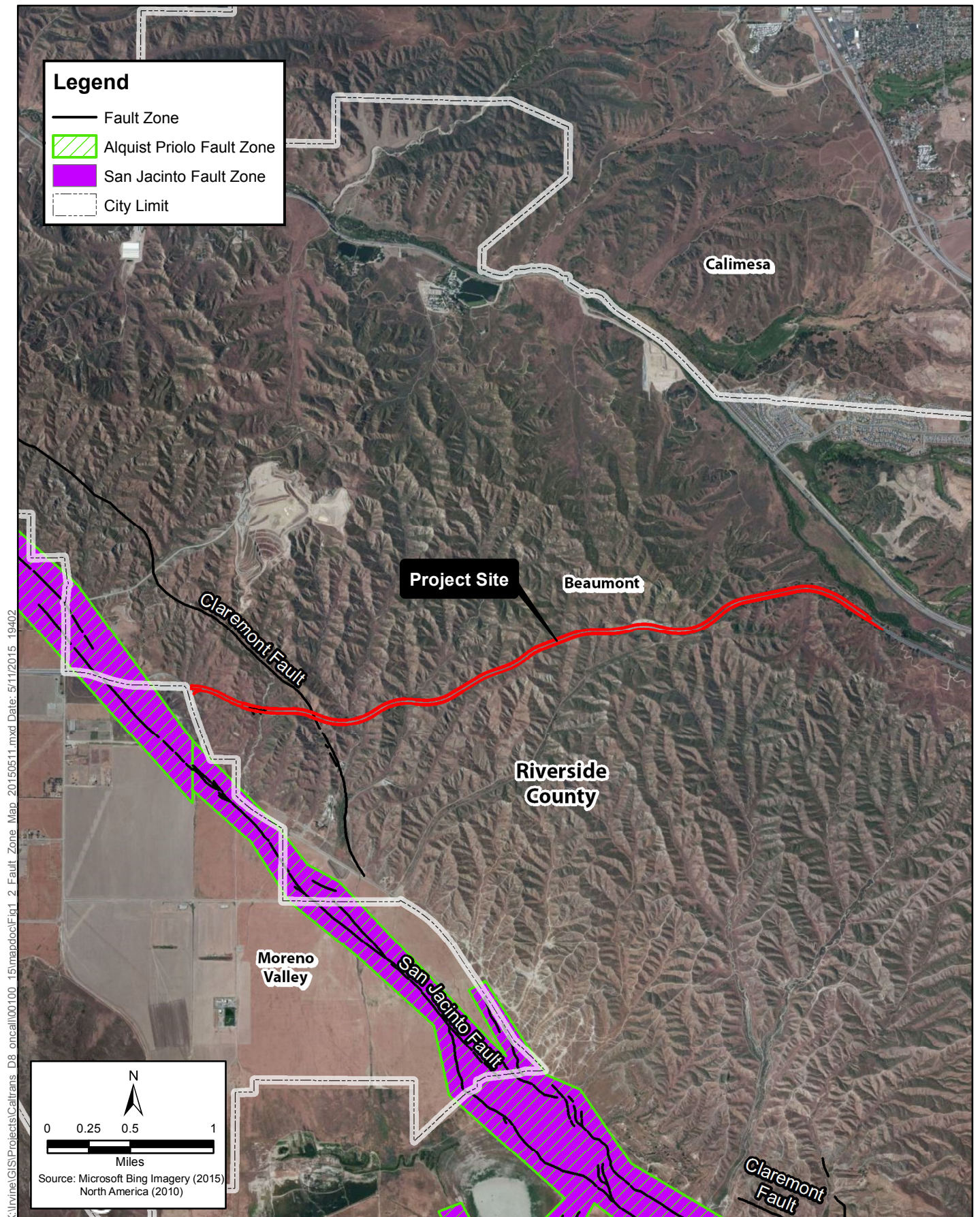


Figure 2-16
Fault Zone Map
State Route 60 Truck Lanes Project

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Alternative 2 – Build Alternative

Development of the roadway would cause groundbreaking and vegetation removal during construction, resulting in a DSA of approximately 163 acres, plus 70 acres for clearing and grubbing. Excavation within the DSA would vary in depth from approximately **X to X feet**. As a result, soil could be exposed to rain and wind, potentially causing accelerated erosion and deposition from the project site.

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

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

For all of the 2.4:1 (H:V) 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 recompact 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.

2.9.4 Avoidance, Minimization, and/or Mitigation Measures

Minimization measures **WQ-1 through WQ-3** Section 2.8 (*Water Quality and Storm Water Runoff*) would be implemented to minimize soil erosion.

2.10 PALEONTOLOGY

2.10.1 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).

2.10.2 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)²⁶ and 1:100,000 by Morton and Miller (2006).²⁷ 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 mi 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 UCMP 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.

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

²⁶ Dibblee and Minch. 2003. Geologic Map of the El Casco Quadrangle, Riverside County, California, Dibblee Geological Foundation Map DF-113. Scale: 1:24,000.

²⁷ 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.

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.

2.10.3 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 temporary impacts on paleontological resources would occur.

Alternative 2 – Build Alternative

The build 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 impact 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 2.11.4 below, a qualified paleontologist will be retained to develop and implement a Paleontological Mitigation Plan (PMP). The PMP will identify avoidance and minimization measures, as well as potential mitigation measures, should fossil resources be encountered. Any impacts on paleontological resources are permanent and irreparable; therefore, there would be no temporary impacts due to the build alternative.

2.10.4 Avoidance, Minimization, and/or Mitigation Measures

Because the actual presence of paleontological resources within the project area is unknown until excavation occurs, the following measures are proposed based on the high paleontological sensitivity of the study area.

PA-1: A Paleontological Mitigation Plan (PMP) shall be prepared during final project design by a qualified paleontologist. The PMP will detail all the measures to be implemented in the event of paleontological discoveries. The PMP shall include, at a minimum, elements a through e.

- 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) There will be a signed repository agreement with an appropriate repository that meets Caltrans requirements and is approved by Caltrans.
- 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.²⁸

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.

²⁸ California Department of Transportation. 2003. *Standard Environmental Reference*. Volume 1, Chapter 8 (Paleontology). Available: <http://www.dot.ca.gov/ser/vol1/sec3/physical/Ch08Paleo/chap08paleo.htm>.

2.11 HAZARDOUS WASTE/MATERIALS

2.11.1 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.

2.11.2 Affected Environment/Environmental Consequences

Alternative 1 – No Build Alternative

There would be no impacts on hazardous waste and materials.

Alternative 2 – Build Alternative

On March 25, 2014, Caltrans approved an updated Initial Site Assessment (ISA) Checklist. The ISA determination concluded the project has low/minimal risk for potential hazardous waste involvement. There are no recognized environmental concerns within the project limits. Based on Geo-tracker field review, Cortese list review, Environmental Data Resources dated March 13, 2013, Task Order #08-396400-LP, the conclusion is non-hazardous concentration of lead is present in on-site soil, therefore, appropriate health and safety measures (**HW-1** through **HW-5**) will be implemented in order to minimize the exposure to lead. With implementation of these measures, impacts would remain less than significant under CEQA and not adverse under NEPA.

2.11.3 Avoidance, Minimization, and/or Mitigation Measures

The following measures are required for this project:

HW-1: Caltrans Standard Special Provisions (SSP) 7-1.02K(6)(j)(iii), A Lead Compliance Plan will be required. The purpose of SSP 7-1.02K(6)(j)(iii) is to require the Contractor to have and implement a lead compliance plan prepared by a Certified Industrial Hygienist (CIH). It must be used whenever disturbance (e.g., excavation) of earth material (e.g., soil) that could result in lead exposure will occur, but the lead concentrations are below hazardous waste thresholds (below 1,000 mg/kg total lead and below 5 mg/l soluble lead) and disposal in a permitted landfill is not required. 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.

HW-2: Caltrans SSP 14-11.07, Handling the removal of yellow traffic stripe and pavement markings with hazardous waste residue. Section 14-11.07 includes specifications for removing existing yellow thermoplastic and yellow painted traffic stripe and pavement marking. The residue from the removal of this material is a Caltrans-generated hazardous waste. Residue from removal of yellow thermoplastic and yellow painted traffic stripe and pavement marking contains lead chromate. The average lead concentration is at least 1,000 mg/kg total lead or 5 mg/l soluble lead. When applied to the roadway, the yellow thermoplastic and yellow painted traffic stripe and pavement marking contained as much as 2.6 percent lead. Residue produced from the removal of this yellow thermoplastic and yellow painted traffic stripe and pavement marking contains heavy metals in concentrations that exceed thresholds established by the Health & Safety Code and 22 CA Code of Regs.

HW-3: Caltrans SSP 14-11.09: Handling of treated wood waste. Section 14-11.09 includes specifications for handling, storing, transporting, and disposing of treated wood waste

HW-4: SSP 15-1.03B: Handling of residue containing lead from paint and thermoplastic. The residue from grinding or cold planing contains lead from paint and thermoplastic. The average lead concentrations are less than 1,000 mg/kg total lead and 5 mg/L soluble lead

HW-5: SSP 15-2.02C(2): Handling the removal of traffic stripes and pavement markings containing lead. 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.

2.12 AIR QUALITY

2.12.1 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 (NO₂), ozone (O₃), particulate matter (PM), which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM₁₀) and particles of 2.5 micrometers and smaller (PM_{2.5}), and sulfur dioxide (SO₂). In addition, national and state standards exist for lead (Pb) and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. The NAAQS and state standards, provided in Table 2-16, 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 attaining 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 (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and in some areas (although not in California) sulfur

dioxide (SO₂). California has attainment or maintenance areas for all of these transportation-related “criteria pollutants” except SO₂, 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 proposed 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 (PM₁₀ 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.

2.12.2 Affected Environment

Information used in this section is based upon the June 2015 *Air Quality Report*.

Topography and Climate

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 South Coast Air Basin (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 Geronio 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. 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 (WRCC 2014).²⁹

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 (Servin 2003).³⁰

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 2-16) and the monitoring data collected in the region. The South Coast Air Quality Management District (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 PM₁₀. 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 2-17. Monitoring data show that state and/or federal standards have been exceeded multiple times for all criteria pollutants except CO (see Table 2-16).

²⁹ 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.

³⁰ Servin, T. 2003. Meteorological Wind Roses: Data for the ISCST3 air quality model. California Air Resources Board. July 8.

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Table 2-16. Ambient Air Quality Standards and 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	0.075	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 98 th 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	NA	105	NA	If exceeded	NA	Attainment	NA
		3 hours	NA	NA	NA	NA	NA	NA	Attainment	NA
		1 hour	0.25	0.075	655	196	If exceeded	If the 3-year average of the 99 th percentile of the daily maximum 1-hour average at each monitor within an area exceeds the standard	Attainment	Attainment
Hydrogen sulfide	H ₂ S	1 hour	0.03	NA	42	NA	If equaled or exceeded	NA	Unclassified	NA
Vinyl chloride	C ₂ H ₃ Cl	24 hours	0.01	NA	26	NA	If equaled or exceeded	NA	No information available	NA

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.

NA = not applicable.

Complete Ambient Air Quality Standards table with footnotes is provided in the appendix.

Sources: California Air Resources Board 2014a³¹; California Air Resources Board 2014b³²; U.S. Environmental Protection Agency 2014³³.

³¹ California Air Resources Board. 2014a. Top 4 Measurements and Days above the Standard. Available: <<http://www.arb.ca.gov/adam/cgi-bin/db2www/adamtop4.d2w/start>>. Accessed: December 8, 2014.

³² California Air Resources Board. 2014b. *Air Quality Standards and Designations*. Available: <http://www.arb.ca.gov/design/design.htm>. Accessed December 8, 2014.

³³ 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.



Figure 2-17
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 O₃ (1-hour standard), PM_{2.5}, and PM₁₀. The federal EPA has designated this area as being a nonattainment area for O₃ (8-hour standard) and PM_{2.5} (see Table 2-16).

Table 2-17. Air Quality Monitoring Data from Perris and Riverside-Rubidoux Stations

Pollutant Standards		2011	2012	2013
Ozone (O ₃)				
	Maximum 1-hour concentration (ppm)	0.125	0.111	0.108
	Maximum 8-hour concentration (ppm)	0.112	0.093	0.090
Number of Days Standard Exceeded				
	CAAQS 1-hour (>0.09 ppm)	44	28	17
	NAAQS 8-hour (>0.075 ppm)	54	46	34
Carbon Monoxide (CO)				
	Maximum 1-hour concentration (ppm)	2.25	2.65	--
	Maximum 8-hour concentration (ppm)	1.35	1.59	--
Number of Days Standard Exceeded				
	NAAQS/CAAQS 1-hour (>35 ppm / 20 ppm)	0	0	--
	NAAQS/CAAQS 8-hour (>9.0 ppm)	0	0	--
Particulate Matter (PM ₁₀)				
	National maximum 24-hour concentration (µg/m ³)	65	62	70
	National second-highest 24-hour concentration (µg/m ³)	56	50	69
	State maximum 24-hour concentration (µg/m ³)	62	58	67
	State second-highest 24-hour concentration (µg/m ³)	53	47	66
	National annual average concentration (µg/m ³)	29.2	26.5	33.6
	State annual average concentration (µg/m ³)	27.7	25.1	--
Number of Days Standard Exceeded				
	CAAQS 24-hour (>50 µg/m ³)	12	6	--
	NAAQS 24-hour (>150 µg/m ³) (estimated days)	0	0	0
Particulate Matter (PM _{2.5})				
	National maximum 24-hour concentration (µg/m ³)	60.8	38.1	60.3
	National second-highest 24-hour concentration (µg/m ³)	56.5	37.5	54.7
	National third-highest 24-hour concentration (µg/m ³)	44.6	37.3	40.8
	National fourth-highest 24-hour concentration (µg/m ³)	38.9	36.9	38.8
	National annual average concentration (µg/m ³)	13.6	13.5	12.4
	State annual average concentration (µg/m ³)	13.5	13.6	14.8
Number of Days Standard Exceeded				
	NAAQS 24-hour (>35 µg/m ³)	4	7	6

Notes:

CAAQS = California Ambient Air Quality Standards.

NAAQS = National Ambient Air Quality Standards.

NA = Insufficient data available to determine the value/data not available.

Sources: Caltrans 2015.³⁴

³⁴ California Department of Transportation. 2015, Final Air Quality Report, State Route 60 Truck Lanes Project. District 8. April.

Sensitive Receptor Locations

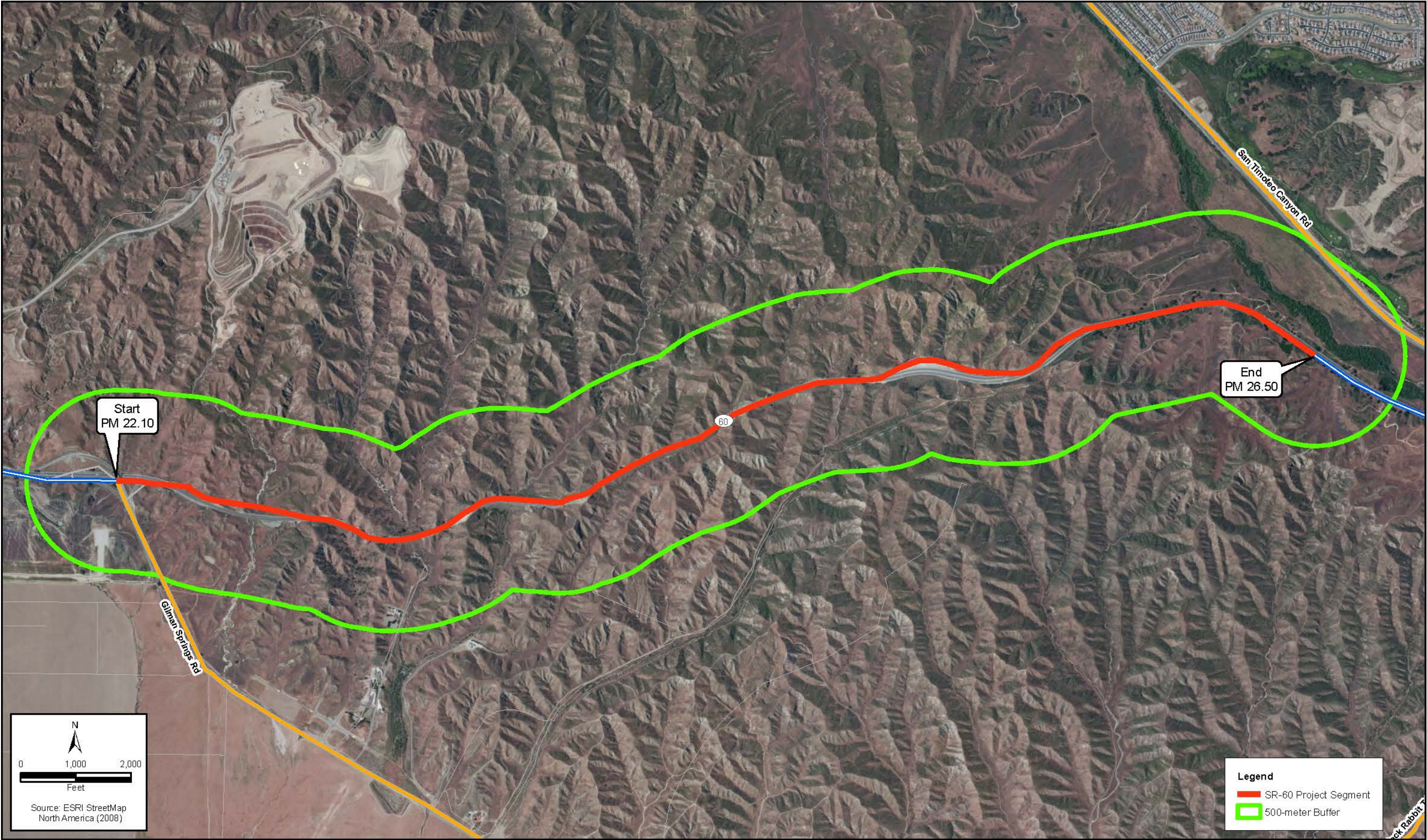
Some locations are considered more susceptible to adverse impacts from air pollution than others. These locations are commonly referred to as sensitive receptors and include schools, daycare facilities, elderly care establishments, medical facilities, and other areas that are populated with people considered 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 (California Air Resources Board 2005).³⁵ As shown in Figure 2-18 (Sensitive Receptor Locations),³⁶ 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.

³⁵ California Air Resources Board. 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April. Sacramento, CA.

³⁶ See Figure 1-1 (Project Location Map) on page 1-2 for regional location perspective.

Figure 2-18: Sensitive Receptor Locations



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2.12.3 Environmental Consequences

Alternative 1 – No-Build Alternative

As identified in Table 2-20, at opening year 2018, there is anticipated to be a negligible decrease in overall emissions under the No-Build Alternative when compared to the Build 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. 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

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, PM₁₀, and PM_{2.5} by altering traffic patterns. Conformity requirements apply only to emissions after completion of a project; they do not apply to construction impacts.

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 proposed project is listed in the SCAG 2012–2035 RTP/SCS financially constrained Regional Transportation Plan 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 Federal Transportation Improvement Program amendment number 1, under project number RIV120201. The SCAG Federal Transportation Improvement Program was determined to conform by FHWA and FTA on December 15, 2014. The design concept and scope of the proposed project is 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.

Although the project is exempt from the requirement to demonstrate transportation conformity,³⁷ the project-level conformity analysis was used to evaluate potential air quality impacts related to project CO and PM_{2.5}/PM₁₀ 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 (Garza et al. 1997).³⁸ 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 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.

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 2-17, the maximum monitored 1-hour CO concentration of 2.65 ppm and 8-hour CO concentration of 1.59 ppm are considerably below their respective CAAQS of 20 ppm and 9.0 ppm, respectively. In addition, as shown in Table 2-20, there would be a negligible change in Build Alternative CO emissions when compared to the No-Build Alternative.

³⁷ Per the project FTIP conformity category, the proposed project is exempt from the requirement to demonstrate conformity. The project fits the conformity exemption category “truck-climbing lanes outside the urbanized area” per 40 CFR 93.126. See project FTIP description provided in appendix.

Localized PM_{2.5} and PM₁₀ 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.

The EPA has specified a quantitative method for analyzing localized PM_{2.5} or PM₁₀ concentrations from operational traffic titled, *Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas* in November 2013.³⁹ 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 PM₁₀. Although a project-level PM_{2.5} and PM₁₀ 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 PM₁₀ 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 proposes to add truck climbing lanes to an existing highway segment. While the proposed 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. This is because the proposed truck climbing lanes would be present *between* the Gilman Springs Road overpass and 1.5 miles west of Jack Rabbit Trail. In other words, there would be no interchange location present to enter or exit SR-60 where proposed truck climbing lanes would exist. As such, there would be no difference in the total AADT volumes or truck volumes under the Build Alternative when compared to the No Build Alternative at opening year 2018 or 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.

³⁹ Federal Highway Administration and U.S. Environmental Protection Agency. 2013. Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM_{2.5} 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 PM₁₀-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 PM₁₀ 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 PM₁₀.

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 (U.S. Environmental Protection Agency 2011).⁴⁰ 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 (CARB 2014c).⁴¹

Based on the EPA's AP-42 emission factor equation, re-entrained roadway emissions of PM₁₀ and PM_{2.5} within the project vicinity would not change under the Build Alternative when compared to the No Build Alternative at opening year 2018 or horizon year 2040. At opening year 2018, PM₁₀ and PM_{2.5} re-entrained dust emissions would be 37 pounds per day and 6 pounds per day, respectively, for both the No-Build and Build Alternative. At horizon year 2040, PM₁₀ and PM_{2.5} re-entrained dust emissions would be 69 pounds per day and 10 pounds per day, respectively, for both the No Build and Build alternatives. The emissions calculation worksheet is provided in the appendix of the project's Air Quality Report (Project Emissions: Re-entrained Road Dust Calculations).

While the proposed improvements would increase the number of travel lanes, there would be no effect on the number of vehicles that use the subject facility. This is because the proposed truck climbing lanes would be present *between* the Gilman Springs Road overpass and 1.5 miles west of Jack Rabbit Trail. In other words, there would be no interchange location present to enter or exit SR-60 where proposed truck climbing lanes would exist. As such, there would be no difference in the total AADT volumes or truck volumes under the Build Alternative when

⁴⁰ 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.

⁴¹ California Air Resource Board. 2014c. *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.

compared to the No Build Alternative at opening year 2018 or horizon year 2040. Therefore, estimates of re-entrained road dust emissions that would occur under the No-Build Alternative and Build Alternative would be similar.

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 and No-Build Alternative. The comparison of Build Alternative and No-Build Alternative total PM emissions is presented in Table 2-18.

Table 2-18: Comparison of Total Particulate Matter Emissions (pounds per day)

	PM10		PM2.5	
	Year 2018	Year 2040	Year 2018	Year 2040
No-Build Alternative	72	132	23	40
Build Alternative	72	132	23	40
Net Change (Build – No Build)	--	--	--	--

Source: Caltrans 2015.⁴²

As shown on Table 2-18, no change in total PM₁₀ or PM_{2.5} emissions is anticipated to occur under the Build Alternative when compared to the No-Build Alternative. This is because total traffic and truck traffic volumes are anticipated to be the same under the Build Alternative and No-Build Alternative at opening year 2018 and horizon year 2040. A summary of traffic volumes, including truck traffic volumes, anticipated to occur under the Build Alternative and No-Build Alternative is provided in Table 2-19.

Table 2-19: Summary of Traffic Volumes in SR-60 Project Limits

	AADT Volumes Total		Truck Only AADT Volumes	
	Year 2018	Year 2040	Year 2018	Year 2040
No-Build Alternative	56,200	104,800	9,000	16,800
Build Alternative	56,200	104,800	9,000	16,800
Net Change (Build – No Build)	--	--	--	--

Source: Caltrans 2015.⁴³ Caltrans District 8 Traffic Operations.

Traffic volumes are predicted to be unchanged under the Build Alternative when compared to the No-Build Alternative because the proposed truck climbing lanes would add no capacity within the SR-60 project limits. The proposed truck climbing lanes would be present *between* the Gilman Springs Road overpass and 1.5 miles west of Jack Rabbit Trail. In other words, there would be no interchange location present to enter or exit SR-60 where proposed truck climbing lanes would exist. As such, no traffic redistribution effects are anticipated.

⁴² California Department of Transportation. 2015, Final Air Quality Report, State Route 60 Truck Lanes Project. District 8. April.

⁴³ California Department of Transportation. 2015, Final Air Quality Report, State Route 60 Truck Lanes Project. District 8. April.

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 PM₁₀. 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 2-17.

The maximum 24-hour PM₁₀ concentration recorded at the Perris monitoring station in 1991 was 113 µg/m³, compared to the maximum 24-hour PM₁₀ concentration of 70 µg/m³ recorded during 2013. This represents a 38% decline in the project area PM₁₀ concentration that has occurred from 1991 to 2013.

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 µg/m³, compared to the maximum 24-hour PM_{2.5} concentration of 60.3 µg/m³ recorded during 2013. This represents a 46% decline in the project area PM_{2.5} concentration that has occurred from 1999 to 2013.

No increase in re-entrained road dust or mobile exhaust PM₁₀ or PM_{2.5} emissions is estimated to occur under the Build Alternative when compared to the No-Build Alternative at opening year 2018 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 2-18). Accordingly, project PM₁₀ 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 ROG, NO_x, CO, PM₁₀, and PM_{2.5} for existing (2013), opening-year (2018), and horizon-year (2040) conditions were evaluated through modeling conducted using the Caltrans CT-EMFAC model (Version 5.0) and traffic data provided by Caltrans District 8 Traffic Operations.⁴⁴ 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

⁴⁴ CT-EMFAC Version 5.0 is the current Caltrans emissions estimation model that utilizes EMFAC2011 emissions factors. While use of CT-EMFAC Version 5.0 has not been approved by EPA for Conformity Determination purposes, the model is valid for CEQA and NEPA emissions analyses.

requires a comparison of a project's opening-year emissions to existing conditions. Table 2-20 summarizes the CT-EMFAC-modeled daily emissions.⁴⁵

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 and No-Build alternatives, average travel speeds would improve under the Build 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 when compared to the No-Build Alternative. At opening year 2018, there is anticipated to be a negligible increase in overall emissions under the Build Alternative when compared to the No-Build Alternative. While at horizon year 2040, there is anticipated to be a negligible decrease in overall emissions under the Build 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 2-20: Summary of CT-EMFAC-Modeled Operational Emissions

Scenario	Pounds per Day				
	ROG	CO	NO _x	PM10 ^b	PM2.5 ^b
Existing (2013)	93	901	497	37	22
2018 No Build	74	636	348	35	17
2018 Build	74	641	351	35	17
2040 No Build	87	703	279	63	30
2040 Build	84	671	268	63	30
Opening Year 2018 Build Alternative Increase/(Decrease) Compared with Existing 2013					
2018 Build vs. Existing	(19)	(260)	(146)	(2)	(5)
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 Increase/(Decrease) Compared with Respective No Build at 2018 and 2040					
2018 Alternative 2 vs. No Build	--	5	3	--	--
2040 Alternative 2 vs. No Build	(3)	(32)	(11)	--	--

Note: 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.

Source: Caltrans 2015.⁴⁶ See Air Quality Report appendix 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 PM₁₀). 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

⁴⁵ CT-EMFAC Version 5.0 is the current Caltrans emissions estimation model that utilizes EMFAC2011 emissions factors. While use of CT-EMFAC Version 5.0 has not been approved by EPA for Conformity Determination purposes, the model is valid for CEQA and NEPA emissions analyses.

⁴⁶ California Department of Transportation. 2015, Final Air Quality Report, State Route 60 Truck Lanes Project. District 8. April.

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 PM₁₀ emissions during construction.

Construction activities will not last for more than 5 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 2016 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 (PM₁₀ 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 2-21.

Table 2-21. Criteria Pollutant Emissions during Construction

Construction Phase	Pounds per Day Emissions				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Grubbing and Clearing	6	66	45	12	8
Grading/Excavation	14	156	93	9	8
Drainage/Utilities/Sub-Grade	9	71	72	10	5
Paving	6	61	41	4	3
Daily Maximum Regional Emissions	14	156	93	12	8
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: Caltrans 2015⁴⁷.

^a 500 meter (1640 ft.) local emissions threshold for SCAQMD Monitoring Area 28 (Hemet/San Jacinto Valley).

⁴⁷ California Department of Transportation. 2015, Final Air Quality Report, State Route 60 Truck Lanes Project. District 8. April.

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 2.13.5 (Avoidance, Minimization, and/or Mitigation Measures) would avoid or minimize any impacts related to short-term construction emissions.

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 proposed 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) (U.S. Environmental Protection Agency 2008a, 2008b).⁴⁸

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 (U.S. Environmental Protection Agency 2008c).⁴⁹ 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

⁴⁸ U.S. Environmental Protection Agency. 2008a. Region 9: Naturally Occurring Asbestos in California. Last revised: April 30, 2008. Available: <<http://www.epa.gov/region09/toxic/noa/>>. Accessed: June 11, 2009.

U.S. Environmental Protection Agency. 2008b. Asbestos. Last revised: September 23, 2008. Available: <<http://www.epa.gov/asbestos/pubs/help.html>>. Accessed: June 11, 2009.

⁴⁹ U.S. Environmental Protection Agency. 2008c. 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.

vehicle traffic, reducing vehicle speeds, wetting or chemically stabilizing storage piles, and eliminating track-out material from equipment (California Air Resources Board 2008).⁵⁰

Although NOA is common in certain counties of California, it is not likely to be found in the project vicinity of Riverside County (California Department of Conservation 2000).⁵¹

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 $1.5 \mu\text{g}/\text{m}^3$ over a 30-day average; the federal lead standards are $1.5 \mu\text{g}/\text{m}^3$ averaged over a calendar quarter and $0.15 \mu\text{g}/\text{m}^3$ 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 2.12 (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,

⁵⁰ 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.

⁵¹ 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.

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% of the total ambient air toxics risk (California Air Resources Board 2000).⁵²

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 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) (Federal Highway Administration 2012).⁵³

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., VMT) increases by 102%, as assumed from 2010 to 2050, a combined reduction of 83% in the total annual emission rate for the priority MSATs is projected for the same time period (Federal Highway Administration 2012).⁵⁴

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* (Federal Highway Administration 2012)⁵⁵ and California-specific guidance from Caltrans.⁵⁶

⁵² California Air Resources Board. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April. Sacramento, CA.

⁵³ Federal Highway Administration. 2012. *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents*.

⁵⁴ Federal Highway Administration. 2012. *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents*.

⁵⁵ Federal Highway Administration. 2012. *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents*.

⁵⁶ 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.

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 104,800 would be below the 140,000 to 150,000 AADT criterion established by FHWA for projects considered to have higher potential 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 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 or No Build Alternative would be proportional to the vehicle miles traveled (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 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% 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.

Shown in Table 2-22, MSAT emissions under the Build Alternative at opening year 2018 and design year 2040 are expected to be reduced relative to existing conditions due to EPA's MSAT reduction programs. At opening year 2018, there is anticipated to be a negligible increase in overall MSAT emissions under the Build 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 when compared to the No-Build Alternative. Impacts under NEPA would not be adverse, and impacts under CEQA would be less than significant.

Table 2-22: MSAT Emissions (grams per day)

Scenario	Grams per Day							
	DPM	Benzene	Acrolein	Acetaldehyde	Formaldehyde	Butadiene	Naphthalene	POM
Existing (2013)	5,617	850	27	564	1,309	130	46	28
2018 No Build	2,526	616	18	364	854	86	39	15
2018 Build	2,654	627	19	362	855	89	40	15
2040 No Build	3,988	711	18	619	1,365	91	80	26
2040 Build	4,061	676	17	554	1,227	85	73	26
Build Alternative Increase/(Decrease) Compared with Existing 2013								
Scenario vs. Existing	DPM	Benzene	Acrolein	Acetaldehyde	Formaldehyde	Butadiene	Naphthalene	POM
2018 Build	(2,962)	(223)	(8)	(202)	(455)	(41)	(6)	(13)
2040 Build	(1,556)	(174)	(10)	(10)	(82)	(45)	27	(3)
Build Alternative Increase/(Decrease) Compared with Respective No-Build Alternative at 2018 and 2040								
Scenario vs. No Build	DPM	Benzene	Acrolein	Acetaldehyde	Formaldehyde	Butadiene	Naphthalene	POM
2018 Build	128	11	1	(2)	1	3	1	1
2040 Build	73	(34)	(1)	(65)	(138)	(6)	(7)	(1)

Note: Apparent calculation errors are due to rounding error.

Source: Caltrans 2015.⁵⁷ See appendix for model outputs.

2.12.4 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.

⁵⁷ California Department of Transportation. 2015, Final Air Quality Report, State Route 60 Truck Lanes Project. District 8. April.

2.12.5 Avoidance, Minimization, and/or Mitigation Measures

Construction impacts to air quality would be short-term in duration and, therefore, will not result in long-term adverse conditions. Implementation of the following measures will minimize any 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) and Section 14-9.03 (Dust 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, and scrapers used for site grading and excavation shall meet EPA Tier-3 emissions standards or higher.
- 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:** Develop a construction traffic management plan that includes, but is not limited to: (1) consolidating truck deliveries; (2) providing a rideshare or shuttle service for construction workers; and (3) providing dedicated turn lanes for movement of construction trucks and equipment on and off site.
- AIR-11:** 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.

2.13 NOISE

2.13.1 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 2-24 lists the noise abatement criteria for use in the NEPA 23 CFR 772 analysis.

Table 2-24: 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.

Activity Category	NAC, Hourly A-Weighted Noise Level, Leq(h)	Description of activity category
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.		

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Figure 2-19 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 2-19: Noise Levels of Common Activities

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Standard Environmental Reference

According to Caltrans' Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, the project is using the 2011 Noise Protocol 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 for projects using the 2011 Noise Protocol 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. Three factors determine the overall reasonableness of considered abatement. Those factors used in determining whether a proposed noise abatement measure is reasonable include: a noise reduction design goal (the Caltrans acoustical design goal is 7 dB of insertion loss at one or more receptors), the cost of the proposed abatement per benefitted residence, and residents' viewpoint of the proposed abatement.

2.13.2 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)⁵⁸ 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.

2.13.3 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.

The existing noise environment in the project study area is described below based on the noise monitoring results.

⁵⁸ 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.

Short-term (15-minute) noise measurements were conducted to document existing noise levels at four representative locations along the project corridor. Table 2-25 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 2-25: Noise Short-Term Measurements

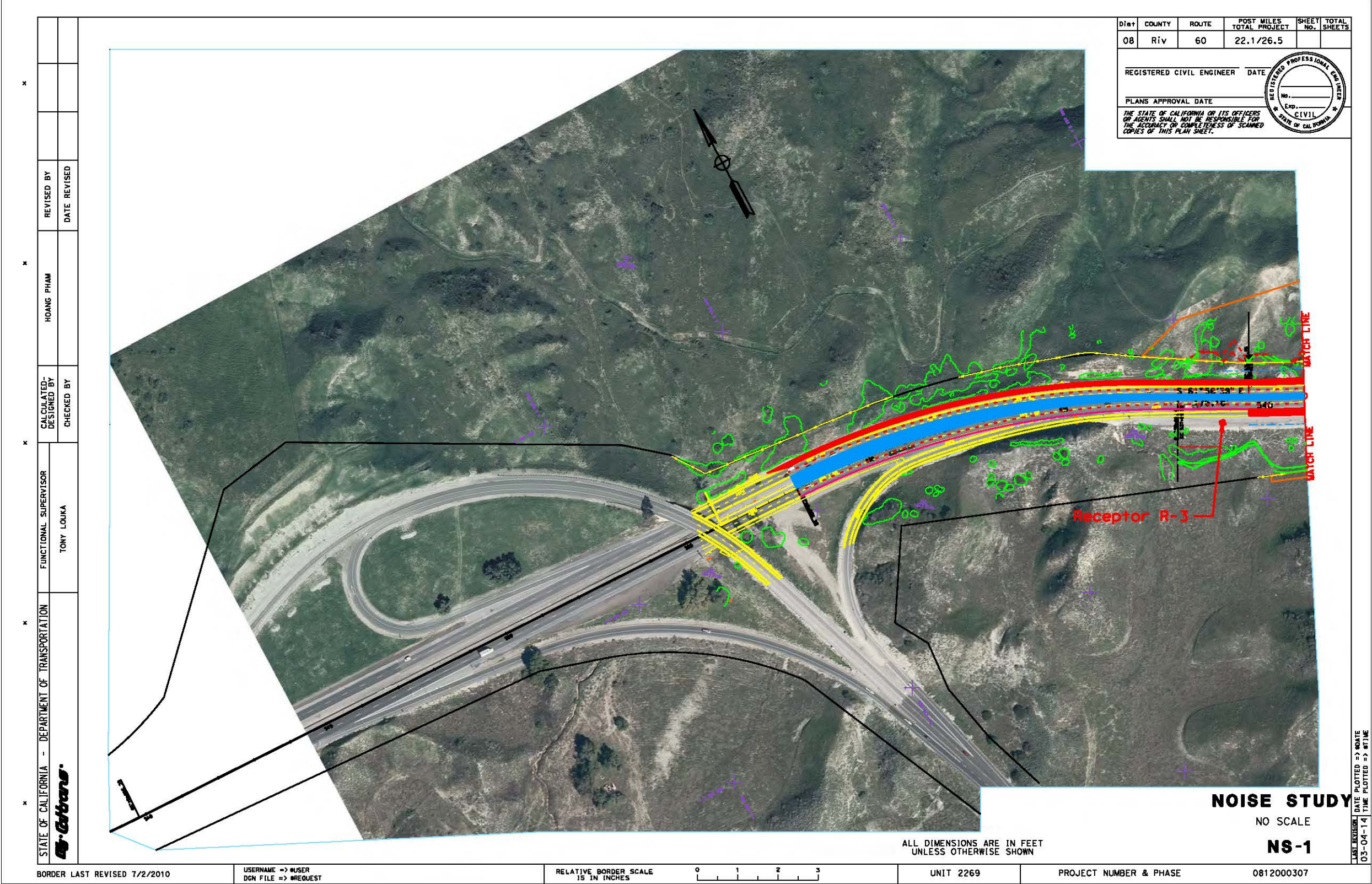
Monitor No.	Land Use/ Location	Location Description	Noise Sources	Comments	Date	Start Time	Duration	Noise dBA Leq
R-1	Undeveloped Land	Turn out	SR- 60 WB, EB	Wide median	03/19/13	9:57 am	15 min.	72.1
R-2	Undeveloped Land	Turn out	SR- 60 WB, EB	Wide median	03/19/13	10:25 am	15 min.	74.8
R-3	Undeveloped 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

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The short-term monitoring locations are shown as receptors on Figure 2-20.

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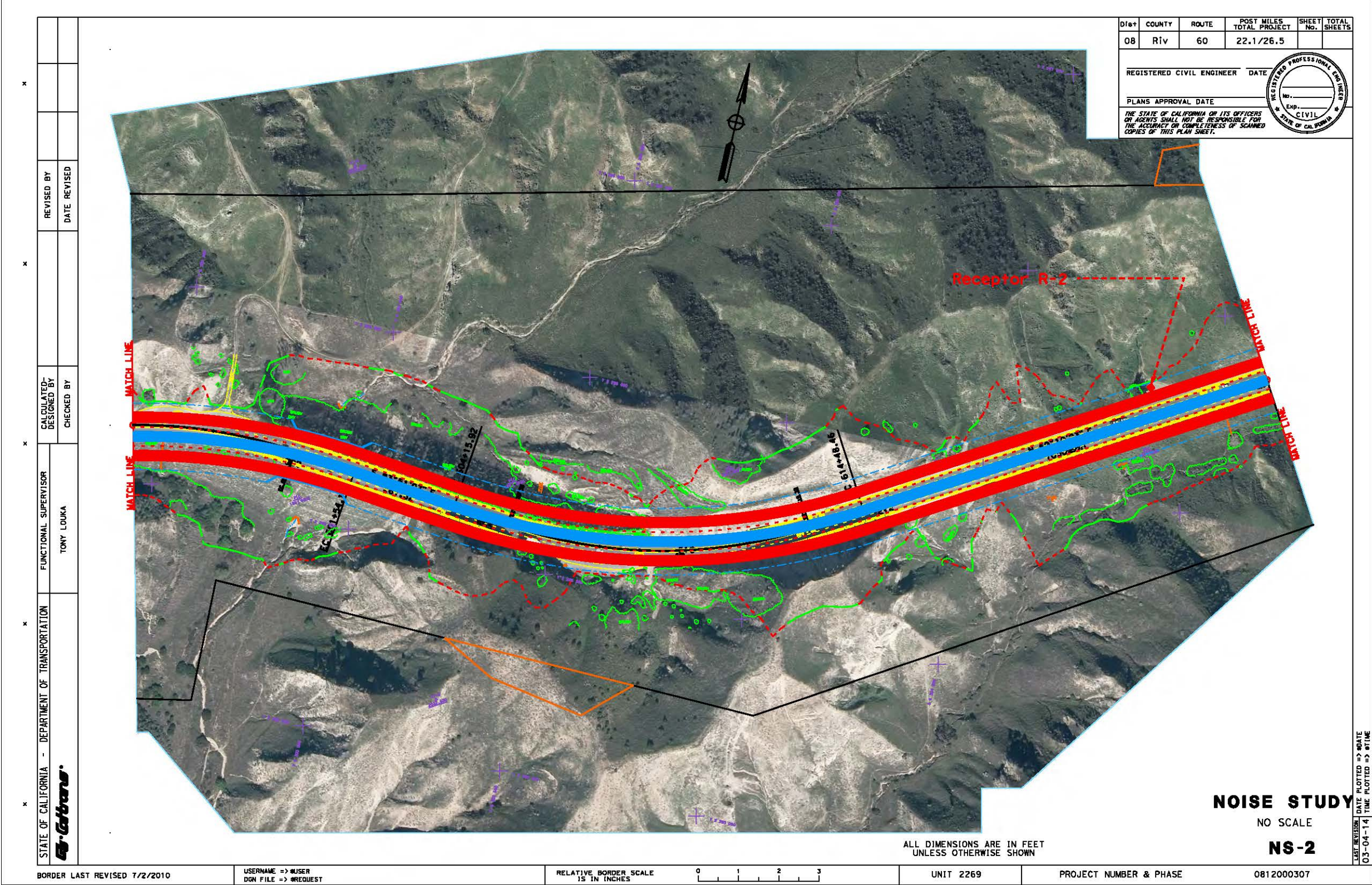
Figure 2-20: Noise Monitoring Locations, Sheet 1



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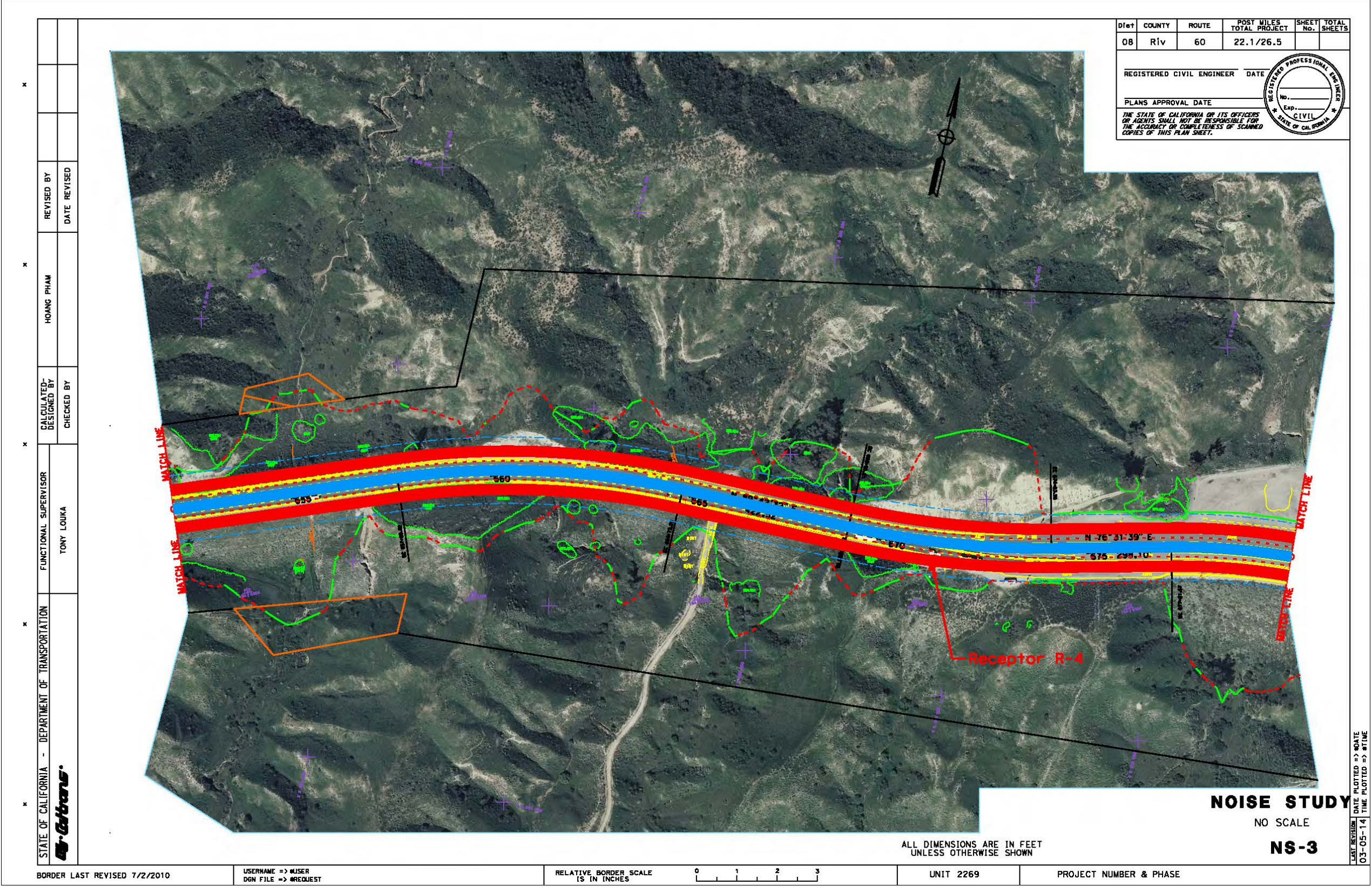
Figure 2-20: Noise Monitoring Locations, Sheet 2



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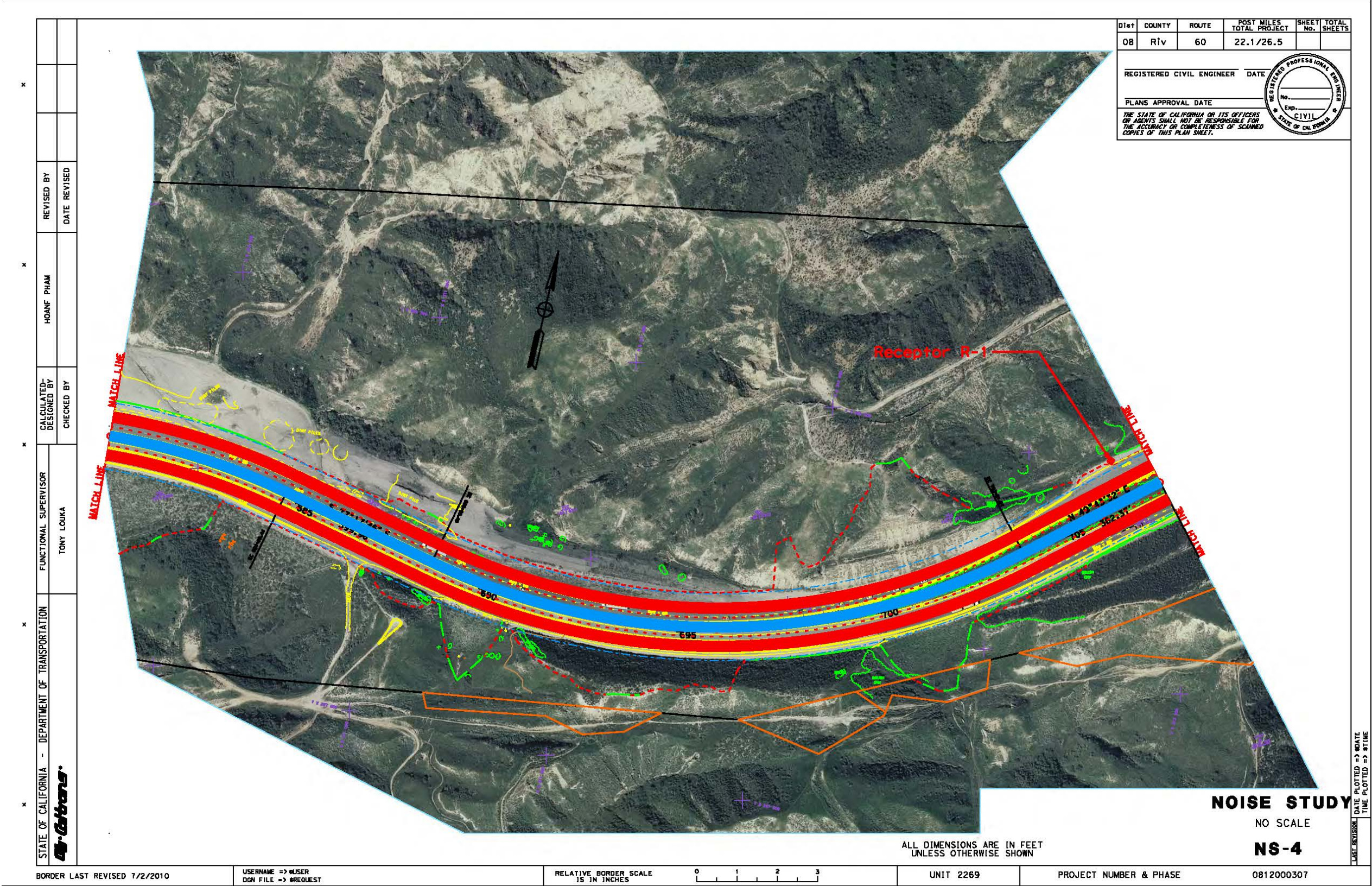
Figure 2-20: Noise Monitoring Locations, Sheet 3



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Figure 2-20: Noise Monitoring Locations, Sheet 4



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Table 2-26 shows the meteorological conditions during the short-term noise level measurements.

Table 2-26: 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		

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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 2-27 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 locations. 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 2-27 were used for model calibration.

Table 2-27: 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

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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 the Caltrans Technical Noise Supplement (2013), 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.

Alternative 1 – No Build Alternative

There would be no short term construction noise impacts within the project area.

Alternative 2 – Build 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 Lmax at 50 feet will not be applicable in this project.

The use of compression braking by truckers could occur along the proposed SR-60 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 or No-Build alternatives. Therefore, no impact would occur.

2.13.4 Avoidance, Minimization, and/or Mitigation Measures

NOI-1: The contractor shall comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract.

NOI-2: Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project site without the muffler.

Biological Environment

This section of the document discusses biological resources of concern and provides an overview of conservation plans relevant to the project area. Natural Communities are discussed in Section 2.15. Wetlands and other waters are also discussed in Section 2.16. Plant species of concern are discussed in Section 2.17. Animal species of concern are discussed in Section 2.18 and species and habitat areas that have been designated as listed species and critical habitat under the Federal Endangered Species Act are discussed below in Section 2.19, Threatened and Endangered Species.

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.

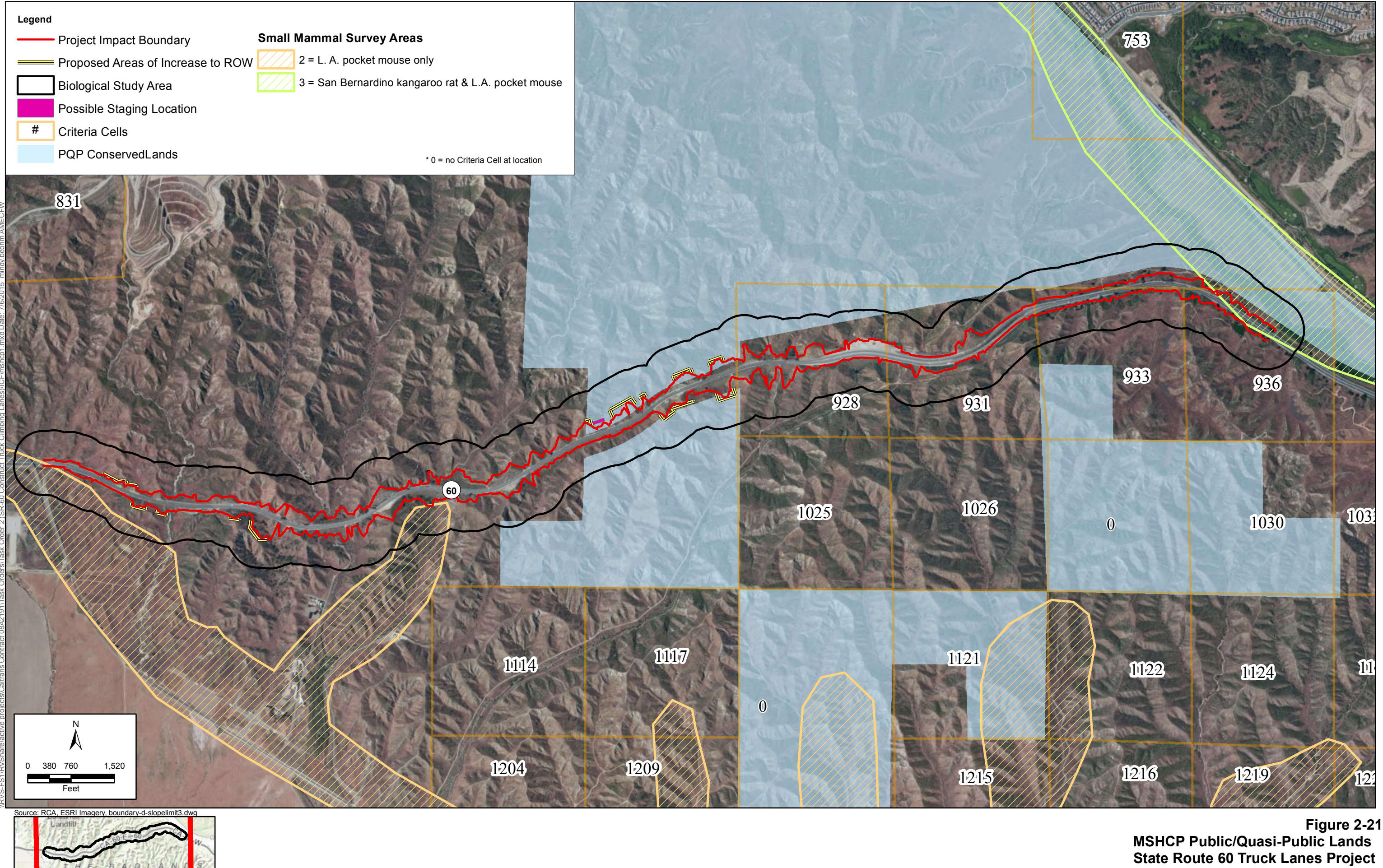
The MSHCP provides for the assembly of conservation lands consisting of Criteria Areas for the conservation of sensitive, threatened, and endangered species covered by the MSHCP. The MSHCP conservation area comprises a variety of existing and proposed Cores, Linkages, Constrained Linkages, and Noncontiguous 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 2-21 illustrates the MSHCP species survey areas, criteria cells, and public/quasi-public lands within the vicinity of the project area.

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Per the MSHCP Section 7.3.5, SR-60 improvements are listed as a covered activity. This project will implement Sections 7.5.2 (Guidelines for Construction of Wildlife Crossings) and 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.

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 2.17 for discussion of Plant Species, Section 2.18 for discussion of Animal Species, and Section 2.19 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 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 2.16, 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.

2.15 NATURAL COMMUNITIES

2.15.1 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, annual grassland, 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 urban and developed land areas.

Table 2-28 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 2-28: 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	3.74	0.313
Alkali Desert Scrub	1.56	0.087
Eucalyptus	2.24	0
Urban/Developed	58.17	1.10
Cropland/Vineyard	0	0
Southwestern Cottonwood-Willow Riparian Forest	0	0
Total	140.66	31.54

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 project pass through portions of four MSHCP criteria cells 928, 931, 933, and 936 (see Figure 2-21). 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. An MSHCP Consistency Report has been prepared to ensure consistency with MSHCP policies (Caltrans 2014). Participation in the MSHCP is being coordinated through Section 7 consultations with the USFWS in order to maintain the existing cores, linkages, constrained linkages, and noncontiguous habitat blocks. Participation includes constructing wildlife crossings to limit the effects of habitat fragmentation and facilitate wildlife movement, and is discussed in detail under the MSHCP discussion in Section 2.18, Animal Species.

2.15.2 Environmental Consequences

Alternative 1 – No Build Alternative

The No-Build Alternative assumes that the proposed project would not occur and that existing conditions of the project area would remain unchanged under Alternative 1. No construction impacts would occur under this alternative. There would be no impacts on natural communities under this alternative.

Alternative 2 – Build Alternative

The project would not have significant effects on natural vegetation communities due to the project's compliance and consistency with the MSHCP as a covered activity and with the implementation of avoidance and minimization measures outlined in this document. Covered activities participate in the MSHCP by the project proponents contributing to conservation land acquisitions to mitigate for anticipated impacts on natural communities and species, and by implementing avoidance and minimization measures consistent with the MSHCP. 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 will 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. 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 2.20).

Criteria cells and criteria cell groups in the project area do not have grassland conservation objectives. Consistency with the MSHCP would fully address these impacts through the identified conservation measures below. Therefore, no compensatory mitigation is required under the MSHCP.

Implementation of measures **NC-1**, **NC-2**, **NC-4**, **NC-7**, **NC-8**, and **NC-11** would ensure that impacts on annual grasslands are avoided. Implementation of measures **NC-5**, **NC-6**, **NC-9**, and **NC-10** would ensure that impacts are minimized. These avoidance and minimization measures will ensure that impacts on this community are less than significant.

Valley Foothill Riparian/Riparian Scrub

The project would result in 3.74 acres of permanent and 0.31 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. 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 2.20).

Criteria cells and criteria cell groups in the project area do not have riparian community conservation objectives. Consistency with the MSHCP would fully address these impacts through the identified conservation measures below. Therefore, no compensatory mitigation is required under the MSHCP.

Implementation of measures **NC-1**, **NC-2**, **NC-4**, **NC-7**, **NC-8**, and **NC-11** would ensure that impacts are avoided. Implementation of measure **NC-5**, **NC-6**, **NC-9**, and **NC-10** would ensure that impacts are minimized. These avoidance and minimization measures will ensure that impacts on this community are less than significant.

Alkali Desert Scrub

The project would result in 1.56 acre of permanent and 0.09 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. 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 2.20).

Criteria cells and criteria cell groups in the project area do not have conservation objectives for this natural community. Consistency with the MSHCP would fully address these impacts through the identified conservation measures below. Therefore, no compensatory mitigation is required under the MSHCP.

Implementation of measures **NC-1**, **NC-2**, **NC-4**, **NC-7**, **NC-8**, and **NC-11** would ensure that impacts are avoided. Implementation of measure **NC-5**, **NC-6**, **NC-9**, and **NC-10** would ensure that impacts are minimized. These avoidance and minimization measures will ensure that impacts on this community are less than significant.

Eucalyptus

The project would permanently remove a total of 2.24 acres of eucalyptus trees. Although this plant community is non-native, effects within the BSA are still considered adverse because these resources still provide functions to wildlife (e.g., wildlife movement, nesting, and cover/shelter). 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. 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 2.20).

Criteria cells and criteria cell groups in the project area do not have conservation objectives for this plant community. Consistency with the MSHCP would fully address these impacts through the identified conservation measures below. Therefore, no compensatory mitigation is required under the MSHCP.

Implementation of measures **NC-1**, **NC-2**, **NC-4**, **NC-7**, **NC-8**, and **NC-11** would ensure that impacts are avoided. Implementation of measure **NC-5**, **NC-6**, **NC-9**, and **NC-10** would ensure that impacts are minimized. These avoidance and minimization measures will ensure that impacts on this community are less than significant.

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 2.20). Consistency with the MSHCP would fully address these impacts through the identified conservation measures below. Therefore, no compensatory mitigation is required under the MSHCP.

Implementation of measures **NC-1, NC-2, NC-4, NC-7, NC-8, NC-11** would ensure that impacts are avoided. Implementation of measure **NC-5, NC-6, NC-9, and NC-10** would ensure that impacts are minimized. These avoidance and minimization measures will ensure that impacts on this community are less than significant.

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 2.20).

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. Consistency with the MSHCP would fully address these impacts through the identified conservation measures below. Therefore, no compensatory mitigation is required under the MSHCP.

Implementation of measures **NC-1, NC-2, NC-4, NC-7, NC-8, and NC-11** would ensure that impacts are avoided. Implementation of measures **NC-5, NC-6, NC-9, and NC-10** would ensure that impacts are minimized. These avoidance and minimization measures will ensure that impacts on this community are less than significant.

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 acre 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 2.20) causing further degradation of this community within the project area. Although effects on this plant community are relatively small and this community is severely degraded and isolated as a result of surrounding development, Implementation of measures **NC-1**, **NC-2**, **NC-3**, **NC-4**, **NC-7**, **NC-8**, and **NC-11** would ensure that impacts are avoided. Implementation of measures **NC-5**, **NC-6**, **NC-9**, and **NC-10** would ensure that impacts are minimized. These avoidance and minimization measures will ensure that impacts on this community are less than significant.

2.15.3 Avoidance, Minimization, and/or Mitigation Measures

For minimization of direct and indirect impacts, 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) of the MSHCP. Because it has been included as a covered activity and the project would implement all the necessary MSHCP requirements for covered activities, this project's contribution to potential direct and indirect impacts on existing and proposed Core 3 and MSHCP covered biological resources have been evaluated and incorporated into the MSHCP. Therefore, the mitigation measures below would be fully compliant with the MSHCP, the project would be considered to have less-than-significant impacts on vegetation communities under CEQA, and the project would be consistent with requirements for wildlife corridors/linkages and other biological resources covered by the MSHCP.

The following measures would be incorporated to avoid and minimize impacts on natural communities and associated species:

- NC-1:** To designate Environmentally Sensitive Areas (ESA) to be preserved, prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around coastal sage scrub, mixed chaparral, oak woodland and riparian communities adjacent to the project footprint, as well as around any trees that can be avoided within the project footprint. Full avoidance (i.e., no construction activity of any type) will be permitted within these ESAs. 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 reports documenting the monitoring activities.

- NC-3:** Oak trees will be avoided to the greatest extent feasible, and any removal will be coordinated with the monitoring Biologist (see **NC-2**). For all oaks removed, oak tree replanting will occur on site or off site to replace any removed or degraded oak trees as a result of the project. An oak replanting plan and replanting ratio will be coordinated with CDFW and the County of Riverside.
- NC-4:** 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 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).
- 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:** 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."
- NC-8:** In accordance with MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C, 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. The construction area(s) will be the absolute minimal area necessary to complete the project and will be specified in the construction plans. Construction limits adjacent to sensitive resource areas will be demarcated using ESA fencing as in **NC-1** (e.g., orange snow screen). Access to sites will be from pre-existing access routes to the greatest extent possible.
- NC-9:** 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-10:** 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.

2.16 WETLANDS AND OTHER WATERS

2.16.1 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.

2.16.2 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 2-22 (Sheets A-J) and 2-23 (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, 2.2.239 acres of 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 2-29 (below) provides the total amount of jurisdictional waters within the JSA.

Table 2-29. 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

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)
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	14,285
CDFW = California Department of Fish and Wildlife					

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*, FAC¹), brittlebush (*Encelia farinosa*, NL²), California sagebrush (*Artemisia californica*, NL), tarragon (*A. dracuncululus*, NL), California broomsage (*Lepidospartum squamatum*, FACU³), 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 horsetweed (*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*, FACW⁴), red willow (*S. laevigata*, FACW), Fremont cottonwood (*Populus fremontii* subsp. *fremontii*, FAC), mule fat, cocklebur (*Xanthium strumarium*, FAC), willow weed (*Persicaria lapathifolia*, FACW), tall flatsedge (*Cyperus eragrostis*, FACW), and tarragon (NL).

2.16.3 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. Since the existing conditions of the facility would remain unchanged, no direct impacts would occur on federal or state jurisdictional waters and wetlands.

¹ FAC = Facultative Indicator Status

² NL = Indicator Status not listed

³ FACU = Facultative Upland Indicator Status

⁴ FACW = Facultative Wetland Indicator Status

Alternative 2 – Build Alternative

The proposed 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 2-22 and 2-23). 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 2-22 and Figure 2-23). 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 (refer to Figure 2-22, Sheets A–J, and Figure 2-23, Sheets A–J). Temporary impacts on jurisdictional waters would be caused during access for construction equipment and grading limits. 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. Table 2-30 provides the permanent and temporary impacts for each drainage feature.

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) 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.									
CDFW – California Department of Fish and Wildlife									

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 engineer 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.

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.

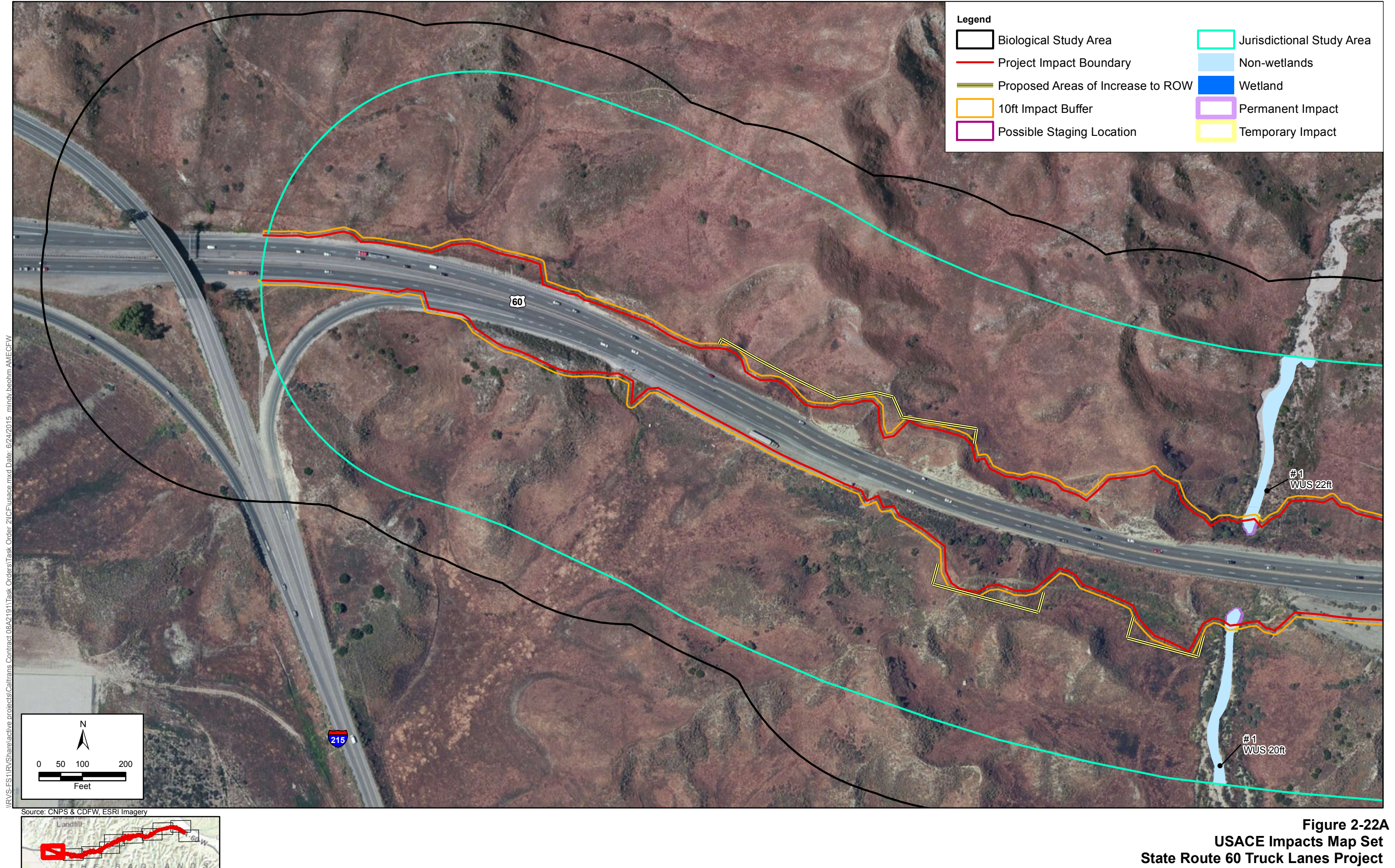
The RWQCB also regulates impacts on waters of the State under the Porter Cologne Water Quality Control Act through issuance of a Construction General Permit, State General Waste Discharge Order, or Waste Discharge Requirements, depending upon the level of impact and the properties of the waterway.

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.

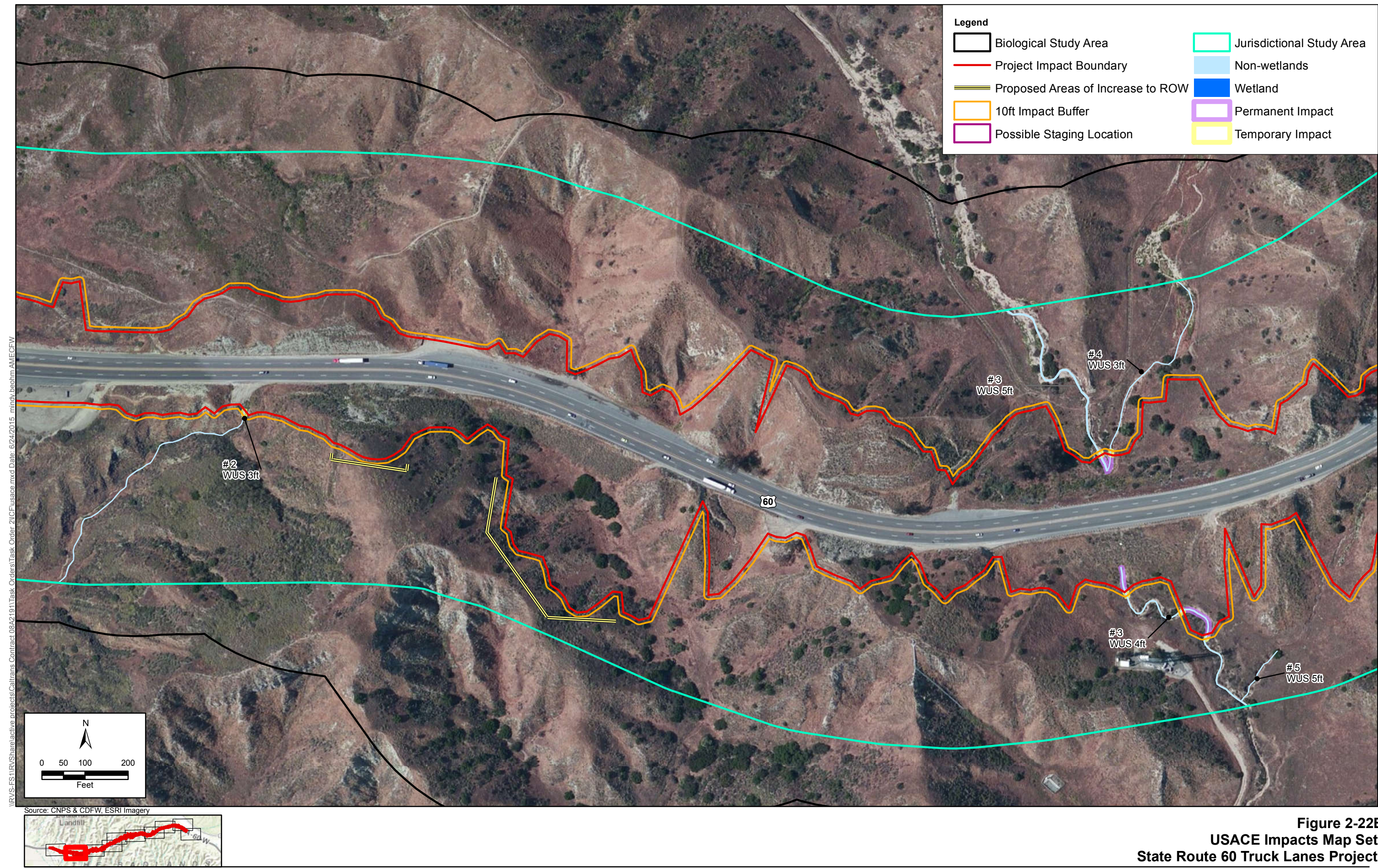
A Determination of Biologically Equivalent or Superior Preservation (DBESP) report was prepared per the requirements under the MSHCP for projects that involve impacts on riparian/riverine resources and/or vernal pools. The purpose of the DBESP report is to ensure replacement of any lost functions and values of habitat as it relates to covered species.

The DBESP (Table 2-31 below) has been prepared to comply with the Determination of Biologically Equivalent or Superior Preservation for Riverine/Riparian Areas and Vernal Pools required by Section 6.1.2 (Vol. 1) of the MSHCP.

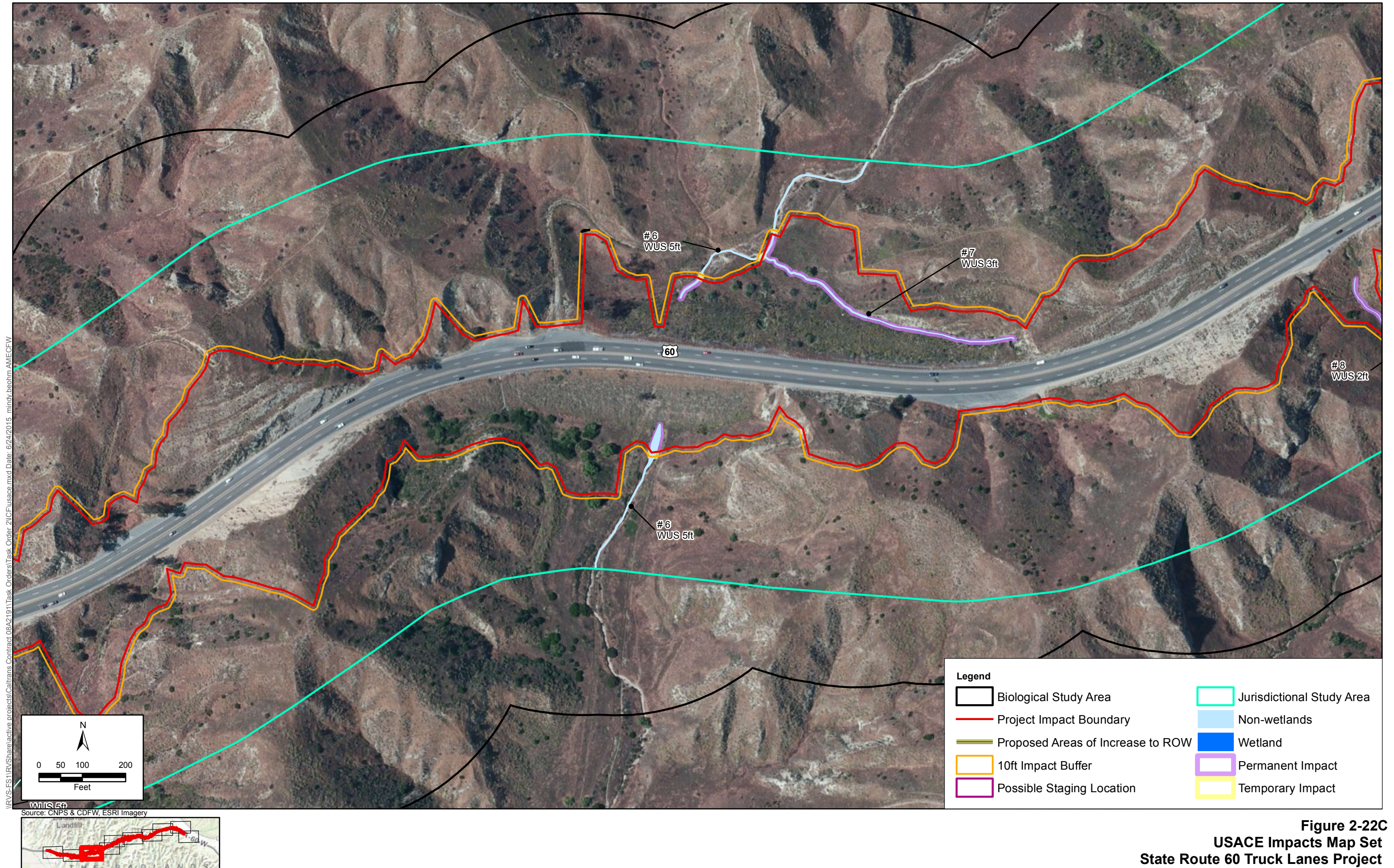
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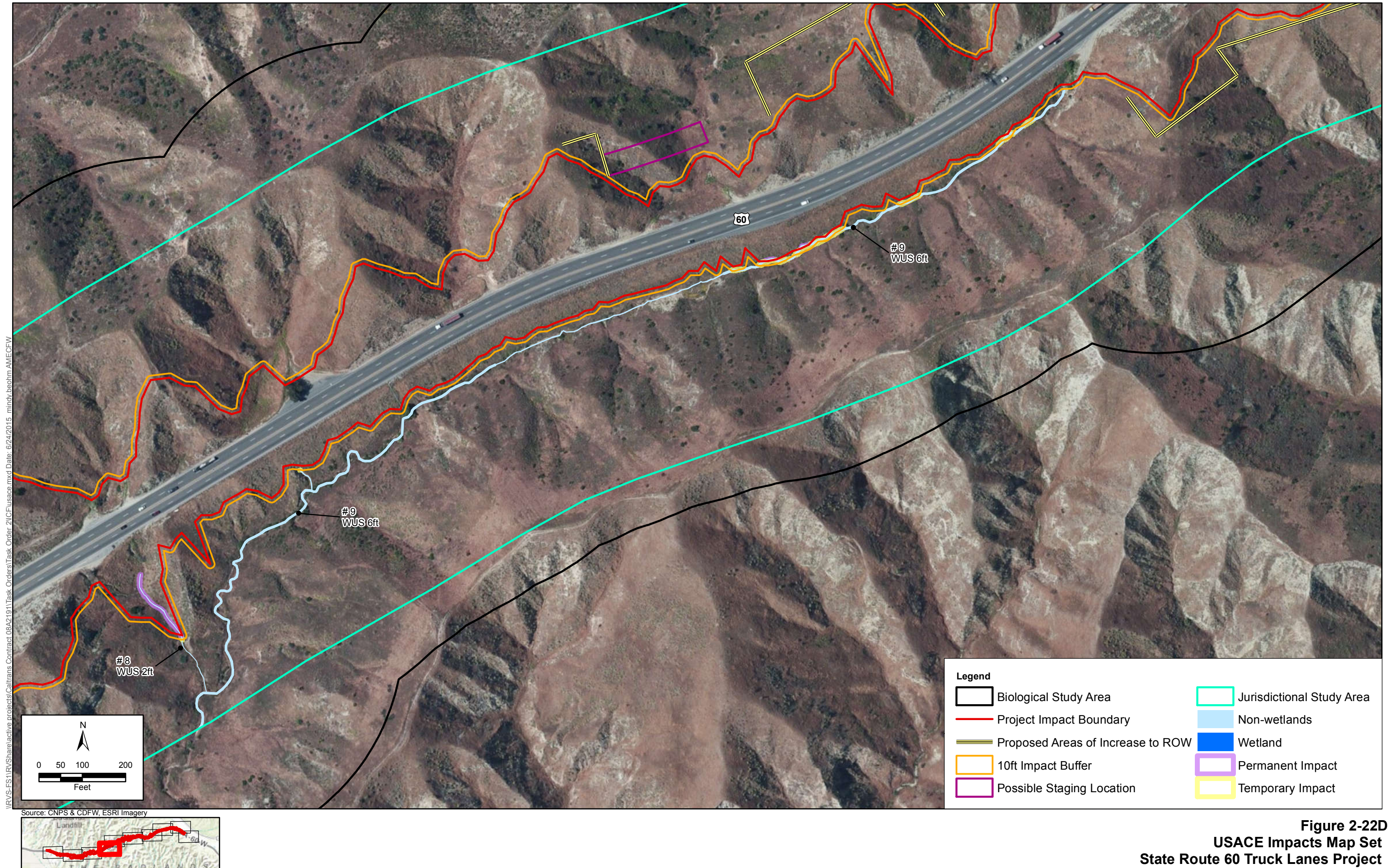
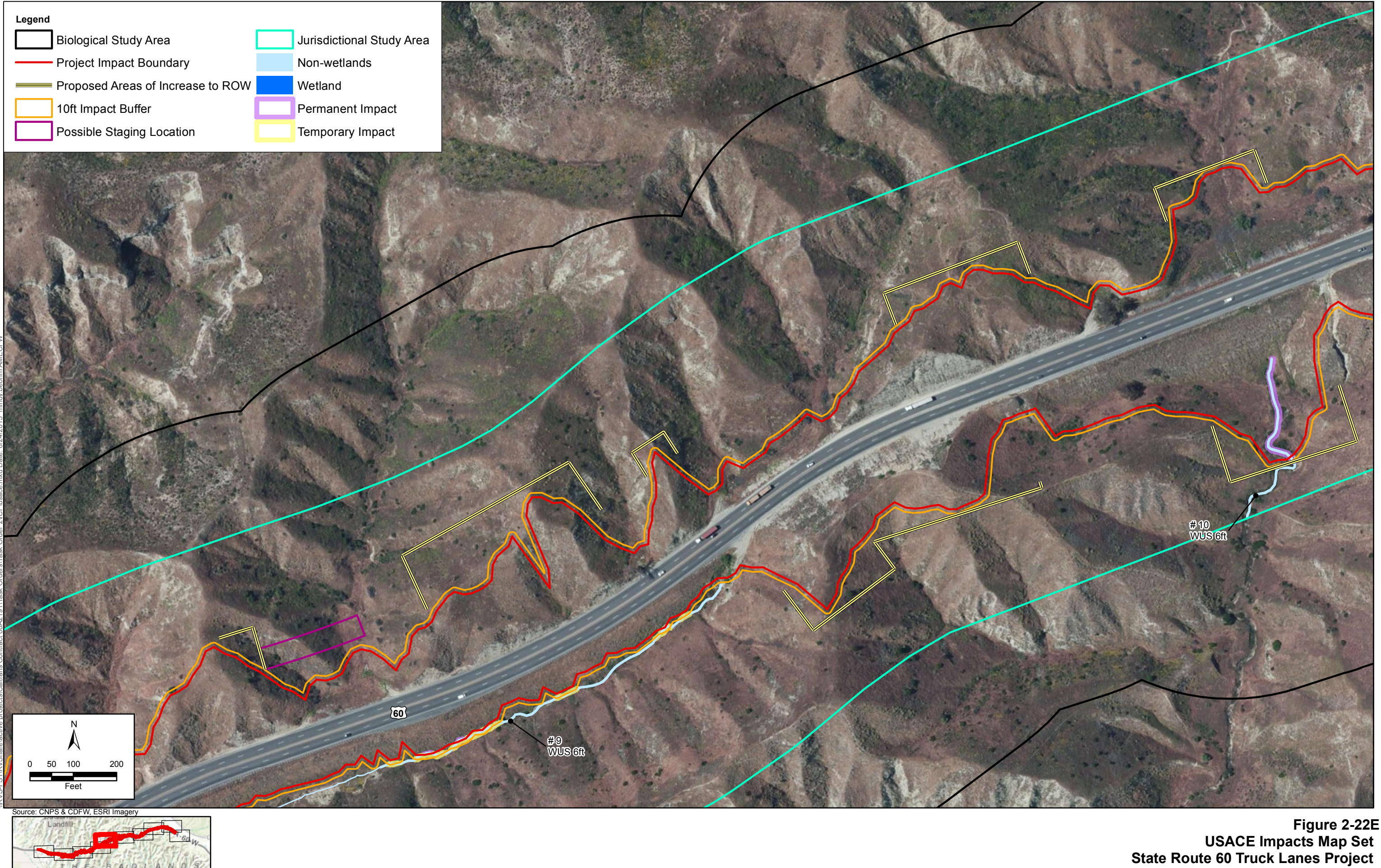


Figure 2-22D
USACE Impacts Map Set
State Route 60 Truck Lanes Project

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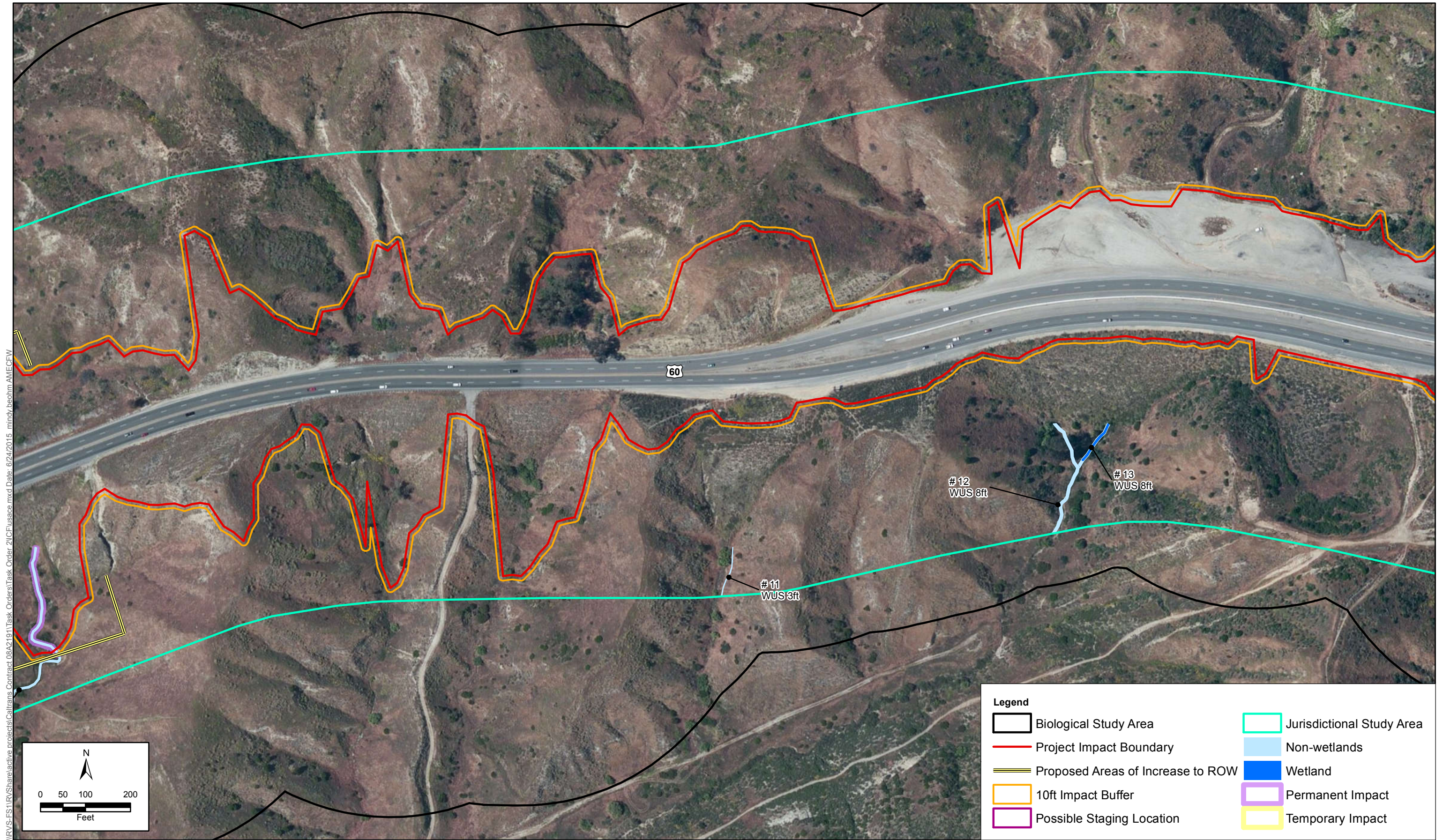
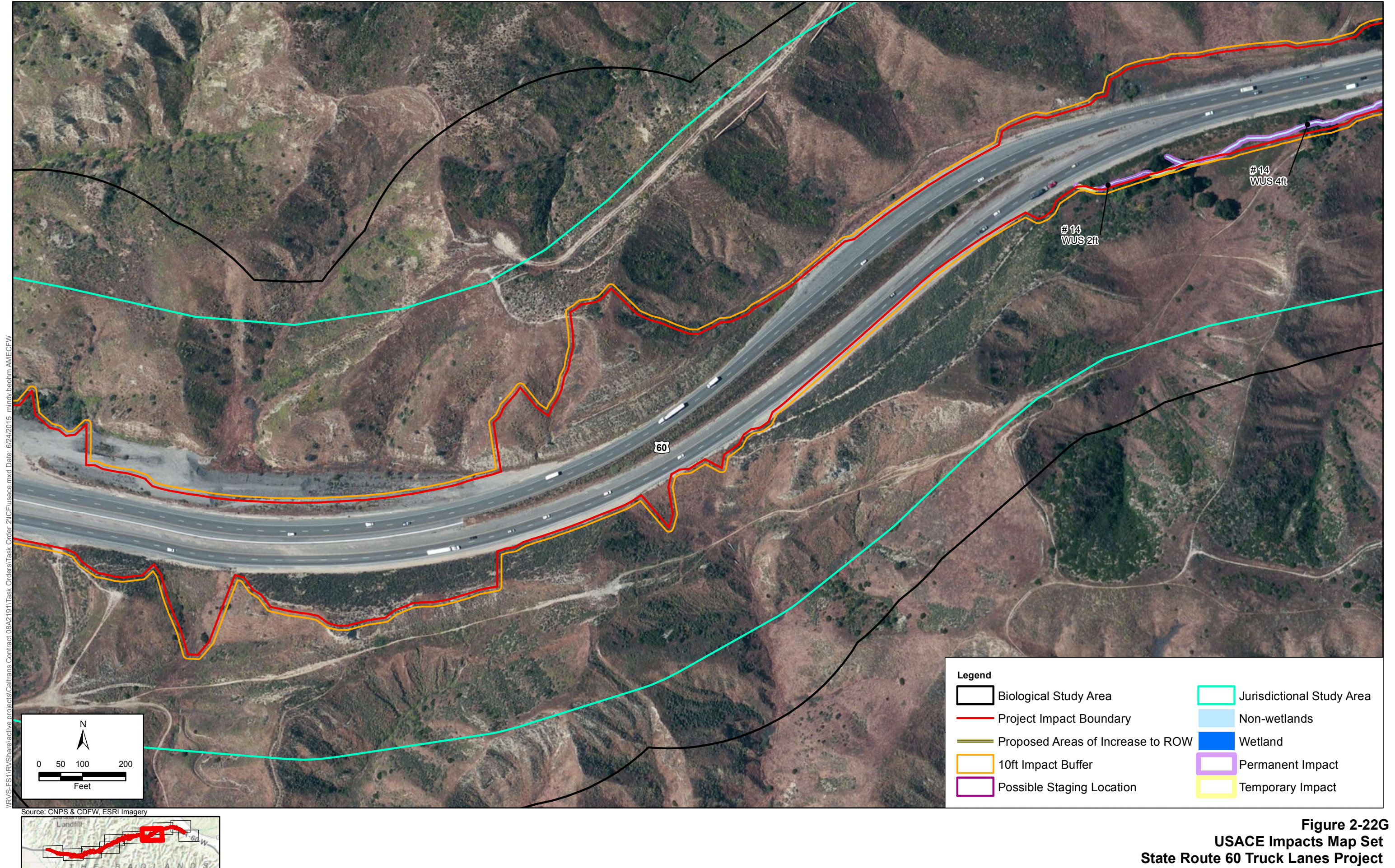
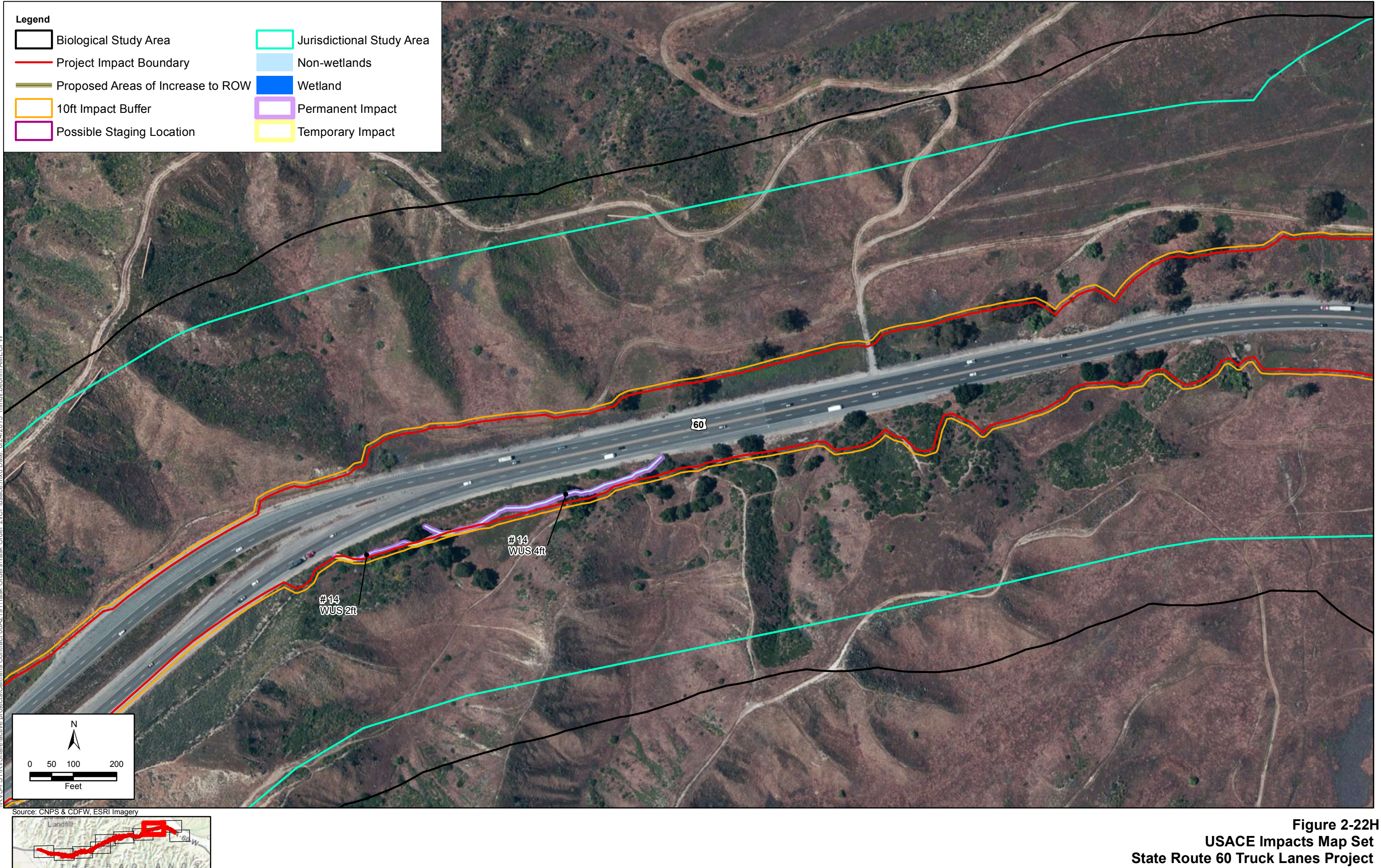


Figure 2-22F
USACE Impacts Map Set
State Route 60 Truck Lanes Project

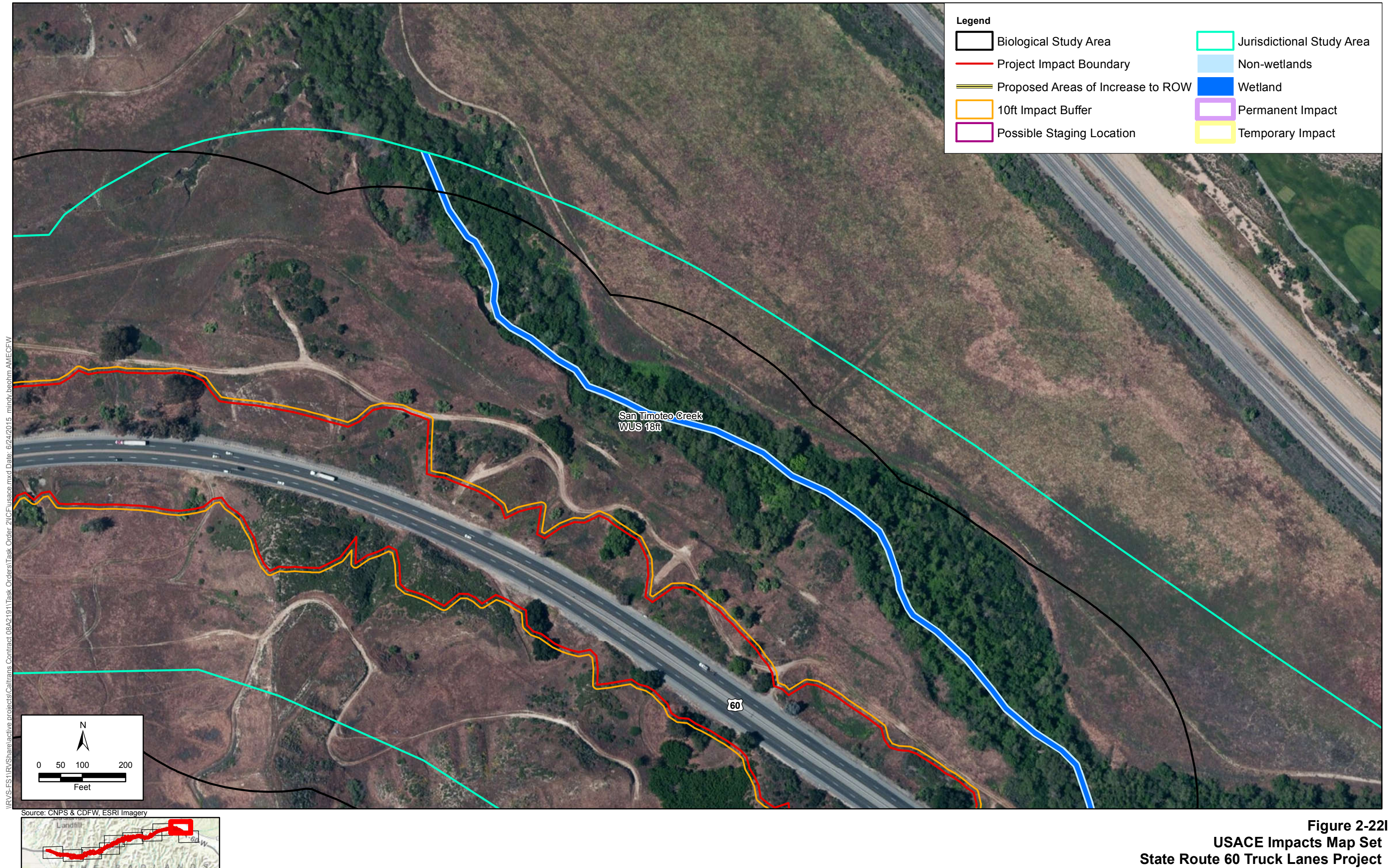
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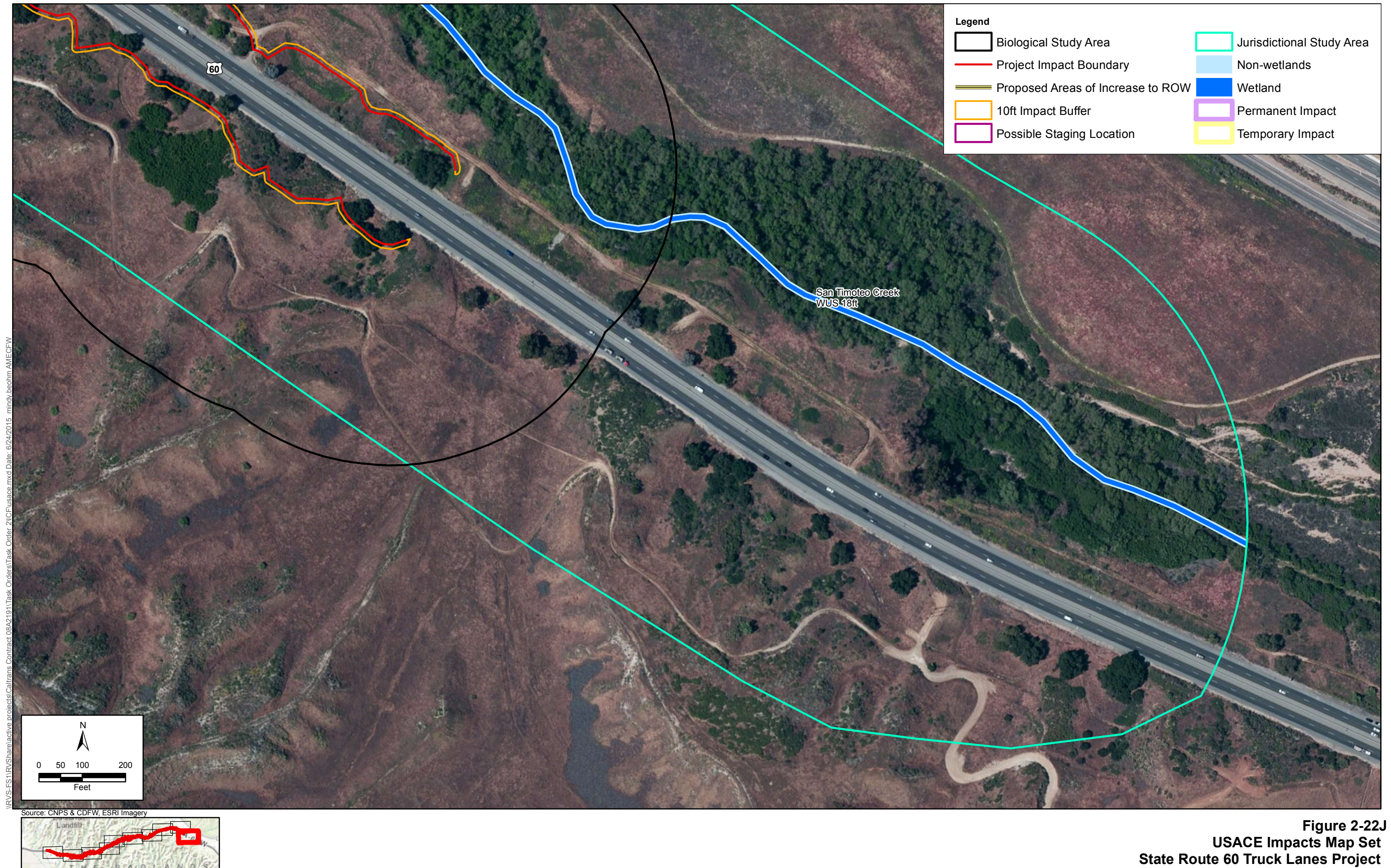
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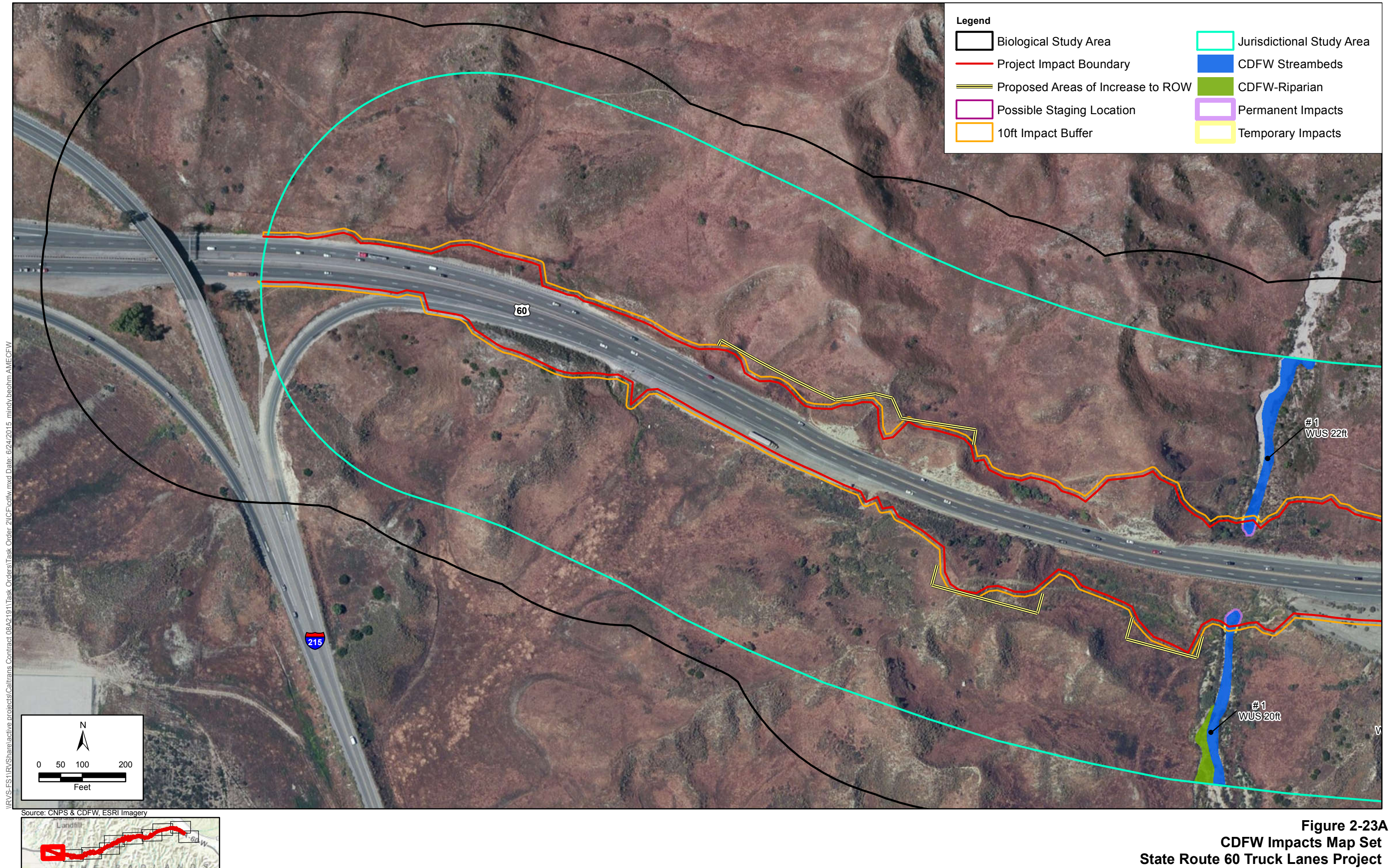
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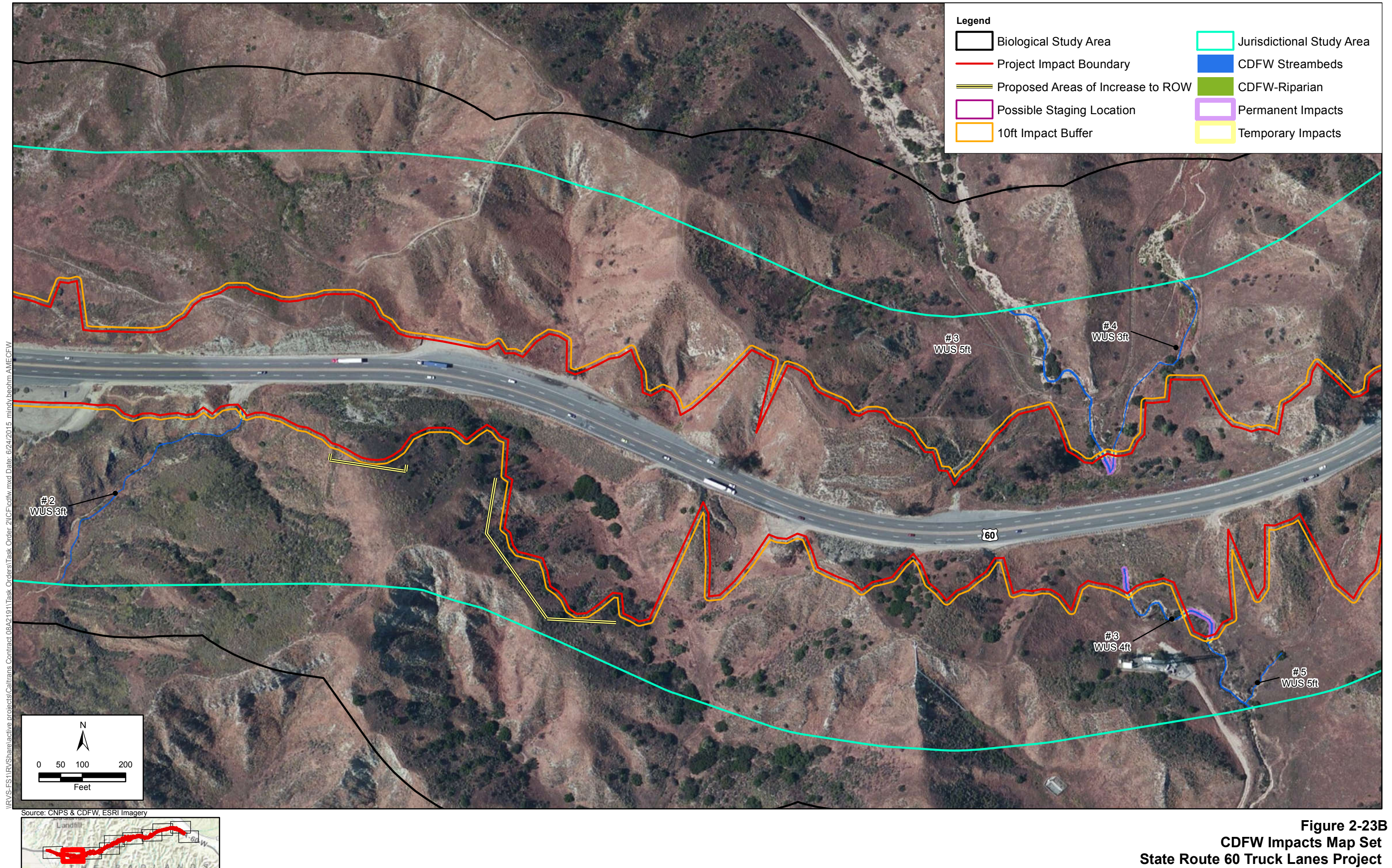
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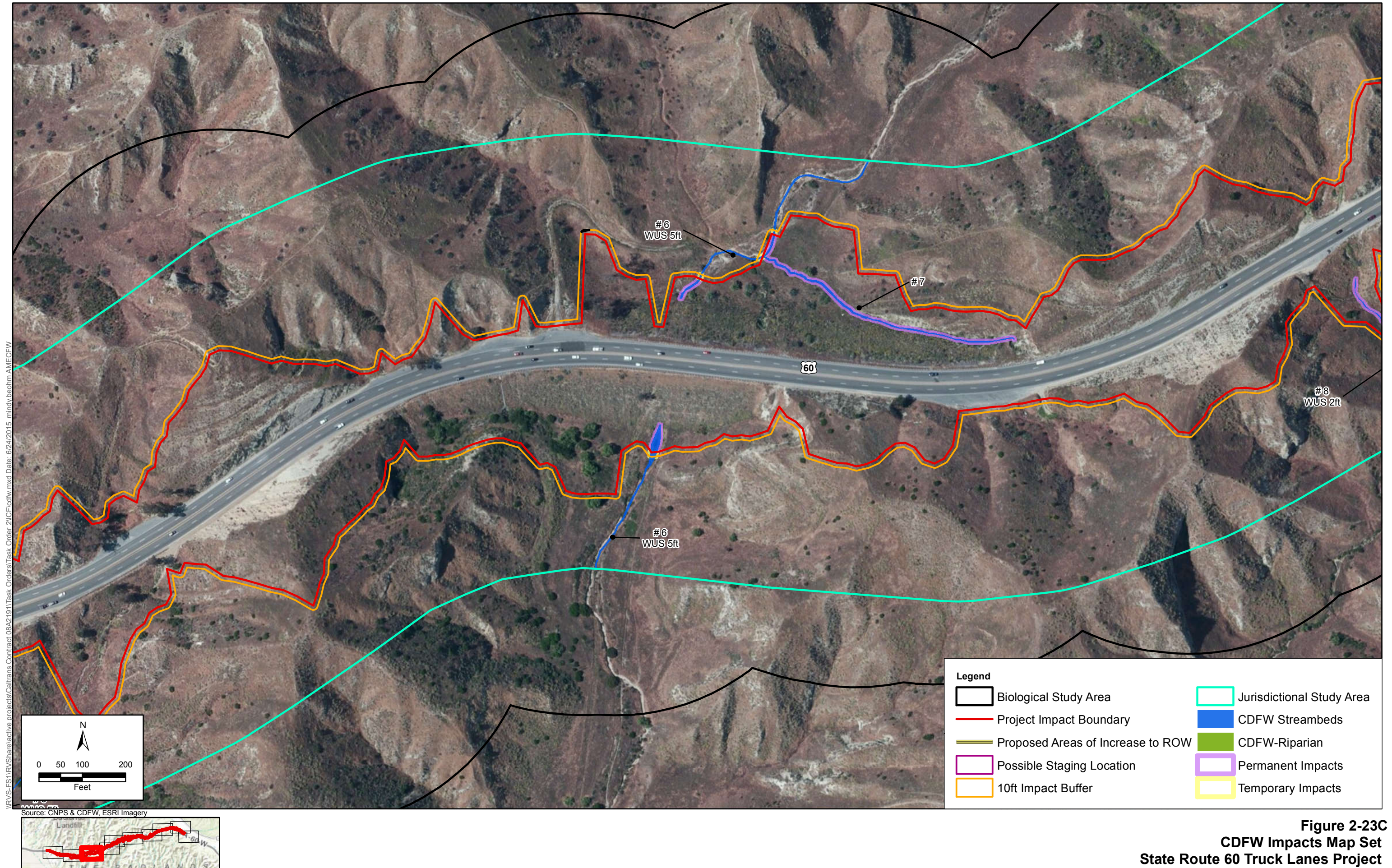
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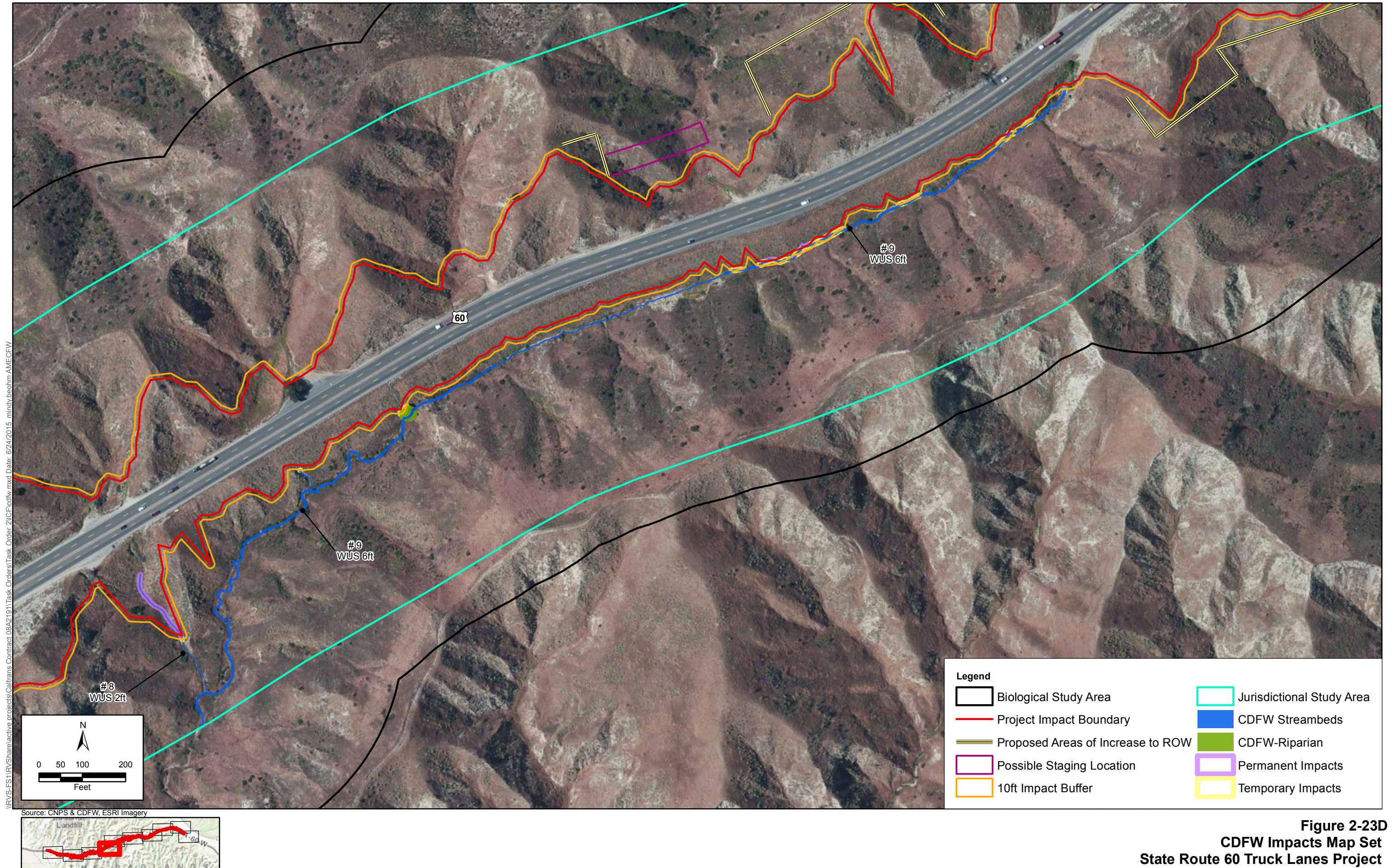
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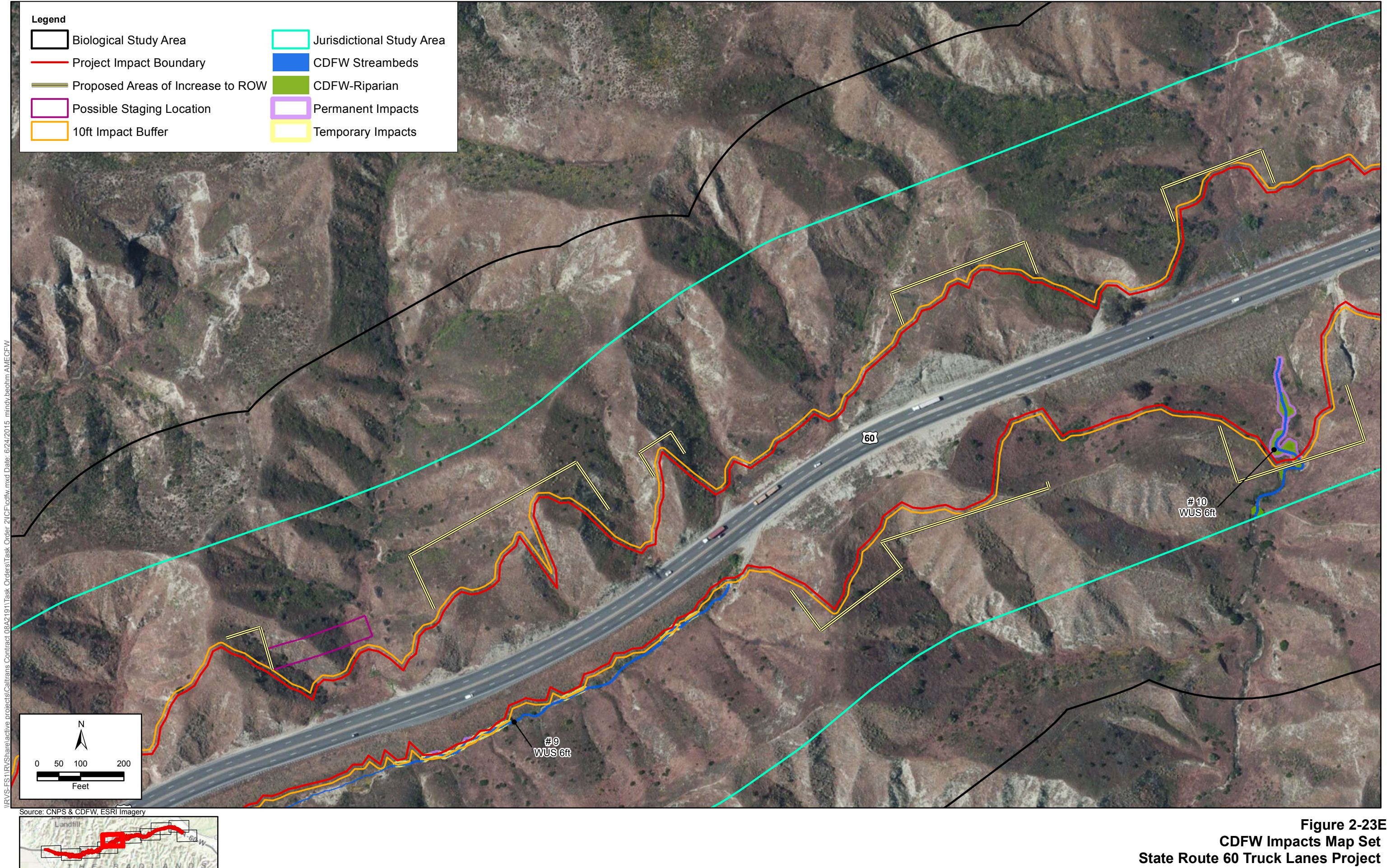
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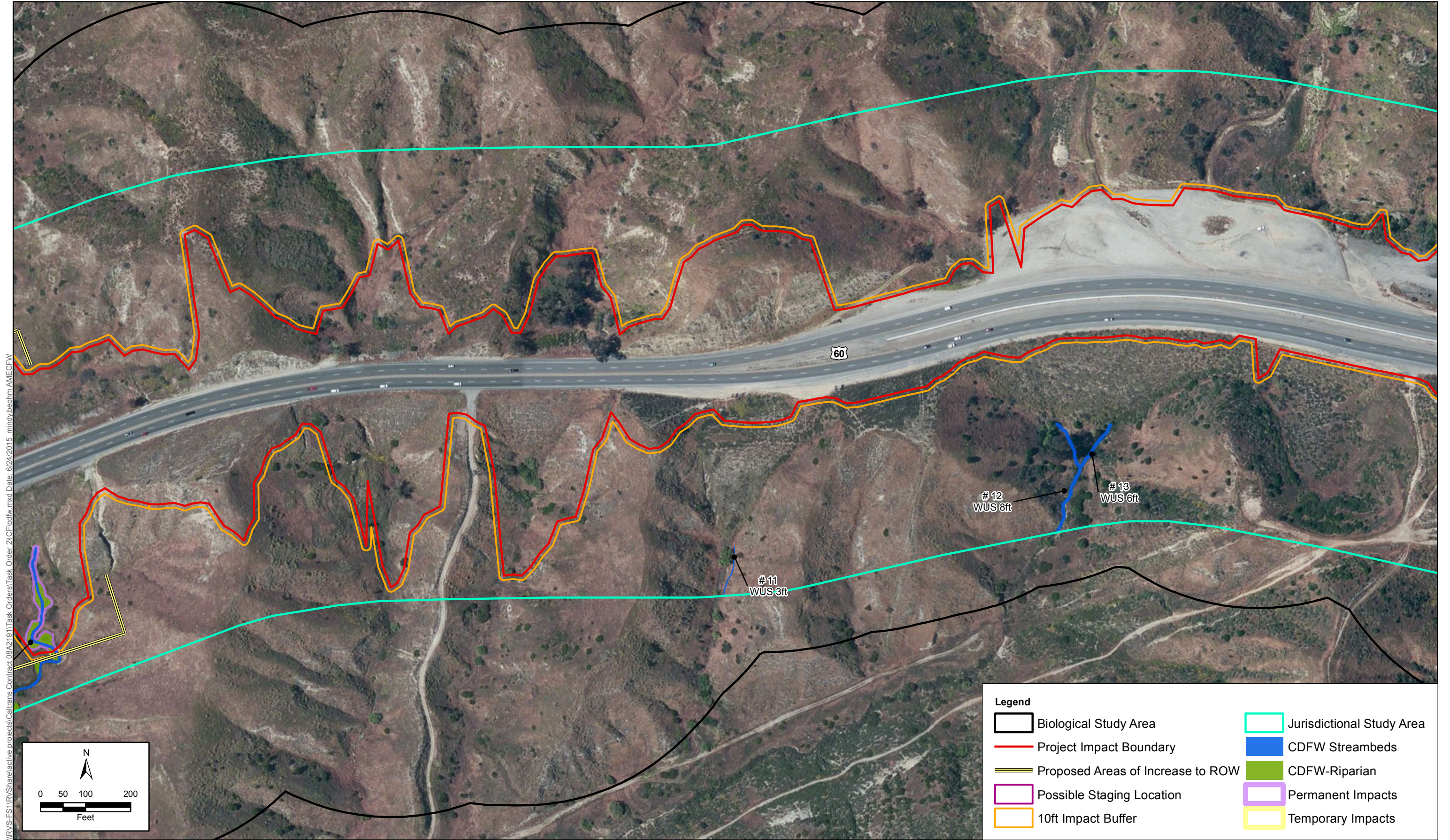


Figure 2-23F
CDFW Impacts Map Set
State Route 60 Truck Lanes Project

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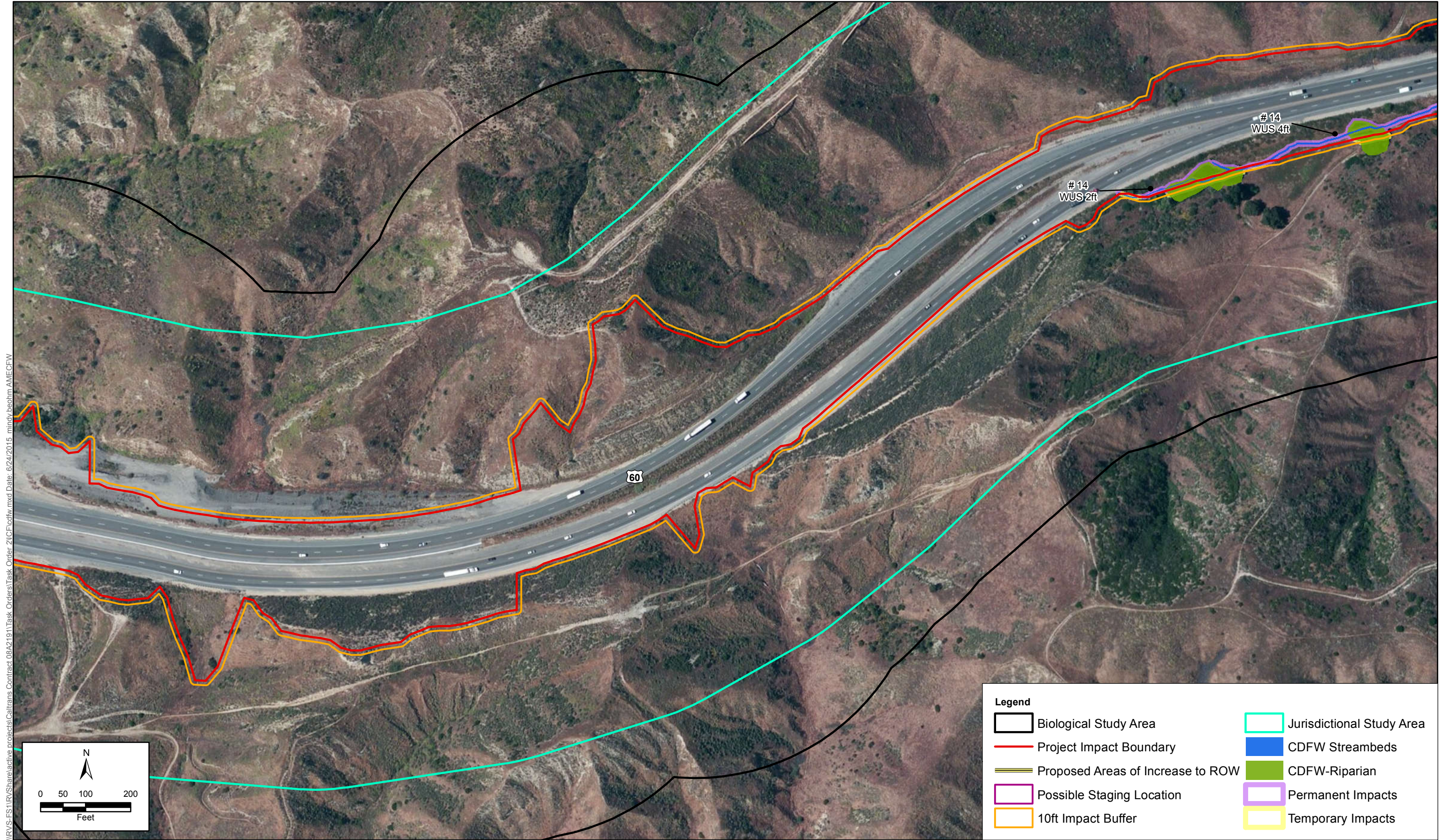
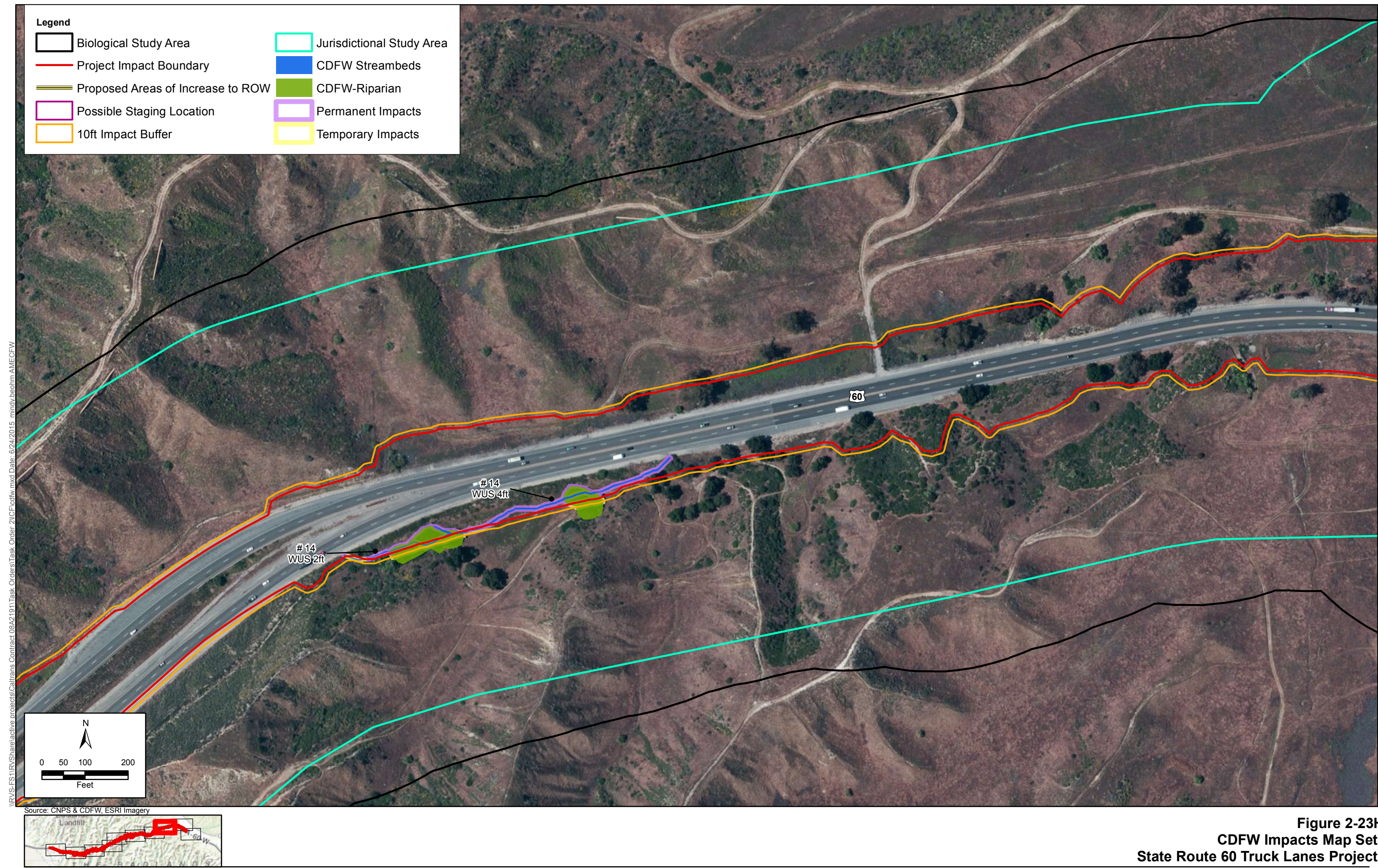
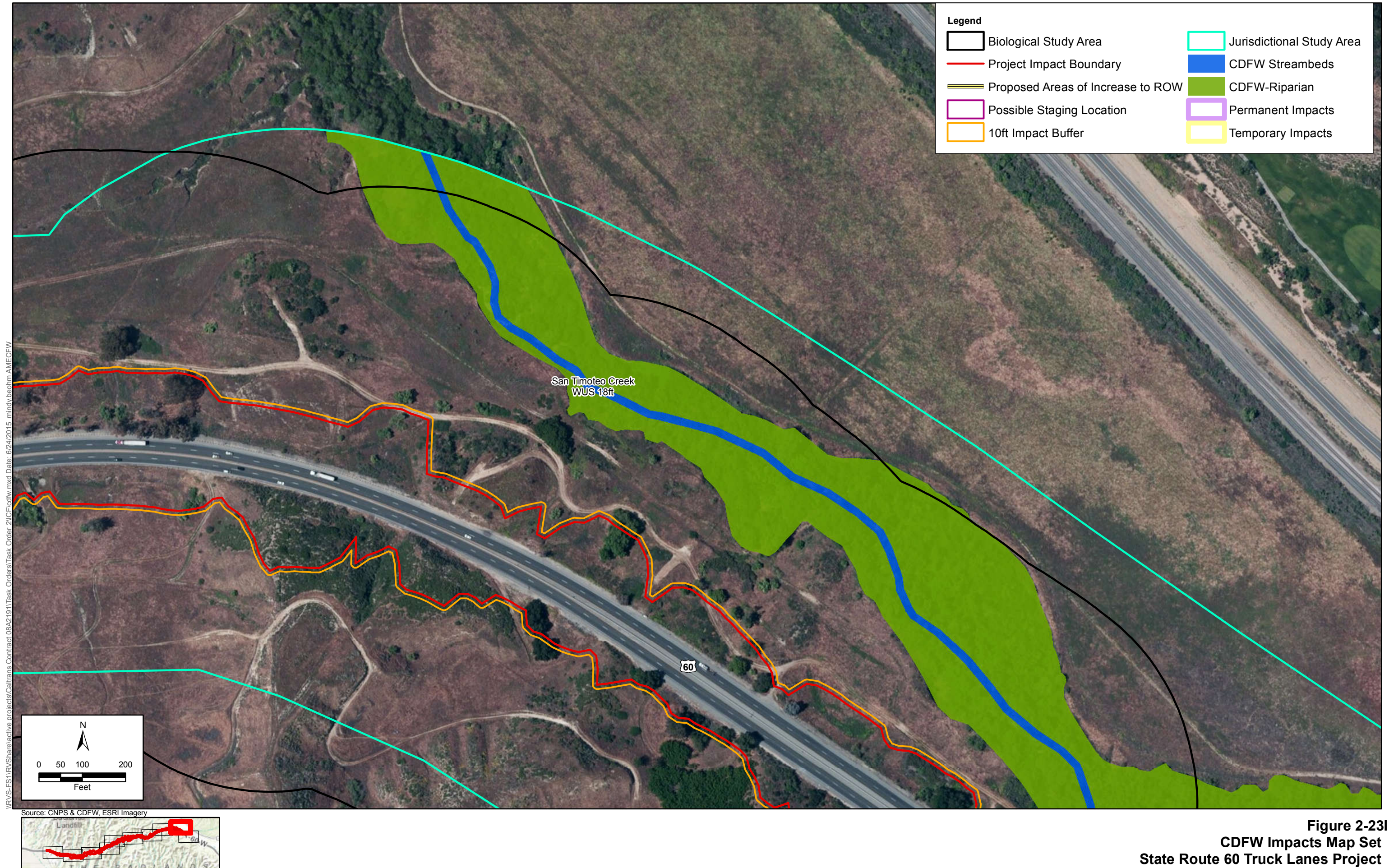


Figure 2-23G
CDFW Impacts Map Set
State Route 60 Truck Lanes Project

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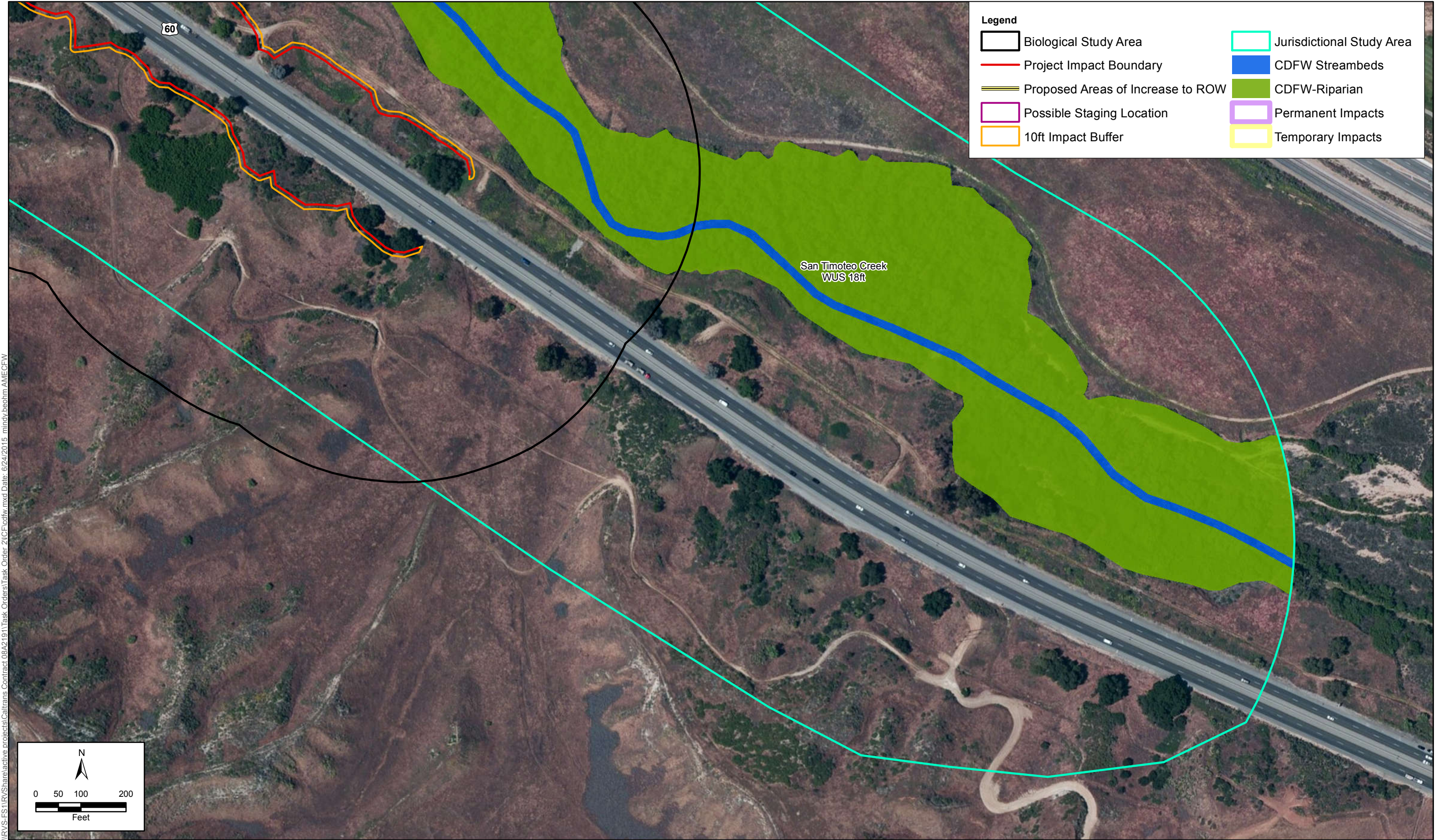


Figure 2-23J
CDFW Impacts Map Set
State Route 60 Truck Lanes Project

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Table 2-31. 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
<p>1. Definition of the project area</p> <p>The project occurs along SR-60 between the cities of Moreno Valley and Beaumont in Riverside County, California (Figure 2-21). The project is located in the Badlands region of Riverside County on SR-60 from PM 22.1 (Gilman Springs Road) to PM 26.5 (Jack Rabbit Trail). The biological study area (BSA) for the project consists of the impact footprint and a 500-foot buffer (Figure 2-21).</p> <p>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 2-21).</p>
<p>2. A written project description demonstrating why an avoidance alternative is not possible</p> <p>Alternative 1: No Build Alternative</p> <p>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.</p> <p>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.</p> <p>Alternative 2: Build Alternative</p> <p>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.</p> <p>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.</p> <p>The project will reconstruct the existing concrete median barrier for the entire project.</p> <p>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.</p> <p>In addition, wildlife crossings will be created to enhance the terrestrial wildlife movement across the SR-60 facility.</p>
<p>3. A written project description of biological information available for the project site including the results of resource mapping</p> <p>An NES (Caltrans 2014) was prepared for the project, which summarized the project conditions and results of the following studies:</p> <ul style="list-style-type: none"> • General Biological Resources Assessment & Habitat Suitability Assessment for Sensitive Species • Final Delineation of Jurisdictional Waters (AMEC 2013a) • Habitat Assessment and Focused Surveys for the Least Bell's Vireo and Southwestern Willow Flycatcher (AMEC 2013b) • Burrowing Owl Habitat Assessment and Focused Survey (AMEC 2013c) • Habitat Assessment and Focused Survey for the Los Angeles Pocket Mouse (AMEC 2013d) <p>For detailed methods and results for the above-mentioned assessments and surveys, please reference the NES and/or specific reports.</p>

MSHCP Section 6.1.2 (Vol. 1) Requested Information

In addition, a Bat Habitat Suitability Report (Sapphos 2015) was prepared.

The BSA was created to encompass the project footprint and typical habitats in the immediate project vicinity that may be affected by the 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 (AMEC 2013a). 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 project, except near San Timoteo Creek, where it extends outward 800 feet. There are 15 jurisdictional drainages within the JSA. The 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 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.

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.

Bat Species

There are eight culverts within the BSA that could potentially be used by bats. Additional studies are being conducted concurrent to the DBESP to determine if these potential roost sites are occupied by bats.

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 according to the regulatory authority of CDFW. As previously mentioned, there are 15 jurisdictional drainages that were mapped within the JSA. The project will result in permanent impacts on 0.258 acres and temporary impacts on 0.067 acre of CDFW unvegetated streambed subject to CDFW jurisdiction. In addition, permanent impacts will occur on 0.166 acre and temporary impacts will occur on 0.057 acre CDFW riparian habitat.

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. Measures **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

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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 CDFW riparian habitat and 0.258 acre of CDFW unvegetated streambed. It should be noted that the 0.258 acre of CDFW streambed is inclusive of 0.258 acre of USACE non-wetland waters of the U.S. Thus, 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 acre (refer to measure **WET-3**).

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 project will directly affect riparian/riverine habitat within the 10 drainages during project implementation and may result in temporary indirect impacts (i.e., noise during construction) on LBV occupying San Timoteo Creek. Although the project will not avoid impacts, with the proposed design and compensation measures (**WET-3**), the project will be biologically equivalent or superior to that which will 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-4** and **WET-5**.

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. This will provide riparian/riverine habitat that is of equivalent or better quality to the impacted 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-3**) and ensure that impacts on water quality beyond the project site are minimized to the greatest extent feasible. BMPs will be coordinated with the RWQCB, USACE, and CDFW during the Section 401 Clean Water Act, Section 404 Clean Water Act, and Section 1602 Streambed Alteration permitting processes, respectively.

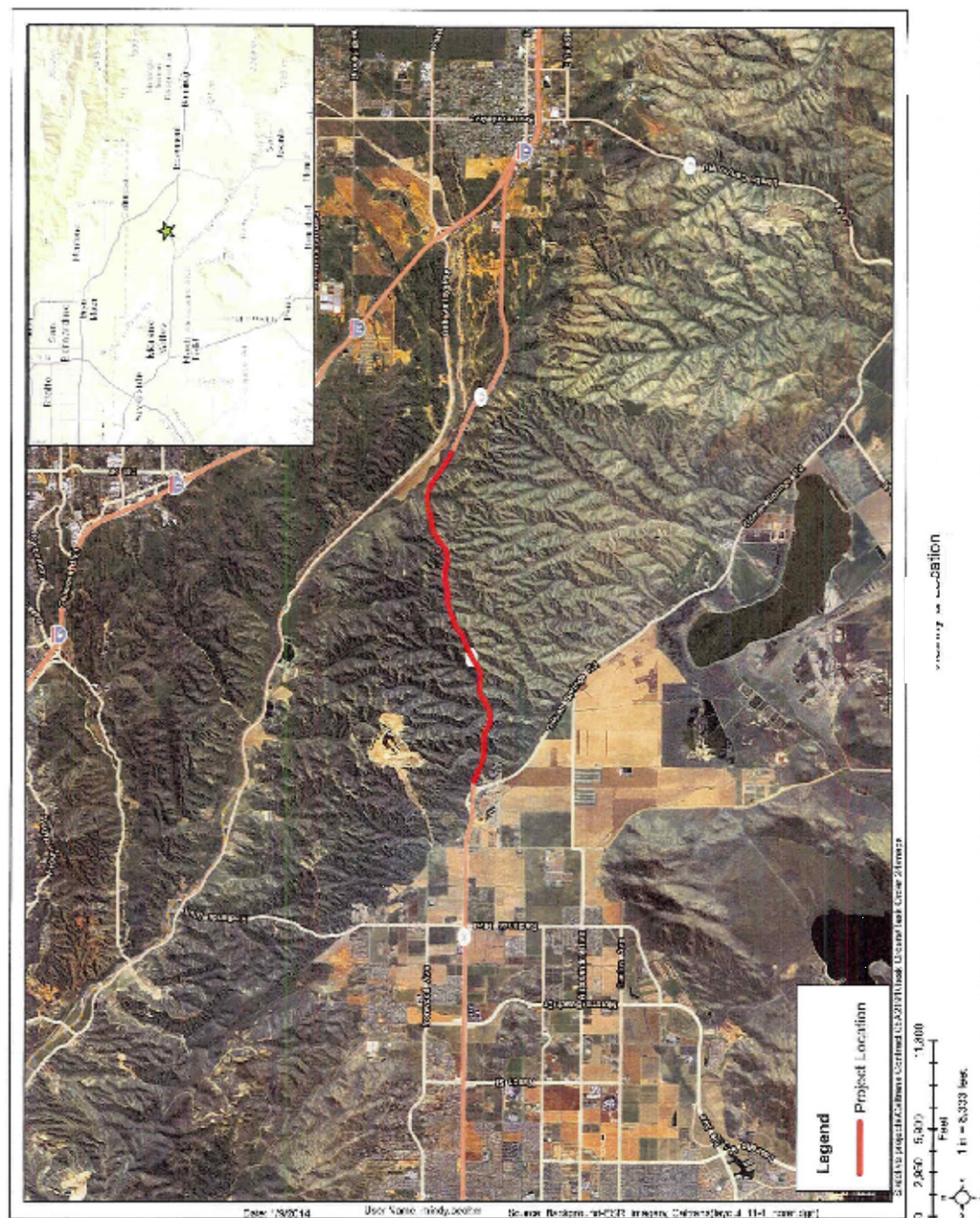
7c. Effects on riparian linkages and function of the MSHCP Conservation Area

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.

Source: Determination of Biologically Equivalent or Superior Preservation (DBESP), March 2014. Revised July 2015.

¹ Data for riparian vegetation communities was acquired from the Riverside County vegetation mapping database (RCIT) and may not align with riparian/riverine areas mapped for the project.

Figure 2-24: Biological Vicinity and Location Map



Natural Environment Study, March 2014

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Measures **WET-1** and **WET-2** would satisfy avoidance and minimization requirements associated with riparian/riverine resources under the MSHCP. Implementation of project mitigation measure **WET-3** would improve and retain existing biological resource values and is judged to be equivalent or superior to the unavoidable impact on riparian/riverine habitats at the project site. Temporary indirect effects on riparian/riverine areas adjacent to the project site would be minimized through the implementation of **WET-4** and **WET-5**.

2.16.4 Avoidance, Minimization, and/or Mitigation Measures

WET-1: For consistency under the MSHCP and as mitigation under the DBESP, the “Construction Guidelines” provided in MSHCP Section 7.5.3, as well as standard BMPs in MSHCP Appendix C (Page IC-1 through IC-3), will minimize and avoid impacts on sensitive species, sensitive habitats, and riparian/riverine resources occurring adjacent to the project.

Plans for water pollution and erosion control will be prepared as part of the Storm Water Pollution Prevention Plan (SWPPP). “The plans will describe 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 in accordance with the statewide Construction General Permit (NPDES No. CAS000002) (MSHCP Volume I, Appendix C) and will ensure that no fluids or sediment from construction will enter into fenced ESAs.
- b) New surface flows will be treated prior to reaching waterways.
- c) “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 as 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 mitigation under the DBESP, 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, toxics, lighting, noise, and landscape design.

WET-3: To mitigate permanent impacts on riparian/riverine habitat and federal and state jurisdictional waters, credits will be purchased or permittee-responsible creation/preservation will be performed at a 3:1 ratio for impacts on 0.166 acre of riparian habitat, 0.258 acre of CDFW streambed, and 0.0 acre of wetlands. To confirm, the 0.258 acre of CDFW streambed is inclusive of 0.258 acre of USACE non-wetland waters of the U.S. 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.

WET-4: 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-5: "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).

2.17 PLANT SPECIES

2.17.1 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.

2.17.2 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, etc.) 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 2-32 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 2-32, 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 2-32. 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
<i>Astragalus pachypus</i> var. <i>jaegeri</i>	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.
<i>Atriplex serenana</i> var. <i>davidsonii</i>	Davidson's saltscall	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.
<i>California (Erodium) macrophylla</i>	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.
<i>Calochortus plummerae</i>	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.
<i>Centromadia pungens</i> ssp. <i>laevis</i>	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.
<i>Chorizanthe parryi</i> var. <i>parryi</i>	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.
<i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	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.
<i>Lepidium virginicum</i> var. <i>robinsonii</i>	Robinson's pepper-grass	F/None S/SP CNPS/4.3 MSHCP/ not included	Chaparral, coastal scrub. 1–885 meters.	P	Suitable habitat present.

Scientific Name	Common Name	Status ¹	Habitat and Distribution	Habitat Present/Absent ²	Rationale
<i>Nama stenocarpum</i>	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.
<i>Symphyotrichum defoliatum</i>	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. Vernal mesic grassland or near ditches, streams and springs; disturbed areas. 2–2,040 meters.	P	Suitable habitat present within BSA.
<i>Trichocoronis wrightii</i> var. <i>wrightii</i>	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.
<i>Navarretia fossalis</i>	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.
<i>Atriplex coronata</i> var. <i>notatior</i>	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.
<i>Dodecahema leptoceras</i>	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.

Scientific Name	Common Name	Status ¹	Habitat and Distribution	Habitat Present/Absent ²	Rationale
Notes: ¹ Status:			<u>CNPS: California Native Plant Society Classifications</u>		
<u>F: Federal Classification</u>			1A	Plants Presumed Extirpated in CA and Either Rare or Extinct Elsewhere.	
FE	Federal Endangered		1B	Plants Rare, Threatened, or Endangered in CA and Elsewhere.	
FT	Federal Threatened		2A	Plants Presumed Extirpated in CA, But More Common Elsewhere.	
MBTA	Migratory Bird Treaty Act		2B	Plants Rare, Threatened, or Endangered in CA, But More Common Elsewhere.	
BCC	Bird of Conservation Concern		3	Plants about which more information is needed – a CNPS review list.	
<u>S: California Classification</u>			4	Plants of Limited Distribution - A Watch List	
SE	State Endangered		.1	Seriously threatened in CA (over 80% of occurrences threatened/high degree and immediacy of threat).	
ST	State Threatened		.2	Moderately threatened in CA (20-80% occurrences threatened/moderate degree and immediacy of threat).	
FP	Fully Protected		.3	Not very threatened in CA (<20% of occurrences threatened/low degree and immediacy of threat or no current threats).	
CSC	California Species of Special Concern. Refers to species with vulnerable or seriously declining populations.		<u>MSHCP: Western Riverside County MSHCP Status</u>		
WL	California Watch List Species. Refers to species with potentially vulnerable or declining populations.		S	Species is adequately conserved under the MSHCP, but surveys are required within indicated habitats and/or survey areas.	
SP	Special Plant. Refers to any other plant/plant community monitored by the CNDDDB, regardless of its legal or protection status.		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.

2.17.3 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. Since 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

There are three special-status plant species identified in Table 2-32 that are federally or state-listed as endangered or threatened. These species are discussed further in Section 2.19, 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 2.20 for further details on invasive species).

Of these species, Jaeger's milk-vetch and mud nama are MSHCP-covered species. Since 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. Therefore, if these species are present, impacts would be less than significant under CEQA and not substantial under NEPA, and no avoidance, minimization, or mitigation would be required.

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. If a focused survey determines that either of these species are present, measure **PS-1** would mitigate for their direct removal. Implementation of **NC-1**, **NC-2**, and **NC-5** through **NC-10** would address indirect impacts, ensure full avoidance, and minimize impacts on populations occurring adjacent to the disturbance area. Implementation of these measures would ensure future preservation of Parry's spineflower and San Bernardino aster.

2.17.4 Avoidance, Minimization, and/or Mitigation Measures

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 for indirect impacts and mitigation measures for the direct removal of these species (if the species are determined to be present).

NC-1, NC-2, and NC-5 through NC-10

PS-1: 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**. If avoidance is not feasible, and 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. Additional requirements may be deemed necessary during coordination with CDFW. If the focused survey determines that Parry's spineflower or San Bernardino aster is not present, **PS-1** will not be required.

2.18 ANIMAL SPECIES

2.18.1 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 2.18 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. This section also discusses wildlife connectivity and linkages in detail below.

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

2.18.2 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 January 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 2-33): 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 (*Eremophila 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 hammondi*), Lawrence's goldfinch (*Spinus lawrenci*), and American badger (*Taxidea taxus*).

In addition to these species, the project's Bat Habitat Suitability Assessment Report (January 2015) 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 2.19.

Table 2-33. 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
<i>Accipiter cooperii</i>	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
<i>Agelaius tricolor</i>	Tricolored blackbird	F/BCC S/CSC MSHCP/C	Freshwater marsh, marsh and swamp, swamp, wetland	A	Suitable habitat not present within BSA.
<i>Aimophila ruficeps canescens</i>	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
<i>Aquila chrysaetos</i>	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.
<i>Aspidoscelis hyperythra beldingi</i>	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.

Scientific Name	Common Name	Status ¹	Habitat and Distribution	Habitat Present/Absent ²	Rationale
<i>Aspidoscelis tigris stejnegeri</i>	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
<i>Athene cunicularia</i>	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.
<i>Buteo regalis</i>	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.
<i>Chaetodipus fallax fallax</i>	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.
<i>Crotalus ruber ruber</i>	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.
<i>Elanus leucurus</i>	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.
<i>Eremophila alpestris actia</i>	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.
<i>Eumops perotis californicus</i>	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 & tunnels.	P	Suitable habitat present in the BSA.
<i>Icteria virens</i>	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.

Scientific Name	Common Name	Status ¹	Habitat and Distribution	Habitat Present/Absent ²	Rationale
<i>Lanius ludovicianus</i>	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.
<i>Lasiurus xanthinus</i>	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.
<i>Lepus californicus bennettii</i>	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.
<i>Neotoma lepida intermedia</i>	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.
<i>Onychomys torridus ramona</i>	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.
<i>Perognathus longimembris brevinasus</i>	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.
<i>Phrynosoma (coronatum) blainvillii</i>	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.
<i>Plegadis chihi</i>	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.

Scientific Name	Common Name	Status ¹	Habitat and Distribution	Habitat Present/Absent ²	Rationale
<i>Progne subis</i>	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.
<i>Setophaga petechia</i>	Yellow warbler	F/BCC S/CSC MSHCP/C	Riparian woodlands	P	Species occurs in BSA.
<i>Spea hammondi</i>	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.
<i>Spinus lawrencei</i>	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.
<i>Taxidea taxus</i>	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).

Scientific Name	Common Name	Status ¹	Habitat and Distribution	Habitat Present/Absent ²	Rationale
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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. |

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2.18.3 Environmental Consequences

With the exception of burrowing owl and Los Angeles pocket mouse (LAPM), all of the other 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 MSHCP permits and the Implementation Agreement. Because these species are fully covered and adequately conserved, and with this project being a covered activity, any potential impacts are fully mitigated under the MSHCP; therefore, they will not be discussed further at the species level in this section but are addressed by animal group.

California (Western) mastiff bat, western yellow bat, southern grasshopper mouse, Lawrence's goldfinch, and American badger are also identified in Table 2-33 as being present or potentially present in the BSA, but are not covered by the MSHCP. However, because these species are California Species of Special Concern, they are included in this section below.

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. However, potential project-related effects on these two species are detailed further in their respective following sections.

Alternative 1 – No Build Alternative

The No-Build Alternative assumes that the proposed project would not occur and that existing conditions of the project area would remain unchanged under Alternative 1. 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 Alternative 2 (Build Alternative) would not be implemented.

Alternative 2 – Build Alternative

Construction of the Build Alternative has the potential to directly and indirectly affect wildlife species. Direct impacts include removal of vegetation and habitat and construction noise and vibrations during construction. Indirect impacts include potential increased dust, increased risk of fire, trash, and introduction of invasive species (see Section 2.20). The section below address

impacts on wildlife and the measures that would be taken to ensure all impacts are avoided and minimized.

Burrowing Owl

The project site 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. Since 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 activities of equipment or personnel outside designated construction areas. In addition, potential effects on wintering birds are also possible, so species-specific surveys would be conducted year-round. If burrowing owls are present during construction of the project, there would be a significant impact on this species under CEQA. Implementation of measures **NC-1**, **NC-2**, **NC-4**, **NC-6**, **NC-7**, **AS-1**, and **AS-2** through **AS-7** would ensure that impacts are avoided. Implementation of measures **AS-8** and **NC-5** would ensure that impacts are minimized. These measures would ensure that impacts on this species are considered less than significant.

Los Angeles Pocket Mouse (LAPM)

The MSHCP has designated specific areas where surveys for the Los Angeles Pocket Mouse 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 the 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. Therefore, the project would have no impact under CEQA.

Bird Protection

Potential nesting of raptors and other migratory or special-status bird species listed in Table 2-33 may occur during the bird breeding season. Potential impacts may include direct loss of habitat and could include injury or death to 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 activities of equipment or personnel outside designated construction areas. Implementation of measures **NC-1**, **NC-2**, **NC-4**, **NC-6**, **NC-7**, and **AS-3** through **AS-7** would ensure that impacts are avoided. Implementation of measures **AS-8** and **NC-5** would ensure that impacts are minimized. These measures would ensure that impacts on these species are less than significant.

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 or death to 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 activities of equipment or personnel outside designated construction areas. Implementation of measures **NC-1**, **NC-2**, **NC-4**, **NC-6**, **NC-7**, and **AS-2** through **AS-6** would ensure that impacts are avoided. Implementation of measures **AS-8** and **NC-5** would ensure that impacts are minimized. These measures would ensure that impacts on this species are less than significant.

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 or death to 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 because of construction-related noise, vibrations, and 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. Implementation of measures **NC-1**, **NC-2**, **NC-4**, **NC-6**, **NC-7**, and **AS-4** through **AS-6** would ensure that impacts are avoided. Implementation of measures **AS-8** and **NC-5** would ensure that impacts are minimized. These measures would ensure that impacts on this species are less than significant.

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 roosting habitat (culverts) during construction. Indirect effects on bat species include noise, dust, and encroachment on roosting and/or maternity roost habitat. Implementation of measures **NC-1**, **NC-2**, **NC-4**, **NC-6**, **NC-7**, and **AS-4** through **AS-7** would ensure that impacts are avoided. Implementation of measures **AS-8** and **NC-5** would ensure that impacts are minimized. These measures would ensure that impacts on these species are less than significant.

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 or death to small mammals due to vegetation removal and project activities, or indirect impacts such as causing burrow/nest damage or abandonment and habitat avoidance from 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. Implementation of measures **NC-1**, **NC-2**, **NC-4**, **NC-6**, **NC-7**, and **AS-4**

through **AS-6** would ensure that impacts are avoided. Implementation of measures **AS-8** and **NC-5** would ensure that impacts are minimized. These measures and consistency with the MSHCP would ensure that impacts on these species are less than significant.

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 potential to affect these species by direct injury or mortality or by direct removal of habitat. Indirect effects include noise, vibrations, dust, lighting, and disturbance. Implementation of measures **NC-1**, **NC-2**, **NC-4**, **NC-6**, **NC-7**, and **AS-4** through **AS-6** would ensure that impacts are avoided. Implementation of measures **AS-8** and **NC-5** would ensure that impacts are minimized. These measures and consistency with the MSHCP would ensure that impacts on these species are less than significant.

MSHCP Participation—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 are being developed through ongoing coordination with the United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and the Riverside Conservation Authority (RCA). Specific dates and topics of coordination efforts are discussed in Chapter 3, Comments and Coordination.

Exact locations, sizes, and details of requirements for wildlife connectivity would be determined during final design in coordination with USFWS, CDFW, and RCA. Specific design requirements would include the following at a minimum:

- Eight wildlife crossings will be constructed within the project area in order to maintain wildlife corridor connectivity. Two large (20 feet by 20 feet) reinforced concrete box culverts (RCB) wildlife crossings will be constructed with a height of approximately 20 feet and an openness ratio (width multiplied by height, divided by length) of at least 0.6. Three medium (60 inches in diameter) and three small (36 inches in diameter) wildlife crossings will be placed at least every 300 meters. Caltrans may be able to utilize several existing culverts as small and medium wildlife crossings. The two large wildlife crossings will likely be constructed on the east end of the project. All placement of new wildlife crossings will be coordinated with USFWS, RCA, and CDFW and design will take into account animal behavior, traffic noise and lighting, and site topography and will also incorporate the use of dry crossings where appropriate.
- New welded wire fencing of an appropriate 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 road kill.

The following wildlife crossings have been approved by the RCA as a result of inter-agency coordination with CDFW and USFWS. The coordination process is summarized in Chapter 3.

- Three Top Arch concrete boxes are located within the limit of the project at post miles 22.59, 23.22, and 23.58, ranging from 5.5 to 6.3 feet in width and 6.6 to 7.7 feet in

height; these structures are suitable for small and medium animals. The arch culverts would be protected by incorporating retaining structures in lieu of extending them.

- The rest of the existing drainage structures (approximately 25 structures) are corrugated steel pipe ranging from 24 to 48 inches in diameter. These would be rehabilitated and extended.
- Additional wildlife crossings consisting of three 36-inch-diameter reinforced concrete pipe (RCP) culverts, and three 60-inch-diameter RCP would be constructed to accommodate small- and medium-size animals at a total cost of around \$0.75 million.

2.18.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures will be incorporated to avoid and minimize impacts on the discussed species.

NC-1 and NC-2 on page 2-188

AS-1: 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 the 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) Agency Approval: The burrowing owl management plan will need approval by RCA, USFWS, and CDFW prior to construction commencement.

AS-2: A qualified biologist shall survey for American badger concurrent with the pre-construction survey for burrowing owl and nesting bird surveys. If badgers are detected, the biologist shall 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 shall avoid the den and disturbance to 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 shall be collapsed by hand to prevent occupation of the burrow between the time of the survey and construction activities.

AS-3: To avoid potential effects on fully protected raptors and other nesting birds protected by the MBTA and state 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, and/or grading, will occur outside of the nesting bird season (January 1 through August 31). In the event that initial groundwork cannot be conducted outside the bird breeding season, focused surveys will be conducted no more than three days prior to any construction or ground-disturbing activities.
- b) During the period from January 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 may be up to 500 feet in diameter depending on the species of nesting bird found; however, this buffer can be confirmed with CDFW. 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 (CAGN) (discussed in Section 2.19, below) and located within MSHCP criteria areas and public/quasi-public lands. For these areas, the habitat removal restriction is from June 30 to August 15; 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.
- c) Construction within the exclusionary buffer up to 500 feet of nesting birds during the bird nesting season will only occur if a qualified biologist conducts noise monitoring to ensure that noise levels do not increase above ambient noise levels. Any exceptions will require prior consultation and approval from CDFW and USFWS.

AS-4: 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-5: 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)."

AS-6: 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-7: 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 identified in the Bat Habitat Suitability Report (i.e., culverts 3, 5, 7, 13, 17, 22, 31, 34). 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 which will be required to lessen impacts to less than significant.
 - 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.

AS-8 Noise reduction measures will be implemented when working near or adjacent to all natural lands 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."

2.19 THREATENED AND ENDANGERED SPECIES

2.19.1 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.

2.19.2 Affected Environment

Caltrans approved the March 27, 2014 Natural Environment Study.

Caltrans coordinated with John M. Taylor of the USFWS on January 8, 2013. On January 9, 2013, a species list request was sent to the 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

Chapter 3, Comments and Coordination. On April 4, 2014, Caltrans received an e-mail confirming the USFWS Species list remains valid (see Chapter 3, Comments and Coordination).

The 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. The USFWS would also be coordinated with to help determine the locations of wildlife fencing. See Chapter 3, Comments and Coordination, for the draft locations, descriptions, and costs. Proposed wildlife crossing locations are discussed in the MSHCP discussion in the Animal Species section on p. 2-255.

This project would not require consultation with the National Marine Fisheries Service, as this project would not affect fisheries or essential fish habitat.

Three special-status plant species (San Jacinto Valley crownscale [*Atriplex coronata* var. *notatior*], slender-horned spineflower [*Dodecahema leptoceras*], and spreading Navarretia [*Navarretia fossalis*]) identified in Table 2-32 are federally or state-listed as endangered or threatened; however, there is no suitable habitat present for those three species based on elevations and vegetation communities documented within the BSA. In addition, the BSA for this project is not in an MSHCP survey area for these species (MSHCP Volume I, Sections 6.1.3 and 6.3.2).

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 2-34: 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
<i>Dipodomys merriami parvus</i>	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.
<i>Dipodomys stephensi</i>	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.

Scientific Name	Common Name	Status ¹	Habitat and Distribution	Habitat Present/Absent ²	Rationale
<i>Empidonax traillii extimus</i>	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.
<i>Poliioptila californica californica</i>	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.
<i>Vireo bellii pusillus</i>	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.

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.

Natural Environment Study, March 2014

2.19.3 Environmental Consequences

Alternative 1 – No Build Alternative

The No-Build Alternative assumes that the proposed project would not occur and that existing conditions of the project area would remain unchanged under Alternative 1. 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 Alternative 2 (Build Alternative) would not be implemented.

Alternative 2 – Build Alternative

Construction of the Build 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 2.20). The section 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 and are provided take authorizations under MSHCP permits and the Implementation Agreement. Because these species are adequately conserved and with this project being a covered activity, any potential impacts are already fully mitigated by consistency with the MSHCP. The section 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

The San Jacinto Valley crownscale, slender-horned spineflower, and spreading Navarretia are considered not present within the project area and would not be affected by the project. It has been determined by Caltrans that there would be "No Effect" under FESA on these plant species.

San Bernardino Kangaroo Rat (SBKR)

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 the SBKR.

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).

Permanent impacts on 15.39 acres and temporary impacts on 3.56 acres of grassland habitat could include direct injury or death to SKR due to vegetation removal and project activities. Indirect impacts such as causing burrow damage or abandonment to 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 7.55 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). Caltrans has determined that the project “may affect, and is likely to adversely affect SKR.” However, since the project is a covered activity under the MSHCP and is consistent with conservation requirements for this species under that Plan, it already has take authorization and mitigation implemented for the species; therefore, no further mitigation is required.

However, implementation of avoidance measures **NC-1**, **NC-2**, **NC-4**, **NC-6**, **NC-7**, and **AS-4** through **AS-6** and minimization measures **AS-8** and **NC-5** would ensure that impacts on SKR are less than significant.

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 or death to 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 has determined that the project “may affect, and is likely to adversely affect” CAGN. According to the USFWS species list, no designated Critical Habitat for this species is present in the BSA.

Implementation of measures **NC-1**, **NC-2**, **NC-4**, **NC-6**, **NC-7**, and **AS-3** through **AS-6** would ensure that impacts on CAGN are avoided. Implementation of measures **AS-8** and **NC-5** would ensure that impacts on CAGN are minimized. These measures would ensure that impacts on CAGN are less than significant.

Southwestern Willow Flycatcher (SWWF)

The SWWF is a subspecies of willow flycatcher. It has been federally listed as endangered by the USFWS since 1995, and was state-listed as an endangered species by the CDFW in 1992. The 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 the SWWF.

Least Bell’s Vireo (LBV)

The LBV was listed as an endangered species by the state and federal agencies in 1980 and 1986, respectively, and critical habitat was designated in 1994 (USFWS 1986, 1994). The 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 the 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 impact 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.

LBV is an MSHCP species, and project-related take of this species and its habitat would be authorized through Formal Section 7 consultation with the 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 has determined that the project “may affect, and is likely to adversely affect” LBV.

Implementation of measures **T&E-1**, **NC-1**, **NC-2**, **NC-4**, **NC-6**, **NC-7**, and **AS-3** through **AS-6** would ensure that impacts on LBV are avoided. Implementation of measures **AS-8** and **NC-5** would ensure that impacts on LBV are minimized. These measures would ensure that impacts on LBV are less than significant.

Townsend’s Big-eared Bat (Corynorhinus townsendii)

Per the project Bat Habitat Suitability Assessment Report (January 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 by direct temporary removal of potential roosting habitat during construction, which has the potential to cause harm or mortality to 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**, **NC-7**, and **AS-4** through **AS-7** would ensure that impacts are avoided. Implementation of measures **AS-8** and **NC-5** would ensure that indirect impacts are minimized. These measures would ensure that impacts on this species are less than significant.

MSHCP Participation and Formal Section 7 Consultation

Because the project is using federal funds, there is a federal nexus. A FESA Section 7 consultation with the USFWS was completed because of potential impacts on federally listed species. Per Section 14.9 of the MSHCP Implementation Agreement, the 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 the USFWS in the biological opinion would be consistent with the MSHCP and Implementation Agreement to the maximum appropriate extent. The USFWS may also determine through formal consultation that the project scope, analysis, surveys, avoidance and minimization measures, and conclusions are consistent with the MSHCP.

2.19.4 Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures would be incorporated to avoid and minimize impacts on listed species to the maximum extent possible and would ensure that potential impacts are reduced to levels that would be less than significant.

NC-1 through NC-7; AS-3 through AS-8

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.

2.20 INVASIVE SPECIES

2.20.1 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.

2.20.2 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, etc.) 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.

2.20.3 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. Since the existing conditions of the facility would remain unchanged, the introduction and spread of invasive species would remain the same as the existing conditions.

Alternative 2 – Build 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 by the 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-7**, **NC-9** through **NC-10**, 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.

2.20.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to avoid and/or minimize the potential of invasive species from spreading into the project area.

NC-2, NC-7, and NC-9 through NC-10

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-recommended native seed mix 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, CA. 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).

2.21 CUMULATIVE IMPACTS

2.21.1 Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this 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 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.

2.21.2 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). 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 project
- Identify other reasonable foreseeable actions that might affect each resource
- Assess potential cumulative impacts
- 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
- Cultural Resources
- Hydrology/Floodplain

2.21.3 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 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. The following resources have been evaluated for potential cumulative impacts:

- Traffic/Transportation
- Visual/Aesthetics
- Water Quality
- Paleontology
- Air Quality
- Noise
- Natural Communities of Special Concern
- Waters of the U.S. and State Streambeds
- Special-Status Plants
- Threatened and Endangered Animals

Human Environment

Traffic/Transportation

The Resource Study Area (RSA) for evaluating the potential for cumulative short-term traffic effects during construction of the Build Alternative and other cumulative projects focuses on the length of time a project would be under construction in a specific area. This RSA would include the roads and intersections in the vicinity of the State Route 60 (SR-60) construction zone (see Figure 1-5 through Figure 1-10, *Construction Stages*), and other projects under construction in the same area. Cumulative short-term traffic effects could occur if the project was under construction at the same time as other projects in the same area. During construction the project would require temporary lane closures and possible detours that would disrupt the flow of traffic, thereby temporarily reducing Level of Service and increasing the volume to capacity

ratio at surrounding roadway intersections and freeway segments. In addition, construction detours and closures could disrupt bus stops and routes during construction, which could affect bus schedules. Construction-related adverse effects may be compounded if planned projects—such as the SR-60/Theodore Street Interchange, Sunnymead Boulevard/SR-60 eastbound on-ramp Intersection Improvements, SR-60/Moreno Beach Drive Interchange (Phase II), Prologis Eucalyptus Industrial Park, and the World Logistics Center—occur at the same time as the project (refer to Table 2-1). Concurrent construction activities would contribute incrementally to the local roadway and highway network and could result in multiple closures at the same time if not properly coordinated. These adverse effects would be cumulatively considerable under NEPA. Under CEQA, these impacts would be cumulatively significant. With the implementation of measure **TRF-1**, the combination of preparing a project-specific Traffic Management Plan in conjunction with maximizing opportunities for concurrent construction would be effective in minimizing these adverse effects to the extent that they would no longer be cumulatively considerable.

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 cut combined with abrupt changes in vertical profiles within the project limits add to the existing restrictive horizontal sight conditions. Providing standard inside and outside 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 also help separate slower moving vehicles (trucks, buses, and recreational vehicles) from passenger vehicles. The addition of a truck climbing lane, descending lane, and standard shoulders would improve traffic flow and operational performance on the regional transportation system. As shown in the traffic analysis in Section 2.5.3, the proposed project would not contribute to long-term cumulative traffic impacts. The project would have no direct contribution to increased highway use. The AADT, AADTT, and the percentage of trucks in the AADT and DHV would remain the same under the No Build Conditions and Build Conditions in Years 2018 and 2040. The density would improve under the Build Conditions (Years 2018 and 2040) over the No Build conditions because truck traffic would be re-routed accommodated by the new truck lanes, reducing density in the other two mixed-flow lanes.

Alternative 2 (Build Alternative) is not anticipated to result in substantial cumulative effects under NEPA or substantial cumulative impacts under CEQA, related to short-term or long-term traffic impacts.

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 X to X. These projects include the SR-60/Theodore Street Interchange Project (Map I.D. 1), World Logistics Center (Map I.D. 6) 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-5** 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.

Alternative 1 (No Build Alternative) would result in no contribution to any potential impacts related to visual/aesthetics.

Alternative 2 (Build Alternative) is not anticipated to result in substantial cumulative effects under NEPA or substantial cumulative impacts under CEQA related to visual/aesthetics.

Physical Environment

Water Quality

The RSA for water quality includes the Perris Valley Hydrologic Subarea (HSA) (802.11), Gilman Springs HSA (802.21), and Beaumont HSA (801.62). 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-3**, 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 other projects listed in Table 2-1, would contribute to an increase in impervious surfaces in the project area, which would result in an increase in stormwater runoff. However, the listed projects 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.

Alternative 1 (No Build Alternative) would result in no contribution to any potential impacts related to water quality.

Alternative 2 (Build 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 mitigation 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.

Alternative 1 (No Build Alternative) would result in no contribution to any potential impacts related to paleontological resources.

Alternative 2 (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 mitigation measures **PA-1** and **PA-2**.

Air Quality

The RSA for the purposes of air quality is the South Coast Air Basin (Basin). 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 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.¹ 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.

¹ 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.”

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, project compliance with SCAQMD Rules, and the CEQA requirement that related projects mitigate impacts—project emissions would not be cumulatively considerable during short-term construction or long-term operations.

Noise

The RSA for noise is an area within a half-mile radius of the project. This area is primarily undeveloped. As discussed in Section 2.13, the Build Alternative would not result in long-term noise impacts. However, temporary noise impacts during construction of the Build Alternative may intermittently dominate the noise environment in the immediate area of construction. However, no impacts are anticipated because there are no sensitive receptors within the project study corridor. Measures **NOI-1** and **NOI-2** would be implemented to control construction noise, and, as a result, any temporary impacts would not be adverse. It is expected that other planned and approved projects in the RSA would be required to comply with the local noise ordinance that would limit the hours and days that construction activities can occur; therefore, the project, when combined with other projects, would not result in substantial cumulative effects related to construction noise.

Neither Alternative 1 (No Build Alternative) nor Alternative 2 (Build Alternative) is anticipated to result in substantial cumulative effects under NEPA or substantial cumulative impacts under CEQA related to noise.

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) 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 other 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 CSS) 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.

In the future, there may be an increase of traffic noise on these communities, as well as further degradation by current and future off-site development. The project would result in permanent and temporary impacts to 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 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 Alternative 2 (Build 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 would fully address these potential cumulative effects through its identified conservation measures.

Waters of the U.S. and State Streambeds

The RSA for jurisdictional water resources is the San Timoteo and the San Jacinto hydrologic area (HA) as the project would occur along the edges of each watershed. Under Alternative 2 (Build 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, and 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 US, 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 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 to 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 acre. 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 impacted drainages are ephemeral in nature and provide low functions and value to other biological resources. Therefore, Alternative 2 (Build 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 would fully address these potential cumulative effects through its identified conservation 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 other 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, due to the rarity of these species within the RSA. However, implementation of **NC-1**, **NC-2**, **NC-5** through **NC-10** 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, Alternative 2 (Build 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 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 other overall MSHCP reserve system.

There is suitable habitat for Stephen's 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 has the potential for direct and indirect permanent and temporary impacts to these species. Impacts on SKR and CAGN include vegetation/habitat removal and may result in injury or death to 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.

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 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 other overall MSHCP reserve system.

The Build Alternative would permanently remove potentially suitable habitat for non-listed special-status animal species, including burrowing owl, Los Angeles pocket mouse (LAMP), migratory birds, American badger, southern grasshopper mouse, and bat species. Construction of the Build Alternative has the potential for direct and indirect permanent and temporary impacts to these species. Impacts include vegetation/habitat removal and may result in injury or death to 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 proposed 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.

Alternative 2 (Build 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.

2.21 CLIMATE CHANGE

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 (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), 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 CO₂, 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

2.21.1 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 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.

1 http://climatechange.transportation.org/ghg_mitigation/

2 http://www.fhwa.dot.gov/environment/climate_change/mitigation/

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

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.

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.

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.

⁴ <http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq>

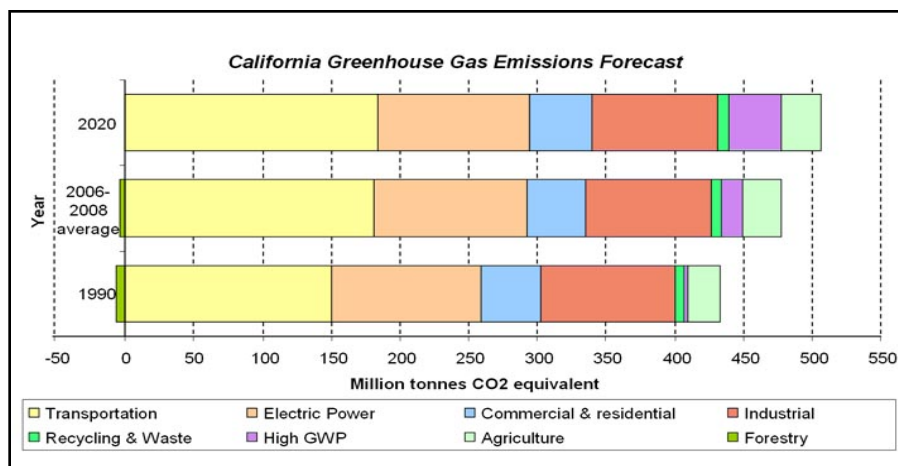
The complementary U.S. EPA and NHTSA standards that make up the Heavy-Duty National Program apply to combination tractors (semi trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). Together, these standards will cut greenhouse gas emissions 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.

2.21.2 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 2-25: California Greenhouse Gas Forecast

Source: <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

Caltrans 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, Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.⁶

One of the main strategies in Caltrans' Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide (CO₂) 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 2-26 below). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors GHG emissions, particularly CO₂, 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

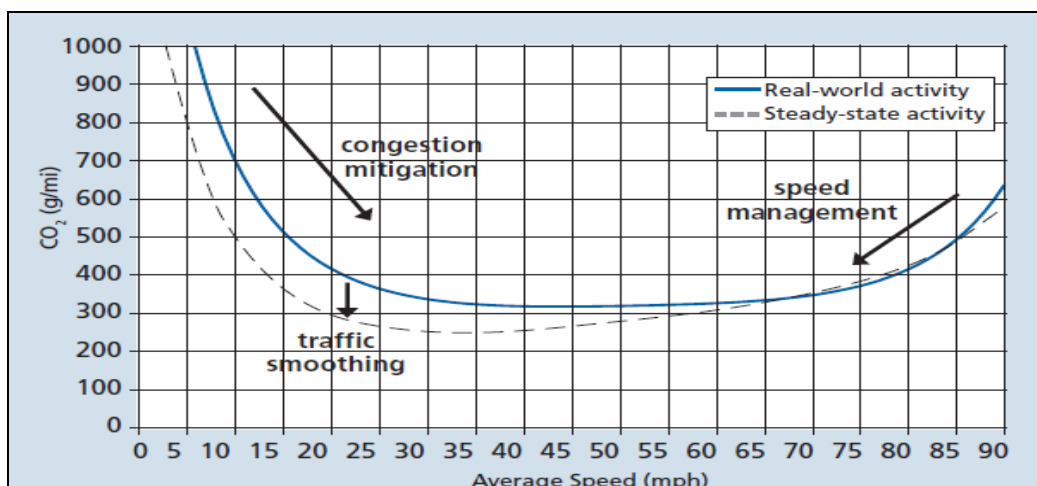


Figure 2-26: Possible Effect of Traffic Operation Strategies in Reducing On-Road CO₂ Emission⁷

In its current two-lane configuration, this segment of State Route 60 (SR-60) is in need of improvements due to impacts on congestion from slower moving trucks and safety. Because large volumes of commercial trucks traverse the segment without passing lanes on the long stretches, slower moving trucks can create conflicts between autos and trucks, generating both congestion and safety hazards. A truck climbing lane, descending lane, and standard shoulders would improve safety and operational characteristics by creating an additional lane that can separate vehicle flow in one direction. While an additional lane will increase roadway capacity, alternative plans to reduce congestion, such as improved transit service, were not addressed due to the rural nature of project area. Also, not building the truck lanes would not meet the goals of this project to improve safety.

Under project conditions as shown in Table 2-35, 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. However, despite having no anticipated change in volumes between no-build and build conditions, vehicle speeds are expected to increase and thus result in an increase in emissions from no-build to 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 2-35: Traffic Data and Emissions Estimates

Years	2013	2018		2040	
Alternatives	Baseline/ Existing	1 (No Build)	2	1 (No Build)	2
Annual Average Daily Traffic (AADT)	47,600	56,200	56,200	104,800	104,800
Level of Service (LOS)	C	D	C	F	E
Average Speed (based on LOS) (mph) ^a	60	57	60	28	55
CO ₂ Emissions without Pavley + LCFS (Tons/year)	44,556	52,264	53,155	103,053	98,280
CO ₂ Emissions with Pavley + LCFS (Tons/year)	42,279	43,479	44,193	75,295	71,903

SR-60 Truck Climbing Lanes Air Quality Report, June 2015.

^a LOS speeds based on Caltrans defined average speeds for multiple highways. LOS F speeds are defined as speeds less than 55 mph. Average speed was calculated assuming even distribution of vehicles travelling between 0 and 55 mph. (<http://www.dot.ca.gov/ser/downloads/LOS/LOS%20for%20multi-lane%20highway.gif>)

As shown in Table 2-35, the modeled CO₂ emissions in the future years (2018 and 2040) along the project limits would be higher in years 2018 and 2040 than those for the baseline year (2013). At opening year (2018), modeled CO₂ emissions under the Build Alternative would be marginally higher than those under the No Build Alternative; while at horizon year (2040), modeled CO₂ emissions under the Build 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 a marginal increase in both daily vehicle miles traveled (VMT) and travel speeds under the Build Alternative compared with the No Build Alternative. As shown earlier in Figure 2-25, GHG emissions factors increase as travel speed increases to approximately 45 miles per hour and beyond.

It is important to note that these CO₂ emissions estimates are useful only for comparison between project alternatives. The estimates are not necessarily an accurate reflection of what the true CO₂ emissions would be because CO₂ 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 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Amendment 2 under project number 3TK04MA13, which was found to conform by FHWA on December 15, 2014. 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

⁸ EMFAC model emission rates are for direct engine-out CO₂ 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.

mitigation programs 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 Environmental Impact Report for the 2012–2035 RTP/SCS performed a GHG emission reduction strategy consistency analysis to evaluate impacts related to climate change associated with the 2012–2035 RTP/SCS. This consistency analysis evaluated consistency with the ARB; California Public Utilities Commission; Business, Transportation, and Housing Agency; State and Consumer Services Agency; and EPA GHG reduction strategies and found that impacts on climate change are considered significant even with implementation of mitigation measures. To help mitigate impacts associated with the 2012–2035 RTP/SCS, the Southern California Association of Governments (SCAG) identified mitigation measures to mitigate the impacts of growing transportation energy demand associated with the RTP. Discussion of Caltrans AB 32 compliance and adaptation strategies are provided in Appendix X (Caltrans Greenhouse Gas Reduction Strategies).

The SCS is a newly 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 X of the Air Quality Report, approximately 3,066 metric tons of CO₂ emissions associated with project construction would endure in the atmosphere with construction of the Build Alternative.

The implementation of the exhaust emission control measures identified previously to address criteria pollutant construction emissions (mitigation measures AIR-1 through AIR-10 under Section 2.12.5) 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 CO₂ emissions over the existing levels; the future build CO₂ emissions are higher than the future no build emissions. In addition, as discussed above, there are also limitations with EMFAC and with assessing what a given CO₂ 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.

2.21.3 Greenhouse Gas Reduction Strategies

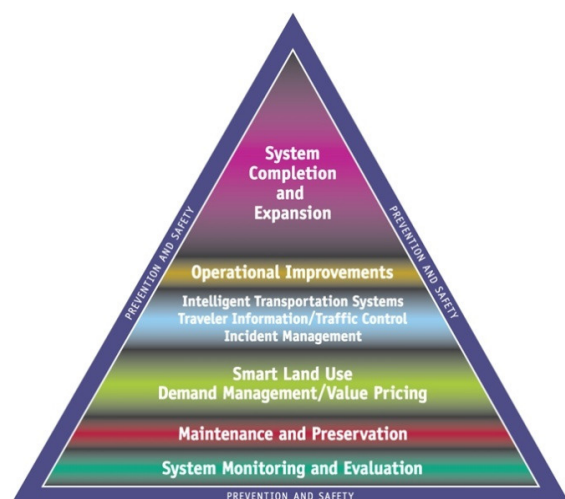


Figure 2-27: Mobility Pyramid

Caltrans 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 Caltrans 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 CO₂ reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements as shown in Figure 2-27: The Mobility Pyramid.

Caltrans 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. Caltrans works closely with local jurisdictions on planning activities, but does not have local land use planning authority. Caltrans assists efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans 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.

Caltrans 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 2-36 summarizes Caltrans' and statewide efforts that Caltrans is implementing to reduce GHG emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

Table 2-36: Climate Change/CO₂ 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	1.2	4.2
				25% fly ash cement mix > 50% fly ash/slag mix	0.36	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 Caltrans policy that will ensure coordinated efforts to incorporate climate change into Caltrans' 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 measure will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

- According to Caltrans' Standard Specifications, the contractor must comply with all local Air Pollution Control District's (APCD) rules, ordinances, and regulations for air quality restrictions.

2.21.4 Adaptation Strategies

"Adaptation strategies" refer to how Caltrans 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, 2011¹⁰, 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 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

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>

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 Report¹² 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.
- 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.

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.

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. Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Currently, Caltrans 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, Caltrans 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, Caltrans 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. Caltrans 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

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 this 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

The PDT agreed upon the project description, alternatives and purpose and need in July 2013 and September 2013. In February 2014 the alternatives were amended to incorporate alternative from the Value Analysis Study. The PDT developed and agreed upon the PA&ED Risk Management Plan in March 2014.

Air Quality: On December 3, 2013, Southern California Association of Governments (SCAG) Transportation Conformity Working Group (TCWG) determined that this 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 the latest details of the project description, purpose/need, and project alternatives.

3.1.1 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.

Through consultation with the Caltrans District 8 Native American Heritage Coordinator, consultant Applied Earthworks (Æ) initiated contact with 10 of the individuals on the NAHC's list on behalf of Caltrans through a letter dated August 13, 2013 (see Attachment D of the HPSR). This was followed by two rounds of telephone calls that occurred between October 8 and 15, 2013. 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

Several of the individuals contacted could not be reached, were left messages, or were represented by other members of their tribe who responded on their behalf.

- Daniel McCarthy responded on behalf of the San Manuel Band of Mission Indians' Cultural Resources Department by e-mail 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 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 letter dated April 3, 2014, stating that the negative findings of the ASR 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. Once the report is finished Ms. Walker will be mailed a copy.

The closest historical society to the Project area, the Moreno Valley Historical Society (MVHS) was contacted by e-mail 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 Geronio 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 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 SHPO Concurrence on May 19, 2014.

3.1.2 BIOLOGICAL RESOURCES

On June 6, 2014, Caltrans initiated Formal Section 7 Consultation for Threatened and Endangered Species with USFWS and Determination of MSHCP Compliance with CDFW.

Caltrans emailed Marc Brown from the Regional Water Quality Control Board (RWQCB) on January 3, 2013 confirming he will be the source of contact with regards to water quality issues.

Caltrans emailed Veronica Chan 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 Chan at the project site to field verify the Jurisdictional Delineation.

Caltrans coordinated with John M. Taylor of the USFWS on January 8, 2013. On January 9, 2013, Caltrans sent a species list request. Species list was received on February 6, 2012. On April 4, 2014, Caltrans received an e-mail from USFWS validating the 2013 Species list.

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 Riverside Conservation Authority (RCA) monthly meeting.

On December 3, 2013, the Transportation Conformity Working Group (TCWG) determined that this project is exempt from all air emissions analyses pending on the concurrence from Federal Highway Administration (FHWA). On December 9, 2013, TCWG received via email the concurrence from FHWA. Subsequently, TCWG reaffirmed the project as an Exempt Project on February 25, 2014 based on the latest details of the project alternatives.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

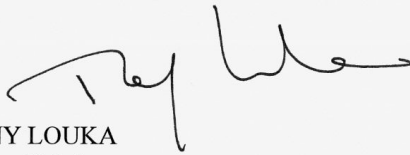
Memorandum

*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

From: TONY LOUKA
Office Chief
Environmental Engineering



File: 08- Riv-60- PM 22.1/26.5
Construct Truck Lanes and
Standard Shoulders
RTIP ID: 3TK04MA13
Project ID: RIV120201
EA: 0N69U

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.

The vehicle mix within the project limits contains 16 percent trucks. Because of the steep grades, automobiles with trailers, trucks, and buses have difficulty maintaining a reasonable speed throughout the entire segment.

Approximately 17.9 percent of the accidents in the eastbound direction involve trucks with trailers, and 28.4 percent of accidents involve pickup/panel trucks, because of the speed differential between high-speed passenger vehicles and slow-moving trucks. Approximately 13 percent of the accidents in the eastbound direction involve trucks with trailers, and 21.3 percent of accidents involve pickup/panel trucks.

Approximately 38.8 percent of the hitting-object accidents in the eastbound direction involve vehicles striking either the median barrier on the left or the guardrail or embankment slope on the right because of the horizontal restrictions. In the westbound direction, this number was increased, with approximately 50 percent of vehicles striking either the median barrier or guardrail/embankment slope.

Purpose

The purpose of this project is to improve safety, reduce traffic congestion, and improve operational characteristics along this segment of SR-60. This project would improve freeway operations by providing for trucks and other slow vehicles that face challenges on this segment and increase delays. Safety problems may arise when the reduction in speed of heavy trucks exceeds 10 mph along the grade. Trucks characteristically exhibit the lowest level of hill-climbing performance of all vehicles on highways and freeways. Thus, at uphill grades of sufficient length and steepness, their speed loss may be great enough that they impede the flow of traffic, reducing the capacity of the highway to carry traffic. Truck-climbing and/or truck-descending lanes would separate the slow moving trucks from passenger vehicles. It is anticipated that truck involvement in accidents will decrease as a result.

Standard shoulders throughout the limits of the project would provide some recovery room for errant vehicles that may leave the travelled way, and would allow slow vehicles to pull over safely.

Project alternatives under consideration include the following:

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, no capital cost is

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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.

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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.

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**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

3.1-2

TCWG Minutes February 25, 2013

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
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*Serious drought.
Help save water!*

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

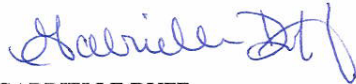
"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

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).*

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

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,

A handwritten signature in black ink that reads "Carol Roland-Nawi, Ph.D.".

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

464 W. 4th Street
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-7560
FAX (909) 383-6494

www.dot.ca.gov



*Serious drought.
Help save water!*

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,

A handwritten signature in cursive script, reading "Scott Quinnell".

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

"Caltrans improves mobility across California"

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



Serious drought.
Help save water!

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 ON69U 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,

A handwritten signature in cursive script, appearing to read "Scott Quinnell".

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

"Caltrans improves mobility across California"

SR-60 Truck Lanes Project

Proposed Wildlife Crossings Locations

The California Department of Transportation (Department) proposes 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 Mile (PM) 22.10 and Jack Rabbit Trail PM 26.50.

Beginning on February 5, 2013, and then in several additional meetings in 2013-2014, the Department 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 Riverside Conservation Authority (RCA) monthly meeting.

The following wildlife crossings have been identified and proposed as a result of inter-agency coordination, and technical analysis developed by the Department:

- Three Top Arch concrete boxes are located within the limit of the project at post mile 22.59, 23.22 and 23.58 ranging from 5.5' to 6.3' in width and 6.6' to 7.7' height these structures are suitable for small and medium animals. The arch culverts will be protected by incorporating retaining structures in lieu of extending them.
- The rest of the existing drainage structures (approximately 25 structures) are corrugated steel pipe ranging from 24" to 48" in diameters the will be rehabilitated and extended
- Additional wildlife crossings consisting of three 36" diameters reinforced concrete pipe (RCP) culverts, and three 60" diameters (RCP) will be constructed to accommodate small and medium size animals total cost around \$0.75 million
- Two large 17' x 17' and 19' x 18' reinforced concrete box culverts (RCB), and will have a total cost of approximately \$2.3 million is proposed to accommodate large animals. The box culvert at PM 25.09 will have an openness ratio of 0.63. The box culvert at PM 26.08 will have an openness ratio of 0.62.

3.2 Community Outreach and Public Involvement

A Notice of Availability (NOA) of an Initial Study/Environmental Assessment Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration and Opportunity for Public Hearing for the project was published in two newspapers including the *Press Enterprise* and *Unidos en el Sur de California*. See the table below for dates of publications.

Ad date	Newspaper	Notice
June 15, 2014	<i>The Press-Enterprise</i>	NOI/NOA/Opportunity for Public Hearing
June 20, 2014	<i>Unidos en el Sur de California</i> (Spanish Language)	NOI/NOA/Opportunity for Public Hearing
July 17, 2014	<i>The Press-Enterprise</i>	Announcement of Public Hearing, Extension of Public Comment Period, NOI/NOA
July 18, 2014	<i>Unidos en el Sur de California</i>	Announcement of Public Hearing, Extension of Public Comment Period, NOI/NOA
July 24, 2014	<i>The Press-Enterprise</i>	Announcement of Public Hearing (New Location) Extension of Public Comment Period, NOI/NOA
July 25, 2014	<i>Unidos en el Sur de California</i>	Announcement of Public Hearing (New Location) Extension of Public Comment Period, NOI/NOA

The notices also provided information on the availability of the Draft Initial Study/Environmental Assessment (IS/EA), review comment time period, and contact information for further information and/or submittal of comments. Notices were sent out on July 14, 2014 to all contacts who previously received copies of the Environmental Document and everyone who submitted a mailing address after the Notice of Availability/Opportunity for Public Hearing was published. A second notice was emailed out on July 23, 2014, with a revised public hearing notice indicating a change to the meeting venue. The change was made after a community member indicated that the first meeting venue did not provide adequate Americans with Disabilities Act accessibility.

In addition to the aforementioned published notices in newspapers of record pertinent to the project location, the Draft IS/EA and supporting technical studies were also available to download electronically at the Caltrans District 8 website: <http://www.dot.ca.gov/dist8/projects/riverside/sr60truckclimbing/index.htm>. Caltrans also provided notice of the circulation of the Draft IS/EA through the State Clearinghouse. The Notice of Completion was submitted to the State Clearinghouse on June 16, 2014.

The Draft IS/EA and technical studies were available for public review from June 16 to August 14, 2014 at the Caltrans District 8 Office, Moreno Valley Library, and Beaumont Library. In addition, information was provided to the City of Moreno Valley to post on its website.

In conjunction with the public circulation and review of the Draft IS/EA, a public meeting 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. Additionally, information was provided in English and Spanish. The Caltrans Project Manager gave a PowerPoint Presentation to explain the project limits, background, milestone dates, existing conditions, traffic data, accident rates, how the project would help the existing conditions, the proposed schedule, and the public comment process. After the formal presentation was complete, the meeting resumed to an Open House format, during which visitors could continue to view

exhibits, ask questions, submit written comments using comment cards, or provide verbal comments to the court reporter.

The following pages contain documentation indicating the distribution of the Draft IS/EA for public review.



PUBLIC NOTICE

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, 3 rd 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!

5/21/2015

Caltrans District 8 | Projects | SR-60 Truck Climbing

CALIFORNIA DEPARTMENT OF TRANSPORTATION

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PROJECTS | riverside county | SR-60 Truck Climbing

UPDATE: Circulation of Initial Study with Proposed Mitigated Negative Declaration / Environmental Assessment has been extended.

The circulation period is now from Monday, June 16, 2014 to Monday, August 11, 2014.

[Click Here for the DED](#)
[View a map of the proposed Build Alternative](#)

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. The public hearing location has been changed. The public hearing, in an open house format, will be held at Sunnymead Elementary School, 24050 Dracaea Avenue, in Moreno Valley, CA 92553. The public hearing will still be held on Thursday, July 31 from 6 p.m. to 8 p.m.

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

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

The Initial Study with Proposed Mitigated Negative Declaration / Environmental Assessment, as well as the related Technical Studies, are available for review and copying at the Caltrans District 8 Office, 464 West Fourth Street, San Bernardino, California 92401 on weekdays from 8:00 a.m. to 4:00 p.m. In addition, it is possible to view and copy the Initial Study with Proposed Mitigated Negative Declaration / Environmental Assessment, as well as the related Technical Studies, by visiting:

Moreno Valley Public Library

25480 Alessandro Blvd
Moreno Valley, CA
92553
Phone: 951-413-3880
M-Thurs: 9 am to 8 pm
Fri: 9 am to 6 pm
Sat: 9 am to 5 pm
Sun: 12 pm to 5 pm

Beaumont Library District

125 East Eighth Street
Beaumont, CA 92223
Phone: 951-845-1357
M, F, Sat: 10 am to 6 pm
Tues, Thurs: 10 am to 8 pm
Sun: 1 pm to 6 pm

If you wish to make a comment on the Proposed Mitigated Negative Declaration and IS/EA or regarding the proposed project in general, and you cannot attend the public hearing, your written comments regarding the project are still welcome. Your comments will be part of the public record. 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

<http://www.dot.ca.gov/dist8/projects/riverside/sr60truckclimbing/index.htm>

1/3

4 | Semana del 20 de junio de 2014

POLÍTICA

Unidos

CHABOT Y AGUILAR CONTIENDE PARA EL DISTRITO 31



capa y espada. Según el Comité de Campaña Demócrata para el Congreso (DCCC por sus siglas en inglés), Chabot in-

ter luchado para todos los estadounidenses, mientras servía en el ejército, así como reserva del sheriff adjunto. Cuestionar mi dedi-

bituales y estoy mirando para traerle a las familias locales el cambio que necesitan en Washington", comentó Aguilar.



THE ASSOCIATED PRESS
El Senador Kevin de León, segundo desde la izquierda, recibe las felicitaciones después de ser elegido como el nuevo presidente del Senado Pro Tem en el Capitolio.

Kevin De León elegido como presidente de Senado de California

AGENCIA EFE

El Senado de California eligió como nuevo presidente encargado al demócrata hispano Kevin De León, de Los Ángeles, a quien el actual presidente, Darrell Steinberg, había señalado como su favorito para sucederle.

En una reunión a puerta cerrada realizada el 14 de junio por el Caucus demócrata del Senado, De León resultó designado como el próximo reemplazo de Steinberg "por aclamación".

Para el analista político de Los Ángeles, José Cornejo, la presidencia del político latino marca una distinción y una responsabilidad para los hispanos.

"Que en 135 años de la historia del Senado por primera vez haya un latino como presidente del Senado es al-

go que nos enorgullece y todos tenemos que apoyarlo", opinó el experto en recientes declaraciones a Efe.

Steinberg, un demócrata judío que representa el Distrito 6 y que piensa continuar como presidente encargado hasta el fin de noviembre, cuando debe dejar la legislatura por completar su periodo, ha señalado a De León como un gran líder.

"Así como hemos construido uno de los años más productivos en la reciente historia de la legislatura, California puede esperar mucho más bajo el liderazgo del senador De León", indicó Steinberg al distinguir al hispano como su sucesor en el liderazgo del Senado.

"Amo el Senado y me siento honrado y abrumado por mis colegas", declaró en ese momento De León. El político hispano, naci-

do en San Diego y graduado de la Universidad de California Santa Bárbara, antes de iniciar su carrera política enseñó durante cinco años Inglés como Segundo Idioma y Ciudadanía Estadounidense, y fue miembro senior de la Asociación Nacional de Educación.

Luego de desempeñarse durante cuatro años como miembro de la Asamblea representando al Distrito 45, asumió la curul en el Senado el 6 de diciembre del 2010 reemplazando al angelino Gil Cedillo.

Aunque involucrado en una investigación federal por corrupción y sobornos contra el senador Ronald Calderón, su participación no ha sido ni probada ni desmentida, ni generó ninguna oposición a su nombramiento entre los demócratas del Senado.

Legislatura aprueba presupuesto

ALEJANDRO CANO
ESPECIAL PARA UNIDOS

A seis horas de que venciera el plazo constitucional, la Legislatura Estatal de California aprobó el domingo, 15 de junio, por la noche el presupuesto para el año fiscal 2014-2015, mismo que fue rechazado por grupos

66 millones para el pago de horas extras a trabajadores de servicios en el hogar (IHSS por sus siglas en inglés).

"El presupuesto proporcionará 64.7 millones de dólares para poner en práctica el proyecto de ley AB 60, el cual le concede licencias válidas de conducir a resi-

de 25-II; antes la Asamblea lo había aprobado con un voto de 55-24.

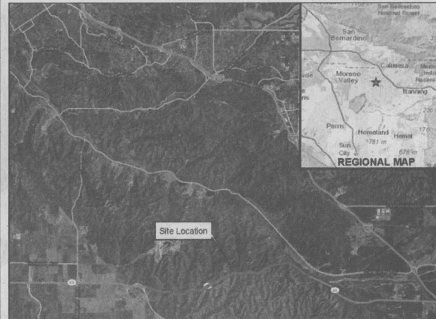
Entre los opositores a la propuesta presupuestal estuvieron el senador republicano local Mike Morrell, quien representa al distrito 23 de Rancho Cucamonga. Morrell argumentó que los ciudadanos fueron una vez más ignorados por el depoc-

Connie Conway, R-Tulare, escucha el debate sobre la ley de presupuesto con los asambleístas Isadore Hall, D-Compton, centro, y Jimmy Gómez, de LA.



AVISO AL PÚBLICO

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 Carreteras 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 (ISEA) 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 ISEA 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 ISEA/EA en la oficina del Comité de Transporte de la Condado de Riverside (RCTC) 4080 Lemon Street, 3 ^{er} 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/dists/
¿CÓMO PUEDES PARTICIPAR	¿Tienes algún comentario sobre el proyecto con un MND/FONSI y el ISEA? ¿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!

3.3 Comments and Responses to Comments on the Initial Study with Negative Declaration/Environmental Assessment

Table 3-1 lists the agencies, organizations, and persons who commented on the Draft IS/EA during the circulation period. The comment letters and cards and responses to the letters and cards are located in Appendix F.

Table 3-1: Comments Received

Comment ID #	Commenter	Date
1	California Department of Fish and Wildlife	July 15, 2014
2	South Coast Air Quality Management District	July 16, 2014
3	Southern California Gas Company	August 11, 2014
4	Kinder Morgan Energy Partners	August 21, 2014
5	Center for Biological Diversity et al (Jonathan Evans)	July 16, 2014
6	Residents for a Livable Valley (Raymond L. Johnson; Johnson & Sedlack)	July 16, 2014
7	Tom Brohard and Associates	August 10, 2014
8	Sierra Club (George Hague)	August 11, 2014
9	Kathleen Dale	August 11, 2014
10	Thomas Thornsley	August 11, 2014
11	Corinne Orozco	July 31, 2014
12	Melody Lardner	August 11, 2014
13	Ann McKibben	August 11, 2014
14a and b	Ron Roy	August 11, 2014 July 31, 2014
15	Betty Masters	July 31, 2014
16	Madeline Muntz	July 31, 2014
17	George Price	July 31, 2014
18	Deanna Reader	July 31, 2014
19	Michael McCoy	July 31, 2014
20	Nagwa Kassem	July 31, 2014
21	Susan Nash (Friends of the Northern San Jacinto Valley)	July 31, 2014
22	Jeffrey Gibba	July 31, 2014
23	Lindsay Robinson	July 31, 2014
24	Debra Craig	July 31, 2014
25	Tom Paulek (Friends of the Northern San Jacinto Valley)	August 9, 2014

Chapter 4 – List of Preparers

4.1 California Department of Transportation

The following Caltrans staff and consultants contributed to the preparation of this IS/EA.

Ray Desselle, Department of Transportation, Caltrans, District 08, District Landscape Architect, Louisiana State University. 35 years' experience, 31 years Caltrans Landscape Architecture. Contribution: Visual Impacts Assessment.

Gabrielle Duff, Senior Environmental Planner, M.A. Anthropology, University of California, Riverside. 20 years' experience in cultural resources management.

Maggi Elgeziry, Associate Environmental Planner (Natural Studies), B.A. in Environmental Studies from Carleton University, Ottawa, Canada, and an M.S. in Environmental Policy and Resource Management from American Public University System in West Virginia. 8 years of experience with the Department. Contribution: Natural Environment Study (NES), Multiple Species Habitat Conservation Plan (MSHCP) Consistency Determination, and Determination of Biologically Equivalent or Superior Preservation (DBESP).

Kurt Heidelberg, Senior Environmental Planner. M.A. Anthropology, University of California at Riverside, M.S. Computer Science, Virginia Commonwealth University. 24 years' experience in Environmental Planning. Contribution: Paleontological Studies.

Kerrie Hudson, Senior Environmental Planner. B.A. Business Administration, California Baptist University. 16 years' experience with Caltrans.

Bahram Karimi, Associate Environmental Planner/Paleontologist. 8 years of experience with Caltrans. M.S. Geology, Grahwal University India and B.S. Geology, Karnataka University India.

Roy King, RCE # 28000: Masters of Science, Water Resources Engineering, California State University, Fullerton, 1980. Bachelor of Science, Civil Engineering, University of Wyoming, 1966. 15 years of experience in Department Hydraulics Division; 10 years' experience in Department's Construction Division; 25 years of experience in various private engineering firms, government agencies, and overseas. Contribution: Location Hydraulic Report.

Tony Louka, Senior Transportation Engineer. B.S. Civil Engineering, University of Baghdad. 36 years' experience, 31 years' experience in Environmental Engineering. Contribution: Air Quality, Noise, Hazardous Waste.

Laleh Modrek, Transportation Engineer (Hazardous Waste Coordinator) B.S. Civil Engineering, California State University Los Angeles. 26 years working in Caltrans, 20 years of experience working in Environmental Engineering.

Hoang Pham, Transportation Engineer/Civil. 6 years of experience working in Air Quality and Noise for Caltrans. Contribution: Air Quality, Noise Study,

Scott Quinnell, Caltrans Senior Environmental Planner, Biological Studies & Permits Branch. B.S. Geography, M.S. Environmental Studies from Cal State University, Fullerton. 14 years'

experience. Contribution: Technical Expertise, Review and Approval of Biological Technical documents.

Tisa Rodriguez, Associate Environmental Planner. M.A. in Public Administration from San Diego State University. 8 years of experience in Environmental Planning.

Ahmad Shah Transportation Engineer Civil (P.E) Project Engineer. Kabul University Faculty Of Engineering 8 years' experience working in water resources 4 years computer data processing 3 years environmental engineering removal and installation of underground storage tanks. 21 years with Caltrans roadway design.

Mary K. Smith, Cultural Studies (Architectural History). M.A. in Historic Preservation Planning Cornell University. 16 years of cultural resource management experience; 9 years with Caltrans as an Architectural Historian. Contribution: Environmental document review.

Victoria Stosel, Cultural Studies (Archaeology). M.A. in Anthropology, California State University, Los Angeles. 11 years of cultural resource experience; 1 year with Caltrans as an Archaeologist. Contribution: Environmental document review.

4.2 Consultants

4.2.1 CULTURAL RESOURCE DOCUMENTS

Applied Earthworks

Carley Smith, Field technician. M.A. in Anthropology University of Oregon, B.A. in Anthropology University of Oregon. 4 years' experience in cultural resource management. Contribution: Archaeology Survey Report, archaeological assessment.

Susan K. Goldberg, Co-Principal Investigator. M.A. Anthropology, University of Missouri, Columbia. Member of the Register of Professional Archaeologists (R.P.A) since 1980. Over 30 years' experience in cultural resource management. Contribution: Archaeological Survey Report, Historical Resources Evaluation Report, Historic Property Survey Report.

John J. Eddy, Co-Principal Investigator. M.A. Anthropology, California State University, Northridge. Member of the Register of Professional Archaeologists (R.P.A) since 2013. Over 10 years' experience in cultural resource management. Contribution: Archaeological Survey Report, Historical Resources Evaluation Report, Historic Property Survey Report.

Josh Smallwood, Architectural Historian. M.A. Historic Preservation, Savannah College of Art and Design. Over 9 years' experience in historic property survey and evaluation. Contribution: Historical Resources Evaluation Report.

Matthew Armstrong, Lead Archaeological Surveyor. M.A. Anthropology, University of California, Santa Barbara. Over 10 years' experience in conducting archaeological surveys. Contribution: Archaeological Survey Report.

4.2.2 BIOLOGICAL RESOURCE DOCUMENTS

AMEC Environment and Infrastructure, Inc. (AMEC)

John F. Green, Stephen J. Myers, Scot Chandler, and Vesta Myers. Contribution: Selected habitat assessments; jurisdictional delineations; and focused surveys in compliance with the requirements of the MSHCP.

Scot Chandler, Senior Biologist. B.S. Applied Ecology, University of California at Irvine. 10+ years' experience in conducting wetland delineations. Contribution: Biological Documents.

4.2.3 VISUAL IMPACT ASSESSMENT

Parsons Brinckerhoff

Theresa Dickerson, Lead Environmental Planner, Parsons Brinckerhoff. California State Polytechnic University, Pomona; B.S., Landscape Architecture; 26 years of environmental planning and visual impact assessment. Contribution: Primary Author, Visual Impact Assessment.

Jessica C. Wilkinson, AICP, Senior Planner, Parsons Brinckerhoff. Master of Urban and Regional Planning, California State Polytechnic University, Pomona; B.A., Political Science/Public Administration, California State Polytechnic University, Pomona; A.S, Architectural Technology, Mount San Antonio College, Walnut; 12 years of municipal and environmental planning. Contribution: Environmental Support/GIS, Visual Impact Assessment.

Jeff Howard, Senior Supervising Planner, Parsons Brinckerhoff. Bachelors of Landscape Architecture, University of Arizona; 35 years of land use and environmental planning; Contribution: Technical Oversight.

Stephanie S. Oslick, AICP, Environmental Manager, Parsons Brinckerhoff. M.S., Environmental Studies, California State University Fullerton; B.S., Biological Sciences, University of Southern California; 18 years of environmental planning experience. Contribution: VIA & WQAR Quality Assurance/Quality Control Review.

4.2.4 WATER QUALITY ASSESSMENT REPORT

Parsons Brinckerhoff

Maisoon Afaneh, AICP, Lead Environmental Planner, Parsons Brinckerhoff. Kansas State University, M.A Regional and Community Planning, 18 years of transportation and environmental planning experience. Contribution: Primary Author, Water Quality Assessment. Jessica C. Wilkinson, AICP, Senior Planner, Parsons Brinckerhoff. Master of Urban and Regional Planning, California State Polytechnic University, Pomona; B.A., Political Science/Public Administration, California State Polytechnic University, Pomona; A.S, Architectural Technology, Mount San Antonio College, Walnut; 12 years of municipal and environmental planning. Contribution: Co-author, Water Quality Assessment.

Stephanie S. Oslick, AICP, Environmental Manager, Parsons Brinckerhoff. M.S., Environmental Studies, California State University Fullerton; B.S., Biological Sciences,

University of Southern California; 18 years of environmental planning experience. Contribution: VIA & WQAR Quality Assurance/Quality Control Review.

4.2.5 PALEONTOLOGICAL REPORT

Applied EarthWorks, Inc.

Jessica L. Debusk, Senior Project Manager, Paleontology Program Manager, Applied EarthWorks, Inc. B.S. Geology, Emphasis Paleobiology, University of Nevada, Reno, 2002. Contribution: PIR/PER.

Heather Clifford, Staff Paleontologist/Geologist Applied EarthWorks, Inc., Pasadena, CA. M.S. Geology, California State University, Los Angeles. B.A. Art – Photography, San Francisco State University, 2005. Contribution: PIR/PER.

Chapter 5 – Distribution List

5.1 Federal Agencies

Teri Raml, District Manager
California Desert District
Bureau of Land Management
22835 Calle San Juan De Los Lagos
Moreno Valley, CA 92553

Veronica Chan, Environmental Protection Specialist
Project Manager
U.S. Army Corps of Engineers
Los Angeles District
915 Wilshire Blvd, Suite 1101
Los Angeles, CA 90017

U.S. Department of Transportation
Federal Highway Administration
California Division
650 Capitol Mall, Suite 4–100
Sacramento, CA 95814

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

5.2 State Agencies

Heather Pert, Environmental Scientist
California Department of Fish and Wildlife
Inland Desert Region, Suite C-220
3602 Inland Empire Boulevard
Ontario, CA 91764

Kimberly Gazzaniga
Chief of Environmental Site Assessment
Department of Water Resources
3500 Industrial Blvd
West Sacramento, CA 95691

Marc Brown
California Regional Water Quality Control Board
Santa Ana Region 8
3737 Main Street, Suite 500
Riverside, CA 92501-3348

The Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

5.3 MPO/RTPA Agencies

Rongsheng Lou, Program Manager
Department of Compliance and Performance Monitoring
Division of Planning & Programs
Land Use and Environmental Planning
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

Anne Mayer, Executive Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Lori Stone
Executive Director
MARCH JPA
23555 Meyer Drive
Riverside CA 92518

5.4 County/Cities

Kecia Harper-Ihem
Riverside County Clerk of the Board
4080 Lemon Street, 1st Floor
Riverside, CA 92501

The County of Riverside Regional Park
Real Property Division
3133 Mission Inn Avenue
Riverside, CA 92507

Riverside County
Real Estate Division
3403 10th Street, Suite 500
Riverside, CA 92501

City of Banning
Community Development Department
Division of Planning
99 E. Ramsey Street
Banning, CA 92220-0998

Rebecca Deming, Director of Planning
City of Beaumont
Planning Department
550 East 6th Street
Beaumont, CA 92223

City of San Jacinto
Building "A" Planning
595 S. San Jacinto Avenue
San Jacinto, CA 92583

City of Moreno Valley
Planning Division
14177 Frederick Street
Moreno Valley, CA 92553

5.5 Transit Agencies

Rohan Kuruppu, Director of Planning
Riverside Transit Agency
1825 Third Street
Riverside, CA 92517-1968

Martha Cosentino
Pass Transit/Dial-A-Ride
Banning Community Center
789 N. San Geronimo Ave
Banning CA 92220

Burlington Northern Santa Fe Railway
740 E. Carnegie
San Bernardino, CA 92408

5.6 Conservation Agencies

Charlie Landry, Director
Western Riverside County
Regional Conservation Authority
Riverside Centre Building
3403 10th Street, Suite 320
Riverside, CA 92501

Shelli Lamb, Executive Director
Riverside-Corona Resource Conservation District
4500 Glenwood Drive, Building A
Riverside, CA 92501

5.7 Property Owners

Mr. Eugene Gabrych
2006 Old Highway 395
Fallbrook, CA 90028

Mr. Robert Schiffer/Frank Soschai
320 Superior Avenue, Suite 300
Newport Beach, CA 92660

Bob & Edna Namias St. Clair
P.O. Box 803
Redlands, CA 92373

Professors High Landerson
14225 Corporate Way
Moreno Valley, CA 92558

Highland Fairview Properties
14225 Corporate Way
Moreno Valley, CA 92558

Raceway Properties
14225 Corporate Way
Moreno Valley, CA 92558

Mr. Arnold Applebaum
12975 McGehee Drive
Moreno Valley, CA 92555

Hawkins Family Estate
2702 Hillcrest Drive
Las Vegas, NV 91750

Raul Zacala
303 Hargrove Street
Ingelwood, CA 90302

Mission Viejo Company
1250 Corona Point Court
Corona, CA 92879

5.8 Utility Companies

Karen Cadavona, Senior Corporate Representative
Third Party Environmental Review
Southern California Edison
2244 Walnut Grove Avenue, Quad 4C, 472A
Rosemead, CA 91770

Ryan Roth
Principle Planner
Riverside County Waste Management Department
14310 Frederick Street
Moreno Valley, CA 92553

Dan Jagers
District Engineer
Beaumont-Cherry Valley Water District
560 Magnolia Ave
Beaumont, CA 92223-2258

Eastern Municipal Water District
P.O. Box 8300
Perris, CA 92572-8300

Western Municipal Water District
14205 Meridian Parkway
Riverside, CA 92518

Gertman Thomas
The Gas Company
PO Box 3003
Redlands, CA 92373

Don Quinn
Head Engineer
Pipeline Inquiries
Kinder Morgan
1100 Town & Country Road
Orange, CA 92868

SUNESYS
Western Regional Office
226 North Lincoln Ave
Corona, CA 92882

Charter Communications
Corporate Headquarters
400 Atlantic Street,
Stamford, CT 06901

AT&T Corporate Office
300 North Continental Blvd
El Segundo, CA 90245

Verizon California Inc.
112 Lakeview Canyon Rd
Westlake Village, CA 91362

5.9 Emergency Services

Chief John Hawkins
Riverside Unit
Cal Fire
210 W San Jacinto
Perris, CA 92570

Sergeant Willie Bowen
Inland Division
California Highway Patrol
8118 Lincoln Ave,
Riverside, CA 92504-4347

Officer Darren Meyer
Border Division
California Highway Patrol
195 Highland Springs Ave
Beaumont, CA 92223-2511

Captain Geoff Raya
Cabazon Station
Riverside County Sherriff's Department
PO Box #457
Cabazon, CA. 92230

Bruce Barton
Director of EMS
Riverside County EMS Agency
4065 County Circle Dr, Ste 102
Riverside, CA 92503

Appendix A – CEQA Checklist

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Appendix A – CEQA Checklist

CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title:	State Route 60 Truck Lanes
Lead agency name and address:	Caltrans District 8 464 West 4th Street, 6th Floor MS 823 San Bernardino, CA 92401
Contact person and phone number:	Kerrie Hudson (909) 383-5918
Project Location:	Riverside County
Project sponsor's name and address:	Same
General plan description:	Rural
Zoning:	Open Space/Conservation Habitat
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)	Build west & eastbound truck lanes, widen shoulders inside/out and repave roadway. Drainage & wildlife crossings.
Surrounding land uses and setting; briefly describe the project's surroundings:	Rural and mountainous area
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	USACOE, USF&WS, CDFW, RWQCB, RCTC, Caltrans

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist for additional information.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources/Paleo	<input checked="" type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials	<input checked="" type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature:	Date:
Printed Name: Kerrie Hudson, Senior Environmental Planner	For: Caltrans D08

CEQA Environmental Checklist**08-Riv-60****22.1 to 26.5****0N69U/0812000307**

Dist.-Co.-Rte.

P.M/P.M.

E.A./P.N.

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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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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

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov



*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.

A handwritten signature in blue ink, reading "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

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Appendix C – Environmental Commitment Record

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Appendix C – Environmental Commitment Record

Date: (May 2015)

Project Phase:

☒ PA/ED (DED/FED)

☐ PS&E Submittal

☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD (State Route 60 Truck Lanes Project)

08-SBd-60

PM 22.10/26.50

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	
Traffic and Transportation/Bicycle and Pedestrian Facilities											
TRF-1: Caltrans will prepare a Traffic Management Plan (TMP) to ensure that local and regional traffic moves efficiently during construction. The TMP and the construction plans will be provided to community agencies, such as the fire and police departments, prior to project commencement. The information provided will include access and traffic management plans that describe any projected temporary street closures or expected traffic delays due to construction vehicles on the roadway. The following elements will be major components of the project TMP: The following elements will be major components of the project TMP: a. A public awareness campaign related to the scheduling of work.	2-47	IS/EA, TMP	District Design / District Traffic Management / District PIO/RCTC / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
b. A construction zone enforcement enhancement program (COZEEP). c. Use of portable changeable message signs (PCMS). d. Road closures planned to minimize impacts on local circulation to the maximum extent feasible.											
Visual/Aesthetics											
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.	2-70	IS/EA, VIA	District Design / District Landscape Architecture / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
AV-2: The use of gabion baskets may be considered in lieu of traditional retaining walls in order to enhance the aesthetics of retained slopes.	2-71	IS/EA, VIA	District Design / District Landscape Architecture / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction							
AV-3: Cut/fill slopes will be re-vegetated using native plant materials to reduce erosion and facilitate vegetation growth.	2-71	IS/EA, VIA	District Design / District Landscape Architecture / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction							
AV-4: Trees removed as part of the project will be replaced at a ratio of 3:1.	2-71	IS/EA, VIA	District Design / District Landscape Architecture / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
AV-5: Paved drainage "V"—ditches, over side drains, and headwalls will be stained to blend with the native vegetation and slopes.	2-71	IS/EA, VIA	District Design / District Landscape Architecture / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction							
<u>Cultural Resources</u>											
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.	2-75	IS/EA	RE/Contractor	Construction	Standard Specs 2010: 14-2 Cultural Resources.	Contact Gabrielle Duff at (909) 383-6933 or Gary Jones at (909) 383-7505.					
CR-2: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC)	2-75	IS/EA	RE/Contractor	Construction	Standard Specs 2010: 14-2.02A Archeological Resources: General.	Contact Gabrielle Duff at (909) 383-6933 or Gary Jones at (909) 383-7505.					

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										YES	NO
Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505 so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.											
Water Quality and Storm Runoff											
WQ-1: Incorporate Design Pollution Prevention and Treatment Best Management Practices (BMPs) in accordance with Caltrans' <i>Stormwater Quality Handbooks-Project</i>	2-123	IS/EA, WQAR/SWMP	District Design / District Storm Water / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
<i>Planning and Design Guide.</i> 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.											

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										YES	NO
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											

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										YES	NO
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.	2-123	IS/EA, WQAR	District Design / District Storm Water / Resident Engineer / Contractor	Final Design, Construction							
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.	2-123	IS/EA, WQAR	District Design / District Storm Water / Resident Engineer / Contractor	Final Design, Construction							
WQ-4: Project Contractor shall implement one of the options cited in Section XIII(A)(2) of the Construction General Permit to demonstrate compliance.	2-123	IS/EA, SWPPP/CGP	Design Engineer/ Resident Engineer/ Contractor	Final Design, Construction							

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									YES	NO	
Paleontology											
PA-1: A Paleontological Mitigation Plan (PMP) shall be prepared during final project design by a qualified paleontologist. The PMP will detail all the measures to be implemented in the event of paleontological discoveries. The PMP shall include, at a minimum, elements a through e. 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) There will be a signed repository agreement with an appropriate	2-135	IS/EA, PIR/PER	District Design / District Paleontological Studies / Resident Engineer / Contractor	Final Design, Construction	NSSP						

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										YES	NO
repository that meets Caltrans requirements and is approved by Caltrans. 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.											

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										YES	NO
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.	2-135	IS/EA, PIR/PER	District Design / District Paleontological Studies / Resident Engineer / Contractor	Final Design, Construction	NSSP						
Hazardous Waste/Materials											
HW-1: Caltrans Standard Special Provisions (SSP) 7-1.02K(6)(j)(iii), A Lead Compliance Plan will be required. The purpose of SSP 7-1.02K(6)(j)(iii) is to require the Contractor to have and implement a lead compliance plan prepared by a Certified Industrial Hygienist (CIH). It must be used whenever disturbance (e.g., excavation) of earth material (e.g., soil) that could result in lead exposure will occur, but the lead concentrations are below hazardous waste	2-138	IS/EA, ISA Checklist	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	SSP 7-1.02K (6)(J)(III) Lead Compliance Plan.						

Date: (May 2015)

Project Phase:

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										YES	NO
thresholds (below 1,000 mg/kg total lead and below 5 mg/l soluble lead) and disposal in a permitted landfill is not required. 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.											
HW-2: Caltrans SSP 14-11.07, Handling the removal of yellow traffic stripe and pavement markings with hazardous waste residue. Section 14-11.07 includes specifications for removing existing yellow thermoplastic and yellow painted traffic stripe and pavement marking. The residue from the removal of this material is a Caltrans-generated hazardous waste. Residue from removal of yellow thermoplastic and yellow painted traffic stripe	2-138	IS/EA, ISA Checklist			SSP 14-11.07						

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										YES	NO
and pavement marking contains lead chromate. The average lead concentration is at least 1,000 mg/kg total lead or 5 mg/l soluble lead. When applied to the roadway, the yellow thermoplastic and yellow painted traffic stripe and pavement marking contained as much as 2.6 percent lead. Residue produced from the removal of this yellow thermoplastic and yellow painted traffic stripe and pavement marking contains heavy metals in concentrations that exceed thresholds established by the Health & Safety Code and 22 CA Code of Regs.											
HW-3: Caltrans SSP 14-11.09: Handling of treated wood waste. Section 14-11.09 includes specifications for handling, storing, transporting, and disposing of treated wood waste.	2-138–2-139	IS/EA, ISA Checklist			SSP 14-11.09						

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										YES	NO
HW-4: SSP 15-1.03B: Handling of residue containing lead from paint and thermoplastic. The residue from grinding or cold planing contains lead from paint and thermoplastic. The average lead concentrations are less than 1,000 mg/kg total lead and 5 mg/L soluble lead.	2-139	IS/EA, ISA Checklist			SSP 15-1.03B						
HW-5: SSP 15-2.02C(2): Handling the removal of traffic stripes and pavement markings containing lead. 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.	2-139	IS/EA, ISA Checklist			SSP 15-2.02C(2)						

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										YES	NO
Air Quality											
AIR-1: The project would conform to Caltrans construction requirements, as specified in the Caltrans Standard Specifications, Section 14-9.02 (Air Pollution Control) and Section 14-9.03 (Dust Control), for asphalt concrete emissions and all earthwork, clearing and grubbing, and roadbed activities involving heavy construction equipment.	2-164	IS/EA	Resident Engineer / Contractor	Construction	Standard Specs 2010: Section 14-9 Air Quality.						
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.	2-164	IS/EA									

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										YES	NO
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.	2-164	IS/EA									
AIR-4: All graders, excavators, and scrapers used for site grading and excavation shall meet EPA Tier-3 emissions standards or higher.	2-164	IS/EA									
AIR-5: All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.	2-164	IS/EA									

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										YES	NO
AIR-6: All on-road and off-road equipment shall comply with CARB commercial vehicle idle regulations.	2-164	IS/EA									
AIR-7: Use electricity from power poles, rather than temporary diesel- or gasoline-powered generators if or where feasible.	2-164	IS/EA									
AIR-8: Use on-site mobile equipment powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) as feasible.	2-164	IS/EA									
AIR-9: Use solar-powered signal boards.	2-164	IS/EA									
AIR-10: Develop a construction traffic management plan that includes, but is not limited to: (1) consolidating truck deliveries; (2) providing a rideshare or shuttle service for construction workers; and (3) providing dedicated turn lanes for movement of construction trucks and equipment on and off site.	2-164	IS/EA									

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										YES	NO
AIR-11: 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.	2-164	IS/EA									
Noise											
NOI-1: The contractor shall comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract.	2-180	IS/EA	RE/Contractor	Construction	Standard Specs 2010: 14-8.02						
NOI-2: Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project site without the muffler.	2-180	IS/EA	RE/Contractor	Construction	Standard Specs 2010: 14-8.02						

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									YES	NO	
Natural Communities											
The following measures will be incorporated to avoid and minimize impacts to natural communities and associated species: NC-1: To designate Environmentally Sensitive Areas (ESA) to be preserved, prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around coastal sage scrub, mixed chaparral, oak woodland and riparian communities adjacent to the project footprint, as well as around any trees that can be avoided within the project footprint. Full avoidance (i.e., no construction activity of any type) will be permitted within these ESAs. In addition, heavy equipment, including motor	2-190	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
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 reports documenting the monitoring activities.	2-190	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
NC-3: Oak trees will be avoided to the greatest extent feasible, and any removal will be coordinated with the monitoring Biologist (see NC-2). For all oaks removed, oak tree replanting will occur on site or off site to replace any removed or degraded oak trees as a result of the project. An oak replanting plan and replanting ratio will be coordinated with CDFW and the County of Riverside.	2-191	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							
NC-4: 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 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,	2-191	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
"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-5: Dust management practices consistent with applicable drought-related restrictions will be employed to control dust and thus minimize impacts on adjacent vegetation.	2-191	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							
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,	2-191	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
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: 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	2-191	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
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."											
NC-8: In accordance with MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C, 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. The construction area(s) will be the absolute minimal area	2-191	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
necessary to complete the project and will be specified in the construction plans. Construction limits adjacent to sensitive resource areas will be demarcated using ESA fencing as in NC-1 (e.g., orange snow screen). Access to sites will be from pre-existing access routes to the greatest extent possible.											
NC-9: 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 the MSHCP Section 6.1.4.	2-191–2-192	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							
NC-10: The project will minimize unauthorized public access and dumping to MSHCP conservation areas. This can be accomplished by the use of barriers such as native vegetation, rocks/boulders,	2-192	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
walls, or fencing as access barriers, as referenced in MSHCP Section 6.1.4.											
Wetlands and Other Waters											
WET-1: For consistency under the MSHCP and as mitigation under the DBESP, the "Construction Guidelines" provided in MSHCP Section 7.5.3, as well as standard BMPs in MSHCP Appendix C (Page IC-1 through IC-3), will minimize and avoid impacts on sensitive species, sensitive habitats, and riparian/riverine resources occurring adjacent to the project. Plans for water pollution and erosion control will be prepared as part of the Storm Water Pollution Prevention Plan (SWPPP). "The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management	2-244–2-245	IS/EA, NES	Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
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 in accordance with the statewide Construction General Permit (NPDES No. CAS000002) (MSHCP Volume I, Appendix C) and will ensure that no fluids or sediment from construction will enter into fenced ESAs. b) New surface flows will be treated prior to reaching waterways. c) "Sediment and erosion control measures will be implemented until such time soils are determined to be											

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<p>successfully stabilized" (refer to MSHCP Volume I, Section 7.5.3).</p> <p>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."</p> <p>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</p>											

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										YES	NO
of riparian-associated species as 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"											

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										YES	NO
(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											

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										YES	NO
<p>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).</p> <p>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</p>											

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										YES	NO
contain runoff" (refer to MSHCP Volume I, Section 7.5.3).											
WET-2: For consistency under the MSHCP and as mitigation under the DBESP, 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, toxics, lighting, noise, and landscape design.	2-245	IS/EA, CGP/NES	Landscape Architecture/ Resident Engineer/ Contractor	Design/Construction	Section 21 of Standard Specifications						
WET-3: To mitigate permanent impacts on riparian/riverine habitat and federal and state jurisdictional waters, credits will be purchased or permittee-responsible creation/ preservation will be performed at a 3:1 ratio	2-245	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
for impacts on 0.166 acre of riparian habitat, 0.258 acre of CDFW streambed, and 0.0 acre of wetlands. To confirm, the 0.258 acre of CDFW streambed is inclusive of 0.258 acre of USACE non-wetland waters of the U.S. 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.											
WET-4: 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	2-245	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
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-5: "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).	2-245	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
Plant Species											
PS-1: 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. If avoidance is not feasible, and 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	2-250	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
within the BSA or within temporary impact areas upon the completion of all construction activities. Additional requirements may be deemed necessary during coordination with CDFW. If the focused survey determines that Parry's spineflower or San Bernardino aster is not present, PS-1 will not be required.											
Animal Species											
AS-1: 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	2-260	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
consultation with the 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).											

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										YES	NO
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) Agency Approval: The burrowing owl management plan will need approval by RCA, USFWS, and CDFW prior to construction commencement.											

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										YES	NO
AS-2: A qualified biologist shall survey for American badger concurrent with the pre-construction survey for burrowing owl and nesting bird surveys. If badgers are detected, the biologist shall 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 shall avoid the den and disturbance to 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 shall be collapsed by hand to prevent occupation of the burrow between the time of the survey and construction activities.	2-260	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							
AS-3: To avoid potential effects on fully protected raptors and other nesting birds protected by the	2-261	IS/EA, NES	District Design / District Biological Studies /	Final Design, Construction							

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										YES	NO
MBTA and state 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, and/or grading, will occur outside of the nesting bird season (January 1 through August 31). In the event that initial groundwork cannot be conducted outside the bird breeding season, focused surveys will be conducted no more than three days prior to any construction or ground-disturbing activities. b) During the period from January 1 through February 15, the surveys would focus on			Resident Engineer / Contractor								

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										YES	NO
areas suitable for raptor nesting. Should nesting birds be found, an exclusionary buffer will be established by the biologist. The buffer may be up to 500 feet in diameter depending on the species of nesting bird found; however, this buffer can be confirmed with CDFW. 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											

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										YES	NO
<p>habitat for (and/or occupied by) coastal California gnatcatcher (CAGN) (discussed in Section 2.19, below) and located within MSHCP criteria areas and public/quasi-public lands. For these areas, the habitat removal restriction is from June 30 to August 15; 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.</p> <p>c) Construction within the exclusionary buffer up to 500 feet of nesting birds during the bird nesting season will only</p>											

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										YES	NO
occur if a qualified biologist conducts noise monitoring to ensure that noise levels do not increase above ambient noise levels. Any exceptions will require prior consultation and approval from CDFW and USFWS.											
AS-4: The qualified project biologist will monitor daytime and nighttime construction activities for the duration of the proposed 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	2-261	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
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-5: 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)."	2-261	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							
AS-6: 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	2-261–2-262	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
movement and to maintain function of these areas for wildlife movement and connectivity.											
AS-7: 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 identified in the Bat Habitat Suitability Report (i.e., culverts 3, 5, 7, 13, 17, 22, 31, 34). For structures confirmed to be potentially suitable for bat roosting/nursery, exit counts and acoustic surveys will be performed in spring/summer prior to	2-262	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
<p>construction to determine whether a structure supports a nursery or roost and by which species.</p> <p>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 which will be required to lessen impacts to less than significant.</p> <p>ii) Monitoring activities and schedule will be included in the report, including frequency of monitoring, which structures would need</p>											

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										YES	NO
<p>to be monitored, and reporting requirements.</p> <p>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.</p> <p>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</p>											

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										YES	NO
in item i above), which will be reviewed and approved by CDFW.											
AS-8: Noise reduction measures will be implemented when working near or adjacent to all natural lands 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."	2-262	IS/EA									

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										YES	NO
<u>Threatened and Endangered Species</u>											
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.	2-269	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							
<u>Invasive Species</u>											
INV-1: Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth (MSHCP Volume I, Section 7.5.3).	2-271	IS/EA									
INV-2: Bare soil within the project impact area will be landscaped with Caltrans-recommended native seed mix 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	2-271–2-272	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
Riverside County, CA. 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											

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										YES	NO
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	2-272	IS/EA, NES	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction							

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										YES	NO
or other sensitive habitats (MSHCP Vol I, Section 7.5.3 and MSHCP Volume I, Appendix C).											
Climate Change											
GHG-1: According to Caltrans' Standard Specifications, the contractor must comply with all local Air Pollution Control District's (APCD) rules, ordinances, and regulations for air quality restrictions.	2-294	IS/EA,									

Appendix D – List of Technical Studies

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Air Quality Exemption Memo, March 12, 2014.

Air Quality Request for SCAG TCWG Concurrence in Use of Conformity Exemption for Truck Lanes Project, November 19, 2013.

Historic Property Survey Report (April 2014).

- Archaeological Survey Report (April 2014).
- Historical Resources Evaluation Report (April 2014).
- Native American Consultation (April 2014).

Updated Initial Site Assessment Checklist, March 25, 2014.

Location Hydraulic Study, March 27, 2014.

Summary Floodplain Encroachment Report, March 27, 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.

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.

~~Storm Water Data Report, March 23, 2011.~~

Traffic Data Information Memorandum, June 2014.

Methodology Memorandum for the Traffic Data Information Memorandum, April 2, 2015.

Draft Traffic Management Plan, February 25, 2014.

Visual Impact Assessment, March 27, 2014.

Water Quality Assessment Report, March 26, 2014.

Air Quality Memorandum, May 2015.

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Appendix E – Acronyms and Abbreviations

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Appendix E – Acronyms and Abbreviations

1. μ Pa - micro-Pascals
2. $\mu\text{g}/\text{m}^3$ – micrograms per cubic meter
3. AADT – Average Daily Truck Traffic
4. AB – Assembly Bill
5. AB 32 – Assembly Bill 32
6. AB 1493 – Assembly Bill 1493
7. AASHTO – American Association of State Highway and Transportation
8. ACOE - United States Army Corp of Engineers
9. ACM – Asbestos Containing Materials
10. ADA – Americans with Disabilities Act
11. ADL – Aerially Deposited Lead
12. \AA – Applied Earthworks
13. AGR – Agricultural Supply
14. AJD – Approved Jurisdictional Determination
15. AMEC – AMEC Environmental and Infrastructure, Inc.
16. APCD – Air Pollution Control District's
17. APE: Area of Potential Effects
18. ARB – California Air Resources Board
19. AS – Aggregate Subbase
20. ASR – Archaeological Survey Report
21. ATCMs – Airborne Toxic Control Measures
22. Basin – South Coast Air Basin
23. BLM – Bureau of Land Management
24. BMPs - Best Management Practices
25. BOR – Bureau of Reclamation
26. BSA – Biological Study Area

- 27. CAA – Clean Air Act
- 28. CAAQS – California Ambient Air Quality Standards
- 29. CAC – County Agricultural Commissioner
- 30. CAGM – Coastal California Gnatcatcher
- 31. CAGN – coastal California gnatcatcher
- 32. CARB - California Air Resources Board
- 33. Caltrans – California Department of Transportation
- 34. Cal/EPA - California Environmental Protection Agency
- 35. CalEPPC – California Exotic Pest Plant Council
- 36. CAL FIRE – California Department of Forestry and Fire Protection
- 37. CDFA – California Department of Food and Agriculture
- 38. CDFW - California Department of Fish and Wildlife
- 39. CERCLA - Comprehensive Environmental Response, Compensation and Liability Act of 1980
- 40. CERFA - Community Environmental Response Facilitation Act of 1992
- 41. CEQ - Council on Environmental Quality
- 42. CEQA - California Environmental Quality Act
- 43. CERCLA – Comprehensive Environmental Response, Compensation and Liability Act of 1980
- 44. CESA – California Endangered Species Act
- 45. CFR – Code of Federal Regulations
- 46. Cfs – Cubic Foot per Second
- 47. CGP – Construction General Permit
- 48. CH₄ – methane
- 49. CHP – California Highway Patrol
- 50. CMP – Consolidated Monitoring Plan
- 51. CNDDDB – California Natural Diversity Data Base

- 52. CNEL – Community Noise Equivalent Level
- 53. CNPS – California Native Plant Society
- 54. CO – carbon monoxide
- 55. CO₂ – carbon dioxide
- 56. Coastal Commission – Bay Conservation and Development Commission or Tahoe Regional Planning Agency
- 57. County – Riverside
- 58. CO-CAT - Coastal Ocean Climate Action Team
- 59. CO Protocol – Transportation Project-Level Carbon Monoxide Protocol
- 60. CTP - California Transportation Plan
- 61. CWA – Clean Water Act
- 62. DAMP – Drainage Area Management Plan
- 63. DBSEP - Determination of Biologically Equivalent or Superior Preservation
- 64. dBA – A-weighted decibels
- 65. dbh – diameter at breast height
- 66. DHV – Design Hour Volumes
- 67. Department - California Department of Transportation
- 68. dld – drip line diameter

- 69. difluoroethane – HFC-152a
- 70. DOC – Department of Conservation
- 71. DPM – diesel particulate matter
- 72. DSA – Disturbed Soil Area
- 73. EA – Environmental Assessment
- 74. EA – Expenditure Authorization
- 75. EB – Eastbound
- 76. ECI – Eastern Information Center
- 77. ECR - Environmental Commitments Record
- 78. EO – Executive Order
EO 11990 – Executive Order for the Protection of Wetlands
- 79. EPA – Environmental Protection Agency
- 80. ESA – Environmentally Sensitive Area
- 81. F – Fahrenheit
- 82. FCAA – Federal Clean Air Act
- 83. FEMA – Federal Emergency Management Agency
- 84. FESA – Federal Endangered Species Act
- 85. FIRM – Flood Insurance Rate Map
- 86. FHW – Federal Highway Administration
- 87. FHWA – Federal Highway Administration
- 88. FIFRA - Federal Insecticide, Fungicide, and Rodenticide Act
- 89. FIRM – Flood Insurance Rate Map
- 90. fluoroform – HFC-23
- 91. FMMP – Farmland Mapping and Monitoring Program
- 92. FPPA – Farmland Protection Policy Act
- 93. Ft – Foot/feet
- 94. FTA – Federal Transit Administration

- 95. FTIP – Federal Transportation Improvement Program
- 96. GHG - Greenhouse Gas
- 97. GWMZs – Groundwater Management Zones
- 98. GWR – Groundwater Recharge
- 99. H₂S – hydrogen sulfide
- 100. HAPs – hazardous air pollutants
- 101. HCP – Habitat Conservation Plan
- 102. HMA – Hot Mix Asphalt
- 103. HMA-BB – hot-mix asphalt bond break
- 104. HPSR – Historic Property Survey Report
- 105. HRER – Historic Evaluation Report
- 106. H:V – horizontal to vertical
- 107. Hz - Hertz
- 108. I-10 – Interstate 10
- 109. I-15 – Interstate 15
- 110. IND – Industrial Service Supply
- 111. IP – Individual Permit
- 112. IPCC – Intergovernmental Panel on Climate Change
- 113. IS - Initial Study
- 114. IS/EA – Initial Study/Environmental Assessment
- 115. ISA – Initial Site Assessment
- 116. ITSP – Interregional Transportation Strategic Plan
- 117. IPCC - Intergovernmental Panel on Climate Change
- 118. IRIS – Integrated Risk Information System
- 119. ISA – Initial Site Assessment
- 120. ITS - Intelligent Transportation System

- 121. ITSP – Interregional Transportation Strategic Plan
- 122. IGR - Intergovernmental Review
- 123. JD – Jurisdictional Delineation
- 124. JPCP – Jointed Plane Concrete Pavement
- 125. JSA – Jurisdictional Study Area
- 126. KV or KVs – Key View or Key Views
- 127. LACM – Natural History Museum of Los Angeles County
- 128. LAPM – Los Angeles Pocket Mouse
- 129. LBP – Lead Based Paint
- 130. LBV – Least Bell’s vireo
- 131. LCB – Lean Concrete Base
- 132. LCP – Lead Compliance Plan
- 133. Ldn – day-night level
- 134. LEDPA – least environmentally damaging practicable alternative
- 135. Leq - equivalent continuous sound level
- 136. Leq(h) - equivalent continuous sound level per hour
- 137. Lmax – maximum sound level
- 138. LOMR – Letter of Map Revision
- 139. LOS – Levels of Service
- 140. Lxx – xx percentile-exceeded sound level
- 141. MBTA – Migratory Bird Treaty Act
- 142. MCE – maximum credible earthquake
- 143. MDAQMD – Mojave Desert Air Quality Management District
- 144. MF – mixed flow lane
- 145. Mi – mile/miles
- 146. Mph – miles per hour

- 147. MLD - Most Likely Descendent
- 148. MPO – Metropolitan Planning Organization
- 149. MS4 – Municipal Separate Storm Sewer Systems
- 150. MSAT – Mobile-Source Air Toxics
- 151. MSHCP – Multiple Species Habitat Conservation Plan
- 152. MUN – Municipal and Domestic Supply
- 153. MVHS – Moreno Valley High School
- 154. MVHS – Moreno Valley Historical Society
- 155. N₂O – nitrous oxide
- 156. NAAQS – National Ambient Air Quality Standards
- 157. NAC – Noise Abatement Criteria
- 158. NAHC - Native American Heritage Commission
- 159. NATA – National Air Toxics Assessment
- 160. NCCP – Natural Communities Conservation Plan
- 161. ND - Negative Declaration
- 162. NEPA - National Environmental Policy Act
- 163. NES – Natural Environment Study
- 164. NESHAP - National Emission Standard for Hazardous Air Pollutants
- 165. NHMLAC – Natural History Museum of Los Angeles County
- 166. NHPA – National Historic Preservation Act
- 167. NHS – National Highway System
- 168. NHTSA - National Highway Traffic Safety Administration
- 169. NO₂ – nitrogen dioxide
- 170. NOA – Notice of Availability
- 171. NOA – Naturally Occurring Asbestos
- 172. NOAA - National Oceanic and Atmospheric Administration

- 173. NOAA Fisheries Service – National Oceanic and Atmospheric Administration’s National Marine Fisheries Service
- 174. NO_x – nitrogen oxides
- 175. NOI – Notice of Intent
- 176. NPDES – National Pollutant Discharge Elimination System
- 177. NPS – National Park Service
- 178. NRCS – Natural Resources Conservation Service
- 179. NSSP – Non Standard Specification Provision
- 180. NSR – Noise Study Report
- 181. NWP – Nation-wide Permit
- 182. O₃ – Ozone
- 183. OC – Overcrossing
- 184. ONT – Ontario International Airport
- 185. OS-CH – Open Space-Conservation Habitat
- 186. OSHA - Occupational Safety and Health Act
- 187. OS-R – Open Space-Recreation
- 188. OS-RUR – Open Space-Rural
- 189. OPR - Office of Planning and Research
- 190. OSTP – Office of Science and Technology Policy
- 191. PA – Programmatic Agreement
- 192. PA/ED - Project Approval & Environmental Document
- 193. Pb – lead
- 194. PDT - Project Development Team
- 195. PE – Project Engineer
- 196. PER – Paleontological Evaluation Report
- 197. PF – Public Facilities
- 198. PGA – Peak Horizontal Ground Acceleration

- 199. PGDR – Preliminary Geotechnical Design Report
- 200. Phase II – SR-60/Moreno Beach Drive Interchange
- 201. PHV – Peak Hour Volume
- 202. PIR – Paleontological Identification Report
- 203. PLAC – Permit, licenses, authorization certification
- 204. PM – Post Mile
- 205. PM – Particulate Matter
- 206. PM_{2.5} – particles of 2.5 micrometers or smaller
- 207. PM₁₀ – particles of 10 micrometers or smaller
- 208. PMP – Paleontological Mitigation Plan
- 209. PN – Project Number
- 210. POM – Polycyclic organic matter
- 211. PPDG – Project Planning and Design Guide
- 212. ppm – part per million
- 213. PRC - Public Resources Code
- 214. PROC – Industrial Process Supply
- 215. PRPA – Paleontological Resources Preservation Act
- 216. PS&E – Project Specifications and Estimates
- 217. PSQ – Professionally Qualified Staff
- 218. RAP – Relocation Assistance Program
- 219. RCA – Riverside Conservation Authority
- 220. RCB –reinforced concrete box culverts
- 221. RCBAP – Reche Canyon/Badlands Area Plan
- 222. RCFC = Riverside County
- 223. RCIT – Riverside County vegetation mapping
- 224. RCP – reinforced concrete pipe

- 225. RCRA - Resource Conservation and Recovery Act of 1976
- 226. RCTC – Riverside County Transportation Commission
- 227. RCTLMA – Riverside County Transportation and Land Management Agency
- 228. Region 8 – Santa Ana RWQCB
- 229. Resources Agency – California Natural Resources Agency
- 230. RHMA – Rubberized Hot Mix Asphalt
- 231. RM – Rural Management
- 232. ROG – reactive organic gases
- 233. ROW – Right of Way
- 234. RTP – Regional Transportation Plan
- 235. RTP/SCS – Regional Transportation Plan/Sustainable Communities Strategy
- 236. RWDS – Right of Way Datasheet
- 237. RWQCB - Regional Water Quality Control Board
- 238. OSTP - Science and Technology Policy
- 239. REC 1 – Water Contact Recreation
- 240. REC 2 – Non-contact Water Recreation
- 241. RR – Rural Residential
- 242. RWQCB – Regional Water Quality Control Board
- 243. SB 97 – Senate Bill 97
- 244. SB 375 – Senate Bill 375
- 245. SB 395 – Senate Bill 395
- 246. SBCM – San Bernardino County Museum
- 247. SBKR – San Bernardino Kangaroo Rat
- 248. SCAG – Southern California Association of Governments
- 249. SCAQMD – South Coast Air Quality Management District
- 250. SCS – Sustainable Communities Strategy

- 251. SDC - Seismic Design Criteria
- 252. SF₆ – sulfur hexafluoride
- 253. SHOPP – State Highway Operation Performance Program
- 254. SHPO – State Historic Preservation Officer
- 255. SHPSR – Supplemental Historic Property Survey Report
- 256. SIP – State Implementation Plan
- 257. SKR –Stephen’s Kangaroo Rat
- 258. So₂ – sulfur dioxide
- 259. SoCalGas – Gas Company
- 260. SR-60 – State Route 60
- 261. SR-210 – State Route 210
- 262. s, s, s, 2-tetrafluoroethane – HFC-134a
- 263. SSP - Standard Special Provision
- 264. STAA – Federal Surface Transportation Assistance Act
- 265. STRAIN - Structure Replacement and Improvement Needs
- 266. SVP – Society of Vertebrate Paleontology
- 267. SWDR – Storm Water Data Report
- 268. SWFL – Southwestern Willow Flycatcher
- 269. SWMP – Statewide Storm Water Management Plan
- 270. SWPPP – Storm Water Pollution Prevention Plan
- 271. SWRCB – State Water Resources Control Board
- 272. SWWF – Southwestern willow flycatcher
- 273. TACs – Toxic Air Contaminants
- 274. TASAS – Traffic Accident Surveillance and Analysis System
- 275. TCE – Temporary Construction Easements
- 276. TCL – truck climbing lane

- 277. TCWG – Transportation Conformity Working Group
- 278. TDC – Targeted Design Constituent
- 279. TDS – Total Dissolved Solids
- 280. TMDLs – Total Maximum Daily Load
- 281. TMP – Transportation Management Plan
- 282. Traffic Noise Analysis Protocol – Traffic Noise Protocol for new Highway Construction Reconstruction, and Retrofit Barrier Projects
- 283. TSCA - Toxic Substances Control Act
- 284. TSN – Transportation System Network
- 285. TSS – Total Suspended Solids
- 286. UCMP – University of California Museum of Paleontology's
- 287. USACE – U.S. Army Corps of Engineers
- 288. USC – United States Code
- 289. USDA – United States Department of Agriculture
- 290. USDOT – U.S. Department of Transportation
- 291. U.S. EPA – United States Environmental Protection Agency
- 292. USFS – United States Forest Service
- 293. USFWS – United States Fish and Wildlife Service
- 294. USGS – United States Geological Survey
- 295. V/C – Volume to Capacity
- 296. V:H – Vertical Height
- 297. VIA – Visual Impact Assessment
- 298. VMT – vehicle-miles travelled
- 299. WAP – Watershed Action Plan
- 300. WARM – Warm Freshwater Habitat
- 301. WB – Westbound
- 302. WDRs – Waste Discharge Requirements



- 303. WILD – Wildlife Habitat
- 304. WPCP – Water Pollution Control Program
- 305. WQAR – Water Quality Assessment Report
- 306. WSC – Waters of the State of California
- 307. WUS – Waters of the U.S.

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Appendix F – Response to Comments

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Comment 1: California Department of Fish & Wildlife

Comment Letter 1	Response to Comment 1
<div data-bbox="319 298 401 402">  </div> <div data-bbox="403 289 699 406"> <p>State of California - Natural Resources Agency DEPARTMENT OF FISH AND WILDLIFE Inland Deserts Region 3602 Inland Empire Blvd., Suite C-220 Ontario, CA 91764 (909) 484-0459 www.wildlife.ca.gov</p> </div> <div data-bbox="779 289 1052 347"> <p>EDMUND G. BROWN, Jr., Governor CHARLTON H. BONHAM, Director</p>  </div> <p>July 15, 2014</p> <p>Ms. Kerrie Hudson Caltrans, District 8 464 West 4th Street, 6th Floor, MS 823 San Bernardino, CA 92401</p> <p>Subject: Initial Study and Proposed Mitigated Negative Declaration for the State Route 60 Truck Lanes Project State Clearinghouse No. 2014061054</p> <p>Dear Ms. Hudson:</p> <p>The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Initial Study (IS) with Proposed Mitigated Negative Declaration (MND) for the State Route 60 (SR-60) Truck Lanes Project (project) [State Clearinghouse No. 2014061054]. The Department is responding to the IS and proposed MND as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 <i>et seq.</i>) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).</p> <p>The project is located within the Badlands area of Riverside County, west of the City of Beaumont and east of the City of Moreno Valley. The proposed 4.4 mile road improvements project includes the construction of an eastbound truck climbing lane and westbound truck descending lane; along with inside and outside standard shoulders in both directions on SR-60, between Gilman Springs Road, Post Mile (PM) 22.10 and Jack Rabbit Trail, PM 26.50.</p> <p>The Department has concerns regarding the sufficiency and completeness of the CEQA document. The Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of those species (i.e., biological resources). As mentioned, the Department is a trustee agency with responsibility under CEQA for commenting on projects that could affect fish and wildlife resources (CEQA Guidelines Section 15386). As a trustee agency, the Department reviews and comments on environmental documents and impacts arising from project activities, as those terms are used under</p> <p><i>Conserving California's Wildlife Since 1870</i></p>	

<p>Initial Study with Proposed Mitigated Negative Declaration State Route 60 Truck Lanes Project SCH No. 2014061054 Page 2 of 5</p> <p>CEQA (Fish and Game Code section 1802). In order for the Department to complete its review of the IS and proposed MND and provide substantive comments on project-related impacts to public trust fish, wildlife, native plants and habitat resources, the following questions and concerns need to be addressed and included in the recirculated proposed MND:</p> <p><u>Proposed Project, Slope Options</u></p> <p>1-1 Three slope options are included for consideration in the CEQA document: Slope Option A, B, and C, however the preferred slope option will not be selected until the final design process, which the Department presumes will be after finalization of the CEQA review process. Slope Option A states that additional right of way will be required, however on page 11, under Land Use the text states "...no right of way will be required for this project. All work will occur within the State Right-of-way." The Department requests clarification related to Slope Option A and confirmation that project-related impacts associated with additional right of way were analyzed in the CEQA document. The Department was unable to determine if Slope Option A was fully analyzed. Please note that this information will also need to be clarified in the Multiple Species Habitat Conservation Plan (MSHCP) Consistency Assessment.</p> <p><u>Fish and Game Code section 1600 <i>et seq</i></u></p> <p>1-2 The Department has reviewed the Final Delineation of Jurisdictional Waters, prepared by AMEC Environment & Infrastructure. The document states (page 3-3) that "In practice, the CDFW generally interprets their jurisdictional limits to include the following: 1. At a minimum, intermittent and seasonal flow through a bed or channel with banks and that also supports fish or other aquatic life." In addition, page 4-2 states "Evaluation of CDFW jurisdiction followed guidance in the Fish and Game Code and A Field Guide to Lake and Streambed Alteration Agreements (California Department of Fish and Game, 1994)." Please note the interpretation listed above is incorrect, and reference to the 1994 document is outdated, and should not be used.</p> <p>California Code of Regulations (CCR) Title 14, Section 1.72 does not pertain to the Department's jurisdiction as embodied in California Fish and Game Code (FGC) section 1600 <i>et seq.</i>, and is not the definition of a stream used by the Department. The Section 1.72 definition was developed to address a specific sports fish issue that came before the Fish and Game Commission. While the definition does speak to periodic and intermittent flow, section 1.72 is limited to fish-bearing or aquatic life-bearing streams.</p> <p>Fish and Game Code Chapter 6, Fish and Wildlife Protection and Conservation, Section 1600 <i>et seq.</i> was enacted to provide for the conservation of fish and wildlife resources associated with stream ecosystems. The FGC further defines fish and wildlife to include: all wild animals, birds, plants, fish, amphibians, invertebrates, reptiles, and related ecological communities, including the habitat upon which they depend for continued viability (FGC Division 5, Chapter 1, section 45, and Division 2, Chapter 1, section</p>	<p>Response to Comment 1</p> <p>1-1. Section 1.3, Project Description has been updated to include the detail on the slope option that was selected. Figure 1-4, Build Alternative Map, is also included to show the cut and fill area and well as the new right of way requirements for the selected slope option. The impact analysis in the IS/EA has been updated to account for the new right of way requirements and cut and fill limits required under the new right of way.</p> <p>1-2. The delineation report was revised to include updated guidance, and the outdated guidance was removed. The results of the delineation, however, did not change.</p>
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<p>Initial Study with Proposed Mitigated Negative Declaration State Route 60 Truck Lanes Project SCH No. 2014061054 Page 3 of 5</p> <p>1-2 cont.</p> <p>711.2(a), respectively). Fish means wild fish, mollusks, crustaceans, invertebrates, or amphibians, including any part, spawn or ova thereof (FGC, Division 5, Chapter 1, section 45).</p> <p>For the purposes of implementing sections 1601 and 1603 of the FGC, California Code of Regulations Title 14, section 720 requires submission to the Department of general plans sufficient to indicate the nature of a project for construction by or on behalf of any person, government agency, state or local, and any public utility, of any project which will divert, obstruct or change the natural flow or bed of any river, stream or lake designated by the Department, or will use material from the streambeds designated by the Department, all rivers, streams, lakes, and streambeds in the State of California, including all rivers, streams and streambeds which may have intermittent flows of water, are hereby designated for such purpose.</p> <p>Division 2, Chapter 5, Article 6, Section 1600 <i>et seq.</i> of the California Fish and Game Code does not limit jurisdiction to areas defined by specific flow events or seasonal changes in water flow. Accordingly, it has been the practice of the Department to define the stream channel as that area where water uniformly or habitually flows over a given course, and where the width of the water course can reasonably be defined. Thus, a channel is not defined by a specific flow event, nor by the path of surface water as this path might vary seasonally. Rather, it is the Department's practice to define the channel based on the topography or elevations of land that confine the water to a definite course when the waters of a creek rise to their highest point. To define jurisdictional boundaries otherwise would result in a morass of jurisdictional boundaries that differed from stream to stream, changed with variations in channel morphology along the same stream, or that shifted seasonally on any given stream along with seasonal changes in flow.</p> <p>The Department's website has information regarding dryland streams in "A review of Stream Processes and Forms in Dryland Watersheds" at this location: http://www.dfg.ca.gov/habcon/1600/1600resources.html.</p> <p>Additional information can also be found in "Methods to Describe and Delineate Episodic Stream Processes on Arid Landscapes for Permitting Utility-Scale Solar Power Plants, With the MESA Field Guide - Final Project Report" available here: http://www.energy.ca.gov/2014publications/CEC-500-2014-013/index.html</p> <p>1-3</p> <p>Please note that the Department does not concur with impacts to areas subject to FGC 1600 <i>et seq</i> jurisdiction documented in the CEQA document, and will likely need to conduct a site visit to review the jurisdictional delineation.</p> <p>1-4</p> <p>The Department has additional concerns related to the number of watercourses identified within the project area. Table 10, includes a summary of 34 watercourses that includes sizing of existing culverts and their associated calculated runoff (in cubic feet per second; cfs). However, text included on page 56, and elsewhere within the IS and proposed MND (e.g., page 105), states that "there are only 15 jurisdictional</p>	<p>Response to Comment 1</p> <p>1-3. We would be glad to coordinate a site visit with CDFW to verify the results of the final delineation.</p> <p>1-4. The 34 watercourses referred to in Section 2.7 refer to existing culvert locations that traverse under the existing SR-60. These were evaluated in the hydraulics report. However, only 15 drainages are considered jurisdictional and regulated by the USACE, RWQCB, and CDFW. The remaining 19 drainage areas do not have an ordinary high water mark, or bed and bank, and are therefore not jurisdictional. Therefore, in Section 2.2, "watercourses" has been changed to "culverts" or "culvert crossings" to provide clarification. Table 2-12 in the IS/MND lists drainage areas that are not jurisdictional drainages. The IS/MND was correct in stating that there are 15 jurisdictional watercourses within the study area.</p> <p>1-5. A bat habitat assessment survey was conducted on December 8, 9, 10, 2014 and a bat report was prepared. Potential bat habitat was found in 8 of the 34 culverts that were assessed. The bat species section has been revised to include a full list of potentially occurring species, potential environmental consequences, and measure AS-8 has been added to address the project's potential impacts on bat species.</p>
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<p>Initial Study with Proposed Mitigated Negative Declaration State Route 60 Truck Lanes Project SCH No. 2014061054 Page 4 of 5</p> <p>1-4 watercourses within the project area." The Department requests that this discrepancy be clarified in the revised CEQA document.</p> <p><u>Bats</u></p> <p>1-5 The project includes impacts to multiple culverts that may provide roosting habitat for bats; however the CEQA document does not provide an analysis of potential project-related impacts to bats. The Department recommends that the revised CEQA document include a discussion of bat species that may occur on-site and that could potentially be impacted by the project. The CEQA document should also include avoidance, minimization, and mitigation measures that would be implemented if it is determined that the project has the potential to impact bats.</p> <p><u>Nesting Birds</u></p> <p>It is the Lead Agency's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 <i>et seq.</i>). In addition, sections 3503, 3503.5, and 3513 of the Fish and Game Code (FGC) prohibit the take of all birds and their nests. Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.</p> <p>1-6 Mitigation Measure BIO-2 states that for the purposes of the IS and proposed MND, the avian nesting season includes "...February 15 through August 31". Please note that some species of raptors (e.g., owls) may commence nesting activities in January. The Department encourages the Lead Agency to complete nesting bird surveys regardless of time of year to ensure compliance with all applicable laws related to nesting birds and birds of prey. This comment also applies to AS-3.</p> <p>BIO-2 also states that "... in the event that vegetation clearing is necessary...a pre-construction survey..." for nesting birds will be completed. As currently written, BIO-2 fails to specify when pre-construction surveys will be completed in relation to the commencement of project-related ground disturbance activities. The Department requests that BIO-2 be revised to include this information. The Department recommends that pre-construction surveys be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner. Please also note that not all bird</p>	<p>Response to Comment 1</p> <p>1-6. In conjunction with responding to comments on the IS/EA, Measure NC-2 was revised and no longer addresses nesting birds.</p> <p>Although consistency with the MSHCP does not require performance of surveys for nesting birds year-round, Measure AS-3 has been revised to stipulate performance of surveys to be from January 1 to August 31.</p> <p>Additionally, measure AS-3 has also been revised to stipulate, "In the event that initial groundwork cannot be conducted outside the bird breeding season, focused surveys will be conducted no more than 3 days prior to any construction or ground-disturbing activities."</p>
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<p>Initial Study with Proposed Mitigated Negative Declaration State Route 60 Truck Lanes Project SCH No. 2014061054 Page 5 of 5</p> <p>1-6 cont. species nest in vegetation; some species nest directly on the ground. As mentioned previously, it is the Lead Agency's responsibility to ensure that the project complies with all applicable laws related to nesting birds and birds of prey, and that violations of these laws do not occur. This comment also applies to AS-3.</p> <p><u>Coast Live Oak (<i>Quercus agrifolia</i>)</u></p> <p>1-7 Table 7 details project-related impacts to 38 individual Coast Live Oak trees and Table 17 identifies impacts to 1.12 acres of Coast Live Woodland. The Department requests clarification in the revised CEQA document that the Lead Agency will include a mitigation measure to offset the loss of coast live oak as a result of the project. Page 26 of the CEQA document states: "To reduce the effects of vegetation loss, trees would be replaced at a ratio of 3:1 and an irrigation system will be installed to facilitate their survival," however the Department was unable to locate a specific mitigation measure that included this language.</p> <p><u>Mitigation</u></p> <p>1-8 Table 18, Item 5 states "Permanent impacts to riparian/riverine habitat and LBV [least Bell's vireo] are proposed to be mitigated through purchase [of] credits, in the form of habitat creation, from the Santa Ana Watershed Authority of the Riverside-Corona Resource Conservation..." The Department presumes that this text should read (edits in bold face) "...from the Santa Ana Watershed Association or the Riverside-Corona Resource Conservation District..." Please clarify.</p> <p>1-9 WET-4 states that "...temporary impact areas will be restored and the LBV would be expected to continue to occupy the BSA." The Department recommends that the Lead Agency include monitoring to ensure compliance with this measure. The revised CEQA document should detail the monitoring methodology, reporting, and adaptive management that will be implemented by the Lead Agency to ensure that LBV continue to occupy the BSA.</p> <p>The Department appreciates the opportunity to comment on the Initial Study and proposed Mitigated Negative Declaration for the State Route 60 Truck Lanes Project (SCH No. 2014061054). If you should have any questions pertaining to this letter, please contact Joanna Gibson at (909) 987-7449 or Joanna.Gibson@wildlife.ca.gov.</p> <p>Sincerely,</p> <p> for Jeff Brandt Senior Environmental Scientist</p> <p>cc: State Clearinghouse, Sacramento</p>	<p>Response to Comment 1</p> <p>1-7. NC-3 has been added to address Oak Tree removal. Please revise the referenced page 26 to now reflect the new language or change NC-3 to include the 3:1 ratio.</p> <p>1-8. Measure WET-3 was modified to ensure that permanent impacts on riparian/riverine habitat are mitigated at a 3:1 ratio. Credits will be purchased through permittee-responsible creation/preservation program. The Riverside-Corona Resource Conservation District and Santa Ana Watershed Association have been removed because these programs are no longer permitted.</p> <p>1-9. In conjunction with responding to comments on the IS/EA, Measure WET-4 was revised and no longer addresses LBV. LBV is now addressed in measures in measures T&E 3a and 3b.</p> <p>In conjunction with review of comments received on the Draft IS/EA, the preliminary engineering efforts for the project were further reviewed. It has been confirmed as shown on Figure 2-20, Sheets I and J that the project would not result in direct impacts to LBV.</p>
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	<p>Response to Comment 1</p> <p>1-9. There is a potential for temporary indirect impacts from construction-related impacts such as noise, dust, potential fuel spills from construction equipment, 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. Avoidance measures to address potential effects on LBV are addressed in the Threatened and Endangered Species section under Measure T&E-3a and T&E-3b.</p> <p>LBV is an MSHCP species, and project-related take of this species and its habitat would be authorized.</p>
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Comment 2: South Coast Air Quality Management District



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

Comment Letter 2

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.

- 2-1 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. 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.
- 2-2
- 2-3 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 Comment 2

- 2-1. Construction- and operations-period emissions have been quantified and included in Section 2.12, *Air Quality*, of the Initial Study/Environmental Assessment (IS/EA). Construction emissions are summarized in Table 2-21 (*Criteria Pollutant Emissions during Construction with Minimization Measures*) on page 2-120, and operations emissions are summarized in Table 2-19 (*Summary of CT-EMFAC-Modeled Operational Emissions*) on page 2-117 in Section 2.12, *Air Quality*. Emissions calculations substantiate that air quality impacts would be less than significant.
- 2-2. The proposed project would not add capacity and would not be growth inducing. While the proposed improvements would increase the number of travel lanes along a 4.4-mile segment of State Route 60 (SR-60), there would be no effect on the number of vehicles that use the subject facility. This is because the proposed truck climbing lanes would be present *between* Gilman Spring Road and 1.5 miles west of Jack Rabbit Trail. In other words, there would be no interchange location present to enter or exit SR-60 where proposed truck climbing lanes would exist. As such, no change in Annual Average Daily Traffic (AADT) volumes or truck volumes are anticipated to occur under the Build Alternative when compared to the No Build Alternative at opening year 2018 or horizon year 2040. Refer to Section 2.4, *Traffic and Transportation*.

Ms. Kerrie Hudson

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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

Response to Comment 2



2-3. As demonstrated in Table 2-21 (*Criteria Pollutant Emissions during Construction with Minimization Measures*) on page 2-120 and Table 2-19 (*Summary of CT-EMFAC-Modeled Operational Emissions*) on page 2-117 (Section 2.12, *Air Quality*), construction- and operations-period emissions would be less than significant. No mitigation measures are necessary.


<p>Ms. Kerrie Hudson 3 July 16, 2014</p> <p><u>Air Quality Air Quality (Operational and Construction Emissions Analysis)</u></p> <p>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.</p> <p>2-4</p> <p><u>Operational Emissions Impacts</u></p> <p>2. In Table 22 (page 145) of the Draft MND the Lead Agency indicates that the proposed project will result in an increase of CO₂ 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.</p> <p>2-5</p> <p><u>Growth Inducing Potential and Cumulative Impacts</u></p> <p>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.</p> <p>2-6</p> <p>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</p>	<p>Response to Comment 2</p> <p>2-4. Construction- and operations-period emissions have been quantified and included in Section 2.12, <i>Air Quality</i>, of the IS/EA. As demonstrated in Table 2-21 (<i>Criteria Pollutant Emissions during Construction with Minimization Measures</i>) on page 2-120 and Table 2-19 (<i>Summary of CT-EMFAC-Modeled Operational Emissions</i>) on page 2-117, construction- and operations-period emissions would be less than significant. No mitigation measures are necessary.</p> <p>2-5. Operations-period emissions have been quantified and included in Section 2.12, <i>Air Quality</i>, of the IS/EA. As demonstrated in Table 2-19 (<i>Summary of CT-EMFAC-Modeled Operational Emissions</i>) on page 2-117, operations-period emissions would be less than significant. No mitigation measures are necessary.</p> <p>2-6. The proposed project would not add capacity and would not be growth inducing. While the proposed improvements would increase the number of travel lanes along a 4.4-mile segment of SR-60, there would be no effect on the number of vehicles that use the subject facility. This is because the proposed truck climbing lanes would be present between Gilman Spring Road and 1.5 miles west of Jack Rabbit Trail. In other words, there would be no interchange location present to enter or exit SR-60 where proposed truck climbing lanes would exist.</p>
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	<p>Response to Comment 2</p> <p>2-6. cont. As such, no change in AADT volumes or truck volumes are anticipated to occur under the Build Alternative when compared to the No Build Alternative at opening year 2018 or horizon year 2040.</p>
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<div>Ms. Kerrie Hudson</div> <div>4</div> <div>July 16, 2014</div> <div>2-6 cont.</div> <div>to assess this impact, than an enforceable measure is needed to ensure less than significant air quality impacts.</div> <div>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.</div>	<div>Response to Comment 2</div> <div>2-6. Refer to Response 2.6 on the previous cont. page.</div>
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Comment 3: Southern California Gas Company

	Response to Comment 3
<div data-bbox="323 337 583 505">   </div> <p data-bbox="323 537 428 558">August 11, 2014</p> <p data-bbox="323 581 625 683">Mr. 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</p> <p data-bbox="323 703 625 724">Re: State Route 60 Truck Lanes Project</p> <p data-bbox="323 743 457 764">Dear Mr. Shankel:</p> <p data-bbox="323 784 1014 951">Southern California Gas Company (SoCalGas) appreciates the opportunity to review and respond to the State Route 60 Truck Lanes Project's Initial Study (with Proposed Mitigated Negative Declaration)/Environmental Assessment. SoCalGas understands that California Department of Transportation (the Department) proposed 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. We respectfully request that the following comments be incorporated in the subsequent Final Mitigated Negative Declaration.</p> <p data-bbox="323 971 1014 1052">SoCalGas would like to comment on the statement located on page 14 of your Initial Study (with Proposed Mitigated Negative Declaration)/Environmental Assessment, which states "There are no potential impacts for the proposed project to affect utility facilities because they are not located within the Department's ROW."</p> <div data-bbox="275 1057 1014 1295"> <div data-bbox="275 1057 323 1230"> <p>3-1</p> <p>3-2</p> </div> <ul data-bbox="352 1057 1014 1235" style="list-style-type: none"> • SoCalGas would like to make aware to the Department that SoCalGas does have 30-inch diameter steel pipeline traversing across SR-60 at Latitude 33 degrees 56 minutes 36 seconds N and Longitude 117 degrees 04 minutes 34 seconds W. • SoCalGas requests that the Department provide us with a copy of their proposed SR-60 truck lanes plans for review. Depending on the proposed lane designs, the plans may need to be routed to various departments within SoCalGas for review. The copy should be sent to Mr. Kevin Kuennen at the following address as soon as possible, but not less than three months prior to construction: <p data-bbox="380 1255 785 1295">Mr. Kevin Kuennen, Project Manager, Gas Transmission Southern California Gas Company</p> </div>	<p data-bbox="1188 269 1535 302">Response to Comment 3</p> <p data-bbox="1188 318 1898 586">3-1. It is noted that a Southern California Gas (SoCalGas) 30-inch-diameter pipeline crosses State Route 60 (SR-60) in the project study area. A discussion of this utility and potential impacts from utility relocations has been added to Section 2.3, Utilities/Emergency Services, of the Initial Study/Environmental Assessment (IS/EA).</p> <p data-bbox="1188 602 1898 837">3-2. Determinations of impacts on utilities and relocation requirements will be completed during the initial design portion of the design-build phase of the proposed project. A copy of the design plans will be forward as requested to Mr. Kevin Kuennen following the final design phase.</p>

<p>Page 2 of 2</p> <p>251 E First St., SC8080 Beaumont, CA 92223 Phone: 951-845-0709 Email: K Kuennen@semprautilities.com</p> <p>3-3 • Depending on the proximity of the proposed grading activities to SoCalGas' pipelines, a pre-construction notification may be required to arrange for a SoCalGas inspector to be onsite during grading activities near our lines. SoCalGas requests that the Department notify Mr. Kuennen once their construction schedule has been established, but not less than one month prior to construction.</p> <p>Once again, we appreciate the opportunity to comment on the Initial Study. If you have any questions, please feel free to contact me at (213) 244-5817 or WCCChuang@semprautilities.com.</p> <p>Sincerely,</p>  <p>James Chuang Environmental Specialist Southern California Gas Company</p> <p>Cc: Kevin Kuennen, Project Manager, SoCalGas</p>	<p>Response to Comment 3</p> <p>3-3. As requested, a preconstruction notification will be provided to Mr. Kuennen at SoCalGas once a construction schedule has been established.</p>
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Comment 4: Kinder Morgan

<div data-bbox="938 267 1092 290" data-label="Text"> <p>Comment Letter 4</p> </div> <div data-bbox="489 313 844 391" data-label="Image"> </div> <div data-bbox="281 417 413 453" data-label="Text"> <p>SFPP, L.P. Operating Partnership</p> </div> <div data-bbox="657 470 800 495" data-label="Text"> <p>August 21, 2014</p> </div> <div data-bbox="657 509 877 573" data-label="Text"> <p>ENG 4-2-1 (23.4 – 111) (23.0 – 2) FO File Reference #14-265-2</p> </div> <div data-bbox="294 633 577 836" data-label="Text"> <p>Kerrie Hudson Senior Environmental Planner Branch Chief Environmental Studies "A" State of California Department of Transportation Division of Environmental Planning MS-823 464 West 4th Street, 6th Floor San Bernardino CA 92401</p> </div> <div data-bbox="294 852 768 935" data-label="Text"> <p>Re: Route 60 Truck Climbing and Descending Lanes Between Gilman Springs Road and Jack Rabbit Trail 08-RIV-60-PM 22.20/26.50 EA: 0N69U</p> </div> <div data-bbox="294 953 466 976" data-label="Text"> <p>Dear Kerrie Hudson:</p> </div> <div data-bbox="294 992 1031 1037" data-label="Text"> <p>This is in reply to the Public Notice received June 16, 2014, concerning the above referenced project near Moreno Valley, California.</p> </div> <div data-bbox="247 1052 1033 1156" data-label="Text"> <p>4-1 Enclosed is a copy of drawing 485111CLYU, sheet 054, which depicts the general alignment of Kinder Morgan's (KM) 20-inch high pressure refined petroleum products pipeline. KM's 12-inch pipeline that is leased by Level 3 Communications as a fiber optic cable conduit is also shown on the drawing. Information concerning this facility must be handled directly with Level 3.</p> </div> <div data-bbox="294 1175 1031 1219" data-label="Text"> <p>In the interest of public safety and for pipeline protection, the following provisions must be considered in the design and subsequent construction of improvements near KM pipelines.</p> </div> <div data-bbox="357 1347 980 1370" data-label="Text"> <p>1100 Town & Country Road Orange, California 92868 714/560-4400 714/560-4601 Fax</p> </div>	<div data-bbox="1176 266 1541 302" data-label="Section-Header"> <h3>Response to Comment 4</h3> </div> <div data-bbox="1176 315 1908 617" data-label="Text"> <p>4-1. It is noted that Kinder Morgan's 20-inch-diameter high-pressure petroleum pipeline and Level 3 Communications' 12-inch fiber optic cable conduit cross State Route 60 (SR-60) in the project area. A discussion of these utilities and potential impacts from utility relocations has been added to the Section 2.3, Utilities/Emergency Services, of the Initial Study/Environmental Assessment (IS/EA).</p> </div>
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State of California
Department of Transportation
Division of Environmental Planning
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1. Adherence to applicable provisions enumerated in the enclosed copy of (a) L-OM200-29 "Guidelines for Design and Construction" relating to proposed projects affecting KM pipelines and (b) copy of Information Bulletin #03-001, issued from the Office of the State Fire Marshal concerning encroachments within and adjacent to pipeline easements
2. Exact pipeline location can only be determined by pothole at maximum 50 feet intervals (or as required by the on-site KM representative). The pothole work must be performed by hand excavation and in the presence of a pipeline representative.
3. Notify KM Right of Way Specialist, Mr. Tom Larkin (951) 830-9511, at least two weeks prior to commencement of work. Mr. Larkin will arrange for a pipeline representative to be present during work near the pipeline.

To avoid delays in response to future correspondence, please refer to File Reference #14-265.

Sincerely,



T. C. Szto
Manager - Pipeline Engineering

T: Quinn/letters/ENG4-2-1/14-265-2/BN

Enclosures

cc: T. E. Larkin w/copy of inquiry

Response to Comment 4

4-2. The following discussion has been added to the IS/EA in the Utilities/Emergency Services environmental consequences discussion: "Depending on the level of impacts, utilities found in the study area would need to be protected, adjusted/modified, or relocated. The affected utilities would be relocated in accordance with federal and state law and regulations and county and city policies. Ongoing coordination would continue between Caltrans, Riverside County, cities, affected agencies, and utility companies in order to minimize potential disruption of utility service." Final determinations of impacts on utilities and relocation requirements would be completed during the initial design portion of the design-build phase of the proposed project. Copies of the design plans would be forwarded to Mr. Tom Larkin following the final design phase. Mr. Larkin would also be notified of future potholing work and prior to commencement of construction activities.

California State Fire Marshal

Pipeline Safety Division



INFORMATION BULLETIN
#03-001

Date Issued: June 20, 2003

SUBJECT: ENCROACHMENTS INTO OR ON PIPELINE EASEMENTS

The purpose of this informational bulletin is to delineate the position of the State Fire Marshal regarding encroachments onto the pipeline easements.

Section 51014.6 of the California Government Code states, “ (a) Effective January 1, 1987, no person, other than the pipeline operator, shall do any of the following with respect to any pipeline easement: (1) Build, erect, or create a structure or improvement within the pipeline easement or permit the building, erection, or creation thereof. (2) Build, erect, or create a structure, fence, wall, or obstruction adjacent to any pipeline easement which would prevent complete and unimpeded surface access to the easement, or permit the building, erection, or creation thereof. (b) No shrubbery or shielding shall be installed on the pipeline easement which would impair aerial observation of the pipeline easement. This subdivision does not prevent the revegetation of any landscape disturbed within a pipeline easement as a result of construction the pipeline and does not prevent the holder of the underlying fee interest or the holder’s tenant from planting and harvesting seasonal agricultural crops on a pipeline easement. (c) This section does not prohibit a pipeline operator from performing any necessary activities within a pipeline easement, including, but not limited to, the construction, replacement, relocation, repair, or operation of the pipeline.

It is the position of the State Fire Marshal that nothing shall encroach into or upon the pipeline easement, which would impede the pipeline operator from complete and unobstructed surface access along the pipeline right of way. Nor shall there be any obstructions, which would shield the pipeline right of way from observation. In the interest of public safety and the protection of the environment, it is imperative that the pipeline operator visually assesses the conditions along the easement to ensure the integrity of the pipeline.

It is the responsibility of the pipeline operator to ensure they have unimpeded surface access and to be able to physically observe all portions of their pipeline rights of way. In cases where this is not possible, the pipeline operator shall inform the State Fire Marshal. The State Fire Marshal shall in conjunction with the pipeline operator resolve the issue.

Questions regarding the issue of pipeline encroachment can be addressed to:

Bob Gorham, Chief
Cal Fire/State Fire Marshal
Pipeline Safety Division
3950 Paramount Blvd. Suite 210
Lakewood, CA 90712

(562) 497-9100
(562) 497-9104 (fax)
bob.gorham@fire.ca.gov

KINDER MORGAN
Guidelines for Design and Construction near
Kinder Morgan Hazardous Liquid Operated Facilities

Name of Company: _____

The list of design, construction and contractor requirements, including but not limited to the following, for the design and installation of foreign utilities or improvements on KM right-of-way (ROW) are not intended nor do they waive or modify any rights KM may have under existing easements or ROW agreements. Reference existing easements and amendments for additional requirements. This list of requirements is applicable for KM facilities on easements only. Encroachments on fee property should be referred to the ROW Department.

Design

- KM shall be provided sufficient prior notice of planned activities involving excavation, blasting, or any type of construction on KM's ROW to determine and resolve any location, grade or encroachment problems and provide protection of our facilities and the public **before** the actual work is to take place.
- Encroaching entity shall provide KM with a set of drawings for review and a set of final construction drawings showing all aspects of the proposed facilities in the vicinity of KM's ROW. The encroaching entity shall also provide a set of as-built drawings showing the proposed facilities in the vicinity of KM's ROW.
- Only facilities shown on drawings reviewed by _____ (Company) will be approved for installation on KM's ROW. All drawing revisions that effect facilities proposed to be placed on KM's ROW must be approved by KM in writing.
- KM shall approve the design of all permanent road crossings.
- Any repair to surface facilities following future pipeline maintenance or repair work by KM will be at the expense of the developer or landowner.
- The depth of cover over the KM pipelines shall not be reduced nor drainage altered without KM's written approval.
- Construction of any permanent structure, building(s) or obstructions within KM pipeline easement is **not** permitted.
- Planting of shrubs and trees is not permitted on KM pipeline easement.
- Irrigation equipment i.e. backflow prevent devices, meters, valves, valve boxes, etc. shall not be located on KM easement.
- Foreign line, gas, water, electric and sewer lines, etc., may cross perpendicular to KM's pipeline within the ROW, provided that a minimum of two (2) feet of vertical clearance is maintained between KM pipeline(s) and the foreign pipeline. Constant line elevations must be maintained across KM's entire ROW width, gravity drain lines are the only exception. Foreign line crossings below the KM pipeline must be evaluated by KM to ensure that a significant length of the KM line is not exposed and unsupported during construction. When installing underground utilities, the last line should be placed beneath all existing lines unless it is impractical or unreasonable to do so. Foreign line crossings above the KM pipeline with less than 2 feet of clearance must be evaluated by KM to ensure that additional support is not necessary to prevent settling on top of the KM hazardous liquids pipeline.
- A foreign pipeline shall cross KM facilities at as near a ninety-degree angle as possible. A foreign pipeline shall not run parallel to KM pipeline within KM easement without written permission of KM.
- The foreign utility should be advised that KM maintains cathodic protection on their pipelines. The foreign utility must coordinate their cathodic protection system with KM's. At the request of KM, foreign utilities shall install (or allow to be installed) cathodic protection test leads at all crossings for the purposes of monitoring cathodic protection. The KM Cathodic Protection (CP) technician and the foreign utility CP technician shall perform post construction CP interference testing. Interference issues shall be resolved by mutual agreement between foreign utility and KM. All costs associated with the correction of cathodic protection problems on KM pipeline as a result of the foreign utility crossing shall be borne by the foreign utility for a period of one year from date the foreign utility is put in service.
- The metallic foreign line shall be coated with a suitable pipe coating for a distance of at least 10 feet on either side of the crossing unless otherwise requested by the KM CP Technician.

Reference: L-O&M Procedure 204
 Distribution: Local Files
 Engineering

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**Guidelines for Design and Construction near
Kinder Morgan Hazardous Liquid Operated Facilities**

- AC Electrical lines must be installed in conduit and properly insulated.
- DOT approved pipeline markers shall be installed so as to indicate the route of the foreign pipeline across the KM ROW.
- No power poles, light standards, etc. shall be installed on KM easement
- No pipeline may be located within 50 feet (15 meters) of any private dwelling, or any industrial building or place of public assembly in which persons work, congregate, or assemble.

Construction

- Contractors shall be advised of KM's requirements and be contractually obligated to comply.
- The continued integrity of KM's pipelines and the safety of all individuals in the area of proposed work near KM's facilities are of the utmost importance. Therefore, contractor must meet with KM representatives prior to construction to provide and receive notification listings for appropriate area operations and emergency personnel. **KM's on-site representative will require discontinuation of any work that, in his opinion, endangers the operations or safety of personnel, pipelines or facilities.**
- The Contractor must expose all KM pipelines prior to crossing to determine the exact alignment and depth of the lines. A KM representative must be present. In the event of parallel lines, only one pipeline can be exposed at a time.
- KM will not allow pipelines to remain exposed overnight without consent of KM designated representative. Contractor may be required to backfill pipelines at the end of each day.
- A KM representative shall do all line locating. A KM representative shall be present for hydraulic excavation. The use of probing rods for pipeline locating shall be performed by KM representatives only, to prevent unnecessary damage to the pipeline coating.
- Notification shall be given to KM at least 72 hours before start of construction. A schedule of activities for the duration of the project must be made available at that time to facilitate the scheduling of Kinder Morgan, Inc.'s work site representative. Any Contractor schedule changes shall be provided to Kinder Morgan, Inc. immediately.
- Heavy equipment will not be allowed to operate directly over KM pipelines or in KM ROW unless written approval is obtained from (Company). Heavy equipment shall only be allowed to cross KM pipelines at locations designated by Kinder Morgan, Inc. Contractor shall comply with all precautionary measures required by KM to protect its pipelines. When inclement weather exists, provisions must be made to compensate for soil displacement due to subsidence of tires. Equipment excavating within ten (10) feet of KM Pipelines will have a plate guard installed over the teeth to protect the pipeline.
- Excavating or grading which might result in erosion or which could render the KM ROW inaccessible shall not be permitted unless the contractor/developer/owner agrees to restore the area to its original condition and provide protection to KM's facility.
- A KM representative shall be on-site to observe any construction activities within ten (10) feet of a KM pipeline or aboveground appurtenance. The contractor **shall not** work within this distance without a KM representative being on site. Only hand excavation shall be permitted within **two (2) feet** of KM pipelines, valves and fittings unless State requirements are more stringent. However, proceed with extreme caution when within three (3) feet of the pipe.
- A KM representative will monitor construction activity within 25 feet of KM facilities during and after the activities to verify the integrity of the pipeline and to ensure the scope and conditions agreed to have not changed. Monitoring means to conduct site inspections on a pre-determined frequency based on items such as: scope of work, duration of expected excavator work, type of equipment, potential impact on pipeline, complexity of work and/or number of excavators involved.
- Ripping is only allowed when the position of the pipe is known and not within ten (10) feet of KM facility unless company representative is present.
- Temporary support of any exposed KM pipeline by Contractor may be necessary if required by KM's on-site representative. Backfill below the exposed lines and 12" above the lines shall be replaced with sand or other selected material as approved by KM's on-site representative and thoroughly compacted in 12" lifts to 95% of standard proctor dry density minimum or as approved by KM's on-site representative. This is to adequately protect against stresses that may be caused by the settling of the pipeline.

Reference: L-O&M Procedure 204
Distribution: Local Files
Engineering

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Guidelines for Design and Construction near Kinder Morgan Hazardous Liquid Operated Facilities

- No blasting shall be allowed within 1000 feet of KM's facilities unless blasting notification is given to KM including complete Blasting Plan Data. A pre-blast meeting shall be conducted by the organization responsible for blasting. KM shall be indemnified and held harmless from any loss, cost of liability for personal injuries received, death caused or property damage suffered or sustained by any person resulting from any blasting operations undertaken within 500 feet of its facilities. The organization responsible for blasting shall be liable for any and all damages caused to KM's facilities as a result of their activities whether or not KM representatives are present. KM shall have a signed and executed Blasting Indemnification Agreement before authorized permission to blast can be given.

No blasting shall be allowed within 300 feet of KM's facilities unless blasting notification is given to KM a minimum of one week before blasting. *(note: covered above)* KM shall review and analyze the blasting methods. A written blasting plan shall be provided by the organization responsible for blasting and agreed to in writing by KM in addition to meeting requirements for 500' and 1000' being met above. A written emergency plan shall be provided by the organization responsible for blasting. *(note: covered above)*

- Any contact with any KM facility, pipeline, valve set, etc. shall be reported immediately to KM. If repairs to the pipe are necessary, they will be made and inspected before the section is re-coated and the line is back-filled.
- KM personnel shall install all test leads on KM facilities.
- Burning of trash, brush, etc. is not permitted within the KM ROW.

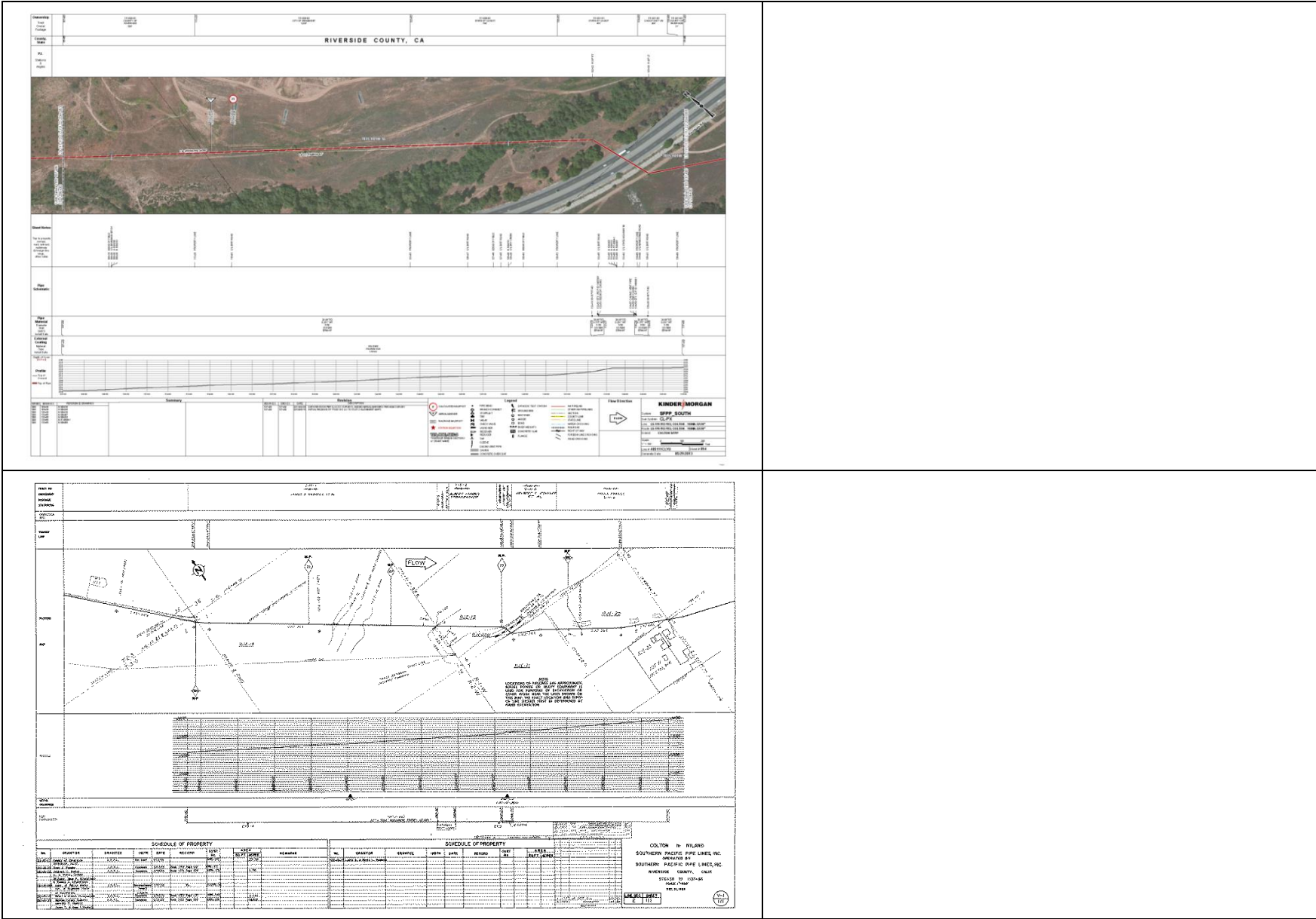
Insurance Requirements

- All contractors, and their subcontractors, working on Company easements shall maintain the following types of insurance policies and minimum limits of coverage. All insurance certificates carried by Contractor and Grantee shall include the following statement: "Kinder Morgan and its affiliated or subsidiary companies are named as additional insured on all above policies (except Worker's Compensation) and waiver of subrogation in favor of Kinder Morgan and its affiliated or subsidiary companies, their respective directors, officers, agents and employees applies as required by written contract." Contractor shall furnish Certificates of Insurance evidencing insurance coverage prior to commencement of work and shall provide thirty (30) days notice prior to the termination or cancellation of any policy.
- Statutory Coverage Workers' Compensation Insurance in accordance with the laws of the states where the work is to be performed. If Contractor performs work on the adjacent on navigable waterways Contractor shall furnish a certificate of insurance showing compliance with the provisions of the Federal Longshoreman's and Harbor Workers' Compensation Law.
 - Employer's Liability Insurance, with limits of not less than \$1,000,000 per occurrence and \$1,000,000 disease each employee.
 - Commercial General Liability Insurance with a combined single limit of not less than \$2,000,000 per occurrence and in the aggregate. All policies shall include coverage for blanket contractual liability assumed.
 - Comprehensive Automobile Liability Insurance with a combined single limit of not less than \$1,000,000. If necessary, the policy shall be endorsed to provide contractual liability coverage.
 - If necessary Comprehensive Aircraft Liability Insurance with combined bodily injury, including passengers, and property damage liability single limits of not less than \$5,000,000 each occurrence.
 - Contractor's Pollution Liability Insurance this coverage shall be maintained in force for the full period of this agreement with available limits of not less than \$2,000,000 per occurrence.
 - Pollution Legal Liability Insurance this coverage must be maintained in a minimum amount of \$5,000,000 per occurrence.

Reference: L-O&M Procedure 204
Distribution: Local Files
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L-OM200-29
11/07



Comment 5: Center of Biological Diversity



San Bernardino Valley
Audubon Society



Friends of the Northern
San Jacinto Valley



EARTHJUSTICE
Because the earth needs a good lawyer

VIA email and USPS

Kerrie Hudson
Environmental Branch Chief
Department of Transportation, Environmental Planning
464 West 4th Street
6th Floor, MS 823
San Bernardino, CA 92401
kerrie.hudson@dot.ca.gov

RE: State Route 60 Truck Lanes Project, Initial Study [with Proposed Mitigated Negative Declaration]/ Environmental Assessment with Finding of No Significant Impact

Dear Ms. Hudson,

These comments are submitted on behalf of the Center for Biological Diversity, the San Bernardino Valley Audubon Society, the Friends of the Northern San Jacinto Valley, the Sierra Club, and Earthjustice on the State Route 60 Truck Lanes Project ("Project") Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact. This Project creates infrastructure for a center of logistics and commerce, urbanizing areas that are home to regionally important protected wildlife, contributing to significant air quality impacts in an area that is failing to meet standards under the Clean Air Act, and harming the local and global environment. This Project is not simply a truck climbing lane; rather, it creates a wide movement corridor in a rural area, which has broad implications for development of inland ports and diesel traffic emissions.

5-1 [This Project would have potentially significant impacts on water and air quality, biological resources, climate change, and other areas. The mitigation measures proposed in the

Jonathan Evans, Toxics and Endangered Species Campaign Director & Staff Attorney
351 California St., Ste. 600 • San Francisco, CA 94104
tel: (415) 436-9682 x 318 fax: (415) 436-9683 email: jevans@biologicaldiversity.org
www.BiologicalDiversity.org

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5-1. The Initial Study/Environmental Assessment (IS/EA) has been updated to include new Air Quality and Traffic and Transportation sections. No significant air quality or traffic impacts have been identified in the analysis presented in the IS/EA. The analyses under Biological Resources, Water Quality, and Climate Change have also been updated in the IS/EA. No significant impacts have been identified in the updated analyses. Under the California Environmental Quality Act (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 or minimization measures are included in the project to a point where clearly no significant effect on the environment would occur. Under the National Environmental Policy Act (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 Impact (FONSI) may be prepared.

5-1
cont.

Initial Study/Environmental Assessment (“IS/EA” or “IS”) fail to reduce the impacts of this Project – affecting both the human and natural environments – to less than significant levels. In light of the evidence presented in this letter, California Department of Transportation (Caltrans) should prepare an EIR/EIS to adequately analyze and avoid or mitigate these impacts.

The Center for Biological Diversity is a non-profit environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center for Biological Diversity has over 775,000 members and e-activists throughout California and the western United States, including residents of western Riverside County. The Center has worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in the Inland Empire.

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 our chapter’s mission is to preserve habitat in our 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.

The Sierra Club is a national nonprofit organization of over 732,000 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 193,500 Sierra Club members reside in California. The San Geronio Chapter of the Sierra Club focuses on issues within the inland empire, including western Riverside County.

Earthjustice wields the power of law and the strength of partnership to protect people’s health; to preserve magnificent places and wildlife; to advance clean energy; and to combat climate change. We partner with thousands of groups, supporters and citizens to engage the critical environmental issues of our time, and bring about positive change.

Legal Background

Congress enacted the National Environmental Policy Act (“NEPA”) to ensure that a federal agency, prior to funding or executing a project, analyzed the environmental impacts and adverse effects of such a project. (42 U.S.C. § 4332(2)(C); *Dep’t of Transp. v. Public Citizen* (2004) 541 U.S. 752, 756 (*DOT*).) To fulfill this requirement, the agency prepares an Environmental Impact Statement (EIS) that “will carefully consider[] detailed information concerning significant environmental impacts. (*Id.* at p. 768.) The EIS also “guarantees that the relevant information will be made available to the larger audience that may also play a role.” (*Ibid.*) Only when “the proposed agency action will not have a significant impact on the environment” is the agency permitted to forego preparation of an EIS and instead issue an

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5-1. cont. The proposed 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 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.

Environmental Assessment (“EA”) containing a “finding of no significant impact” (“FONSI”). (*Id.* at p. 758.)

Similarly, the California Environmental Quality Act (“CEQA”) was enacted to “[e]nsure that the long-term protection of the environment shall be the guiding criterion in public decisions.” (*No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal. 3d 68, 74.) CEQA also serves “to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action.” (*Laurel Heights Improvement Ass’n v. Regents of Univ. of Cal.*, 47 Cal. 3d 376, 392 (1988) (“*Laurel Heights I*”).) As under NEPA, a state agency is required to prepare a detailed Environmental Impact Report (“EIR”) when a project may have a significant impact on the environment. (Pub. Resources Code §§ 21100, 21151; CEQA Guidelines § 15064 subds. (a)(1), (f)(1) [hereafter “Guidelines”]; *Communities for a Better Env’t v. South Coast Air Quality Mgmt. Dist.* (2010) 48 Cal. 4th 310, 319.) Only where the record shows no substantial evidence of a significant impact may a state agency prepare a Negative Declaration or Mitigated Negative Declaration. (Pub. Resources Code §§ 21064.5, 21080(c); Guidelines §§ 15006 subd. (h), 15064 subd. (f)(2), 15070 subd. (b), 15369.5.) Where the record contains conflicting evidence regarding the significance of the environmental impacts of a project, an EIR must be prepared. (*Architectural Heritage Assn. v. County of Monterey* (2004) 122 Cal. App. 4th at 1109-1110.)

Therefore, where, as here, a joint federal and state project would have significant environmental impacts, NEPA and CEQA require the preparation of a detailed EIR and EIS. (See Cal. Pub. Resources Code § 21083.5, subd. (a), 21083.6, 21083.7; 40 C.F.R. § 1506.2 [allowing joint preparation of an EIR/EIS].)

I. The Project Description Is Too Vague to Permit Proper Environmental Analysis

5-2 Both NEPA and CEQA require that an IS/EA contain a description of the proposed project. (40 C.F.R. §1508.9 subd. (b); Guidelines § 15071.) This Project consists of two alternatives: build and no-build. (IS/EA, p. 7.) The build alternative consists of adding one additional lane on either side of the 4.4-mile stretch of highway, as well as widening the shoulders. (*Ibid.*) The exact width of the lanes and shoulder, however, has not been decided. Rather, the Project description lays out three different design options. (*Id.* at p. 8.) The widths of these designs vary by two feet on either side. (*Ibid.*) While two feet may not, at first, seem like a major difference, the total paved area of the Project would vary by over two acres. Furthermore, these options propose different materials – Jointed Plane Concrete Pavement or Hot Asphalt Mix. Differences in materials, albedo, and rolling resistance create significant variation in greenhouse gas emissions from pavement. (Santero, 2009.) The IS fails to address these important differences that affect the Project’s overall impact.

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5-2. Chapter 1, Proposed Project, has been updated to include additional detail on the proposed truck lane and shoulder widths, as well as the slope option (Slope Option B) that was selected as part of the project. In addition, new Figure 1-3, Build Alternative Map has been added, which shows the locations of the truck lanes, shoulder, cut and fill limits, and right of way requirements associated with the selected slope option. A cross section that details the width of the proposed truck lanes and inside and outside shoulders is also included as new Figure 1-4. The impact analysis in the IS/EA has been updated to account for the new the cut and fill limits and right of way requirements associated with the slope option that was selected for the proposed project.

<p>5-3 In addition two three different design options, the Project description also consists of three slope options. (IS/EA, p. 8.) The distinct grades of each of these designs determines the significance of the impact of the Project, resulting in major differences in how many acres of habitat surrounding the Project will be cut back and graded. The recommended slope design also requires acquisition of additional right of way, an impact not addressed anywhere else in the IS/EA. (<i>Ibid.</i>) Without a clear description of exactly how wide the pavement and cut back of the Project will be, it is impossible to adequately analyze the environmental impacts of the Project. The differences in designs affect many acres of natural habitat. A design and slope option must be chosen before Caltrans determines that the Project has no significant environmental impacts.</p> <p>5-4 In addition to the failure of the IS to clearly describe the Project, it also fails to describe a major element of the Project's purpose. 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.</p> <p>II. The Project's Need Is Inflated, And This Substantial Construction Is Part of a Larger, Segmented Project</p> <p>5-5 NEPA requires that an EA discuss the need for the proposed action. (40 C.F.R. 1508.9 subd. (b).) According to the IS/EA, the Project is necessary to prevent accidents involving slow-moving trucks and the highway's narrow shoulders and median. (IS/EA, p. 4). The Project is intended to "improve safety, reduce traffic congestion, and improve operational characteristics along this segment of SR-60." (<i>Ibid.</i>) While these are important concerns, the IS/EA does not sufficiently demonstrate how the build alternative would meet these needs, especially when compared to less expensive and less harmful alternatives. Rather, the true purpose of this Project appears to be to convert a limited highway of "rural character" into an expanded interstate freeway. (IS/EA, p. 27.)</p> <p>A. The Project Need is Both Speculative and Inflated</p> <p>5-6 Although the IS/EA states that traffic congestion justifies the need to build more lanes along SR-60, the evidence of that need is speculative and inflated. The May 2013 Traffic Data Memo show that SR-60 is at 0.68 of its total capacity, with a level of service of C. (IS/EA, Table 2.) This table, however, anticipates an increase of over 100% in traffic volume by 2040. (<i>Ibid.</i>)</p> <p>State Route 60 Truck Lanes Project July 16, 2014 4</p>	<p>Response to Comment 5</p> <p>5-3. Chapter 1, Proposed Project, has been updated to include additional detail on the slope option that was selected. In addition, new Figure 1-3, Build Alternative has been added, which shows the cut and fill limits and right of way requirements associated with the slope option that was selected. The <i>Biological Resources</i> section in the IS/EA has been updated to include new impacts analysis to account for the new cut and fill limits and right of way requirements associated with the selected slope option.</p> <p>5-4. Chapter 1, Proposed Project, has been updated to include additional information on the project purpose and need. As shown in the updated text, this area of Riverside County has developed a strong industrial and warehouse market due to the large amount of developable land. Table 2-1 on page X of the IS/EA 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. Projected population and regional job growth in Riverside County, along with the development of warehouse and distribution facilities in this part of Riverside County, is expected to result in an increase in traffic volumes on regional transportation facilities. The annual average daily traffic is projected to increase approximately 120 percent from 47,600 in 2013 to 104,800 in 2040 on State Route 60 (SR-60) within the project area.</p>
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	<p>Response to Comment 5</p> <p>5-4. cont. With the projected growth in trade and truck traffic along east-west routes, 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.</p> <p>5-5. Chapter 1, Proposed Project, has been updated to include additional information on traffic safety and roadway deficiencies. With the projected growth in trade and truck traffic along east-west routes, 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</p> <p>5-6. The intent of the project is not solely to address future traffic congestion as noted by the commentator. As stated in the updated Purpose and Need (Section 1.2), the purpose of the project is to improve safety, reduce traffic congestion, improve freeway operational problems resulting from trucks travelling uphill grades losing speed impeding traffic flow reducing the capacity of the highway to carry traffic. The project would also address the non-existence of standard shoulders at numerous locations throughout the project area by providing standard shoulders.</p>
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	<p>Response to Comment 5</p> <p>5-6. cont. Traffic data has been updated and is summarized in Section 2.5, Traffic and Transportation. As shown in the updated text, this area of Riverside County has developed a strong industrial and warehouse market due to the large amount of developable land. Projected population and regional job growth in Riverside County, along with the development of warehouse and distribution facilities in this part of Riverside County, is expected to result in an increase in traffic volumes on regional transportation facilities. The annual average daily traffic is projected to increase approximately 120 percent from 47,600 in 2013 to 104,800 in 2040 on State Route 60 (SR-60) within the project area.</p>
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<p>5-6 cont. The accompanying memo provides the same information without any justification for such a massive increase in traffic volume. On the contrary, SR-60 has maintained a steady level of traffic for many years. (Caltrans 2004; Caltrans 2008; Caltrans 2012.) Neither the IS/EA nor the traffic memo justify such an increase in traffic volume. The IS/EA must include substantial evidence to justify such a dramatic increase and basis of the Project's purpose and need, and objectives. Therefore, the need for the Project to reduce congestion is speculative and inflated.</p> <p>5-7 In addition to the speculative need to reduce congestion on SR-60, the need to add a "truck descending lane" is not justified. The Project description contains traffic data showing that accident rates along SR-60 are slightly higher than the state average, justifying the need for safety improvements. (IS/EA, p. 5.) Furthermore, "[t]rucks characteristically exhibit the lowest level of hill-climbing performance." (IS/EA, p. 4.) None of this information, however, addresses the need for a "truck descending lane." While trucks may perform poorly while climbing, there is no evidence to show that they also perform poorly or create safety hazards during descents. Instead of simply improving safety and traffic conditions, the addition of both climbing and descending lanes creates a wide, interstate-capacity freeway, as envisioned by the Project simulations. (IS/EA, p. 33, 35.)</p> <p>5-8 Safety and traffic needs do not justify the expansion of this highway. Safety improvements could be made, for example, by adding rumble strips and signage or by rerouting truck traffic to nearby interstate highways. Commercial trucking between the cities of Moreno Valley and Beaumont is not so substantial as to require a freeway to facilitate travel. Instead, this Project will expand SR-60 in order to serve regional and interstate traffic and improve access to nearby developments, such as the World Logistics Center. The IS does not discuss or justify the need for this freeway expansion.</p> <p style="text-align: center;">B. The Project is Segmented</p> <p>Both NEPA and CEQA prohibit segmentation of a project. NEPA regulations require analysis of "connected actions," which "[a]utomatically trigger other actions which may require impacts statements." (40 C.F.R. 1508.25 subd. (a).) CEQA similarly prohibits segmenting a project: "[t]he danger of filing separate environmental documents for the same project is that consideration of the cumulative impact on the environment of the two halves of the project may not occur." (<i>Citizens Ass'n for Sensible Dev. of Bishop Area v. Cnty. of Inyo</i> (1985) 172 Cal. App. 3d 151, 166 ["<i>Bishop</i>").) These rules prevent agencies from minimizing analysis of environmental impacts by dividing projects into several pieces.</p> <p>5-9 This highway expansion leads directly to the northeastern border of the World Logistics Center, a proposed warehouse development covering almost 4,000 acres. (World Logistics Center DEIR, 1-5.) The expansion of SR-60 would increase its capacity and "automatically</p> <p>State Route 60 Truck Lanes Project July 16, 2014 5</p>	<p>Response to Comment 5</p> <p>5-6. cont. The IS/EA has been updated to include a discussion of Land Use (Section 2.1) and Growth (Section 2.2). 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. Growth projections are shown in Tables 2-2 and 2-3. Several related projects planned in the vicinity of the SR-60 Truck Lanes Project (refer to Table 2-1) 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 listed in Chapter 2-1, 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. These SCAG projections are also to model traffic volumes in Year 2018 and 2040, that are presented in the March 2015 Operational Analysis for Truck Lane Memorandum and the April 2015 Methodology Memorandum used in the preparation of the IS/EA.</p>
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	<p>Response to Comment 5</p> <p>5-7. Chapter 1, Proposed Project, has been updated to include additional information on traffic safety and roadway deficiencies. 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 is proposed in the westbound direction to provide satisfactory traffic operations.</p> <p>5-8.</p> <p>5-9 and 5-9 cont. While improvements in LOS and traffic operations along the affected 6-mile stretch of SR 60 would occur from the addition of the truck lanes, these improvements would not facilitate growth in truck traffic or logistics operations development beyond that which is planned and already accounted for in local and regional planning processes. Development projects, such as the WLC are anticipated to occur with or without the project and do not rely on the project improvements to be feasible. Growth pressure on these adjacent cities currently exists; however, the project would not influence this in any way other than by providing safety improvements to a roadway anticipated to experience increased truck traffic as a result of anticipated growth in the area.</p>
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<p>5-9 cont. trigger” an increase in truck traffic directed toward the Logistics Center. Furthermore, the creation of the Mid County Parkway on the other side of the Logistics Center also increases the highway capacity in the region, allowing more traffic to flow in and out of the Logistics Center. The cumulative impacts of these three actions should be considered together, since they represent improperly segmented portions of one large project. (See <i>Bishop, supra</i>, at p. 166.)</p> <p>5-10 Because the need stated in the IS/EA does not justify this construction Project, a full EIR/EIS must be prepared in order to present more evidence justifying the Project. The EIR/EIS must address the true purpose of the Project, which is to create a higher-capacity interstate freeway for truck traffic. Furthermore, the Project must be considered with other connected actions, including the World Logistics Center and the Mid County Parkway. The cumulative impacts of these three projects are significant and require thorough analysis.</p> <p>III. The IS/EA Fails to Adequately Analyze and Mitigate Impacts to Water Quality, Floodplains, and Wetlands</p> <p>A. The Project’s Operation and Construction Would Significantly Affect Water Quality in the Region</p> <p>5-11 CEQA requires analysis of the impacts of a project that would “create or contribute runoff water which would . . . provide substantial additional sources of polluted runoff.” (Guidelines, App. G, § IX.) This Project will nearly double the impervious surface area of the highway, leading to an additional 18.8 cfs of stormwater runoff. (IS/EA, p. 70.) In order to prevent pollution and flooding of watercourses, the runoff will be treated by “creating new slopes or modify [sic] existing slopes to allow an increase in filtration rate of storm water flow . . . In addition, soil amendment will be utilized for infiltration of water . . .” (IS/EA, p. 71.) Because of these measures, much of this additional stormwater will filter into the ground. (See IS/EA, Figure 10.) The San Jacinto Groundwater Basin is partly recharged from “infiltration of rainfall on the valley floor.” (IS/EA, p. 66.) It is likely, therefore, that this stormwater will reach the Groundwater Basin.</p> <p>The IS, however, neglects to analyze these impacts, stating that “added runoff from the project is negligible and not anticipated to adversely affect the quality of the groundwater.” (IS/EA, p. 73.) This “substantial additional source[] of polluted runoff,” however, may have significant impacts on the quality of the San Jacinto Groundwater Basin. (Guidelines, App. G, § IX.) Pollution from vehicle travel and highway maintenance can include sediments, oil and grease, heavy metals, salts, fertilizers, and herbicides. (Nixon, 2007.) Rather than dismissing these impacts, the lead agency must analyze and mitigate them to the fullest extent possible.</p> <p>State Route 60 Truck Lanes Project July 16, 2014 6</p>	<p>Response to Comment 5</p> <p>5-10. The proposed 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 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. Refer to Response to 5.8.</p> <p>The IS/EA has been updated to include a Cumulative Impacts discussion, which includes the World Logistics Center.</p> <p>5-11. As discussed on page X, groundwater recharge is mostly from irrigation return flows and reclaimed water from percolation ponds. Natural recharge to the groundwater basin derives mainly from percolation of flow in the San Jacinto River and its tributaries and less from infiltration of rainfall on the valley floor.</p>
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	<p>Response to Comment 5</p> <p>5-11. The proposed project is located in the badlands, above the valley floor. Depth to groundwater in the area varies from 64 to 114 feet below ground surface. Runoff from the proposed project would be minimized and treated with implementation of best management practices (BMPs), as discussed in Section XX.X, and as required by the California Department of Transportation (Caltrans) MS4 Permit (NPDES CAS000003) and Riverside County Municipal Separate Stormwater System Permit (Permit Order No. R8-2010-0033). In addition, the stormwater treatment plan proposed as part of the project would promote natural infiltration of stormwater. Due to minimization and treatment of stormwater through BMPs required by the aforementioned permits and the stormwater treatment plan, stormwater runoff would be effectively treated of pollutants. In addition, due to the depth of the groundwater table and the limited recharge it receives from rainwater, the amount of stormwater to percolate and reach the groundwater table is expected to be negligible. Therefore, the proposed project is not anticipated to adversely affect the quality of groundwater.</p>
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<p>5-12 The IS also fails to address the full impacts of Project construction. As noted in the IS/EA, construction can impact water quality “due to grading activities, traffic detours, removal of existing vegetation, and various construction activities.” (IS/EA, p. 74.) The IS/EA, however, fails to assess how significant these impacts would be. They are likely to be quite significant, given that the Project will result in 163 acres of disturbed soil and an additional 70 of clearing. The IS/EA must analyze the significance of these construction impacts. Furthermore, the mitigation measures for these impacts are vague and insufficient. Discussing water quality mitigation measures the IS/EA requires that “the project [] be scheduled or phased to minimize soil-disturbing work during rain events.” (IS/EA, p. 76.) Second, the contractor will “development and implement SWPPP.” The IS/EA fails to discuss exactly how these mitigation measures will reduce the impacts of construction activities on water quality. With such vague mitigation measures, it is likely that the impacts of construction will be much more significant than the IS/EA acknowledges.</p> <p>The IS/EA fails to fully analyze and mitigate the long-term impacts of increased runoff and groundwater infiltration, as well as the short-term impacts of construction. These “sources of polluted runoff” may significantly affect the quality of surface and groundwater in the region. (Guidelines, App. G, § IX.) Therefore, the lead agency must produce an EIR/EIS to fully analyze and mitigate these impacts.</p> <p>B. The IS/EA Fails to Demonstrate that the Project Would Not Increase Flood Risks</p> <p>Both the federal and California governments discourage construction in a floodplain. The Executive Order of Floodplain Management requires federal agencies to avoid activities in floodplains where there is a practicable alternative. (E.O. 11988, available at http://www.fema.gov/media-library/assets/documents/235?id=1395.) CEQA requires analysis of the impacts of a project that would “substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site” or that would “[e]xpose people or structures to a significant risk of loss, injury or death involving flooding.” (Guidelines, App. G, § IX.) These requirements reduce the dangers of floods and prevent development that would increase flood risk.</p> <p>5-13 The IS/EA states that the Project is not located in a floodplain. The accompanying maps, however, are so tiny that it is impossible to verify this conclusion (IS/EA, pp. 49-53.) In fact, the area is prone to flooding: “[a]ccording to the Basin Plan (Region 8, 2011), annual rainfall in the Santa Ana Region occurs mostly in the winter and in one-to-two durations creating major floods.” (<i>Id.</i>, p. 47.) Because of these floods, the “upper areas of San Timoteo Creek (in the Redlands vicinity) have been channelized.” (<i>Ibid.</i>) The Army Corps of Engineers also “have or</p> <p>State Route 60 Truck Lanes Project July 16, 2014 7</p>	<p>Response to Comment 5</p> <p>5-12. Section 2.8, Water Quality and Storm Water in the IS/EA has been revised to provide a clearer analysis of the proposed project and its potential impacts. Based on the results of the analysis and through the incorporation of avoidance and minimization measures, it was concluded that 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. Therefore, preparation of an EIR/EIS would not be warranted.</p> <p>5-13. The maps in Section 2.7, Hydrology and Floodplain, in the IS/EA have been revised to provide a clear depiction of the Federal Emergency Management Agency flood designations within the project area. The data from these maps are included in Figure 2-9 on page #. The text has also been updated to clarify the analysis.</p> <p>The text the commenter is quoting regarding rainfall and flooding is included in Section 2.7, Hydrology and Floodplain, of the IS/EA that describes the hydrology of the larger project region and not the project area specifically. A detailed hydraulic analysis of the project area was performed and a discussion of this analysis and the conclusions are provided in the Hydrology and Floodplain section of the IS/EA on page ##.</p>
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<p>5-13 cont.</p> <p>plan to channelize most surface streams in the area in order to quickly move large volumes of water to another area without significant property damage.” (<i>Ibid.</i>)</p> <p>Despite these significant flood risks, the IS/EA states that “no floodplain risks are involved with this project.” (<i>Id.</i>, p. 57.) Although this Project increases runoff by 18.8 cfs, no mitigation measures are implemented to decrease flood risks. (<i>Id.</i>, pp. 70, 57.) This conclusion seems to rely, in part, on the Army Corps’ plan to channelize local surface streams. This plan, however, is not a sufficient to mitigate the flood risks of the Project. The IS/EA offers no details, such as a map or timeline, that would demonstrate that channelizing local streams would alleviate the flood risks associated with the Project. Instead, this Project may “substantially increase the rate or amount of surface runoff in a manner which would result in flooding.” (Guidelines, App. G, § IX.) Because of this significant impact, Caltrans must produce an EIR/EIS analyzing these impacts and detail.</p> <p>C. The IS/EA Fails to Accurately Analyze and Avoid Impacts to Wetlands</p> <p>Wetlands are one of the most important natural resources in the United States and the state of California. Federal and state laws regulate impacts to wetlands, and these laws must be integrated into NEPA and CEQA analysis. CEQA, for example, requires impact analysis of projects that would “[h]ave 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” (CEQA Guidelines, App. G, § IV.)</p> <p>5-14</p> <p>Prior to issuance of this IS, a wetlands assessment was undertaken and delineated Drainage 13 as wetlands. (IS/EA, p. 106.) The National Wetland Inventory map shows three wetland areas within the biological survey area (“BSA”). (Delineation, Figure 4.) The wetlands assessment goes on to state that wetlands were delineated in San Timoteo Creek. (<i>Id.</i> at 5-5 to 5-6.) The assessment also mentions that Drainage 13 was investigated as a possible wetland, but determines that it “did not exhibit wetland characteristics.” (<i>Id.</i>, 5-5.) The IS/EA, however, states that Drainage 13 was delineated as wetlands, but does not mention delineation of wetlands in San Timoteo Creek. (IS/EA, p. 106.) This inconsistency represents a failure to provide necessary information the public about the impacts of the Project, in violation of CEQA. (See <i>Dry Creek Citizens Coal. v. Cnty. of Tulare</i> (1999) 70 Cal.App.4th 20, 26 [holding that failure to provide important information represents “a prejudicial abuse of discretion”] (“<i>Dry Creek</i>”).)</p> <p>Despite the inconsistent delineation of wetlands in the BSA, the IS/EA determines that “the project will avoid all impacts to wetlands,” and that “there are no permanent or temporary impacts to wetlands.” (IS/EA, p. 106.) This analysis appears to be based on the delineation of Drainage 13 as wetlands, but not of San Timoteo Creek. The Project’s true impacts on wetlands are not clear considering that there appear to be more extensive wetlands in the BSA than the</p> <p>State Route 60 Truck Lanes Project July 16, 2014 8</p>	<p>Response to Comment 5</p> <p>5-13 cont. Based on the results of the hydraulic analysis, there is currently no risk of flooding at the project site, and there would be no risk of flooding with the implementation of Build Alternative 2. Because the analysis concluded that there would be no impacts due to flooding, no mitigation measures would be required and, therefore, none were proposed.</p> <p>The commenter states that the conclusion “reli[es] in part, on the Army Corps’ plan to channelize local surface streams.” The conclusions made regarding hydrology and flooding are based upon the hydraulic analysis presented in the Hydrology and Floodplain section of the IS/EA on page X.</p> <p>5-14. NWI maps were created by USFWS as a reference for where wetlands <i>may</i> be present within regional watersheds based on topographic maps and aerial imagery. These maps were not created using actual field data collected by the USFWS. NWI maps are used by delineators as a resource to determine where potential jurisdictional wetlands or other jurisdictional waters <i>may</i> be present to ensure that all potentially jurisdictional areas are reviewed and considered. The jurisdictional delineation confirmed the location and boundaries of jurisdictional waters. Only two wetlands were identified within the JSA during the jurisdictional delineation (refer to Drainage 13 and San Timoteo Creek on Figure 2-19, Sheets F, I, and J) and details on these two features have been integrated into the IS/EA.</p>
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5-14 cont. IS/EA recognizes. These impacts may, therefore, be substantial, and must be analyzed and avoided in a full EIR/EIS.

IV. The IS/EA Fails to Adequately Analyze and Mitigate Significant Impacts to Biological Resources

Impacts to biological resources, including habitat, natural communities, and plant and animal species, are some of the most important effects of a project. This is apparent in the CEQA Guidelines, which mandate preparation of an EIR for any project that “has the potential to substantially degrade the quality of the environment; substantially reduce the habitat of fish or wildlife species . . . [or] substantially reduce the number or restrict the range of an endangered, rare or threatened species.” (Guidelines § 15065.) Furthermore, a lead agency must analyze the impacts of projects that would “have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species,” or “interfere substantially with the movement of any native resident or migratory fish or wildlife species.” (Guidelines, App. G, § IV.) Similarly, the Council on Environmental Quality, which administers NEPA, recognizes the importance of biodiversity in analysis of a project’s impacts. (CEQ, 1993.)

5-15 This Project would have significant impacts on riparian habitat and other natural communities, special status plant and animal species, threatened and endangered species, and a proposed core habitat area. Furthermore, increased traffic and artificial light would also impact biological resources. The mitigation measures offered for these impacts are not sufficient to reduce them to less than significant levels.

A. The Project Relies on an Improper DBESP to Mitigate Impacts to Riparian Habitat

In order for the Project’s impacts to be less than significant, it must comply with the Western Riverside County Multiple Species Habitat Conservation Plan (“MSHCP”). (Guidelines, App. G, § X.) This MSHCP requires that Projects that affect riparian areas to prepare a Determination of Biologically Equivalent of Superior Preservation (“DBESP”). (MSCHP 6.1.2.) A DBESP analysis requires, at a minimum, a determination of whether avoidance is feasible, minimization measures for indirect impacts, mitigation that would fully offset any impacts, and a determination that mitigation proposed is biologically equivalent or superior. (MSHCP 6.1.2.) CEQA also requires analysis of impacts to riparian habitat. (Guidelines, App. G, § IV.)

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5-14. cont. Figure 2-19 has also been incorporated in the IS/EA to illustrate the project impact area and the permanent and/or temporary impacts on jurisdictional waters of the U.S. and waters of the State. Under Build Alternative 2, no wetlands would be impacted (permanently or temporarily).

5-15. Per the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 7.3.5, SR-60 improvements is listed as a covered activity that calls for widening the facility through the Plan Area to 8 lanes, with 4 additional high-occupancy vehicle lanes, 2 auxiliary lanes, and a 75-foot-wide rail corridor. This project will implement sections 7.5.2 (Guidelines for Construction of Wildlife Crossings) and 7.5.3 (Construction Guidelines), 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. To address effects on riparian habitat, wetlands, and riparian/riverine species, the MSHCP Determination of Biological Equivalent or Superior Preservation (DBESP) process will be implemented for this project. For potential impacts on Narrow Endemic Plant Species, mitigation as described in the Narrow Endemics Plant Policy will be implemented.

For minimization of direct and indirect impacts, the project will implement Appendix C (Standard Best Management Practices) and Section 6.1.4. (Guidelines Pertaining to Urban/Wildlands Interface).

	<p>Response to Comment 5</p> <p>5-15. cont. Additional measures including the aforementioned MSHCP measures have been added to the IS/EA to avoid and minimize impacts on natural communities, special-status plant species, and special-status animal species. See all added avoidance and minimization measures within Section 2.3, Biological Environment.</p> <p>Because the proposed project has been included as a covered activity, and the project will implement all the necessary MSHCP requirements, this projects contribution to potential direct and indirect impacts to existing and proposed area for Proposed Core 3 and biological resources have been evaluated and incorporated into the MSHCP. Therefore, the mitigation measures would be fully compliant with the MSHCP and considered to have a less than significant effect to covered species and other biological resources covered by the MSHCP.</p>
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<p>5-16 This Project will affect riparian habitat, triggering the need for a DBESP. (IS/EA, p. 107.) Before addressing impacts, a DBESP must first demonstrate why an avoidance alternative is not possible. This DBESP fails to make this demonstration; rather, it simply states that the “No-Build (Avoidance) Alternative is not possible because it would not address or alleviate the forecasted operation and safety issues.” (<i>Id.</i>, Table 18.) The No-Build alternative, however, may not be the only possible way to avoid impacts the riparian habitat. Other measures, like rumble strips and improve signage, would address safety and operational issues without affecting riparian habitat. The IS as a whole fails to propose sufficient alternatives for this Project. (See <i>infra</i>, <i>Bob Marshall</i>, 852 F.2d at p. 1228-29; <i>post</i>, § XII.) The DBESP, because of this failed alternatives analysis, subsequently fails to show that an avoidance alternative is not possible.</p> <p>The DBESP also fails to show that the mitigation measures proposed are biologically equivalent or superior. First, the DBESP states that credits will be purchased for habitat creation to mitigate permanent impacts to riparian habitat. (<i>Ibid.</i>) Information about where within the Santa Ana Watershed – Southern California’s largest watershed – and how the credits will be purchased, however, it not provided in the DBESP. (<i>Ibid.</i>) Without such information, it is not clear that the DBESP will truly mitigate the Project’s impacts. (See also <i>San Bernardino Valley Audubon Soc’y v. Metro. Water Dist.</i> (1999) 71 Cal. App. 4th 382 [holding that permanent preservation of habitat through a “mitigation bank” may not sufficiently mitigate environmental impacts].) Second, the Project will “mitigate for temporary impacts through restoration and creation of onsite riparian habitat.” (<i>Ibid.</i>) The DBESP provides no further information about where, how, and by whom this habitat will be restored. Finally, the DBESP states that impacts from construction and indirect effects will be mitigated by following the guidelines of the MSHCP and best management practices. (<i>Ibid.</i>) These measures are vague and do not demonstrate how they would lead to biologically beneficial results. None of the proposed mitigation measures clearly indicate that the Project will be biologically equivalent or superior to existing conditions. Because of the DBESP’s failed analysis of avoidance alternatives and mitigation measures, the Project will likely have a significant impact on riparian habitat requiring preparation of an EIR/EIS.</p> <p>B. The Project Will Have a Significant Impact on Other Natural Communities</p> <p>In addition to significant impacts on riparian habitat, the Project will affect other natural communities around SR-60. To comply with CEQA, an Initial Study must assess any “substantial adverse effect on any . . . sensitive natural community.” (Guidelines, App. G, § IV.) Two such communities are affected by this Project: Riversidean Sage Scrub and Chaparral, and Coast Live Oak Woodland. Pollution, grazing pressure, and invasive species already hinder regrowth of Riversidean Sage Scrub. (Wirtz, 1997.) Coast live oak is susceptible to Sudden Oak</p> <p>State Route 60 Truck Lanes Project July 16, 2014 10</p>	<p>Response to Comment 5</p> <p>5-16. The DBESP (Table 2-29 of the IS/EA) has been revised and now discusses why an avoidance alternative is not feasible. The addition of rumble strips or improving signage does not address the fact that the existing lanes are narrow and do not meet Riverside County standards. Additional safety concerns include narrow shoulders for emergency vehicle use. This Build Alternative was selected because it would improve safety, reduce congestion and improve freeway operations by providing truck-climbing and/or truck-descending for trucks and other slow vehicles that face challenges on this segment of SR-60 with high uphill and downhill grades. The addition of the truck-climbing and truck-descending lanes would also separate slow moving trucks from passenger vehicles. The new standard outside and inside shoulders would also improve the overall safety of the traveling public within the limits of this project.</p> <p>To reduce the permanent impacts on riparian/riverine resources, the project limits have been pulled back to the extent practicable, however full avoidance of riparian/riverine resources is not feasible. Permanent impacts on 0.42 acre of riparian/riverine would be fully mitigated at a 3:1 ratio (WET-3), replacing 1.27 acre of riparian/riverine resources. This satisfies the requirements in MSHCP Volume I, Section 6.1.2, that any unavoidable impacts on riparian/riverine resources and any lost functions and values will be replaced.</p>
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	<p>5-16. cont. As indicated on page 2-#, the specific location where the credits will be purchased has not been established. However, it is also noted that neither CDFW nor USFWS requires a specific location to be confirmed during preliminary engineering. As indicated in measure WET-3, the purchase would be made before the completion of final design.</p>
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<p>Death and may not be regenerating quickly enough to maintain current stands. (Guo 2005; Bartolome, 1987.)</p> <p>5-17 The IS/EA finds that the Project will directly and indirectly degrade 137.27 acres of sensitive Sage Scrub and Chaparral as well as a stand of rare Coast Live Oak Woodland. (IS/EA, p. 101-102.) Despite such extensive degradation, the IS/EA finds that the “effects are not considered adverse,” and that “no compensatory mitigation is required.” (<i>Ibid.</i>) The IS/EA justifies this decision by explaining that these plant communities are already degraded. (<i>Ibid.</i>) CEQA analysis, however, is not limited to impacts to pristine natural communities. (Guidelines, App. G, § IV.) In fact, a degraded community may need more protection than a pristine one. The Project’s adverse effects on these communities are not reversed by the fact that they are already degraded. Rather, Caltrans must fully analyze the direct and indirect impacts of this Project on sensitive natural communities and avoid or mitigate them accordingly. Because these impacts may be significant, they must be analyzed in an EIR/EIS.</p> <p>C. The Project Fails to Mitigate Impacts to Special Status Plant Species</p> <p>5-18 Six special status plant species were found within the Project’s BSA: Plummer’s mariposa-lily, Parry’s spineflower, mud nama, Robinson’s pepper-grass, Jaegar’s milk-vetch, and San Bernardino aster. (IS/EA, p. 122). The Supreme Court found that a “potential substantial impact to endangered, rare or threatened species is <i>per se</i> significant.” (<i>Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova</i> (2007) 40 Cal. 4th 412, 449 (“<i>Vineyard</i>”), citing CEQA Guidelines § 15065(a)(1).) In order to mitigate impacts to these species, the IS/EA states that “impacts can be avoided or minimized by keeping project footprint and activities to a minimum.” (<i>Ibid.</i>) The IS/EA contains no further detail about how this will be done or how reducing the Project’s footprint and “activities” will reduce the impacts of the Project to less than significant levels.</p> <p>5-19 The IS/EA also proposes participation in the MSHCP as a mitigation measure. This approach presents several problems. First, four of the six special status plants are “not included” or “not adequately cover[ed]” by the MSHCP. (<i>Ibid.</i>) The IS goes on to state, however, that “potential impacts to Plummer’s mariposa-lily, Parry’s spineflower, Robinson’s pepper-grass, and San Bernardino aster,” the four plants not covered by the MSHCP, “may also be considered adequately mitigated through participation in the MSHCP.” (<i>Ibid.</i>) The IS does not explain how the MSHCP would mitigate impacts on species that it does not adequately cover or include at all. Therefore, using participation in the MSHCP as a mitigation measure for these plants would likely fail to reduce impacts to less than significant levels.</p> <p>Just as important, the MSHCP does not suffice as a mitigation measure for impacts to biological resources. The IS fails to disclose the uncertainty regarding the implementation of</p> <p>State Route 60 Truck Lanes Project July 16, 2014 11</p>	<p>Response to Comment 5</p> <p>5-17. Because this is a covered project in the MSHCP, the planning and conservation acquisition that have been implemented by the MSHCP since its inception have reduced any potential effects on sage scrub, chaparral, and coast live oak woodland to a less-than-significant level.</p> <p>Potential impacts on individual oak trees are evaluated separately under CEQA and also may be subject to compliance with the Riverside County Oak Tree Management Guidelines.</p> <p>Additional avoidance and minimization measures have been added to prevent and address impacts on natural communities, including avoidance, monitoring, and revegetation plans. See NC-1 through NC-10.</p> <p>The impact analysis has been revised to make it clearer how the MSHCP processes are functioning to reduce potential impacts on plant communities to below a significant threshold.</p> <p>As of 2003, Caltrans, as a signatory implementing agency, has fulfilled all contribution requirements for the MSHCP. This contribution included purchase of 3.000 acres and an endowment.</p>
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	<p>Response to Comment 5</p> <p>5-18. No federal or state- listed as threatened or endangered species have a potential to occur on the project site. Focused surveys to determine the presence of Parry's spineflower or San Bernardino aster will be conducted prior to construction. The presence of one or both of these species was determined to be significant under CEQA, however measure PS-1 would avoid and mitigate for the loss of these species if they are present.</p> <p>5-19. PS-1 would ensure full avoidance within areas outside of the permanent impact area. Plants that occur within the temporary impact area would be relocated or seeds collected for future dispersal. If neither of these species are determined to be present, this measure would no longer be implemented.</p>
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<p>5-19 cont.</p> <p>mitigation measures contemplated in the MSHCP to provide for the mitigation of potentially significant impacts to biological resources relied upon in the MSHCP and IS/EA. The failure to require binding and effective mitigation, disclose the uncertainties associated with mitigation, and analyze the provision of other sources of mitigation and the environmental impacts of those mitigation measures violates CEQA.</p> <p>5-20</p> <p>In order to address several issues related to the cost, revenue sources, and plan benefits associated with the MSHCP, the Western Riverside County Regional Conservation Authority contracted with the RAND Corporation to provide an independent and objective analysis. (RAND, 2008.) Entitled “Balancing Environment and Development: Costs, Revenues, and Benefits of the Western Riverside County Multiple Species Habitat Conservation Plan” the study revealed some troubling issues related to the ability of projected revenue to acquire lands relied upon by the MSHCP for mitigation and the ability of the MSHCP to achieve the reserve strategy relied upon by the U.S. Fish and Wildlife Service in their Biological Opinion and CEQA analysis.</p> <p>First, the RAND study revealed that the operating cost “exceeds the original forecast in MSHCP planning documents by \$345 million (increasing from \$937 million to \$1,282 million).” (RAND, 2008 at xxvi.) This was due primarily to the failure to integrate costs into the original estimate. (RAND, 2008 at xxvi.) Second, the expected revenue sources do not correlate to the strategy for acquiring land outlined in the MSHCP, and the RAND study did not conclude that “existing local revenue streams will be sufficient to finance the local share of reserve assembly and operation costs.” (RAND, 2008 at xxvii.) Notwithstanding these revenue shortages, the RAND study further concluded that the “individual acreage goals cannot all be met using the USFWS CRD [conceptual reserve design].” (RAND, 2008 at xxx.) In other words, the reserve design relied upon by the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife in determining that biological impacts would be mitigated below a level of significance cannot be achieved. Therefore, even if this project complies with the MSHCP, its impacts may be significant</p> <p>5-18 cont.</p> <p>The IS/EA cannot simply conclude that it complies with the MSHCP, and that even if the Project does comply with the MSHCP, this compliance is enough to ensure that the long-term survival of special-status species will be ensured for the Project. Instead, the DEIR/DEIS needs to provide detailed analysis as to how it specifically complies with all of the MSHCP’s requirements. Further, it must ensure that even with MSHCP compliance, the Project still will not result in significant impacts to special status species.</p> <p>D. The IS/EA Fails to Analyze and Mitigate Significant Impacts to Special Status Animal Species</p> <p>State Route 60 Truck Lanes Project July 16, 2014 12</p>	<p>Response to Comment 5</p> <p>5-19. cont. For fully covered species (Jaeger’s milkvetch and mud nama), implementation of mitigation measures outlined in the MSHCP Vol I., Section 7.5.3 and Appendix C, would ensure consistency with the Plan and provide adequate avoidance and minimization such that impacts would be less than significant under CEQA (if the species are present). Potential impacts to Plummer’s mariposa lily and Robinson’s peppergrass were determined to be less than significant under CEQA because neither of these species are threatened or endangered.</p> <p>5-20 Per RCA, “The Rand study identified possible MSHCP funding shortfalls under various revenue and acquisition scenarios...Although potential funding concerns were identified by the Rand study, the MSHCP continues to be a fully functional habitat conservation plan. Land is being acquired at a rapid pace and is managed and monitored as required by the plan. All permits issued to the MSHCP remain valid, therefore projects can continue to use the MSHCP to address species impacts for Covered Activities.”</p>
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<p>As for plant species, a lead agency must analyze the impacts of projects that would “have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species,” or “interfere substantially with the movement of any native resident or migratory fish or wildlife species.” (Guidelines, App. G, § IV.) Importantly, “potential substantial impact to endangered, rare or threatened species is <i>per se</i> significant.” (<i>Vineyard</i> 40 Cal. 4th at 449, citing CEQA Guidelines § 15065(a)(1).) The CEQ also recommends that the lead agency under NEPA consider impacts to a “full range of biodiversity issues,” and that “[a]ppropriate mitigation measures [] be identified.” (CEQ, 1993, § IV.) The Project BSA contains suitable habitat for twenty-five special status animal species. The analysis and mitigation measures apply to only a few of these species, leaving the remainder without protection from the impacts of the Project.</p> <p>The IS fails to fully analyze impacts to all of these special status species. Focused studies were performed to assess the presence of and impacts to only two special status species. (<i>Id.</i> at p. 127-128.) The other twenty-three species – eight of which were observed in the BSA – were not subject to focused surveys. (<i>Id.</i> at p. 124-127.) It is impossible to fully analyze the impacts to these species without focused surveys. Instead, the IS hides behind its failure to seek out information and declines to analyze impacts to these twenty three species.</p> <p>Not only does the IS fail to analyze impacts, but it also fails to mitigate impacts to these special status species. Eighteen of these twenty-five species are considered in the IS/EA to be “fully covered by participation in the MSHCP.” (IS/EA, p. 123.) The IS then concludes that no mitigation measures are needed to address potential impacts to these species. (<i>Ibid.</i>) However, the MSHCP, as noted above, does not suffice as a mitigation measure. Rather, the IS must show that participation in the MSHCP will reduce the impacts to these species to less than significant levels.</p> <p>Five of the remaining species that were observed or have suitable habitat within the BSA “are not included in the MSHCP.” (<i>Id.</i> at p. 124.) The IS assures that “[p]otential impacts to Lawrence’s goldfinch will be mitigated by the measures details below for nesting birds,” and “[p]otential impacts to the other four uncovered species will be discussed below.” (<i>Ibid.</i>) While the IS does contain a mitigation measure related to nesting birds, it does not specifically address the Lawrence’s goldfinch. Alarming, the other four species are never mentioned again, violating the assurance that impacts to them will be mitigated. In fact, the mitigation measures proposed in this IS/EA are limited to burrowing owls and nesting birds, while thirteen non-bird species – including reptiles and small mammals – have suitable habitat or have been observed within the BSA. (<i>Id.</i> at p. 124-127, 129.) No mitigation measures apply to these thirteen species, leaving them subject to significant impacts from construction and increase car traffic on SR-60. Impacts to the four species not covered by the MSHCP are not mitigated or addressed at all, despite the claim to the contrary.</p> <p>State Route 60 Truck Lanes Project July 16, 2014 13</p>	<p>Response to Comment 5</p> <p>5-21. No focused surveys are required in accordance with the MSHCP, Volume I, Appendix E (Summary of Species Survey Requirements, page E-1 through E-23). However, as provided on pages 2-# of the IS/EA, additional analysis has been provided for the other 23 special-status species. Avoidance and minimization measures have been added to ensure consistency with the MSHCP for MSHCP-covered species and additional measures have been added to avoid, minimize, and protect non-covered MSHCP species. These measures will demonstrate that the project will avoid, minimize, and mitigate for impacts on all sensitive species to the maximum extent possible.</p> <p>The impact analysis and avoidance and minimization measures for sensitive and listed species (both covered and non-covered by the MSHCP) has been revised to make it clearer how required MSHCP processes and other protection measures are functioning to reduce potential impacts on covered/non-covered species to below a significant threshold.</p> <p>5-22. As provided on page 2-# of the Draft IS/EA, additional analysis has been provided for the other 5 special-status species. Additional analysis and avoidance and minimization measures pertaining to species impacts (birds, small mammals, reptiles, amphibians) have been added to the IS/EA. These additional analysis and measures ensure that all species are adequately addressed.</p>
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<p>5-23 Finally, two of the three mitigation measures proposed by the IS relate to burrowing owls. These measures, however, do not suffice to mitigate impacts to this species to less than significant levels. While the IS/EA appropriately requires a pre-construction survey to detect the presence of burrowing owls in the Project area, it does not properly describe the procedures to be followed in the event that a burrowing owl is found. (<i>Id.</i> at p. 129.) Rather, the IS states that “project-specific mitigation would be developed and authorized,” representing an improper deferral of mitigation. (<i>Ibid.</i>; see Guidelines § 15126.4 subd. (a)(1).) Instead, the IS should specifically describe how the burrowing owl will be protected from adverse impacts from the construction and operation of this Project. The burrowing owl is subject to population decline and may be extirpated from southwestern California. (Kidd, 2007.) This population must, therefore, be protected by detailed and effective mitigation measures that insure against adverse impacts. The IS/EA fails to include such measures. Furthermore, the IS/EA fails to fully analyze impacts to almost all of the special status species that are or may be living in the BSA. The few mitigation measures provided only mitigate impacts to nesting birds and burrowing owls, a small portion of the overall special status species. Even these measures fail to reduce impacts to less than significant levels.</p> <p>5-21 cont.</p> <p>E. The Mitigation Measures Proposed to Reduce Impacts to Threatened and Endangered Species Are Wholly Inadequate</p> <p>Both CEQA and NEPA emphasize the importance of analysis and mitigation of impacts to threatened and endangered species. (See Guidelines § 15065; CEQ, 1993) Under CEQA, an EIR must be prepared for any project with the potential to “substantially reduce the number or restrict the range of an endangered, rare or threatened species.” (Guidelines § 15065.) This Project has the potential to significantly impact three threatened and endangered species: the Stephens’ kangaroo rat, the coastal California gnatcatcher, and the least Bell’s vireo. While the IS recognizes the gravity of these impacts, it fails to mitigate them in any meaningful way.</p> <p>5-25 Focused surveys conducted for the least Bell’s vireo (“LBV”) found “eight LBV territories in or immediately adjacent to the project area.” (IS/EA, p. 134.) Due to the prevalence of the LBV in the Project area, “the project is likely to adversely affect LBV.” (<i>Ibid.</i>) The IS, however, only puts forth two mitigation measures, neither of which addresses the LBV. (<i>Id.</i> at 135.) In addition to the mitigation measures, the IS states that “the USFWS [U.S. Fish and Wildlife Service] shall ensure, in a biological opinion, that the proposed project is consistent with the terms and conditions of the MSCHP.” (<i>Id.</i> at 134.) Generally, a project that complies with the MSHCP does not require a separate biological opinion from the Fish and Wildlife Service. This Project’s need for an additional opinion indicates that the MSCHP does not adequately protect the LBV. As shown above, the MSCHP is not sufficient to mitigate impacts to all species from all projects. Instead, the IS must specifically demonstrate that impacts to the</p> <p>State Route 60 Truck Lanes Project July 16, 2014 14</p>	<p>Response to Comment 5</p> <p>5-23. As provided on pages 2-# of the Draft IS/EA, additional analysis has been provided for burrowing owl. A burrowing owl management plan consistent with MSHCP requirements will be developed and implemented if burrowing owl are detected during preconstruction surveys or at any time during construction. See measure AS-1 on page 2-#.</p> <p>5-24. Additional avoidance and minimization measures have been included to demonstrate that the project will avoid and minimize all impacts on sensitive and/or listed species. The MSHCP mitigates potential effects on Stephens’ kangaroo rat, California gnatcatcher, and least Bell’s vireo. As discussed in Section 2.19.3 of this environmental document, because the project is using federal funds, there is a federal nexus. A Federal Endangered Species Act (FESA) Section 7 consultation with the USFWS was completed because of potential impacts on federally listed species. Effect determination for federally listed species are as follows and can be found on pages 2-264 through 2-266 of this environmental document:</p> <ul style="list-style-type: none"> • San Jacinto Valley Crownscale: No Effect • Slender-horned Spineflower: No Effect • Spreading Navarretia: No Effect • San Bernardino Kangaroo Rat: No Effect • Stephens’ Kangaroo Rat: may affect, and is likely to adversely affect
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	<p>Response to Comment 5</p> <p>5-24. cont.</p> <ul style="list-style-type: none"> • California Gnatcatcher: may affect, and is likely to adversely affect • Southwestern Willow Flycatcher: No Effect • Least Bell's Vireo: may affect, and is likely to adversely affect <p>Also, due to the project's indirect impacts, impacts on least Bell's vireo were addressed through a DBESP. With the additional measures as referenced above, the project addresses impacts on these species as required.</p> <p>5-25. Additional impact analysis and avoidance and minimization measures have been included for least Bell's vireo. USFWS shall ensure that the FESA Biological Opinion issued in connection with the proposed project that is the subject of the consultation is consistent with the FESA Biological Opinion that has been issued for the MSHCP.</p>
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<p>5-25 cont. LBV will be reduced to less than significant levels. Here, the IS fails to mitigate impacts to the LBV from “noise, dust, potential fuel spills from construction equipment . . . , operation impacts such as on adjacent habitats caused by stormwater runoff, traffic, and litter . . . and proliferation of non-native invasive plant species.” (<i>Ibid.</i>) Without proper mitigation measures, this Project will significantly and irreversibly harm the least Bell’s vireo, listed as endangered at both the federal and state levels, and its habitat.</p> <p>5-26 The IS also fails to effectively mitigate impacts to the coastal California gnatcatcher. The IS states that “[p]ermanent impacts to the 87.35 acres of Riversidean sage scrub habitat could include direct injury or death to coastal California gnatcatchers due to vegetation removal and project activities, or indirect impacts such as causing nest damage or abandonment.” (<i>Id.</i> at p. 133.) Riversidean sage scrub’s regeneration is already hindered by pollution, grazing pressure, and invasive species. (Wirtz, 1997.) Its slow regeneration prevents it from serving as suitable habitat for gnatcatcher for many years after it is destroyed. (<i>See</i> Wirtz, 1997.) Because of these significant impacts, the Project is likely to “adversely affect,” this species. (<i>Ibid.</i>) The IS, once again, improperly relies on compliance with the MSCHP to reduce impacts to the gnatcatcher. (<i>Id.</i> at p. 134.) In addition, the IS proposes a mitigation measure to protect the gnatcatcher by “keeping project activities to a minimum in sage scrub areas.” (<i>Id.</i> at p. 135.) This mitigation measure is insufficient and does not meet CEQA’s requirements.</p> <p>5-26 CEQA requires that mitigation measures be “fully enforceable through permit conditions, agreements, or other legally-binding instruments.” (Guidelines § 15126.4 subd. (a)(2).) Furthermore, they must be “incorporated into the project or required as a condition of project approval in such a way that [would] ensure their implementation.” (<i>Fed’n of Hillside and Canyon Assoc. v. City of Los Angeles</i>, (2000) 83 Cal. App. 4th 1252, 1262.) Here, however, this mitigation measure is impermissibly vague and thus unenforceable. The measure does not state, for example, how the Project footprint will be kept “to a minimum,” or how small a minimal footprint would be. (IS/EA, p. 135.) Furthermore, the measure does not demonstrate how a minimal footprint will reduce impacts to the gnatcatcher. In fact, the Project requires vegetation removal and anticipates permanent impacts to 87.35 acres of gnatcatcher habitat. (<i>Id.</i> at pp. 26, 133.) Even with utmost care, the Project will almost certainly impact the gnatcatcher. Therefore, this vague and unenforceable mitigation measure fails to reduce impacts to the gnatcatcher to less than significant levels.</p> <p>5-27 The Stephen’s kangaroo rat, a federally endangered species, would also be adversely impacted by this Project: “[p]ermanent impacts to the 16.87 acres of non-native grassland habitat could include direct injury or death to SKR due to vegetation removal and project activities, or indirect impact such as causing burrow damage or abandonment.” (IS/EA, p. 133.) These impacts would “adversely affect” this kangaroo rat. (<i>Ibid.</i>) Like the gnatcatcher, impacts to the kangaroo rat are only mitigated in a vague and unenforceable way, by “keeping project footprint</p> <p>State Route 60 Truck Lanes Project July 16, 2014 15</p>	<p>Response to Comment 5</p> <p>5-26. Additional impact analysis and avoidance and minimization measures have been included for CAGN. USFWS shall ensure that the FESA Biological Opinion issued in connection with the proposed project that is the subject of the consultation is consistent with the FESA Biological Opinion that has been issued for the MSHCP.</p> <p>5-27. Additional impact analysis and avoidance and minimization measures have been included for SKR. USFWS shall ensure that the FESA Biological Opinion issued in connection with the proposed project that is the subject of the consultation is consistent with the FESA Biological Opinion that has been issued for the MSHCP.</p>
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<p>5-27 cont. and activities to a minimum.” (<i>Id.</i> at p. 135.) The IS similarly fails to explain in sufficient detail how this measure will be implemented and how it will mitigate impacts to the kangaroo rat. Just as striking, the IS fails to mention that impacts to the Stephens kangaroo rat are regulated by the Stephens Kangaroo Rat Habitat Conservation Plan (“SKRHCP”). CEQA requires analysis of impacts of a project that might “conflict with any applicable habitat conservation plan.” (Guidelines, App. G, § X.) Not only does the IS fail to demonstrate compliance with the SKRHCP, but it fails to mention the HCP at all. This serious omission violates CEQA by withholding information vital to decision-making. (See <i>Dry Creek</i>, <i>supra</i>, 70 Cal.App.4th at p. 26.) Such an omission, coupled with an unenforceable mitigation measure, demonstrates that the impacts to the Stephens’ kangaroo rat are likely to be far more significant than the IS recognizes.</p> <p>5-24 cont. Because the IS/EA fails to mitigate impacts to threatened and endangered species, the effects of the Project on these species are likely significant. CEQA additionally requires preparation of an EIR for any project that would “reduce the number or restrict the range of a rare or endangered plant or animal.” (Guidelines § 15065.) Therefore, Caltrans must prepare an EIR/EIS to analyze and fully mitigate impacts to these important species.</p> <p style="text-align: center;">F. The IS/EA Fails to Address Impacts to Proposed Core 3 and Constrained Linkage 22 of the MSCHP</p> <p>5-28 As mentioned previously, CEQA requires an EIR for any project that would “conflict with any applicable habitat conservation plan.” (Guidelines § 15065.) This Project conflicts with the MSHCP by failing to address impacts to a proposed core and proposed linkage near the Project area.</p> <p>The Western Riverside County Regional Conservation Authority (WRC-RCA) has proposed to create a Core Reserve – Proposed Core 3 – in the Badlands region, crossing SR-60. (http://www.wrc-rca.org/goals_and_progress.asp.) The RCA has also proposed creation of a constrained linkage – Proposed Linkage 22 – between SR-60 and I-10. (<i>Ibid.</i>) MSHCP materials describe the proposed core and linkage, listing SR-60 as a major covered activity potentially affecting each. (MSHCP, 3-63, 3-94.) The MSCHP goes on to state that “widening of major roadways may affect Habitat supporting least Bell’s vireo and Los Angeles pocket mouse.” (MSHCP 3-94.) These facts strongly indicate that this Project would impact Proposed Core 3 and Proposed Constrained Linkage 22.</p> <p>The IS/EA, however, fails to address its impact on either of these proposed areas. Proposed Core 3 is a proposed core reserve for ten species, and Proposed Constrained Linkage 22 applies to three. (MSHCP, 3-63, 3-94.) Of the ten species of the core reserve, the IS/EA only addresses impacts to five. The IS/EA also fails to address impacts to one of the species to which Proposed Constrained Linkage 22 applies. The accompanying MSHCP Consistency</p> <p>State Route 60 Truck Lanes Project July 16, 2014 16</p>	<p>Response to Comment 5</p> <p>5-28. See response to comment 5-15. As discussed in Section 2.15.3, the project does not conflict with any criteria cells and criteria cell group conservation objectives due to the projects consistency with the MSCHP and implementation of all species-specific survey and conservation requirements.</p> <p>The project does not intersect or conflict with proposed linkage 22 and will not impede wildlife movement within that linkage. In addition, the project is improving and implementing new wildlife crossing structures that will facilitate improved wildlife movement within proposed Core 3.</p>
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<p>5-28 cont.</p> <p>Determination briefly mentions that Proposed Core 3 lies within the Project area, but also fails to address impacts to either proposed area. (NES-MSCHP, p. 10.) Because this Project would conflict with the goals of the MSHCP – to protect the species affected by Proposed Core 3 and Proposed Constrained Linkage 22 – an EIR/EIS is necessary to analyze and mitigate these impacts.</p> <p>G. The IE/EA Fails to Analyze and Mitigate Impacts from Increased Traffic Noise and Light Spill</p> <p>Effects on biological resources are not limited to habitat destruction and direct injury or death. Other direct, indirect, and cumulative results of projects can harm important species and their habitats. Traffic noise and artificial lighting are two examples. Traffic noise can affect birds' calls, disrupting their ability to warn of approaching predators or attract each other to mate. (Slabbekorn & Ripmeester, 2008.) Artificial lighting can also disrupt different species' navigational abilities and reproductive behavior. (Longcore & Rich, 2004.) Because of these serious effects, an increase in either of these activities would constitute a significant impact.</p> <p>5-29</p> <p>The IS/EA states, in its section discussing natural communities, that "[i]n the future, there may be an increase of traffic noise and additional nighttime light spill on these communities, as well as further degradation by current and future off-site development." (IS/EA, p. 102.) The impacts of increased traffic noise and nighttime light spill can seriously disrupt not only natural communities, but numerous animal species. (See Slabbekorn & Ripmeester, 2008; Longcore & Rich, 2004.) The IS, however, fails to fully analyze these impacts. They are not mentioned in the mitigation measures for natural communities nor anywhere else in the IS. The MSHCP Consistency Determination states that "[t]he Project will install shielded night lighting, directed away from Conservation Areas to protect species and ensure ambient lighting in Conservation Areas is not increased." (NES-MSHCP, p. 14.) The IS/EA, however, failed to include such a measure and to discuss any installation of night lighting. The IS has failed to analyze and mitigate impacts resulting from short- and long-term increases in traffic noise and nighttime lighting. These impacts may be significant and must be analyzed and avoided or mitigated in a full EIR/EIS before this Project is approved.</p> <p>V. The Air Impacts Analysis Is Insufficient</p> <p>5-30</p> <p>The IS fails to provide any review of the air impacts of the Project, claiming that the Project "is exempt from all air emissions analyses." (IS/EA at p. 13. Although the Initial Study does not fully explain why the Caltrans believes it is not required to analyze any air impacts of the Project, it appears that this omission was because Caltrans determined that the Project is exempt from the Clean Air Act's "conformity review" requirement that federal agencies assure that their actions conform to the applicable state implementation plan for achieving and</p> <p>State Route 60 Truck Lanes Project July 16, 2014 17</p>	<p>Response to Comment 5</p> <p>5-29. Both increased traffic noise and construction/post-construction night lighting have been addressed in measures NC-4 and AS-3.</p> <p>5-30. The commenter's assertion that the proposed project is not exempt from the requirement to demonstrate transportation conformity is incorrect. The proposed project is clearly identified in the currently conforming SCAG 2015 FTIP by project number RIV120201 under the conformity category "EXEMPT – 93.126." Nonetheless, construction- and operations-period emissions have been quantified and included in the MND. As demonstrated in Table 2-21 (Criteria Pollutant Emissions during Construction with Minimization Measures) on page 2-120 and Table 2-19 (Summary of CT-EMFAC-Modeled Operational Emissions) on page 2-117, construction- and operations-period emissions would be less than significant. CEQA and NEPA air quality impact analyses requirements are satisfied.</p>
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maintaining the National Ambient Air Quality Standards for criteria pollutants. (See IS/EA at p. 188-189 [requesting concurrence that the Project is exempt from conformity review].)

Caltrans is incorrect that no air emissions analysis is required. This Project is not exempt from the Clean Air Act's conformity review requirements, and even if it were exempt from conformity review, such exemption would not relieve Caltrans from its duty to evaluate air impacts under NEPA and CEQA. Because air emissions analysis is required under the Clean Air Act, NEPA, and CEQA, Caltrans must conduct the missing air emissions analysis before approving the Project.

This oversight is particularly troubling given the Project's location in the Los Angeles-South Coast Air Basin (South Coast),¹ which is home to some of the worst ozone or "smog" pollution in the country, including San Bernardino, Riverside, and Los Angeles—three of the top five most ozone-polluted counties in the United States.² In the American Lung Association's 2014 State of the Air Report, the South Coast region's ozone pollution stayed the same or worsened over the past several years, and was ranked number one for highest ozone out of 277 metropolitan areas.³ This dubious distinction meant all the counties that make up the South Coast Air Basin (Los Angeles, San Bernardino, Riverside, and Orange) received a score of "F" because of ozone pollution.⁴

Though the South Coast has made significant progress with respect to ozone pollution over the past three decades, it continues to boast the "highest annual maximum ozone concentrations in the United States," with maximum ozone concentrations over 20 percent higher than the 1-hour ozone standard.⁵ Indeed, the area has been in nonattainment for ozone since 1978⁶ and has continually failed to meet every attainment deadline for the 1-hour ozone standard. When the South Coast failed to meet the 1990 attainment deadline for 1-hour ozone, the region was classified as an "extreme" nonattainment area.⁷

¹ The South Coast "includes Orange County, the southwestern two-thirds of Los Angeles County, southwestern San Bernardino County, and western Riverside County." *Approval and Promulgation of Implementation Plans; California; South Coast 1-Hour and 8-Hour Ozone*, 79 Fed. Reg. 29,712, 29,713 n.2 (May 23, 2014).

² See *About*, S. Coast Air Quality Mgmt. District, <http://aqmd.gov/home/about> (last visited July 13, 2014) (noting that the South Coast is "one of the smoggiest" regions in the country); Am. Lung Ass'n, *State of the Air* (2012), available at <http://www.lung.org/associations/states/california/assets/pdfs/sota-2012/sota-2012-south-coast-fact.pdf>.

³ See Am. Lung Ass'n, *State of the Air* 15 (2014), available at <http://www.stateoftheair.org/2014/assets/ALA-SOTA-2014-Full.pdf>.

⁴ *Id.* at 56-59.

⁵ 79 Fed. Reg. at 29,724.

⁶ See *id.* at 29,713.

⁷ *Id.*

The consequences of the South Coast's extreme ozone problem can be deadly. Though atmospheric ozone protects individuals from harmful ultraviolet radiation, ground-level ozone can be extremely hazardous to human health.⁸ According to the American Lung Association, inhaling ozone can lead to shortness of breath, chest pain, coughing, wheezing, inflammation of the lungs, asthma attacks, and premature death.⁹ Ozone pollution can also cause permanent scarring of the lungs.¹⁰ In addition to these findings, EPA has found a "suggestive" causal relationship between ozone and harm to the central nervous system and reproductive system.¹¹ Those at greatest risk of suffering from the adverse consequences of breathing ozone include children, the elderly, individuals with asthma, and people who work or exercise outside.¹²

A. This Project is Not Exempt From the Clean Air Act's Conformity Review Requirement

5-31

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.¹³ (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"

⁸ *Ozone and Your Patients' Health*, U.S. Env'tl. Protection Agency, <http://www.epa.gov/o3healthtraining/what.html> (last updated Mar. 12, 2014).

⁹ See *Ozone*, Am. Lung Ass'n, <http://www.lung.org/healthy-air/outdoor/resources/ozone.html> (last visited June 13, 2014) [hereinafter *Ozone*].

¹⁰ *Health Effects*, U.S. Env'tl. Protection Agency, <http://www.epa.gov/air/ozonepollution/health.html> (last updated Nov. 1, 2012).

¹¹ U.S. Env'tl. Prot. Agency, Integrated Science Assessment for Ozone and Related Photochemical Oxidants 1-5 (2013), available at <http://cfpub.epa.gov/ncea/isa/recordisplay.cfm?deid=247492#Download>.

¹² *Ozone*, *supra* note 9.

¹³ Criteria pollutants include carbon monoxide, lead, nitrogen dioxide, ozone, particulate pollution, and sulfur dioxide. See 40 C.F.R. Part 50. State Route 60 Truck Lanes Project July 16, 2014 19

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5-31. The commenter's assertion that the proposed project is not exempt from the requirement to demonstrate transportation conformity is incorrect. The proposed project is clearly identified in the currently conforming SCAG 2015 FTIP by project number RIV120201 under the conformity category "EXEMPT – 93.126." The SCAG Transportation Conformity Working Group (TCWG) has confirmed that the proposed project is exempt from the requirement to demonstrate transportation conformity per 40 CFR 93.126. Nonetheless, construction- and operations-period emissions have been quantified and included in the MND. As demonstrated in Table 2-21 (Criteria Pollutant Emissions during Construction with Minimization Measures) on page 2-120 and Table 2-19 (Summary of CT-EMFAC-Modeled Operational Emissions) on page 2-117, construction- and operations-period emissions would be less than significant. CEQA and NEPA air quality impact analyses requirements are satisfied.

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<p>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." (<i>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</i>, 58 Fed. Reg. 62,188, 62,213 (Nov. 24, 1993); 40 C.F.R. § 93.126 Table 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.)</p> <p>Caltrans claims that this Project is exempt from conformity review under 40 C.F.R. § 93.126 because (1) "the project, overall, fits the 'Truck-climbing lanes outside the urbanized area' exemption"; (2) "[g]eneral rehabilitation, shoulder widening, and median barrier reconstruction likewise fall under full conformity exemptions"; and (3) "the 'truck-descending' lanes also fall under the conformity review exemption because they are for the same purpose (isolation of very slow trucks from normal traffic on the steep grade) as the climbing lanes." (Draft Project Report at p. 15.)</p> <p>Caltrans is mistaken that this Project is exempt from conformity review. EPA's enumerated exceptions to the Clean Air Act's conformity review requirement should be narrowly construed, under the canon of construction <i>expressio unius est exclusio alterius</i> (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 Table 2.) And although "[t]ruck-climbing lanes outside the urbanized area" are specifically exempted from the conformity review requirement, "truck descending lanes" are not. (<i>Id.</i> (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 200,000,¹⁴ meets the Census Bureau's definition of "urbanized area." (<i>Urban Area Criteria for the 2010 Census</i>, 76 Fed. Reg. 53,030 (Aug. 24, 2011).) No exemption from conformity review applies.</p> <p>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 Table 2.) This hundred million dollar construction Project, in</p> <p>¹⁴ City of Moreno Valley "Quick Facts," available at http://www.moreno-valley.ca.us/do_biz/pdfs/QuickFacts-pop0213.pdf. State Route 60 Truck Lanes Project July 16, 2014 20</p>	

5-31 cont. 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. (Draft Project Report at pp. 2-3; IS/EA at p. 7.) Construction of this Project is likely to produce dust, carbon dioxide, nitrogen oxide, volatile organic compounds, and particulate matter.¹⁵ These air emissions from construction of this Project are likely to be significant.

5-32 The operation of this Project is also likely to cause significant air emissions. The 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. Initial Study at 145 (projecting that by 2040, the Project will cause an increase of over 10,000 metric tons of CO₂ emissions per year over the no-project alternative). Like CO₂, vehicle emissions of nitrogen dioxide also increase as cars increase speed.¹⁶ Thus, operation of this Project is likely to cause

5-31 adverse nitrogen oxide emissions. Because this Project is not exempt from conformity review, Caltrans must conduct conformity review before approving it.

B. NEPA and CEQA Require Caltrans to Conduct Air Emissions Analysis Before Approving this Project

5-33 Regardless of whether this Project is exempt from the Clean Air Act's conformity review requirement, NEPA and CEQA independently require Caltrans to analyze the Project's air impacts. Caltrans is thus obligated to conduct the missing air impact analysis before approving this Project.

1. The IS/EA's Air Quality Analysis is Inadequate Under NEPA

Conformity review under the Clean Air Act and air impact analysis under NEPA are not the same; rather they are two separate but frequently coordinated processes. (See 40 CFR 1502.25(a) [requiring agencies to coordinate NEPA review with other environmental review]; *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 FR 62,188, 62,210 (Nov. 24, 1993) ["EPA expects that most project-level conformity determinations will be made as part of the NEPA process."].) NEPA review differs in significant ways from conformity review. For example, NEPA requires federal

¹⁵ See, e.g., Sacramento Metropolitan Air Quality Management District, *Construction-Generated Criteria Air Pollutant and Precursor Emissions*, available at <http://www.airquality.org/ceqa/cequguideupdate/Ch3Construction-GeneratedCAPsFINAL.pdf>.

¹⁶ See FHWA, *Transportation Air Quality Facts and Figures* (January 2006), available at http://www.fhwa.dot.gov/environment/air_quality/publications/fact_book/page15.cfm.

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5-32. The commenter's assertion that the proposed project is not exempt from the requirement to demonstrate transportation conformity is incorrect. The proposed project is clearly identified in the currently conforming SCAG 2015 FTIP by project number RIV120201 under the conformity category "EXEMPT – 93.126." The SCAG Transportation Conformity Working Group (TCWG) has confirmed that the proposed project is exempt from the requirement to demonstrate transportation conformity per 40 CFR 93.126. With regard to operations-period emissions, these emissions have been quantified and included in the MND. As demonstrated in Table 2-19 (Summary of CT-EMFAC-Modeled Operational Emissions) on page 2-117, operations-period emissions would be less than significant. CEQA and NEPA air quality impact analyses requirements are satisfied.

With regard to project GHG emissions, please see the Climate Change discussion in MND Chapter 2.20. The GHG emissions inventory has been updated based on more accurate predictions of travel speeds under the Build and No Build alternatives.

	<p>Response to Comment 5</p> <p>5-32. As shown therein in Table xx (Traffic Data and Emissions Estimates) on page xx, at opening year 2018, Build Alternative GHG emissions are predicted to exceed No Build Alternative GHG emissions by 714 tons per year; however, at horizon year 2040, Build Alternative GHG emissions are predicted to be reduced by 3,392 tons per year when compared to No Build Alternative GHG emissions. As such, Caltrans concludes that project GHG emissions would be less than significant.</p> <p>5-33. Construction- and operations-period emissions have been quantified and included in the MND. Construction emissions are summarized in Table 2-21 (Criteria Pollutant Emissions during Construction with Minimization Measures) on page 2-120, and operations emissions are summarized in Table 2-19 (Summary of CT-EMFAC-Modeled Operational Emissions) on page 2-117. Emissions calculations substantiate that impacts would be less than significant. CEQA and NEPA air quality impact analyses requirements are satisfied.</p>
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<p>agencies to disclose the impacts of all reasonable alternatives, 40 C.F.R. § 1502.14, whereas conformity review requires only analysis of the proposed project, 40 C.F.R. § 93.102(a). NEPA also requires federal agencies to consider all pollutant effects, 40 C.F.R. § 1508.8, whereas conformity review requires only analysis for pollutants for which the area is a nonattainment or maintenance areas for that pollutant. (40 C.F.R. § 93.102(b).) Thus, completion of conformity review, or exemption from conformity review, does not necessarily satisfy a federal agency's NEPA obligation.</p> <p>5-33 cont. Caltrans has entirely failed to consider the air impacts of this Project. (IS/EA at p. 13.) Regardless of whether this omission was proper under the Clean Air Act because the Project is exempt from the Act's conformity review requirements, the omission of air impacts analysis is not countenanced under NEPA. Caltrans must conduct the required review of the air impacts of this Project, and the Project's alternatives, before approving this Project under NEPA.</p> <p>2. The IS/EA's Air Quality Analysis is Inadequate Under CEQA</p> <p>Under CEQA, Caltrans must evaluate whether the Project will have a significant effect on the environment, defined as "a substantial adverse change in the physical condition which exists in the area affected by the proposed project." (Guidelines § 15002(g).) In making this determination, Caltrans must consider both "direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project." (Guidelines § 15064(d).) Caltrans must also consider whether the effects of the Project are cumulatively considerable, meaning that the incremental effect of the Project is significant "when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (Guidelines § 15064(h)(1).) "The decision as to whether a project may have one or more significant effects shall be based on substantial evidence in the record," Guidelines § 15064(f), and should be based on "scientific and factual data," Guidelines § 15064(b). If the Project will have a significant effect on the environment, Caltrans must prepare an Environmental Impact Report. <i>Ibid.</i></p> <p>To determine the significance of this Project's air impacts, CEQA requires Caltrans to evaluate the types and levels of emissions generated by the construction and operation of the project, and compare these emissions levels to the thresholds of significance established by the South Coast Air Quality Management District ("SCAQMD"). (See Guidelines § 15064.7; SCAQMD Air Quality Significance Thresholds, <i>available at</i> http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2.) Somewhat similar to the Clean Air Act's conformity review requirement, CEQA also requires Caltrans to analyze whether the Project will interfere with "the attainment or maintenance of state or</p> <p>State Route 60 Truck Lanes Project July 16, 2014 22</p>	<p>Response to Comment 5</p>
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national air quality standards. (Guidelines § 15206(b)(2).)¹⁷ Finally, CEQA requires Caltrans to evaluate whether the Project will “contribute substantially to an existing or projected air quality violation,” “expose sensitive receptors to substantial pollutant concentrations,” and “create objectionable odors affecting a substantial number of people.” (Guidelines, App. G § III.)

5-33
cont. Caltrans has entirely failed to provide the required CEQA review for air impacts of the Project. Although Caltrans has filled out the CEQA Environmental Checklist, and indicated that there are no air quality impacts, these findings are unexplained, have no basis in the record, and are therefore insufficient to meet Caltrans’s CEQA obligations. (*Bishop, supra*, 172 Cal. App. 3d at pp. 171, 217.)

5-34 Moreover, Caltrans has failed to consider the indirect and cumulative impacts of this Project on air emissions. Caltrans has failed to take into account that, by purportedly reducing congestion, this Project may lead to an increase in vehicle trips and facilitate development in the area. (See Guidelines § 15064(d)(2) [requiring agencies to determine whether construction of services will facilitate population growth, thereby producing indirect environmental impacts].) Caltrans has also failed to evaluate this Project’s relationship to large warehousing projects currently being considered in the City of Moreno Valley, including the 42 million square foot World Logistics Center and the 2 million square foot ProLogis Project, and how these projects will cumulatively impact air emissions. Caltrans must fully analyze these direct, indirect, and cumulative air impacts, before approving the Project under CEQA.

VI. The IS/EA Fails to Properly Analyze and Mitigate the Project’s Greenhouse Gas Impacts

CEQA requires that if a project will have a significant effect on the environment, the lead agency must prepare an Environmental Impact Report (EIR). (Guidelines § 15064(b).) When assessing the significance of impacts from greenhouse gas (“GHG”) emissions from the project, the agency should consider, among other factors, “(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; [and] (3) The extent to which the project complies with

¹⁷ Unlike conformity review under the Clean Air Act, CEQA requires review for consistency not only with the federal standards, but also with state air pollution standards, 14 Cal. Code Regs. § 15125. California air pollution standards differ from federal standards in many respects. For example, some of the California ambient air quality standards are more stringent than the national standards, and California has established additional ambient air quality standards for sulfates, vinyl chloride, and visibility. See California Air Resources Board, California Ambient Air Quality Standards, <http://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm>.

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5-34. Cumulative air quality impacts are discussed in Section 2.21 of the MND and in Section 3.3 of the Air Quality Report.

The proposed project would not alter the accessibility to and from the freeway. The purpose of the project is to improve safety, reduce traffic congestion, and improve operational efficiency along this segment of SR-60. The proposed truck lanes would be installed between two access points (Gillman Springs Road and Jack Rabbit Trail), with no intermediate means of exit or entry to SR-60 provided. Therefore, the Build Alternative would not increase capacity along the highway or otherwise alter accessibility. There would be no reconnections in the vicinity of the project mainline under the Build Alternative. While implementation of the project would result in nominal improvements to traffic operations between Gillman Springs Road and Jack Rabbit Trail, it would not result in any substantial improvement in travel speed or time such that trip patterns or travel behavior would be altered along SR-60. Thus, 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. While the proposed improvements would increase the number of travel lanes along a 4.4-mile segment of SR-60, there would be no effect on the number of vehicles that use the subject facility.

	<p>5-34. cont. This is because the proposed truck climbing lanes would be present between the Gilman Spring Road and 1.5-miles west of Jack Rabbit Trail. In other words, there would be no interchange location present to enter or exit SR-60 where proposed truck climbing lanes would exist. As such, no change in AADT volumes, or truck volumes, are anticipated to occur under the Build Alternative when compared to No Build at opening year 2018 or horizon year 2040 (refer to Table 1-2).</p> <p>With regard failing to consider “large warehousing projects being considered in the City of Moreno Valley,” the traffic volumes used to evaluate air quality impacts for this proposed project includes traffic volumes for all related projects, including projects being considered in the City of Moreno Valley. As such, this project’s air quality analysis did consider the mobile-source emissions for all projects that would utilize the SR-60 roadway segment, which includes traffic volumes associated with large warehousing projects being considered in the City of Moreno Valley, as well as all other related projects.</p>
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<p>regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.”(Guidelines § 15064.4.) The SCAQMD has not developed greenhouse gas significance thresholds for transportation projects; however, the SCAQMD significance threshold for GHGs for industrial facilities is 10,000 metric tons of CO₂ per year. (See SCAQMD Air Quality Significance Thresholds, <i>available at</i> http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2.)</p> <p>Caltrans has not indicated whether the greenhouse gas impacts from this Project will be significant, and instead stated that “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.” (IS/EA at pp. 176, 150.)</p> <p>5-32 cont. Caltrans has modeled several GHG emissions scenarios, however, including the Project’s CO₂ emissions with and without CO₂ emissions reductions due to Assembly Bill 32 and California’s Low Carbon Fuel Standard. Under all scenarios, this model predicts that this Project will result in emissions increases of over 10,000 metric tons of CO₂ per year by 2040 over the no-build alternative. (IS/EA at p. 145.) Thus, even with the limitations and uncertainties in this model, it is reasonably foreseeable that this Project will cause greenhouse gas emissions above what the SCAQMD has determined is significant for industrial facilities. These projected emissions, moreover, are likely an underestimate; Caltrans has failed to model CO₂ emissions from construction, and failed to take into whether this Project may facilitate development in the area, thereby producing additional indirect GHG emissions. Because direct and indirect GHG emissions are likely to be significant, Caltrans must prepare an EIR before approving this Project.</p> <p>A. The IS/EA Fails to Determine the Significance of the Project’s Greenhouse Gas Emissions</p> <p>To avoid devastating impacts of climate change, scientists believe that steep reductions – 25- 40% below 1990 emission levels – in greenhouse gas emissions are necessary to stabilize atmospheric concentrations of CO₂ at 450 ppm. (Den Elzen, 2008.) Some scientists argue that even steeper reductions, aimed at achieving atmospheric concentrations of 350 ppm, are needed in order to avoid the most harm. (Hansen, 2008.) Although some sources of greenhouse gas emissions may seem insignificant, climate change is a problem with cumulative impacts and effects. (<i>Ctr. for Biological Diversity v. Nat’l Highway Traffic Safety Admin.</i>, (9th Cir. 2008) 538 F.3d 1172, 1217 [“the impact of greenhouse gas emissions on climate change is precisely the kind of cumulative impacts analysis that NEPA requires agencies to conduct”].) One source may not appear to have an effect on global climate change, but the combined impacts of many sources</p> <p>State Route 60 Truck Lanes Project July 16, 2014 24</p>	<p>Response to Comment 5</p> <p>5-32. cont. With regard to project GHG emissions, please see the Climate Change discussion in MND Chapter 2.20. The GHG emissions inventory has been updated based on more accurate predictions of travel speeds under the Build and No Build alternatives.</p>
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<p>5-32 cont.</p> <p>can drastically damage the health of the planet as a whole. For this reason, CEQA requires analysis of the impacts of a project that would “generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment,” or “conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.” (Guidelines, App. G, § VII.) The IS/EA must determine, using a thorough emissions inventory, whether the Project’s greenhouse gas emissions are significant. If they are, as is possible here, they must be sufficiently mitigated. This IS/EA fails to meet these burdens.</p> <p>CEQA principles emphasize the importance of determining the significance of a project’s impacts. (Pub. Res. Code § 21082.2 subd. (a) [“The lead agency shall determine whether a project may have a significant effect on the environment based on substantial evidence in light of the whole record.”]; Guidelines § 15064 subd. (a) [“Determining whether a project may have a significant effect plays a critical role in the CEQA process.”].) For this reason, the CEQA Guidelines include an Environmental Checklist Form that describes possible environmental impacts, including those resulting from GHG emissions. (Guidelines, App. G, § VII.)</p> <p>5-32 cont.</p> <p>Adoption of a threshold of significance can assist a lead agency in determining the significance of emissions resulting from a proposed project. The California Air Pollution Control Officers Association (CAPCOA) explored potential approaches to determining significance and evaluated the effectiveness of each. (CAPCOA, 2008.) The approaches with “high” emission reduction effectiveness and “high” consistency with California reduction targets were thresholds of zero or 900 tons of CO₂ equivalent. (<i>Ibid.</i>) Despite these available thresholds, the IS/EA states that “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.” Such a failure to assess the significance of a project’s GHG impacts violates CEQA principles.</p> <p>Furthermore, it would not be difficult to determine the significance of the Project’s emissions. The IS/EA recognizes that the Project would result in increased vehicle speeds on SR-60, which in turn increases the GHG emissions associated with traffic on the highway. (IS/EA, p. 144.) This increase would total over 4,000 tons of CO₂ per year in 2018 and almost 12,000 tons per year in 2040. (<i>Id.</i>, Table 22.) These emissions are clearly greater than the suggested CAPCOA thresholds of zero or 900 tons. Rather than increasing GHG emissions, California seeks to reduce the states GHG emissions to 1990 levels by 2020. (AB-32.) This Project would instead cause emissions along SR-60 to increase at a faster rate than they would without the Project. (See IS/EA, Table 22.) It would also serve to facilitate automobile based transit and diesel truck emissions in the area by increasing infrastructure capacity to serve auto dependent development in the region. Because this Project frustrates California’s goal to reduce GHG emissions, its emissions could easily be considered significant.</p> <p>State Route 60 Truck Lanes Project July 16, 2014 25</p>	<p>Response to Comment 5</p> <p>5-32 cont. As shown in Table xx (Traffic Data and Emissions Estimates) on page xx, at opening year 2018, Build Alternative GHG emissions are predicted to exceed No Build Alternative GHG emissions by 714 tons per year; however, at horizon year 2040, Build Alternative GHG emissions are predicted to be reduced by 3,392 tons per year when compared to No Build Alternative GHG emissions. As such, Caltrans concludes that project GHG emissions would be less than significant.</p>
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B. The IS/EA Omits Necessary Information Regarding Greenhouse Gas Emissions Resulting from the Project

In order to accurately analyze emissions resulting from a project, a lead agency must create a full inventory of these emissions. CEQA requires that the agency “make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project.” (Guidelines § 15064.4 subd. (a).) This inventory must include both direct and indirect emissions. (Guidelines, App. G, § VII.) These requirements ensure that all emissions are accounted for and available for the public to read and understand.

5-35 This IS/EA only accounts for emissions from one source, which is increased driving speed along SR-60. (IS/EA, p. 144.) Although the IS states otherwise in its assessment of GHG impacts, it will likely result in increased traffic along SR-60. (*Ibid.*) Increasing the capacity of a highway can lead to a similar increase in vehicle travel on it. (Hansen & Huang, 1997.) Furthermore, the World Logistics Center will likely increase the amount of truck traffic along SR-60, especially since this Project will make the highway more appealing and accessible to trucks. Diesel trucks also emit black carbon, another powerful greenhouse gas that must be analyzed. (Ramanathan & Carmichael, 2008.) These indirect and cumulative impacts of the Project would increase the emissions resulting from operation of SR-60 and must be analyzed. (See Guidelines, § 15358 subd. (a) [discussing the importance of cumulative impacts].)

5-36 In addition to these operation emissions, construction emissions are also an important part of an emissions inventory. The IS/EA briefly describes the construction emissions resulting from this Project. (IS/EA, p. 145-146.) These emissions, however, are not quantified or subjected to any further analysis. Construction emissions can be a significant part of the total emissions resulting from a Project. Concrete manufacture, which is likely to occur in the Project, is a carbon-intensive process, and its GHG emissions can be substantial. (Masanet, 2005.)

5-37 The failure of the IS to account for all emissions resulting from this Project constitutes an informational omission. (See *Dry Creek*, *supra*, 70 Cal.App.4th at p. 26.) Without a full inventory, neither the government nor the public can properly assess the true impacts of this Project. The lead agency must calculate the GHG emissions associated with the Project in order to determine whether or not their impact is significant.

C. The IS/EA Improperly Defers Mitigation of Construction and Operational Emissions Resulting from the Project

Both NEPA and CEQA require that mitigation measures be effective in reducing the adverse impacts of a project. (40 CFR 1508.20; Cal. Pub. Res. Code § 21002) CEQA

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5-35. The proposed project does not add capacity and is not growth inducing. While the proposed improvements would increase the number of travel lanes along a 4.4-mile segment of SR-60, there would be no effect on the number of vehicles that use the subject facility. This is because the proposed truck climbing lanes would be present between the Gilman Spring Road and 1.5 miles west of Jack Rabbit Trail. In other words, there would be no interchange location present to enter or exit SR-60 where proposed truck climbing lanes would exist. As such, no change in AADT volumes, or truck volumes, are anticipated to occur under the Build Alternative when compared to No Build at opening year 2018 or horizon year 2040. Furthermore, the traffic volumes used to evaluate air quality impacts for this proposed project includes traffic volumes for all related projects. As such, this project's air quality analysis did consider the mobile-source emissions for all projects that would utilize the SR-60 roadway segment, which includes traffic volumes associated with large warehousing projects being considered in the City of Moreno Valley, as well as all other related projects.

5-36. Construction-period emissions have been quantified and included in the MND. Criteria pollutant emissions during construction are presented in Table 2-21 (Criteria Pollutant Emissions during Construction with Minimization Measures) on page 2-120.

	<p>Response to Comment 5</p> <p>5-36. cont. Emissions calculations substantiate that impacts would be less than significant. GHG emissions during construction are discussed in the MND Section 2.20 under Climate Change. As shown therein, total GHG emissions from project construction is predicted to be 3,066 metric tons, or 102.2 metric tons per year when amortized over the project's useful life.</p> <p>5-37. Construction- and operations-period criteria pollutant emissions have been quantified and included in the MND. Construction emissions are summarized in Table 2-21 (Criteria Pollutant Emissions during Construction with Minimization Measures) on page 2-120, and operations emissions are summarized in Table 2-19 (Summary of CT-EMFAC-Modeled Operational Emissions) on page 2-117. Operations-period GHG emissions are presented in the MND in Table xx (Traffic Data and Emissions Estimates) on page xx. Shown therein, Build Alternative GHG emissions are predicted to exceed No Build Alternative GHG emissions by 714 tons per year at opening year 2018; however, at horizon year 2040, Build Alternative GHG emissions are predicted to be reduced by 3,392 tons per year when compared to No Build Alternative GHG emissions. GHG emissions during construction are discussed in the MND Section 2.20 under Climate Change.</p>
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	<p>Response to Comment 5</p> <p>5-37. As shown therein, total GHG emissions from project construction is predicted to be 3,066 metric tons, or 102.2 metric tons per year when amortized over the project's useful life. Emissions calculations substantiate that impacts related to project criteria pollutant and GHG emissions would be less than significant.</p>
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specifically prohibits improper deferral of mitigation until the future. (Guidelines, § 15126.4 subd. (a)(1)(B).) In *Kings County Farm Bureau v. City of Hanford*, the court found that a “mitigation agreement” to purchase water to refill an aquifer was not a legally sufficient mitigation measure because no evidence indicated that water would be available for purchase. ((1990) 221 Cal. App. 3d 692, 728 (“*Kings County*”).) Because there was no proof that that it would be effective, the agreement was not a legally valid mitigation measure. (*Ibid.*) In addition, CEQA requires that mitigation measures must not be left to an applicant or agency other than the one approving the EIR. (*Sundstrom v. County of Mendocino* (1988) 202 Cal. App. 3d 298, 307 (“*Sundstrom*”).)

5-38

This IS/EA violates CEQA by deferring mitigation of GHG emissions until better technology is developed. As in *Kings County*, this IS assumes that the “frequency and occurrence” of construction-related emissions “can be reduced through innovations in plans and specifications” and innovations such as “longer pavement lives, improved traffic management plans, and changes in materials.” (IS/EA, p. 145-146.) The IS offers no assurance that these innovations will actually occur or that they will be implemented in this Project. Instead, as in *Kings County*, the IS/EA defers mitigation in reliance upon uncertain future circumstances. (221 Cal. App. 3d at p. 728.) These assumptions also place the burden in the hands of contractors and engineers to reduce the impacts of the Project, another violation of CEQA principles. (See *Sundstrom*, *supra*, 202 Cal. App. 3d at p. 307.)

D. The Single Mitigation Measure Proposed in the IS/EA Fails to Mitigate the Project’s Greenhouse Gas Impacts

As previously mentioned, both CEQA and NEPA require that mitigation measures be adequate and effective. (40 CFR 1508.20; Cal. Pub. Res. Code § 21002.) CEQA provides examples of effective mitigation measures for GHG emissions, including “[r]eductions in emissions resulting from a project through implementation of project features, project design, or other measures,” and “[o]ff-site measures, including offsets that are not otherwise required, to mitigate a project’s emissions.” (Guidelines § 15126.4 subd. (c).) Under NEPA, effective mitigation measures are those that avoid, minimize, rectify, reduce, or compensate for a project’s impacts. (40 C.F.R. 1508.20.)

5-39

Although the IS fails to make a finding of significance for the Project’s GHG impacts, it does propose two ways to mitigate these impacts. Discussion of the Project’s impacts and mitigation is buried among lengthy discussions of statewide measures, adaptation strategies, problems with GHG modeling, and other issues. In order to mitigate the impacts of the Project, IS/EA relies on improvements in vehicle fuel economy, increased use of alternative fuel vehicles, and the California low-carbon fuel standard to mitigate the impacts of the Project. (IS/EA, p. 144-146.) Although these changes are likely to occur, they constitute the baseline

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5-38. The IS/EA does not defer mitigation of GHG emissions. The Climate Change discussion presented in Section 2.20 of the MND quantifies Build and No Build GHG emissions, and concludes that project GHG emissions would be less than significant. No mitigation measures are required.

5-39. The Climate Change discussion presented in Section 2.20 of the MND quantifies Build and No Build GHG emissions, and concludes that project GHG emissions would be less than significant. No mitigation measures are required.

<p>5-39 cont.</p> <p>against which the Project should be measured, rather than factors mitigating the impacts of the Project. (See <i>Save Our Peninsula Comm. v. Bd. of Supervisors</i>, (2001) 87 Cal. App. 4th 99, 121 [“the impacts of the project must be measured against the ‘real conditions on the ground.’”]) In this case, the “conditions on the ground” include laws and regulations currently in place to reduce vehicle emissions throughout the state. Thus, the IS violates CEQA by failing to mitigate the impacts of the Project compared to a proper baseline.</p> <p>5-40</p> <p>The other method of mitigating impacts comes in the form of an explicit mitigation measure. This measure, however, simply requires compliance with existing law: “the contractor must comply with all the local Air Pollution Control District’s (APCD) rules, ordinances, and regulations for air quality restrictions.” (IS/EA, p. 153.) This mitigation measure fails to reduce the impacts of the Project in any meaningful way. Because the Project contractor is already required to obey the law, the GHG emissions resulting from the Project would be exactly the same with this proposed mitigation measure. Compliance with the law is not enough to support a finding of no significant impact under the CEQA. (<i>Californians for Alternatives to Toxics v. Department of Food & Agriculture</i> (2005) 136 Cal. App. 4th 1, 17.) Thus, the IS fails to require effective mitigation of the Project’s impacts by relying on current state law to reduce impacts. Instead, the IS should include measures that would actually mitigate the Project’s impacts. Many studies describe ways to reduce GHG emissions from construction and highway travel. (BC Builders 2008, Ko 2010, SMAQMD 2010, Wang 2014).</p> <p>Because the IS/EA fails to quantify and analyze the full range of potentially significant impacts associated with the Project, this IS hides behind its own failure to seek out information. Furthermore, the IS only proposes to mitigate the Project’s impacts by obeying current law. Because of these inadequacies, the Project’s GHG emissions must be fully quantified, analyzed, and mitigate in a full EIR/EIS.</p> <p>VII. The IS/EA Fails to Properly Address and Mitigate Impacts of Invasive Species</p> <p>5-41</p> <p>Invasive species present grave risks to important habitat by outcompeting native species. For this reason, Executive Order 13112 requires federal agencies to take feasible and prudent measures to reduce the risk of harm from invasive species. (Exec. Order No. 13,112, 65 Fed. Reg. 6183, §2(a) (Feb. 8, 1999).) The IS/EA fails to analyze the full impacts of invasive species that may result from this Project. Furthermore, the mitigation measures fail to reduce these impacts to less than significant levels.</p> <p>Construction and the activities associated with it increase the risk of fire in the Project area. Wildfires in turn create an environment in which invasive species can easily seed and grow before native species have the opportunity to compete. The IS/EA must consider this possibility</p> <p>State Route 60 Truck Lanes Project July 16, 2014 28</p>	<p>Response to Comment 5</p> <p>5-40. The Climate Change discussion presented in Section 2.20 of the MND quantifies Build and No Build GHG emissions, and concludes that project GHG emissions would be less than significant. No mitigation measures are required.</p> <p>5-41. The potential direct and indirect effects (including potential effects from fire) have been updated in the IS/EA. In addition, mitigation measures have been incorporated that would minimize the potential spread of spread of invasive species (NC-2, NC-7, NC-9 and NC-10) into the construction area.</p>
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5-41 cont. when analyzing the impacts of introduction of invasive species. (EO 13112 §1(g). [spread of invasive species after anthropogenic fire is considered “introduction”].)

5-42 In addition to this unaddressed impact, the mitigation measures proposed in the IS/EA, although substantial, fail to fully mitigate the Project’s impacts. One mitigation measure requires landscaping of bare soil with native plant seed. (IS/EA, p. 137.) This measure does not, however, address the possibility of invasive species introduction that may occur prior to landscaping. In order to address this possibility, the mitigation measure must lay out a plan for removal of invasive species in a way that would reduce spreading these species’ seed. In addition, the IS/EA proposes cleaning of construction vehicles to mitigate invasive species impacts. Although this type of measure can be proper and effective, the IS/EA must include more specific detail addressing how such cleaning will be done. The seed of invasive species can be tiny or stick to rubber tires, so a proper method of cleaning construction vehicles is necessary.

5-43 Because the IS/EA fails to address the full impacts of the Project on invasive species and to mitigate these impacts to a sufficient degree, they are likely to be significant. Based on this evidence, and EIR/EIS must be prepared in order to fully analyze and mitigate these impacts.

VIII. The IS/EA Fails to Analyze Traffic Impacts

5-44 While this Project aims to reduce traffic and congestion in SR-60, the IS/EA fails to discuss the Project’s impacts on traffic during construction. The IS/EA also fails to address the
5-45 Project’s possible adverse impacts on traffic during highway operation. These failures constitute an omission of necessary information and prevent both the government and the public from assessing the Project’s true impacts. (See *Dry Creek*, *supra*, 70 Cal.App.4th at p. 26.)

5-44 cont. This Project may result in traffic impacts from its construction. The IS proposes, during the first phase of Project construction, to “implement 55-hr typical weekend closures of the north roadbed of SR-60.” (IS/EA, p. 138.) The IS fails to discuss the traffic impacts of these closures, which will likely cause significant delays. This stage of the Project would also “detour the westbound traffic onto Interstate (I)-10.” (*Ibid.*) The IS fails to discuss the impacts that this detour would have on traffic on I-10. This detour would also cause significant delays for travelers, another issue not addressed in the IS. During the second phase of construction, the IS/EA proposes to “route traffic onto the WB [westbound] roadbed.” (*Ibid.*) The IS fails to address the traffic impacts of this crossover, which could include safety concerns from routing two-way traffic onto one side of the highway. The impacts of construction on traffic for both SR-60 and I-10 must be addressed because they may be significant.

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5-42. Mitigation measures **NC-2, NC-7, NC-8, NC-9** and **NC-10** and **INV-1** through **INV-3** have been included and incorporate the MSHCP Construction Guidelines (Section 7.5.3) and MSHCP Best Management Practices (Appendix C) and describe the methods for minimizing transport of noxious weeds.

5-43. The full impacts of the project from invasive plant species has been addressed (refer to comments 5-41 and 5-42) and sufficiently evaluated. In addition, mitigation has been incorporated that would fully reduce these effects to levels that would be less than significant under CEQA. Therefore, a IS/EA is sufficient for this project.

5-44. A revised description of traffic staging during construction and an analysis of the resultant impacts on traffic and safety during construction are provided on page X and X of this IS/EA. Figure 2-2 on page X shows each stage of construction.

The analysis concludes that while Interstate 10 (I-10) would be affected by the detours associated with the temporary closure of westbound SR-60, these impacts would be short-term and would not be significant. Additionally, advance notice of closures would be advertised and drivers would be informed to use westbound I-10 or alternate routes.

	<p>Response to Comment 5</p> <p>5-44. As explained in the IS/EA on page X, during stage 1 of project construction, temporary pavement would be added to the westbound lanes of SR-60. This would allow for the temporary routing of eastbound traffic while the existing eastbound lanes are closed. At that time, two lanes would be provided for both westbound and eastbound traffic. New striping and barriers (K-rail) would be added to keep traffic in designated lanes and maintain safety. Barriers (K-rail) would also be added to separate eastbound and westbound traffic.</p> <p>5-45. The Traffic section starting on page X of this IS/EA has been revised to include a more in-depth discussion of potential traffic impacts during operation of the proposed project. As described in the Traffic section on page X of this IS/EA, the proposed project would not add capacity to SR-60. The traffic volumes (annual average daily traffic) under the No-Build condition would be the same as the traffic volumes under the Build (with project) conditions. This indicates that the proposed project would not result in any new traffic and therefore would have no direct contribution to increased highway use.</p> <p>A discussion of the transition zones at each end of the project is provided on page X of the IS/EA. The transition zones are also depicted in Figure 1-3 on page X of the IS/EA. The improvements at these transition zones would prevent “bottlenecks” from occurring.</p>
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5-45
cont.

The operation of a wider highway may also have traffic impacts. First, increased highway capacity may cause a similar increase in the number of vehicles that travel it. (Hansen & Huang, 1997.) While the IS shows that traffic may increase on the highway as a result of population growth, it fails to address any traffic increase that may result from the Project itself. (IS/EA, p. 5.) Second, this Project proposes to widen SR-60 for a 4.4-mile stretch, while both ends of the Project area would continue to have the same number of lanes. Nowhere does the IS/EA address the possibility that this Project would create bottlenecks at both ends of the Project area. The operation of SR-60 after Project completion could result in significant impacts on traffic in the Project area. Because the impacts from both construction and operation of the Project may be significant, the lead agency must analyze and mitigate them by preparing a full EIR/EIS.

IX. The Project Would Have Growth-Inducing Impacts in the Region

The IS/EA concludes, with little discussion, that the Project would not induce growth in the region. The IS itself, however, contains substantial evidence showing that the Project would, in fact, allow for growth in the area. CEQA requires that a lead agency analyze the impacts of a project that would “induce substantial population growth in an area, either directly . . . or indirectly (for example, through extension of roads or other infrastructure).” (Guidelines, App. G, § XIII.) NEPA similarly states that “[i]ndirect effects may include growth-inducing effects or other effects related to induced changes in the pattern of land use, population density and growth rate, and related effects on air and water and other natural systems.” (40 C.F.R. 1508.8 subd. (b).) These growth-inducing impacts would aggravate the Project’s impacts to important resources, including water; natural communities; special status, threatened, and endangered species; and riparian habitat.

5-46

The reliance of the IS on an improper baseline disguises the Project’s growth-inducing impacts. The Project need analysis inexplicably relies on figures that anticipate traffic on SR-60 to double by 2040. (IS/EA, p. 5.) Because of these inflated figures, any increased traffic resulting from the Project would be attributed to natural population growth. This inflated baseline prevents proper analysis of the Project’s growth-inducing effects.

5-47

Just as troubling, the IS/EA dismisses the Project’s growth-inducing impacts without fully analyzing them. (*Id.* at p. 12.) The IS contains evidence showing that the Project would, in fact, have growth-inducing impacts. At one point, the IS states that “[i]n the future, there may be an increase of traffic noise and additional nighttime light spill on these communities, as well as further degradation by current and future off-site development.” (*Id.* at p. 102.) This statement predicts increased traffic and development in the area. While analyzing growth-inducing impacts, however, the IS/EA states that “there are no reasonably foreseeable direct or indirect growth-related impacts.” (*Id.* at p. 12.) It is not clear how the IS reconciles predicting further

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5-45. cont. Based on the results of the analysis and through the incorporation of avoidance and minimization measures, it was concluded that the project would not affect traffic and transportation to the degree that would result in a significant impact under CEQA or substantial adverse effect under NEPA. Therefore, the preparation of an EIR/EIS would not be warranted.

5-46. Using an opening year (2018) and future or horizon year (2040) baseline for the purposes of traffic modeling is common industry practice in transportation planning. The projections presented in Chapter 1 of the IS were developed by the Office of Traffic Forecasting; typically traffic data for any roadway project can span 40-plus years, but 3 milestone years are typically identified: existing-year; the year the project will open to traffic; and a future year, typically 20 years after the project is open to traffic.

The methodology the Office of Traffic Forecasting employs to develop data requests is to first establish a base year and horizon year. The interim years between the base and horizon years are then interpolated using a traffic growth model. These future years serve as measures against which traffic effects of a project can be measured so that both short-term and long-term impacts may be addressed and disclosed.

	<p>Response to Comment 5</p> <p>5-46. In the case of this project, the traffic projections presented in the need statement reflect real projections based on industry-standard traffic models and reflect a future condition—as noted by the commenter, more than double that of current conditions—that requires the needed safety improvements proposed by the project. As stated in the IS, the proposed project would not add additional capacity to SR-60 and therefore would not directly induce any growth.</p> <p>5-47. The discussion of future increases in “traffic noise and additional light-spill [...] as well as further degradation by current and future off-site development” is in reference to potential cumulative impacts on biological resources. The cumulative impacts discussion is not intended to address growth-inducement, and the statement referenced by the commenter neither acknowledges growth inducement nor does it state that growth impacts would result from the project. The simple acknowledgement that there may be future development and environmental effects as a result of said development is not an acknowledgement of growth that results from the project but rather an attempt to acknowledge that impacts of the project may, in combination with the impacts of other foreseeable development, contribute to a cumulative effect.</p>
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<p>growth and development in the area while failing to analyze the Project's relationship to that growth.</p> <p>In addition to contributing to a general growth trend, this Project would likely induce commercial and residential development in the area. The Project effectively creates an interstate capacity highway in the place of a rural one, allowing easier access to undeveloped land and increasing the appeal of development. Portions of land in the Project area are zoned Rural Residential, with some residences nearby. (<i>Id.</i> at pp. 11, 28.) This Project, which would "improve operational characteristics along this segment of SR-60," could improve access to these residential parcels, possibly inducing development in residentially-zoned areas. (<i>Id.</i> at p. 4.) Furthermore, the improved operational characteristics would allow for easier travel to cities like Beaumont. The IS/EA fails to address the possibility of induced growth in nearby cities and towns. (See <i>id.</i>, p. 12.)</p> <p>In addition to widening the highway, the Project proposes to reduce hillside grades along this portion of SR-60. (<i>Id.</i> at pp. 33, 35.) These physical characteristics would improve access to undeveloped parcels along the highway. The Project will also have an "urbanizing effect" on the visual character of the area, possibly increasing the appeal of the land to developers. (<i>Id.</i> at p. 40.) Finally, the World Logistics Center, a future Project that will border SR-60, will route commercial traffic along SR-60. With a large warehouse facility nearby, the undeveloped areas along the highway may be attractive to commercial development. The growth that this Project could induce would compound effects on the same important resources discussed throughout this letter. The IS/ES must address these indirect impacts.</p> <p>The IS/EA improperly dismisses the numerous ways in which the Project may induce growth. The newly urbanized SR-60 would create regional traffic infrastructure and attract development opportunities in the areas surrounding the highway. Because the IS/EA contains evidence demonstrating that the Project may have significant growth-inducing impacts, a full EIR/EIS must be prepared to analyze and mitigate these impacts.</p> <p>X. The IS/EA Fails to Mitigate the Project's Moderate to High Visual and Aesthetic Impacts</p> <p>Both NEPA and CEQA recognize the importance of the visual and aesthetic effects of a project. (40 C.F.R. 1508.8; Guidelines, App. G, § I.) This project would have significant impacts on the "visual character and quality of the site and its surroundings." (Guidelines, App. G, § I.) Although the IS/EA analyzes and recognizes these impacts, it fails to mitigate them to less than significant levels.</p> <p>State Route 60 Truck Lanes Project July 16, 2014 31</p>	<p>Response to Comment 5</p> <p>5-47. cont. The proposed project would not add capacity to SR-60. While operational improvements are an intended purpose of the project, these improvements are primarily related to operations for truck traffic. While it is true that traffic operations may improve for users of SR-60, including travelers to Beaumont, there is no evidence that this traffic improvement will attract new residents in and of itself. Rather, the proposed project would improve safety and reduce operational deficiencies to accommodate existing users of SR-60 and future users resulting from natural population growth and current foreseeable development.</p> <p>5-48. It is speculative to assume that grading required for safety improvements in a completely undeveloped and rugged landscape would attract development. While it is true that the World Logistics Center may attract development along SR-60, this is growth that would not be attributable to the proposed project. These projects are being proposed by the local jurisdictions independent of the SR-60 Truck Lanes Project. While the SR-60 project will provide operational benefits to existing and future truck traffic, it will not increase capacity.</p> <p>The Visual/Aesthetics section is based upon the Visual Impact Assessment that was prepared in accordance with the Federal Highway Administration's (FHWA) guidance on <i>Visual Impact Assessment for Highway Projects</i>.</p>
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	<p>Response to Comment 5</p> <p>5-48. cont. This methodology assesses visual impacts based on sensitive viewer groups' responses to visual/aesthetic changes due to the proposed project. As the commenter notes, the project area was divided into three visual assessment units: Western Unit, Central Unit, and Eastern Unit. The analysis concluded that the proposed project would result in moderate visual changes to the Western and Central Units; however, because the predominant sensitive viewer group (Highway Users) is anticipated to have a moderate-high response to these changes, the overall visual impact on the Western and Central Units is upgraded to moderate-high.</p> <p>The actual visual changes to the Eastern Unit would be considered low; however, with the moderate-high viewer response, the overall impact would be upgraded to moderate.</p>
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5-48
cont.

The IS/EA divides the Project into three visual assessment units: Western, Central, and Eastern. The IS finds that the Project's impact on the Western and Central units would be "Moderate-High." (IS/EA, p. 37.) The Project's impact on the Eastern Unit is considered "Moderate." (*Id.* at p. 38.) According to the IS, "the overall visual impact of the project would be moderate-high." (*Id.* at p. 39.) Regarding the nature of the visual impacts, the IS states that the "wider roadway profile would look more like a highway than a small rural route." (*Ibid.*) Therefore, a major visual change associated with the Project would be "a more urbanized character than currently exists." (*Ibid.*) Despite the moderate-high visual impacts of widening the highway, the IS/EA finds that "no mitigation measures would be required." (*Id.* at p. 41.) Instead of mitigation measures, the IS/EA proposed several "project measures . . . to avoid or minimize visual impacts." (*Ibid.*) These measures include staining drainage ditches and designing more attractive retaining walls. (*Ibid.*) None of these measures, however, addresses the urban look of the Project. The Project measures, therefore, fail to mitigate one of the most important visual impacts of the Project. Given the IS/EA's assessment of these impacts as moderate-high, the visual and aesthetic impacts from the Project are likely to be significant. These Project measures, which do not address one of the most severe visual effects, fail to reduce the Project's impacts to less than significant levels. Therefore, Caltrans must prepare an EIR/EIS to fully analyze and mitigate these impacts.

XI. The IS/EA Fails to Analyze and Mitigate the Full Scope of Cumulative Impacts of This and Other Projects

Both NEPA and CEQA recognize the importance of analyzing a project's cumulative effects. NEPA defines cumulative effects as

the impact on the environment which results from the incremental impact of an 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.

(40 U.S.C. § 1508.7.)

CEQA further states that "[c]umulative impacts can result from individually minor but collectively significant projects taking place over a period of time." (Guidelines § 15355.) CEQA requires preparation of an EIR for projects with cumulative impacts. (Guidelines, App. G, § XVIII.) In *Communities for a Better Environment v. California Resources Agency*, the court held that "that need for an EIR turns on the impacts of *both* the project under review and the relevant past, present and future projects." ((2002) 104 Cal. App. 4th 98, 119, original italics.) The relevant question, according to the court, was "whether 'any additional amount' of effect should be considered significant in the context of the existing cumulative effect." (*Ibid.*, quoting

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5-48 cont. Specifically, with regard to visual character, the analysis concluded that "[t]he visual character of the proposed project would alter, but be mostly compatible with, the existing visual character of the corridor...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" (page 40). "The proposed project would not reduce or block views and would be consistent with the overall character of the route as a transportation facility. Overall, the proposed 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...The proposed project would result in a moderate-low resource change" (page 41).

In addition, "the visual quality of the existing corridor would not be altered by the proposed project. The corridor's main attributes that provide high quality views include the hillsides, distant vistas, and horizon views. These attributes would not be substantially affected by the proposed project, and in some cases, distant vistas and horizon views may be made more accessible to motorists within the corridor.

	<p>Response to Comment 5</p> <p>5-48 cont. The proposed project would be compatible with the County's and City's policies for preserving scenic vistas, minimizing elements that would degrade visual quality, and protecting scenic highways from change that would diminish their aesthetic value.</p> <p>The proposed changes would have a minimal effect on the visual quality of resources within the corridor" (page X). As discussed above and detailed in the Visual/Aesthetics section, the proposed project's overall impact on visual resources, quality, and views is low to moderate. When combined with the Highway Users' sensitivity to change, the impact rating increases to moderate-high. However, with incorporation of avoidance and minimization measures into the design of the project, these impacts would be lessened and the area would retain more of a natural appearance. For example, the cut/fill slopes would be contoured to 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 staining of ditches and retaining walls would allow these structural features to blend into the natural hillsides and would not be easily noticeable to the highway user. With implementation of these and other avoidance and minimization measures listed in the IS/EA, no additional mitigation measures would be needed.</p>
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	<p>Response to Comment 5</p> <p>5-48. With regard to CEQA (see Appendix X), the cont. proposed project would not: (1) have a substantial adverse effect on a scenic resource; (2) substantially damage scenic resources within a state scenic highway; (3) substantially degrade the existing visual character or quality of the site and its surroundings; and (4) create a new source of substantial light or glare which would adversely affect day or nighttime views. Therefore, the preparation of an EIR/EIS is not warranted.</p>
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<p>5-49 <i>Kings County</i>, 221 Cal. App. 3d at p.718.) In this case, the impacts of this Project compounded with other projects in the area may be significant and must be analyzed in greater detail.</p> <p>5-50 The IS/EA analyzes cumulative effects by area of impact. The IS, however, fails to address cumulative impacts to wetlands, floodplains, climate change, invasive species, traffic, and growth. This Project may add an “additional amount of effect” to the existing cumulative impacts. (<i>Ibid.</i>) Therefore, the IS must address cumulative effects in the context of these areas of impact.</p> <p>5-51 The IS/EA also fails to account for all “past, present and reasonably foreseeable future actions.” (40 U.S.C. § 1508.7.) Under water impacts, for example, the IS states that “[d]ue to the mountainous terrain, there are no existing or proposed land developments in the immediate project vicinity.” (IS/EA, p. 75.) The World Logistics Center, however, will be built just outside the Project vicinity. Just to the south of the Project is the Mid County Parkway, another substantial project. Runoff from all three of these projects drains into the San Jacinto River. (IS/EA, p. 65; World Logistics Center DEIR 4.9-2; Mid County RDEIR 3.10-7.) While the individual impacts of each of these projects on the San Jacinto River could be mitigated to less than significant levels, their cumulative impacts are likely to be significant. The IS, however, does not account for these projects and instead finds that “[t]he SR-60 Truck Lanes Project . . . will not have cumulative impacts on water resources characteristics or beneficial uses.” (IS/EA, p. 75.) The IS/EA fails to mention the World Logistics Center and the Mid County Parkway anywhere, despite the fact that these projects affect the same watershed and air basin, as well as similar biological resources and traffic areas as this Project. The World Logistics Center Traffic Impact Analysis anticipates other non-residential development projects in the area to cover thirty-seven million square feet. (World Logistics Center TIA, Table 1.) Such a significant omission indicates that the IS has failed to fully analyze the cumulative impacts of the Project.</p> <p>5-52 In addition to omitting information about other relevant projects, this IS relies upon compliance with the MSHCP to mitigate cumulative impacts to various sensitive, threatened, and endangered species. (See, e.g., IS/EA, pp. 122, 135.) As shown above, the MSHCP does not suffice as a mitigation measure. Instead, the IS must show not only that it complies with the MSHCP, but that compliance would reduce the cumulative impacts on biological resources to less than significant levels. The IS, therefore, fails to show that the cumulative impacts to biological resources are less than significant.</p> <p>Not only does the IS improperly rely on the MSHCP, but it also fails to mitigate the cumulative effects that it does not rely on the MSHCP to mitigate. For example, regarding natural communities, the IS notes that “[t]he cumulative effects of the proposed project in combination with reasonably foreseeable development . . . may further limit the use of this habitat by wildlife.” (IS/EA, p. 102.) The IS/EA proposes three mitigation measures to address</p> <p>State Route 60 Truck Lanes Project July 16, 2014 33</p>	<p>Response to Comment 5</p> <p>5-49. The analysis of the proposed project’s impacts in combination with impacts from other past, present, and reasonably foreseeable future projects has been revised and is included in the Cumulative Impacts section on page X.</p> <p>5-50. The cumulative impact analysis for the proposed project has been updated and is included in the Cumulative Impacts section on page x.</p> <p>5-51. The analysis of the proposed project’s impacts in combination with impacts from other past, present, and reasonably foreseeable future projects has been revised and is included in the <i>Cumulative Impacts</i> section on page X.</p> <p>5-52. Further measures have been added to reduce potential cumulative and other impacts by the project. See measures added to Biological Resources sections.</p>
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5-52 cont.	impacts to natural communities, none of which mitigates these acknowledged cumulative impacts. (<i>Id.</i> at pp. 102-103.) Therefore, the cumulative impacts of the Project on natural communities may be significant.
5-49 cont.	<p>Because the IS/EA fails to fully analyze the cumulative impacts of the Project and fails to mitigate those impacts that it does recognize, CEQA indicates that the lead agency should prepare an EIR. (Guidelines, App. G, § XVIII.) The EIR/EIS should analyze the Project's cumulative impacts in light of local projects including the World Logistics Center and Mid County Parkway. It should address all areas of impact, including wetlands and greenhouse gases. The EIR/EIS should also sufficiently mitigate any significant cumulative impacts to less than significant levels, ensuring that the collective impacts of all these projects do not irreversibly harm the region and its resources.</p>
5-53	<p>XII. The IS/EA Fails to Consider Superior Alternatives</p> <p>Both NEPA and CEQA use alternatives analysis to determine the least environmentally harmful way to meet a project's needs and goals. Under NEPA, even an EA must undergo some alternatives analysis: "[c]onsideration of alternatives is critical to the goals of NEPA even where a proposed action does not trigger the EIS process." (<i>Bob Marshall Alliance v. Hodel</i>, 9th Cir. 1988) 852 F.2d 1223, 1228-29.) Whether conducting an EIS or a more general EA, NEPA mandates that federal agencies "study, develop, and describe alternatives to recommended courses of action in any proposal which involves conflicts concerning alternative uses of available resources." (42 U.S.C. § 4332 subd. (2)(E).) Similarly, CEQA's substantive mandate states that "public agencies should not approve projects as proposed if there are feasible alternatives . . ." (Cal. Pub. Resources Code § 21002.)</p> <p>This Project fails to meet these requirements for alternatives analysis. The IS only considers two alternatives: build and no-build. (IS/EA, p. 7.) Many other possible alternatives exist, however, that could substantially reduce the Project's impacts. The Project, for example, could continue to implement safety features, like rumble strips and speed feedback signs, on the existing road. These features could substantially improve driver safety along SR-60. To reduce the problem of conflicts between trucks and other traffic, trucks could be routed along I-10 or other highways that are more appropriate for use by commercial vehicles. The Project could also construct a truck climbing lane, instead of both truck climbing and descending lanes. This would reduce conflicts between slow-moving trucks and fast-moving traffic. Any combination of these alternatives would meet the Project's objectives while leaving a smaller environmental footprint.</p> <p>The IS, however, fails to consider any of these reasonable alternatives, analyzing only the build and no-build alternatives. Alternatives 3 and 4 – construction of an eastbound climbing lane and widening of the westbound shoulders, respectively – are rejected with little</p> <p>State Route 60 Truck Lanes Project July 16, 2014 34</p>

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5-53. The commenter is suggesting other alternatives such as rumble strips, speed feedback signs, or widening of the shoulders would meet the project's purpose and need. It is speculative to assume that these alternatives would meet the project purpose and need. The project purpose and need has been updated in Chapter 1, Proposed Project, to include additional information on traffic safety, roadway deficiencies, anticipated growth, and social demands. With the projected growth in trade and truck traffic along east-west routes, traffic flow and operational performance of SR-60 through the project area would continue to worsen. As shown in the data provided in Chapter 1, 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. This is consistent with the updated project purpose and need.

5-53
cont.

consideration. These alternatives, with added measures like those mentioned above, may in fact meet the Project's needs when given proper consideration. Because the IS only truly considers one alternative – an extensive freeway expansion – it fails to meet the NEPA and CEQA requirements to study alternatives that would reduce the project's environmental impacts.

XIII. Conclusion

Thank you for your attention to these comments. We look forward to working with you in the future to ensure that this Project conforms to federal and state law and that its impacts are fully analyzed, mitigated or avoided. Should you have any questions feel free to contact Jonathan Evans at the contact information listed above.

Sincerely,



Jonathan Evans
Counsel for Center for Biological Diversity

/s/
Jennifer Ivers
Legal Intern at Center for Biological Diversity

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5-53. See response to 5-53 above.
cont.

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Comment 6: John & Sedlack Attorneys at Law

<p style="text-align: right;">Comment Letter 6</p> <p style="text-align: center;">Johnson & Sedlack ATTORNEYS AT LAW</p> <p>Raymond W. Johnson, Esq., AICP, LEED GA 26785 Camino Seco, Temecula, CA 92590 <i>E-mail: EsqAICP@gmail.com</i> Carl T. Sedlack, Esq., Retired Abigail A. Broedling, Esq. Kimberly Foy, Esq. Kendall Holbrook, Esq.</p> <p style="text-align: right;">Abby.JSLaw@gmail.com Kim.JSLaw@gmail.com Kendall.JSLaw@gmail.com Telephone: (951) 506-9925 Facsimile: (951) 506-9725</p> <p>July 16, 2014</p> <p>James Shankel Senior Environmental Planner Branch Chief, Environmental Studies "C" District 8, Division of Environmental Planning 464 West 4th Street, 6th Floor (MS 827) San Bernardino, California 92401-1400 james.shankel@dot.ca.gov Climbinglane@dot.ca.gov</p> <p>EMAIL AND US MAIL</p> <p>RE: Comments on State Route 60 Truck Lanes Project Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact</p> <p>Greetings:</p> <p>On behalf of Residents for a Livable Valley and concerned area residents, I hereby submit these comments on the State Route 60 Truck Lanes Project Initial Study, and in opposition to proposed adoption of a Mitigated Negative Declaration with Finding of No Significant Impact.</p> <p>The Project proposes to construct an eastbound truck climbing lane and a westbound truck descending lane, and inside and an outside standard shoulders, along 4.4 miles between Gilman Springs Road and Jack Rabbit Trail in Riverside County. The Initial Study finds the Project would have no effect on Land Use, Growth, Environmental Justice, or Traffic/Transportation facilities; and less than significant impacts to Air Quality and Noise, among other findings.</p> <p>This determination fails to account for the indirect and secondary effects of this Project resulting from opening up this corridor for additional truck traffic. This area has experienced and is poised to see new substantial growth of logistics/ distribution warehouse centers. (See, e.g. http://www.nytimes.com/2012/07/23/us/in-california-warehouse-industry-is-expanding.html?pagewanted=all&module=Search&mbReward=relbias%3A%2C%7B%22%22%22%3A%22R1%3A18%22%7D&r=0) Increasing truck capacity and operation on SR-60 will speed and expand the scope of the distribution center growth with devastating effect. An Environmental Impact Report must be prepared to account for these growth inducing and indirect impacts of the Project.</p> <p>///</p>	<p>Response to Comment 6</p> <p>6-1. The proposed project would not add capacity, add new access points, or directly result in additional trucks using State Route 60 (SR-60). As acknowledged by the commenter, the area surrounding the project corridor is poised to experience growth in logistics/distribution warehouse development and associated truck traffic. Additional truck traffic associated with new distribution centers is unavoidable and unrelated to the proposed project. As shown in the Cumulative Impacts section of the IS/EA, there are a variety of planned projects within the project area, including residential, commercial, and industrial projects in the cities of Beaumont and Moreno Valley. Refer to Table 2-1 in the IS/EA for a list of planned and approved projects in the cities surrounding the project. It should be noted that approximately 50 percent of these developments are industrial, warehousing, or distribution facilities. The region is projected to continue to experience population growth, which is expected to occur with or without implementation of the proposed project. Accordingly, the safety improvements and operational improvements would help to avoid potential safety issues associated with these increases in truck traffic. The IS/EA has been updated to include a discussion of Land Use, Growth, Traffic/Transportation/Pedestrian and Bicycle Facilities, and Air Quality.</p>
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	<p>Response to Comment 6</p> <p>6-1 cont. Environmental Justice impacts are not addressed since there are no communities within the project limits that would be affected by the proposed project.</p>
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General Comments:

The California Environmental Quality Act ("CEQA") was adopted to ensure that the public and decision makers are informed of the true environmental consequences of a project. Decision makers may then make a rational decision based upon the environmental consequences of the project, and the electorate may hold them accountable for their decisions. The core of this statutory structure is the adequacy of the informational document prepared pursuant to CEQA.

The EIR requirement is the "heart of CEQA." (State CEQA Guidelines § 15003(a)). An EIR is required for any proposed project that may have a significant effect on the environment. (Public Resources Code § 21100 (a)) A lead agency may prepare a mitigated negative declaration for a proposed project only when: (1) revisions in the project would avoid or mitigate the potentially significant project effects to a point where *clearly* no significant effects would occur; and (2) there is no substantial evidence in light of the whole record that the project as revised *may* have a significant effect on the environment. (State CEQA Guidelines § 15070 (b))

6-2 The adoption of a Mitigated Negative Declaration ("MND") for this Project is improper where there is a fair argument that the project will have significant growth inducing impacts and related impacts to/from, at least, air quality/ greenhouse gas emissions, noise, traffic, land use/planning, and environmental justice.

6-3 For these reasons, and as detailed herein, I believe an EIR is essential to evaluate and disclose the impacts of this Project. I would also recommend consideration of several additional alternatives, including an alternative developing shoulders throughout the project limits but not adding truck climbing and descending lanes. Such an alternative would presumably reduce the number of vehicles striking the barrier or guardrail/embankment slope while maintaining the current capacity of the roadway.

6-4 Sierra Club Moreno Valley Group also had the IS/MND reviewed by Tom Brohard of Tom Brohard and Associates, a Professional Civil Engineer and Professional Traffic Engineer. (See attached letter). Mr. Brohard noted and detailed the various errors, omissions, and deficiencies of the traffic portions of the IS. The various flaws of the traffic study detailed in Mr. Brohard's letter must be resolved, and further justify the preparation of an EIR to adequately evaluate the Project's impacts.

Growth inducing impacts

6-5 The growth inducing impacts of this Project have been inadequately considered and are likely to be significant. The Project is likely to induce logistics/distribution warehousing growth in the area. At present, the City of Moreno Valley is considering approval of over 43 million square feet of logistics warehousing and the truck traffic associated therewith. (e.g. <http://www.pc.com/articles/air-673846-city-valley.html>) The cities of Beaumont and Banning; and unincorporated Riverside County, have also been met with an influx of logistics/ distribution warehouse applications along the SR-60 corridor and Interstate 10 in the Project area. (See, e.g. <http://www.ci.beaumont.ca.us/DocumentCenter/1/home/View/233> [247.18 Ind./ Commercial acres proposed for development]; http://www.beaumontchamber.com/literature_129594/April_2012_-_Beaumont_Now [p. 6-

Response to Comment 6

6-2. As described in the IS/EA, the proposed project does not add capacity and therefore would not have any direct contribution to growth. The traffic data presented in the IS/EA shows that the traffic volumes (AADT) under the No-Build and Build Conditions (with project) would be the same. The project would not result in any new traffic. The IS/EA has been updated to include the following environmental disciplines: Growth, Traffic/Transportation/Pedestrian and Bicycle Facilities, Land Use and Planning, and Air Quality. The IS/EA also includes an updated analysis for Noise and Climate Change. Environmental Justice impacts are not addressed since there are no communities within the project limits that would be affected by the proposed project. Additional discussion on projected growth in the cities surrounding the project study corridor is addressed in Response to Comment 6-1. The project would not result in any significant effects on the environment following with the implementation of the identified avoidance, minimization, and mitigation measures listed; therefore, an IS/EA has been prepared for the project and the preparation of an EIR/EIS is unnecessary..

6-3. The commentator is suggesting the consideration of an alternative that includes adding shoulders throughout the project limits instead of truck lanes. The proposed project includes the construction of 10-foot standard shoulders.

	<p>Response to Comment 6</p> <p>6-3 cont. Chapter 1, Proposed Project, has been updated to include a cross-section (Figure 1-4) that details the width of the proposed truck lanes, median, and shoulders. Refer to the updated Purpose and Need section in Chapter 1 for further clarification on the need for the new truck lanes.</p> <p>6-4. Comment noted. Mr. Brohard's letter has been received, and responses have been prepared. Refer to Comment Letter 7 in this appendix.</p> <p>6-5. Refer to Response to Comment 6-1.</p>
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<p>July 16, 2014 Page 3</p> <p>7], I-10 Gateway Center Project, information available at: <http://planning.rctlma.org/Portals/0/hearings/dh/dh2014/agendas/rdh_012714/01-27-14_DH-AGENDA.pdf>)</p> <p>The limited capacity and need to maintain balanced truck volumes on SR-60 have, at present, slowed the rate of warehouse development and geographical expansion of warehousing in the area. A major factor and advantage in citizen opposition to warehouse development has been the inadequate capacity, traffic mix, hazards, and closures on SR-60. For example, in commenting on the World Logistics Warehouse in Moreno Valley, commenters specifically cited traffic congestion and safety issues on SR-60 between Moreno Valley and Banning as a reason for rejecting the proposal for 40 million square feet of distribution warehouse development. Similar arguments have been made to agencies in Banning, Beaumont, Riverside County, and other jurisdictions with respect to warehouses. If the proposed Project lanes are added, these jurisdictions will have less reason and justification to deny truck-heavy. While currently the vehicle mix along the Project limit is 16% total trucks, this percentage could increase significantly with increased distribution warehouse development. The percent of heavy-duty trucks in particular, currently 3-4% of vehicles in the corridor yet the majority of distribution warehouse trucks, may increase substantially.</p> <p>6-5 cont. The Department must consider the effect of this induced demand in terms of the geographic expansion of truck intensive warehouse uses; the increased growth rate of such uses; and related effects of increased warehousing. (CEQA Guidelines § 15358(a)(2).) Related effects of logistics/distribution warehousing are significant and myriad, including, but not limited to, air quality/health risks (especially diesel PM and NOX emissions), traffic, noise, land use conflicts, water supply, and other impacts to the area and region. All of these indirect Project impacts must be evaluated by the Department prior to consideration for Project approval. An EIR must be prepared.</p> <p><u>Air Quality/ GHGs</u></p> <p>6-6 The Project was exempted from all air emissions analyses by the SCAG TCWG. I believe such an exemption improper giving consideration to the indirect air quality impacts caused by inducing growth of truck intense uses and heavy duty truck growth. (e.g. http://www.pe.com/articles/air-673948-pollution-children.html?page=1 [impacts for warehousing and trucking on air quality in the Inland region]; attachments/ electronic citations nos. 5-7.) Air quality, health risk, and GHG impacts from growth inducement should be considered in an EIR.</p> <p><u>Biological Resources</u></p> <p>6-7 Potential effects from increased truck traffic to biological resources must be considered in light of inducing growth of trucking uses. Truck traffic noise effects on biology in particular should be considered and may be significant in this biologically sensitive area.</p> <p>///</p>	<p>Response to Comment 6</p> <p>6-5 Refer to Response to Comment 6-1. cont.</p> <p>6-6. While the project is exempt from the requirement to demonstrate transportation conformity, project emissions were estimated for construction and operations. Construction emissions are summarized in Table 2-21 (Criteria Pollutant Emissions during Construction with Minimization Measures) on page 2-120, and operations emissions are summarized in Table 2-19 (Summary of CT-EMFAC-Modeled Operational Emissions) on page 2-117. Emissions calculations substantiate that impacts would be less than significant.</p> <p>The proposed project does not add capacity and is not growth inducing. While the proposed improvements would increase the number of travel lanes, the project would not add additional traffic. This is because the proposed truck climbing lanes would be present between the Gilman Spring Road and 1.5-miles west of Jack Rabbit Trail. In other words, there would be no interchange location present to enter or exit SR-60 where proposed truck climbing lanes would exist. As such, no change in AADT volumes, or truck percentages (AADT and DHV), are anticipated to occur under the Build Alternative when compared to No Build at opening year 2018 or horizon year 2040. Furthermore, the traffic volumes used to evaluate air quality impacts for this proposed project includes traffic volumes for other <i>related</i> planned projects.</p>
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	<p>Response to Comment 6</p> <p>6-6. As such, this project's air quality analysis did consider the mobile-source emissions for all projects that would utilize the SR-60 roadway segment, which includes traffic volumes associated with large warehousing projects being considered.</p> <p>6-7. Potential effects from increased traffic noise adjacent to natural lands or wildlife crossings have been addressed, please see measure AS-8.</p>
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<p>July 16, 2014 Page 4</p> <p><u>Paleontological resources</u></p> <p>6-8 CEQA also requires that, if mitigation is adopted for a project, all proposed mitigation measures be fully enforceable and certain to occur. CEQA mandates that mitigation not be deferred. (Pub. Res. Code § 21002, Guidelines § 15126.4) Deferred mitigation is permissible only when (1) mitigation, in general, is known to be feasible but, for practical reasons, it is not feasible to presently prescribe specific mitigation measures. (See, e.g., <i>Communities for a Better Environment v. City of Richmond</i> (2010) 184 Cal.App.4th 70, 94.) This Project defers the creation of a paleontological mitigation plan at PA-1 without a reason for such deferral. It is possible to develop such a plan for review with the IS and/or any EIR prepared for the Project.</p> <p>Furthermore, the IS is unclear whether PA-1 through PA-7 will be required, as stated at page 83; or just PA-1 and PA-7, as stated at page iv. It is also unclear what “elements” PA-1 references: PA-2 through PA-7; or some other elements not provided?</p> <p><u>Noise</u></p> <p>6-9 Potential noise effects from increased truck traffic, and particularly increased heavy-duty truck traffic as a result of this Project’s development an area poised for distribution/warehouse growth, must be considered in light of inducing new or more rapid growth of trucking uses in the Project area. These impacts should be considered along Project segments and portions of SR-60 beyond the Project limits. Noise impacts to the west from additional truck air braking should also be evaluated. While there are no sensitive receptors adjacent to the Project area, the very loud air braking can be heard in Moreno Valley and other areas west of the Project.</p> <p>According to the Draft EIR prepared for the World Logistics Center Project proposed for development in Moreno Valley, page 4.12-13 of Noise Section attached, highway noise along SR-60 was measured in 2012 as follows:</p> <p>SR-60 (Heacock Street to Perris Boulevard) 65.2 SR-60 (Moreno Beach Drive to Redlands Boulevard) 62.5 SR-60 (Perris Boulevard to Nason Street) 64.6 SR-60 (Pigeon Pass Road/Frederick Street to Heacock Street) 66.5 SR-60 (Redlands Boulevard to Theodore Street) 60.2</p> <p>6-9 cont. Increased truck use of these segments of SR-60, and particularly increased heavy-duty truck use, as a result of this Project’s accommodation of truck traffic could thus easily cause noise to approach the noise abatement criteria (NAC) standard. An EIR should be prepared to evaluate this potentially significant impact.</p> <p><u>Transportation/Circulation</u></p> <p>6-10 Traffic impacts to neighboring cities east of the Project, and west from the Project through Moreno Valley to the ports of LA and Long Beach, should be considered where the Project will increase the speed and scope of distribution warehouse development along SR-60. Increasing</p>	<p>Response to Comment 6</p> <p>6-8. The Paleontological Mitigation Plan (PMP) will be prepared during final design of the project. Because of the high paleontological sensitivity of the project area, it is known that mitigation will be needed. However, because specific design options are currently being evaluated and will be identified at final design, it is not “feasible to presently prescribe specific mitigation measures.” As it is currently written, Mitigation Measure PA-1 identifies the elements that will be included in the PMP, with the potential for additional elements to be added at final design, as prescribed by a qualified paleontologist.</p> <p>The document has been revised, and the measures have been renumbered to provide clarity. The “elements” of PA-1 (formerly listed as PA-2 through PA-6) are now listed as PA-1a through PA-1e, and PA-7 is now PA-2.</p> <p>6-9. The noise study conducted for the proposed project was done in coordination with the Caltrans Protocol (Protocol) and the Technical Noise Supplement (TeNS). The Protocol states, “Receptors that are located beyond 500 feet from the project area do not need to be considered for analysis unless there is a reasonable expectation that noise impacts would extend beyond that boundary.” Therefore, the NSR is consistent in its analysis of the project. The proposed project would not increase traffic along the alignment. Therefore, noise levels on approach and beyond departure vectors would be the same during the Design Year under the Build and No Build scenarios.</p>
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	<p>Response to Comment 6</p> <p>6.9 cont. The TNM model is used for traffic flow in general and is not customizable with respect to the use of compression release engine brakes. The uses of compression brakes are intermittent and subject to a personal preference of individual truckers; therefore, they are impossible to quantify. Furthermore, as the proposed 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 and No Build scenarios. The IS/EA is updated to acknowledge that these types of noise sources exist but are intermittent and impossible to analyze. Noise levels measured in the World Logistics Center Project are outside the purview of this document.</p> <p>The proposed project would not result in an increase in truck usage. The NSR and IS/EA account for the projected growth of traffic, specifically truck traffic along SR-60. Appendix A in the NSR shows the model inputs used to analyze peak noise hour. The NSR and IS/EA found no significant and unavoidable impacts would occur associated with the proposed project; therefore, the preparation of an EIR is unnecessary.</p> <p>6-10. The proposed project would not add capacity, add new access points, or directly result in additional trucks using SR-60. The proposed project is not a capacity-enhancing project and would not induce growth of warehouse uses along SR-60, as discussed under Response to Comment 6-1.</p>
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<p>July 16, 2014 Page 5</p> <p>6-10 cont. truck volumes from induced demand would ultimately increase congestion problems within the Project limits, while also increasing congestion and safety problems <i>beyond</i> the boundaries of the Project. Indirect traffic impacts of the Project must be evaluated. It is unlikely that, the Project will ultimately be beneficial or resolve traffic concerns considering its induced demand for truck intensive uses.</p> <p><u>Land Use</u></p> <p>6-11 The proposed Project may also result in indirect impacts dividing an established community by inducing increased warehouse uses along SR-60 in Moreno Valley and surrounding cities. This potential impact should be evaluated.</p> <p><u>Water Supply/ Utilities</u></p> <p>6-12 The Project proposes installing landscaping to reduce aesthetic and other impacts. How will this landscaping be irrigated? Is there presently water available to the site? Will water lines need to be installed to the Project area? A lift station? If so, the construction of water lines to the site, and potential impacts therefrom, must be evaluated.</p> <p><u>Other Indirect Effects</u></p> <p>6-13 The Project's growth inducement may also indirectly impact environmental considerations such as land use/planning, water supply, water quality, cumulative impacts, environmental justice, and other issues common with distribution warehouse development. The Department should consider these indirect/ ultimate impacts of the Project.</p> <p><u>Alternatives</u></p> <p>6-3 cont. The Department should consider an alternative that develops shoulders throughout the Project limits but does not develop truck climbing and descending lanes. Such an alternative would meet the objectives of this Project of reducing the number of vehicles striking the barrier or guardrail/embankment slope, thereby improving safety and travel on this roadway. This alternative would not, however, have the effect of inducing increased truck volumes on this roadway, and thus would not indirectly cause the negative effects described above. It would also be a less costly alternative. This shoulder-only alternative should, for these reasons, be considered by the Department.</p> <p>In addition, in the traffic engineer review prepared on behalf of Sierra Club and referenced above, Mr. Brohard recommends consideration of two additional alternatives: I-10 as an alternative parallel route for trucks; and an extension of project limits at both ends. The Department should prepare an EIR that considers each of these alternatives.</p> <p><u>Conclusion</u></p> <p>6-14 In sum, this Initial Study fails to evaluate the growth inducing impacts for truck intensive uses and related detrimental impacts in the area and region which cannot be avoided. Adoption of a</p>	<p>Response to Comment 6</p> <p>6-11. Implementation of the proposed project would not adversely directly or indirectly affect community cohesion or physically divide a community because the freeway already exists. The proposed project would not divide neighborhoods, separate residents from community facilities, directly encourage or discourage growth, create negative changes to existing quality of life, or increase urbanization or isolation because the project would make improvements to an existing highway. The proposed project is intended to improve traffic flow on the regional transportation system and improve operational performance within the proposed project study area; it is not expected to result in any changes to land use. Therefore, the project would not indirectly divide an established community.</p> <p>6-12. Cut and fill slopes would be revegetated using native plant materials to reduce erosion and facilitate vegetation growth. As stipulated by measure INV-1 in the Invasive Species section, bare soil would be landscaped with a seed mix from locally adopted species, where feasible. The use of on-site materials, which are adapted to local conditions, would increase the likelihood that revegetation would be successful and that the genetic integrity of the ecosystem would be maintained. The use of local native-seed mixes would not require the installation of irrigation systems, as these species are able to tolerate the existing soil and climatic conditions of the area. During planting, the seeds would be watered using portable watering trucks.</p>
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	<p>Response to Comment 6</p> <p>6-12 cont. No continued watering or maintenance would be required. Therefore, no irrigation or water lines would be installed in the project area.</p> <p>6-13. As described in the Draft IS/EA the project is consistent with the Regional Transportation Plan (RTP), the Riverside County General Plan, and regional mobility goals of the Riverside County Transportation Commission Measure A Program. Since the project would not increase the capacity along SR-60, it would not influence growth in the area. While it is true that distribution warehouse projects such as the World Logistics Center Project may influence growth in the region, the proposed project would only improve safety conditions along the existing SR-60 and would not influence the economic, market, or land use demands in the vicinity of the project. As mentioned in Response to Comment 6-1, the additional truck traffic associated with new distribution centers is unavoidable and unrelated to the proposed project.</p> <p>6-14. The IS/EA has been updated to include a Growth discussion. The results of the analysis concluded that the project would not influence or result in growth in the study area.</p>
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6-14
cont.

Mitigated Negative Declaration on the information contained in the Initial Study is inappropriate absent this analysis; an EIR is needed. Additional alternatives to the Project should also be considered and evaluated in an EIR.

Thank you for your consideration of these comments.

Sincerely,



Raymond W. Johnson, Esq., AICP, LEED GA
JOHNSON & SEDLACK

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Attachments

- (1) Tom Brohard and Associates Letter, dated July 16, 2014.
- (2) World Logistics Center Project Draft EIR, Noise Section, Moreno Valley, CA (February 2013).
- (3) U.S. Department of Housing and Urban Development. (March 1985) *The Noise Guidebook*.
- (4) Suter, Dr. Alice H., Administrative Conference of the United States. (November 1991) *Noise and Its Effects*.

Electronic Citations

- (5) *The Health Effects of Air Pollution on Children*, Michael T. Kleinman, Ph.D, Fall 2000,
<http://aqmd.gov/forstudents/health_effects_on_children.html#WhyChildren>
- (6) *Diesel and Health in America: the Lingering Threat*, Clean Air Task Force, February 2005,
<http://www.catf.us/resources/publications/files/Diesel_Health_in_America.pdf>
- (7) *Technical Support Document for Cancer Potency Factors: Methodologies for derivation, listing of available values, and adjustments to allow for early life stage exposures*, California EPA OEHHA Air Toxicology and Epidemiology Branch, April 2009, p. 3.
<http://www.oehha.ca.gov/air/hot_spots/pdf/TSDCPFApril_09.pdf>

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RAYMOND W. JOHNSON, Esq., AICP, LEED GA
26785 Camino Seco
Temecula, CA 92590
(951) 506-9925
(951) 506-9725 Fax
(951) 775-1912 Cellular

Johnson & Sedlack, an Environmental Law firm representing plaintiff environmental groups in environmental law litigation, primarily CEQA.

City Planning:

Current Planning

- Two years principal planner, Lenexa, Kansas (consulting)
- Two and one half years principal planner, Lee's Summit, Missouri
- One year North Desert Regional Team, San Bernardino County
- Thirty years subdivision design: residential, commercial and industrial
- Thirty years as applicants representative in various jurisdictions in: Missouri, Texas, Florida, Georgia, Illinois, Wisconsin, Kansas and California
- Twelve years as applicants representative in the telecommunications field

General Plan

- Developed a policy oriented Comprehensive Plan for the City of Lenexa, Kansas.
- Updated Comprehensive Plan for the City of Lee's Summit, Missouri.
- Created innovative zoning ordinance for Lenexa, Kansas.
- Developed Draft Hillside Development Standards, San Bernardino County, CA.
- Developed Draft Grading Standards, San Bernardino County.
- Developed Draft Fiscal Impact Analysis, San Bernardino County

Environmental Analysis

- Two years, Environmental Team, San Bernardino County
 - Review and supervision of preparation of EIR's and joint EIR/EIS's
 - Preparation of Negative Declarations
 - Environmental review of proposed projects
- Eighteen years as an environmental consultant reviewing environmental documentation for plaintiffs in CEQA and NEPA litigation

Response to Comment 6

<p>July 16, 2014 Page 9</p> <p>Representation:</p> <ul style="list-style-type: none"> • Represented various clients in litigation primarily in the fields of Environmental and Election law. Clients include: <ul style="list-style-type: none"> ◦ Sierra Club ◦ San Bernardino Valley Audubon Society ◦ Sea & Sage Audubon Society ◦ San Bernardino County Audubon Society ◦ Center for Community Action and Environmental Justice ◦ Endangered Habitats League ◦ Rural Canyons Conservation Fund ◦ California Native Plant Society ◦ California Oak Foundation ◦ Citizens for Responsible Growth in San Marcos ◦ Union for a River Greenbelt Environment ◦ Citizens to Enforce CEQA ◦ Friends of Riverside's Hills ◦ De Luz 2000 ◦ Save Walker Basin ◦ Elsinore Murrieta Anza Resource Conservation District <p>Education:</p> <ul style="list-style-type: none"> • B. A. Economics and Political Science, Kansas State University 1970 • Masters of Community and Regional Planning, Kansas State University, 1974 • Additional graduate studies in Economics at the University of Missouri at Kansas City • J.D. University of La Verne. 1997 Member, Law Review, Deans List, Class Valedictorian, Member Law Review, Published, Journal of Juvenile Law <p>Professional Associations:</p> <ul style="list-style-type: none"> ◦ Member, American Planning Association ◦ Member, American Institute of Certified Planners ◦ Member, Association of Environmental Professionals ◦ Member, U.S. Green Building Council, LEED GA 	<p>Response to Comment 6</p>
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Johnson & Sedlack, Attorneys at Law
26785 Camino Seco
Temecula, CA 92590
(951) 506-9925

12/97- Present

Principal in the environmental law firm of Johnson & Sedlack. Primary areas of practice are environmental and election law. Have provided representation to the Sierra Club, Audubon Society, AT&T Wireless, Endangered Habitats League, Center for Community Action and Environmental Justice, California Native Plant Society and numerous local environmental groups. Primary practice is writ of mandate under the California Environmental Quality Act.

Planning-Environmental Solutions
26785 Camino Seco
Temecula, CA 92590
(909) 506-9825

8/94- Present

Served as applicant's representative for planning issues to the telecommunications industry. Secured government entitlements for cell sites. Provided applicant's representative services to private developers of residential projects. Provided design services for private residential development projects. Provided project management of all technical consultants on private developments including traffic, geotechnical, survey, engineering, environmental, hydrogeological, hydrologic, landscape architectural, golf course design and fire consultants.

San Bernardino County Planning Department
Environmental Team
385 N. Arrowhead
San Bernardino, CA 92415
(909) 387-4099

6/91-8/94

Responsible for coordination of production of EIR's and joint EIR/EIS's for numerous projects in the county. Prepared environmental documents for numerous projects within the county. Prepared environmental determinations and environmental review for projects within the county.

San Bernardino County Planning Department
General Plan Team
385 N. Arrowhead
San Bernardino, CA 92415
(909) 387-4099

6/91-6/92

Created draft grading ordinance, hillside development standards, water efficient landscaping ordinance, multi-family development standards, revised planned development section and fiscal impact analysis. Completed land use plans and general plan amendment for approximately 250 square miles. Prepared proposal for specific plan for the Oak Hills community.

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<p>July 16, 2014 Page 11</p> <p>San Bernardino County Planning Department North Desert Regional Planning Team 15505 Civic Victorville, CA (619) 243-8245</p> <p>6/90-6/91</p> <p>Worked on regional team. Reviewed general plan amendments, tentative tracts, parcel maps and conditional use permits. Prepared CEQA documents for projects.</p> <p>Broadmoor Associates/Johnson Consulting 229 NW Blue Parkway Lee's Summit, MO 64063 (816) 525-6640</p> <p>2/86-6/90</p> <p>Sold and leased commercial and industrial properties. Designed and developed an executive office park and an industrial park in Lee's Summit, Mo. Designed two additional industrial parks and residential subdivisions. Prepared study to determine target industries for the industrial parks. Prepared applications for tax increment financing district and grants under Economic Development Action Grant program. Prepared input/output analysis of proposed race track. Provided conceptual design of 800 acre mixed use development.</p> <p>Shepherd Realty Co. Lee's Summit, MO</p> <p>6/84-2-86</p> <p>Sold and leased commercial and industrial properties. Performed investment analysis on properties. Provided planning consulting in subdivision design and rezoning.</p> <p>Contemporary Concepts Inc. Lee's Summit, MO Owner</p> <p>9/78-5/84</p> <p>Designed and developed residential subdivision in Lee's Summit, Mo. Supervised all construction trades involved in the development process and the building of homes.</p> <p>Environmental Design Association Lee's Summit, Mo. Project Coordinator</p> <p>6/77-9/78</p> <p>Was responsible for site design and preliminary building design for retirement villages in Missouri, Texas and Florida. Was responsible for preparing feasibility studies of possible conversion projects. Was in charge of working with local governments on zoning issues and any problems that might arise with projects. Coordinated work of local architects on projects. Worked with marketing staff regarding design changes needed or contemplated.</p>	

<p>July 16, 2014 Page 12</p> <p>City of Lee's Summit, MO 220 SW Main Lee's Summit, MO 64063 Community Development Director</p> <p style="text-align: right;">4/75-6/77</p> <p>Supervised Community Development Dept. staff. Responsible for preparation of departmental budget and C.D.B.G. budget. Administered Community Development Block Grant program. Developed initial Downtown redevelopment plan with funding from block grant funds. Served as a member of the Lee's Summit Economic Development Committee and provided staff support to them. Prepared study of available industrial sites within the City of Lee's Summit. In charge of all planning and zoning matters for the city including comprehensive plan.</p> <p>Howard Needles Tammen & Bergendoff 9200 Ward Parkway Kansas City, MO 64114 (816) 333-4800 Economist/Planner</p> <p style="text-align: right;">5/73-4/75</p> <p>Responsible for conducting economic and planning studies for Public and private sector clients. Consulting City Planner for Lenexa, KS.</p> <p>Conducted environmental impact study on maintaining varying channel depth of the Columbia River including an input/output analysis. Environmental impact studies of dredging the Mississippi River. Worked on the Johnson County Industrial Airport industrial park master plan including a study on the demand for industrial land and the development of target industries based upon location analysis. Worked on various airport master plans. Developed policy oriented comprehensive plan for the City of Lenexa, KS. Developed innovative zoning ordinance heavily dependent upon performance standards for the City of Lenexa, KS.</p>	<p>Response to Comment 6</p>
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Comment 7: Tom Brohard and Associates

	Response to Comment 7
<div data-bbox="917 280 1066 302" data-label="Text"> <p>Comment Letter 7</p> </div> <div data-bbox="529 311 1029 389" data-label="Text"> <p>Tom Brohard and Associates</p> </div> <div data-bbox="312 367 428 389" data-label="Text"> <p>July 16, 2014</p> </div> <div data-bbox="312 406 672 529" data-label="Text"> <p>James Shankel Senior Environmental Planner Branch Chief, Environmental Studies "C" District 8, Division of Environmental Planning 464 West 4th Street, 6th Floor (MS 827) San Bernardino, California 92401-1400</p> </div> <div data-bbox="312 544 951 587" data-label="Text"> <p>SUBJECT: Review of Initial Study for State Route 60 Truck Lanes Project in the Badlands in the County of Riverside – Traffic Comments</p> </div> <div data-bbox="312 602 466 625" data-label="Text"> <p>Dear Mr. Shankel:</p> </div> <div data-bbox="312 641 957 764" data-label="Text"> <p>At the request of the Sierra Club Moreno Valley Group, I have reviewed the June 2014 Initial Study with Proposed Mitigated Negative Declaration-Environmental Assessment with Finding of No Significant Impact for the State Route 60 (SR-60) Truck Lanes Project through the Badlands in the County of Riverside prepared by the State of California Department of Transportation (Caltrans D8). I also reviewed the June 11, 2014 Draft Project Report for this proposed project.</p> </div> <div data-bbox="258 779 957 984" data-label="Text"> <p>7-1 Without a supporting Traffic Impact Analysis or substantial evidence, Page 180 of the Initial Study (IS) for the SR-60 Truck Lanes Project indicates "No Impact" in response to each of the Transportation/Traffic questions in the California Environmental Quality Act (CEQA) Checklist in Appendix A. It is not possible to reach these conclusions based upon the limited data and information presented in the June 2014 Initial Study, the June 11, 2014 Draft Project Report, and the May 23, 2013 Traffic Data Information Memorandum. A detailed Traffic Impact Analysis must be prepared to accurately quantify and properly analyze the traffic and transportation aspects of the Proposed Project, and disclose to decision makers and the public the potentially significant traffic impacts of the project.</p> </div> <div data-bbox="258 1000 957 1224" data-label="Text"> <p>7-2 In addition, according to the "Purpose" of the Proposed Project on Page 4 of the IS, "Truck-climbing and/or truck-descending lanes would separate the slow moving trucks from passenger vehicles." Pages 33 and 35 of the Initial Study contain simulated views of the proposed project changes on SR-60, but these visualizations do not accurately depict the proposed "truck lanes" to the public. Instead, these simulations both show three multi-purpose vehicle lanes without separately delineated truck climbing and descending lanes, directly contradicting the stated "Purpose" of the Proposed Project. Any evaluation of Project impacts must correctly depict the separation of truck climbing and descending lanes; or, alternatively, evaluate effects from adding unseparated vehicle lanes as presently depicted.</p> </div> <div data-bbox="655 1328 1001 1380" data-label="Text"> <p>81905 Mountain View Lane, La Quinta, California 92253-7611 Phone (760) 398-8885 Fax (760) 398-8897 Email tbrohard@earthlink.net</p> </div>	<div data-bbox="1178 266 1505 298" data-label="Section-Header"> <h3>Response to Comment 7</h3> </div> <div data-bbox="1178 315 1908 1383" data-label="Text"> <p>7-1. The Initial Study/Environmental Assessment (IS/EA) has been updated to include a discussion of temporary and permanent traffic impacts. Refer to Section 2.4, Traffic and Transportation/Pedestrian and Bicycle Facilities. Information in this section is based on the June 2014 Traffic Data Information Memorandum and the April 2015 Methodology Memorandum prepared by Caltrans for the proposed project. As shown in the updated traffic impact analysis, the annual average daily traffic, annual average daily truck traffic, and percentage of trucks (AADT and DHV) along the project study corridor would remain the same under the No Build Conditions and Build Conditions in Years 2018 and 2040. As shown in Section 2.4, the highway would operate at Level of Service (LOS) B and C in Year 2018, under the Build Alternative and LOS D and C under the No Build Alternative. In Year 2040, the highway would operate at LOS F under the No Build Alternative and LOS D and F under the Build Alternative. This indicates that the proposed project would not result in any new traffic and therefore would have no direct contribution to increased highway use. The density is improved under the Build Conditions (Years 2018 and 2040) over the No Build conditions because truck traffic would be re-routed onto the new truck lanes and density would be reduced in the other two mixed-flow lanes.</p> </div>

	<p>Response to Comment 7</p> <p>7-2. The visual simulations on pages ## and ## in Section 2.5, Visual/Aesthetics, of the IS/EA have been revised to accurately depict the proposed project and show the proposed truck climbing lane and descending lanes.</p>
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James Shankel
State Route 60 Truck Lanes Project - Initial Study – Traffic Comments
July 16, 2014

Education and Experience

Since receiving a Bachelor of Science in Engineering from Duke University in Durham, North Carolina in 1969, I have gained over 45 years of professional engineering experience. I am licensed as a Professional Civil Engineer both in California and Hawaii, and licensed as a Professional Traffic Engineer in California. I formed Tom Brohard and Associates in 2000 and now serve as the City Traffic Engineer for the City of Indio and as Consulting Transportation Engineer for the Cities of Big Bear Lake and San Fernando. I have extensive experience in traffic engineering and transportation planning. During my career in both the public and private sectors, I have reviewed many environmental documents and traffic studies, with only a few of these shown on the enclosed resume.

The Initial Study for SR-60 Truck Lanes Project Is Flawed

The following describes the various errors, omissions, and deficiencies in the transportation and traffic portions of the June 2014 Initial Study in detail:

7-1
cont.

- 1) Traffic Data Is Based on Flawed Assumptions and Outdated Information – Table 2 on Page 5 of the Initial Study repeats the Traffic Data Information table on Page 1 of the May 23, 2013 Traffic Data Memo. No supporting calculations or data have been included as attachments to the Traffic Data Memo. Without any supporting documents, Table 2 on Page 5 of the IS relies on the numbers in the Traffic Data Information table for Alternative 1 "No Build" and Alternative 2 (the proposed project) for Years 2013, 2018, and 2040 to develop "Roadway Deficiencies". There are also inconsistencies and apparent errors in the traffic data information reported in Table 2 on Page 5 of the IS as compared to historical data published by Caltrans as follows:
 - a) Average Annual Daily Traffic (AADT) – The Average Annual Daily Traffic (AADT) represents the average number of vehicles each day that traverse a roadway segment. Accuracy of this data is paramount as the various other design parameters are based on percentages of the AADT. The AADT values in the Traffic Data Information in the May 23, 2013 Memo are not supported by any data available from Caltrans' annual publications for this portion of SR-60. By starting with an improper, inflated baseline for Year 2013 as described below and then compounding this error with other faulty assumptions, the Traffic Data Information in Table 2 on Page 5 of the IS cannot be used to properly develop accurate future Level of Service forecasts on SR-60.
 - i) Year 2013 AADT – Table 2 indicates 47,600 vehicles per day in 2013. Caltrans has not published any traffic count data as yet for 2013 for any state highway facility. This AADT volume in Table 2 is 3,100 vehicles higher than the 44,500 AADT volume reported in the 2012

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7-1 cont. The IS/EA has been updated to include a discussion of temporary and permanent traffic impacts. Refer to Section 2.4, Traffic and Transportation/Pedestrian and Bicycle Facilities. Information in this section is based on the June 2014 Traffic Data Information Memorandum and the April 2015 Methodology Memorandum prepared by Caltrans for the proposed project.

<p>James Shankel State Route 60 Truck Lanes Project - Initial Study – Traffic Comments July 16, 2014</p> <p>7-1 cont.</p> <p>traffic counts published by Caltrans. This 7% year over year increase from 2012 to 2013 is inconsistent with traffic volumes published by Caltrans between 2004 and 2012 where the AADT has remained steady and ranged only between 44,000 (2004 and 2009) and 45,600 (2007). (Please see Caltrans > Business > Traffic Operations > Traffic Census). No justification is provided for the inflated 2013 AADT baseline.</p> <p>ii) <u>Year 2018 AADT</u> - Table 2 indicates 56,200 vehicles per day in 2018. This AADT volume in Table 2 is 11,700 vehicles higher than the 44,500 AADT volume reported in the 2012 traffic counts published by Caltrans. This 4% year over year increase for six years from 2012 to 2018 is inconsistent with traffic volumes published annually by Caltrans between 2004 and 2012 where the AADT has remained steady and ranged only between 44,000 (2004 and 2009) and 45,600 (2007). (Please see Caltrans > Business > Traffic Operations > Traffic Census). No justification is provided for the inflated 2018 AADT.</p> <p>iii) <u>Year 2040 AADT</u> - Table 2 indicates 105,800 vehicles per day in 2040. This AADT volume in Table 2 is 61,300 vehicles higher than the 44,500 AADT volume reported in the 2012 traffic counts published by Caltrans. This 5% year over year increase for 28 years from 2012 to 2040 is inconsistent with traffic volumes published annually by Caltrans between 2004 and 2012 where the AADT has remained steady and ranged only between 44,000 (2004 and 2009) and 45,600 (2007). (Please see Caltrans > Business > Traffic Operations > Traffic Census). No justification is provided for the inflated 2040 AADT.</p> <p>7-3</p> <p>b) <u>Directional Split</u> - The directional split, also known as the "D factor", represents the percentage of traffic in the peak direction during the peak hour. Table 2 indicates that the directional split was 57% in 2013 and that it will remain constant at 57% in Years 2018 and 2040. The "D factors" in the Traffic Data Information in the May 23, 2013 Memo are not supported by any data available from Caltrans annual publications in the last several years for this portion of SR-60. In fact, Caltrans did not collect data or publish "D factors" for this portion of SR-60 in 2012, the most recent information available, or in their 2011 or 2010 publications.</p> <p>The most recent "D factor" data published by Caltrans for this portion of SR-60 was collected in 2007. The report indicates that 52.98% of the traffic travelled eastbound in the AM peak hour and 62.46% of the traffic on SR-60 travelled westbound in the PM peak hour. Neither of these percentages from actual data collected in 2007 match up with the "D factor" assumption of 57% that has been used in Table 2 of the IS. Further, my review of the annual Caltrans publications disclosed that the</p> <p>3</p>	<p>Response to Comment 7</p> <p>7-1 Refer to Section 2.4, Traffic and cont. Transportation/Pedestrian and Bicycle Facilities in the IS/EA, which shows the updated 2013 Annual Average Daily Traffic (AADT) based on the updated traffic data. The 2013 AADT was obtained from the Caltrans Office of Operations Traffic Census web page found at: California Department of Transportation. 2015. Traffic Operations, Traffic Census. Available: http://traffic-counts.dot.ca.gov/.</p> <p> Refer Section 2.4.3, Methodology for a discussion of how future traffic volumes (2018 and 2040 AADT) were calculated.</p> <p>7-3. The directional split indicates the percentage of flow in each direction during the peak hour. Directional split is calculated by dividing the greater of either the AM or the PM peak hour traffic by the design hour volume. The source of the 57% shown in Table 2-5, State Route 60 Mainline Traffic Data, is the SR-60 2035 Forecast¹ prepared by the Office of Forecasting.</p>
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<p>James Shankel State Route 60 Truck Lanes Project - Initial Study – Traffic Comments July 16, 2014</p> <p>7-3 cont. most recent "D factor" data published by Caltrans is now seven years old. No justification or analyses has been presented in the IS that supports using a "D factor" of 57% for 2013 or in future Years 2018 and 2040.</p> <p>7-4 c) <u>Truck ADT %</u> - Table 2 on Page 5 of the IS indicates that the truck average daily traffic is 16% of the vehicles using this segment of SR-60. According to the most recent publication by Caltrans, truck volumes in 2012 were 16% of the daily traffic volumes. However according to the 2012 Caltrans truck data report, this data was estimated (not verified) and it was collected in Year 1991. As with other assumptions in Table 2, no justification or analysis has been presented that supports using 16% as the Truck ADT for Year 2013, some 22 years after it was estimated in Year 1991, or in using the same 16% Truck ADT assumption for Year 2018 or 2040.</p> <p>7-5 The IS fails to take into account the cumulative impacts of surrounding projects that could increase truck traffic. Future truck volumes through the Badlands are expected to increase as more goods from the Ports are transported along SR-60. In addition, very large warehousing projects including the 42 million square foot World Logistics Center and the 2 million square foot ProLogis Project just west of the Badlands are currently being considered in the City of Moreno Valley. The approved Hidden Canyon Industrial Park Specific Plan provides for development of up to 2.89 million square feet of distribution warehouse uses on SR-60 on an approximately 196.54-acre site located in the westerly portion of the City of Beaumont on SR-60. There is no evidence in the IS that truck trips to and from these large projects have been properly analyzed in developing the Truck ADT percentages in 2018 and in 2040 for SR-60 through the Badlands.</p> <p>7-6 2) <u>Accident Data Is Omitted and Conclusions Are Not Supported</u> – While Table 3 on Page 5 of the Initial Study is footnoted with "May 2013 TASAS_TSN Accident Table B: Traffic Data Memo", the May 23, 2013 Traffic Data Memo does not contain any traffic accident data. Furthermore, no supporting data or calculations have been included as attachments to the two-page May 23, 2013 Traffic Data Memo regarding traffic accidents. Without any supporting data or calculations, Page 5 of the IS relies on the numbers shown in Table 3 to report the collision history, compare it to the Statewide Average, and reach certain conclusions on Page 6. The failure of the IS to provide accurate and consistent data on the significant impact of traffic collisions is a fundamental flaw that must be addressed. In addition to the omissions and unsupported conclusions, the following additional errors were found in Table 3:</p> <p>a) <u>Project Limits Are Inconsistent</u> – The text just above Table 3 on Page 5 of the IS indicates the collision data covers the segment between Post Miles</p> <p style="text-align: center;">4</p>	<p>Response to Comment 7</p> <p>7-3 Refer to Response 7.3 above. cont.</p> <p>7-4. The methodology to calculate Truck AADT and Design Hour Volume (DHV) is the same as for AADT, DHV, and Peak Hour Volume (PHV). The source of the 16% truck traffic shown in Table 2-5: State Route 60 Mainline Traffic Data (PM 22.2/26.5) is the Truck Traffic data on the Caltrans Traffic Census website, 2010 Truck Traffic. Source: 2010 Annual Average Daily Truck Traffic on the California State Highway System, http://traffic-counts.dot.ca.gov/docs/2010_aadt_truck.pdf</p> <p>7-5. The updated traffic analysis does take into account future growth projected by local and regional planning agencies. Refer Section 2.4.3, Methodology for a discussion of how future traffic volumes (2018 and 2040 AADT) were calculated. The analysis concluded that the proposed project would not result in long-term traffic impacts and would not contribute to cumulative traffic impacts.</p> <p>7-6. Updated traffic accident data supporting the project's purpose and need has been provided in Section 1.2 of the IS/EA. Updated data from Traffic Accident Surveillance and Analysis System-Transportation Systems Network (TASAS) is shown in Table 1-4 of the IS/EA. Table 1-4 shows collision data for the segment of State Route 60 (SR-60) in Riverside County between Post Miles 22.10 and 26.50 within the a three-year period from April 1, 2010 to March 31, 2013. dated April 2015.</p>
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<p>James Shankel State Route 60 Truck Lanes Project - Initial Study – Traffic Comments July 16, 2014</p> <p>7-6 cont.</p> <p>22.10 and 26.50, a distance of 4.40 miles. The heading within Table 3 above the actual collision experience indicates the collision data covers the segment between Post Miles 2.20 and 26.50, a distance of 24.30 miles. These inconsistencies must be corrected. The failure of the IS to provide a stable and consistent project description hinders the ability to fully analyze impacts.</p> <p>b) <u>Collision Data Is Outdated</u> – The text just above Table 3 on Page 5 of the IS indicates the table covers collision rates for a three-year period from April 1, 2008 to March 31, 2011. The data in this table is now between three and six years old and probably does not accurately or properly represent the current collision rates on this portion of SR-60. Current collision data must be obtained and analyzed before the conclusions on the top of Page 6 of the IS can be justified and supported by evidence.</p> <p>c) <u>Summary of Types of Collisions</u> – Table 4 on Page 6 of the IS provides percentages of the different collision types in each direction on SR-60. Table 4 is footnoted by "August 2013: TSAR-Accident Summary Report" but that report from August 2013 has not been provided. In addition, the dates of the data in Table 4 have not been provided and the period that it covers may not be the same as the information included in Table 3 for three years from April 1, 2008 to March 31, 2011. Without reliable collision data, little evidence supports the project's objectives, purpose, and need.</p> <p>d) <u>Summary of Primary Collision Factors</u> – Table 5 on Page 6 of the IS provides percentages of the different primary collision factors in each direction on SR-60. Table 5 is footnoted by "August 2013: TSAR-Accident Summary Report" but that report from August 2013 has not been provided. In addition, the dates of the data in Table 5 have not been provided and the period that it covers may not be the same as the information included in Table 3 for three years from April 1, 2008 to March 31, 2011. In addition, the percentages of the primary collision factors shown for the eastbound mainline only add up to 98.7% and the percentages shown for the westbound mainline only add up to 93.5%, not to 100% as they should. Proper collision data must be provided in support of the project's objectives, purpose, and need.</p> <p>7-7</p> <p>e) <u>Improvements to SR-60 Have Not Been Analyzed or Evaluated</u> – Several improvements have been installed on SR-60 through the Badlands in the last 10 years. However, the effectiveness of two of these improvements on reducing vehicle speeds and reducing collision rates has not been properly evaluated as discussed below. It is crucial that the IS analyze the project in the proper environmental setting in order to provide accurate traffic predictions for the project.</p> <p>5</p>	<p>Response to Comment 7</p> <p>7-6 The source for this data is the California Department of Transportation's Project Limits and Truck Descending Lane Memorandum (Table 1: Collision Data) dated April 2015. The post miles have been corrected to read "Post Miles 22.10 and 26.50."</p> <p>7-7. The commenter is stating that measures such as vehicle speed feedback signs, reflective markers, rumble strips, and striping should be included as project alternatives. The measures could help alleviate speeding issues and reduce collisions. While this may help alleviate speeding and collisions, it would not alleviate the projected traffic congestion that is expected to occur with the projected growth in the neighboring cities. 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.</p>
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<p>James Shankel State Route 60 Truck Lanes Project - Initial Study – Traffic Comments July 16, 2014</p> <p>7-7 cont.</p> <p>i) <u>Vehicle Speed Feedback Signs</u> – In response to a Public Records Request, I learned that vehicle speed feedback signs were installed on SR-60 in the Badlands by Caltrans and the County of Riverside during the last quarter of 2008. The three-year traffic collision data includes accidents reported between April 1, 2008 and the last quarter of 2008 before the speed feedback signs were installed as well as between the last quarter of 2008 and March 31, 2011 when the speed feedback signs were in place. The speed feedback signs may have reduced vehicle speeds and these devices may have reduced traffic collisions involving speeding motorists, the majority of collisions in both directions on this segment of SR-60. The benefits obtained from the speed feedback signs in reducing vehicle speeds and reducing collisions involving speeding motorists must be properly evaluated and analyzed before proceeding with the proposed \$130 million project.</p> <p>ii) <u>Reflective Markers, Rumble Strips, and Striping</u> - In response to a Public Records Request, I learned that reflective markers and rumble strips were installed along the median barrier and that striping was modified on SR-60 in the Badlands by Caltrans in March 2009. The three-year traffic collision data includes accidents reported between April 1, 2008 and March 2009 before these improvements were made as well as between March 2009 and March 31, 2011 when these measures were in place. These devices may have reduced "hit object" traffic collisions, the majority of collisions in both directions on this segment of SR-60. The benefits obtained from these devices in reducing collisions must be properly evaluated and analyzed before proceeding with the proposed \$130 million project.</p> <p>7-2 cont.</p> <p>3) <u>Initial Study Visualizations Are Inaccurate</u> – The Initial Study contains two visualizations of simulated conditions with the Proposed Project that do not accurately display the Proposed Project to the public as follows:</p> <p>a) <u>Key View 1 Western Assessment Unit</u> – Figure 6b on Page 33 of the Initial Study provides a visualization of simulated conditions with the Proposed Project in the western assessment unit. The visualization clearly shows three through mixed use travel lanes in one direction on SR-60. The visualization does not show a truck climbing or truck descending restricted lane on the outside. This visualization is inaccurate and does not match the defined "Purpose" of the SR-60 Truck Lanes Project.</p> <p>b) <u>Key View 2c Central Assessment Unit</u> – Figure 7b on Page 35 of the Initial Study provides a visualization of simulated conditions with the Proposed Project in the central assessment unit. The visualization clearly shows three through mixed use travel lanes in one direction on SR-60, and it even depicts a passenger vehicle in the outside lane. The</p> <p>6</p>	<p>Response to Comment 7</p> <p>7-7 See Response 7-7 on the previous page. cont.</p> <p>7-2 The visual simulations on pages ## and ## in cont. Section 2.5, Visual/Aesthetics, of the IS/EA have been revised to accurately depict the proposed truck climbing lane and descending lane.</p>
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- 7-2
cont. visualization does not show a truck climbing or truck descending restricted lane on the outside. This visualization is inaccurate and does not match the defined "Purpose" of the SR-60 Truck Lanes Project.
- 7-8 4) Alternatives to Truck Lanes Have Not Been Developed or Analyzed - The Initial Study does not consider, develop or analyze any meaningful alternatives to the Proposed Project on SR-60 for an eastbound truck-climbing lane and a westbound truck-descending lane. Only two scenarios have been discussed in the IS – no project and the truck lanes. Other issues regarding the Proposed Project and possible alternatives have not been addressed, including:
- a) I-10 Is an Alternative Parallel Route for Trucks – Conditions on nearby, parallel I-10 including the existing eastbound truck-climbing lane have not been analyzed either with or without the SR-60 Truck Lanes Project. An alternative to reroute trucks from SR-60 to I-10 without constructing truck lanes on SR-60 should be considered.
- b) Extension of Project Limits at Both Ends – Construction of truck lanes through the Badlands will create constraints at both ends of the truck lanes, westbound west of Gillman Springs Road and eastbound east of Jack Rabbit Trail. At these locations, the existing four lanes on SR-60 are proposed to remain but the lane drops and associated merging of trucks has not been analyzed. To eliminate future bottlenecks, consideration must be given to adding a lane in each direction on SR-60 to provide six lanes without constrictions continuously from I-215 to I-10. It also represents further environmental impacts resulting from the project that have not been disclosed or analyzed.
- 7-9 5) Construction Impacts of SR-60 Truck Lanes on I-10 – For the first phase of construction of the SR-60 Truck Lanes, westbound SR-60 may be closed on weekends and at night on weekdays, with this traffic diverted to I-10. The resulting impacts to I-10 have not been evaluated or considered. The IS fails to analyze the project within the existing environmental setting or disclose the full impacts of all phases of the project as a whole.
- 6) Construction Impacts of SR-60 Truck Lanes on Other Area Highways – During construction of the SR-60 Truck Lanes, eastbound or westbound SR-60 may be closed at various times during the week or on weekends. While the IS suggests that traffic will be diverted to I-10, closures of SR-60 during the Truck Lanes Project would increase truck and other traffic on other area highways such as Oak Valley Parkway, San Timoteo Canyon Road, Redlands Boulevard, Gilman Springs Road, Highway 79, Highway 74, and the Ramona Expressway. The resulting impacts to these other area highways have not been evaluated or considered. The IS fails to analyze the project

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- 7-2 cont.** As mentioned, previously, the visual simulations have been revised to accurately depict the truck climbing lane and descending lane.
- 7-8.** Refer to the "Alternatives Considered but Eliminated from Further Discussion Prior to Draft Environmental Document" section in Chapter 1, Proposed Project, in the IS/EA. Two other alternatives were developed; however, they were dismissed because they did not address the project purpose and need. As mentioned by the commenter, an alternative to reroute trucks onto Interstate 10 (I-10) was not analyzed. This alternative would not satisfy the project purpose and need. As shown in Table 2-1 (Section 2.1, Land Use), the development of warehouse and distribution facilities in the surrounding cities is expected to result in an increase in traffic volumes on regional transportation facilities, including SR-10 and SR-60. In addition, State and local transportation agencies have identified SR-60 as one of the major routes used to move goods into and through Southern California and the need for improvements to SR-60 within project limits, including truck-climbing lanes. The addition of a truck-climbing lane, descending lane, and standard shoulders is needed on SR-60 in order to improve traffic flow and operational performance on this portion of the regional transportation system.

	<p>Response to Comment 7</p> <p>7-9. Refer to Section 1.3.1, Project Alternatives, which describes the six construction stages, and Section 2.4, which describe temporary construction impacts. During Stage 1, two lanes of travel for eastbound and westbound traffic would be maintained. Traffic would not be diverted to I-10 as the commenter has noted.</p>
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James Shankel
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7-9
cont. I within the existing environmental setting or disclose the full impacts of all phases of the project as a whole.

7-10 I The June 2014 Initial Study with Proposed Mitigated Negative Declaration for the State Route 60 Truck Lanes Project through the Badlands in the County of Riverside prepared by Caltrans is severely flawed. The many errors, omissions, and conflicts, together with the inadequate analyses as identified in this letter, fail to adequately evaluate the potentially significant impacts of the project and will require a significant amount of additional study to address and resolve. The various alternatives suggested for consideration in this letter should also be evaluated as part of the additional analysis that is necessary to comply with CEQA and NEPA. In sum, a revised environmental document including a complete Traffic Impact Analysis must be prepared for the Proposed Project.

If you should have any questions regarding these findings, please contact me at your convenience.

Respectfully submitted,

Tom Brohard and Associates

Tom Brohard

Tom Brohard, PE
Principal

Enclosure



Response to Comment 7

7-9 cont. Refer to Section 1.3.1, Project Alternatives, which describes the six construction stages, and Section 2.4, which describes temporary construction impacts. During Stage 2, it is anticipated that intermittent 55-hour or weekend closures of the westbound lanes would be required in order to permit setting up of equipment and K-rail placements. Notice of closures will be advertised, and drivers will be informed to use the westbound I-10 or alternative routes. 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 eastbound direction will remain open to traffic. With the exception of a few night time lane closures on the westbound direction, the eastbound direction will remain open to traffic. The project would implement Measure TRF-1, which includes the preparation of a Traffic Management Plan to ensure that local and regional traffic moves efficiently during construction. (See Section 2.4.5 in the IS/EA.)

7-10. The IS/EA has been updated to include a discussion of temporary and permanent traffic impacts. Refer to Section 2.4. Traffic and Transportation/Pedestrian and Bicycle Facilities. Information in this section is based on the June 2014 Traffic Data Information Memorandum and the April 2015 Methodology Memorandum prepared by Caltrans for the proposed project.

<p style="text-align: center;">Tom Brohard, PE</p> <hr/> <p>Licenses: 1975 / Professional Engineer / California – Civil, No. 24577 1977 / Professional Engineer / California – Traffic, No. 724 2006 / Professional Engineer / Hawaii – Civil, No. 12321</p> <p>Education: 1969 / BSE / Civil Engineering / Duke University</p> <p>Experience: 45 Years</p> <p>Memberships: 1977 / Institute of Transportation Engineers – Fellow, Life 1978 / Orange County Traffic Engineers Council - Chair 1982-1983 1981 / American Public Works Association – Life Member</p> <p>Tom is a recognized expert in the field of traffic engineering and transportation planning. His background also includes responsibility for leading and managing the delivery of various contract services to numerous cities in Southern California.</p> <p>Tom has extensive experience in providing transportation planning and traffic engineering services to public agencies. Since May 2005, he has served as Consulting City Traffic Engineer for the City of Indio. He also currently provides "on call" Traffic and Transportation Engineer services to the Cities of Big Bear Lake, San Fernando, and Tustin. In addition to conducting traffic engineering investigations for Los Angeles County from 1972 to 1978, he has previously served as City Traffic Engineer in the following communities:</p> <ul style="list-style-type: none"> o Bellflower1997 - 1998 o Bell Gardens1982 - 1995 o Huntington Beach.....1998 - 2004 o Lawndale.....1973 - 1978 o Los Alamitos.....1981 - 1982 o Oceanside1981 - 1982 o Paramount.....1982 - 1988 o Rancho Palos Verdes.....1973 - 1978 o Rolling Hills1973 - 1978, 1985 - 1993 o Rolling Hills Estates.....1973 - 1978, 1984 - 1991 o San Marcos.....1981 o Santa Ana1978 - 1981 o Westlake Village.....1983 - 1994 <p>During these assignments, Tom has supervised City staff and directed other consultants including traffic engineers and transportation planners, traffic signal and street lighting personnel, and signing, striping, and marking crews. He has secured over \$5 million in grant funding for various improvements. He has managed and directed many traffic and transportation studies and projects. While serving these communities, he has personally conducted investigations of hundreds of citizen requests for various traffic control devices. Tom has also successfully presented numerous engineering reports at City Council, Planning Commission, and Traffic Commission meetings in these and other municipalities.</p> <p style="text-align: center;">Tom Brohard and Associates</p>	<p style="text-align: center;">Response to Comment 7</p>
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<p style="text-align: right;">Tom Brohard, PE, Page 2</p> <p>In his service to the City of Indio since May 2005, Tom has accomplished the following:</p> <ul style="list-style-type: none"> ❖ Oversaw preparation and adoption of the 2008 Circulation Element Update of the General Plan including development of Year 2035 buildout traffic volumes, revised and simplified arterial roadway cross sections, and reduction in acceptable Level of Service criteria under certain conditions. ❖ Oversaw preparation of fact sheets/design exceptions to reduce shoulder widths on Jackson Street and on Monroe Street over I-10 as well as justifications for protected-permissive left turn phasing at I-10 on-ramps, the first such installations in Caltrans District 8 in Riverside County; reviewed plans and provided assistance during construction of both \$2 million projects to install traffic signals and widen three of four ramps at these two interchanges under Caltrans encroachment permits. ❖ Reviewed traffic signal, signing, striping, and work area traffic control plans for the County's \$65 million I-10 Interchange Improvement Project at Jefferson Street. ❖ Reviewed traffic impact analyses for Project Study Reports evaluating different alternatives for buildout improvements of the I-10 Interchanges at Jefferson Street, Monroe Street, Jackson Street and Golf Center Parkway. ❖ Oversaw preparation of plans, specifications, and contract documents and provided construction assistance for over 50 traffic signal installations and modifications. ❖ Reviewed and approved over 1,000 work area traffic control plans as well as signing and striping plans for all City and developer funded roadway improvement projects. ❖ Oversaw preparation of a City wide traffic safety study of conditions at all schools. ❖ Obtained \$47,000 grant from the California Office of Traffic Safety and implemented the City's Traffic Collision Database System. Annually reviews "Top 25" collision locations and provides traffic engineering recommendations to reduce collisions. ❖ Prepared over 800 work orders directing City forces to install, modify, and/or remove traffic signs, pavement and curb markings, and roadway striping. ❖ Oversaw preparation of engineering and traffic surveys to establish enforceable speed limits on over 300 street segments. ❖ Reviewed and approved traffic impact studies for more than 35 major projects and special events including the Coachella and Stagecoach Music Festivals. ❖ Developed and implemented the City's Golf Cart Transportation Program. <p>Since forming Tom Brohard and Associates in 2000, Tom has reviewed many traffic impact reports and environmental documents for various development projects. He has provided expert witness services and also prepared traffic studies for public agencies and private sector clients.</p> <p style="text-align: right;">Tom Brohard and Associates</p>	<p>Response to Comment 7</p>
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Comment 8: Sierra Club



SAN GORGONIO CHAPTER

4079 Mission Inn Avenue, Riverside, CA 92501 (951) 684-6203
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Comment Letter 8

Dear Mr. Shankel,

August 10, 2014

RE: SR-60 Truck Lanes Project, Initial Study with proposed MND/FONSI

8-1

It is very evident that a full EIR/EIS is needed for the project and if you were not concerned with maintaining the necessary funding, I believe that you would agree. Based on slide three of your July 31st power point presentation the RCTC estimated cost for the truck-climbing lane was \$26 million that is way below your estimated costs of between \$72.5 million to \$98.5 million for this project. Taxpayers did not approve this significant increase and some are concerned that other projects may be shortchanged or not ever built. There is also the concern that cities use of Measure A funds will also be shortchanged or in some cases never allowed. This is even truer with the economy being in a slump for the past few years that has resulted in a large reduction in the projected Measure A funds. The building of this project will cause the excessive use of significant Measure A funds which should be used elsewhere to lessen other problems and the public has a right to know what those are prior to the approval of this project.

8-2

It is common sense that a change in the lanes will result in a change in peoples driving habits. More truckers and the general public will begin using SR-60. Your traffic analysis and numbers used need significant updating as pointed out by traffic engineer Tom Brohard's letter. Your analysis needs to factor in driving habits of us humans. The increase of toxic diesel tucks using SR-60 will result in increased diesel pollution that will impact the health of many residents who live along SR-60. Below my name are articles on the health related impacts from diesel that are submitted as part of the record for this project. As you will read they result in a wide range of health problems - especially for the young and elderly. As mentioned people living within 500 meters or more than 1500 feet of major roadways like SR-60 can be negatively impacted by toxic diesel trucks. While some studies have a shorter distance, they all show the

Response to Comment 8

8-1. Under the California Environmental Quality Act (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 or minimization measures are included in the project to a point where clearly no significant effect on the environment would occur. For the proposed project, an Initial Study (IS) with Proposed MND was prepared under CEQA to determine whether the project would result in a significant effect on the environment. Based on the analysis contained in the IS that was circulated for public review from June 16 to August 14, 2014, the proposed State Route 60 Truck Lanes project would not result in any significant effects on the environment with the 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 was included in the IS with Proposed MND and is included in the adopted IS/MND.

	<p>Response to Comment 8</p> <p>8-1. cont. Because the project would not result in any significant effects on the environment following the implementation of the identified avoidance, minimization, and mitigation measures, the preparation of an EIR is not warranted under CEQA.</p> <p>Under the National Environmental Policy Act (NEPA), the determination to prepare an Environmental Impact Statement (EIS) is based on context and intensity and whether the project as a whole would significantly affect the quality of the human environment. If there is not any evidence to support that determination, then an Environmental Assessment (EA) is prepared first. For the proposed project, there wasn't any evidence that an EIS was warranted, so an EA was prepared. Based on the analysis contained in the EA that was circulated for public review from June 16 to August 14, 2014, the proposed State Route 60 Truck Lanes Project as a whole would not significantly affect the quality of the human environment under NEPA. Therefore, the preparation of an EIS is not warranted.</p> <p>The total project cost is estimated at \$104,268,900. Funding for the project will include various federal, state, and local funding sources. Approximately \$11,309,000 is programmed to be received from local Measure A funds. Measure A funds would comprise approximately 10.8% of the total project cost, while the remainder would be funded by state and federal sources.</p>
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	<p>Response to Comment 8</p> <p>8-1. Therefore, the approximate \$11,309,000 in cont. Measure A funds that would be used for this project would not constitute an excessive use of funds.</p> <p>8-2. The IS/EA has been updated to include a discussion of temporary and permanent traffic impacts. Refer to Section 2.4 Traffic and Transportation/Pedestrian and Bicycle Facilities. Information in this section is based on the March 2015 Traffic Data Information Memorandum and the April 2015 Methodology Memorandum prepared by Caltrans for the proposed project.</p>
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<p>8-3 health risks associated with diesel pollution. The EIR/EIS you need to develop must show all the growth inducing direct and indirect impacts related to the increase traffic your project will attract through Moreno Valley as well as other cities along SR-60. The EIR/EIS needs to show how this project will impact the Health of those who live along SR-60 and your MND/FONSI fails in this regard.</p> <p>8-4 I believe your plans indicate landscaping, but I assume you will have trouble justifying it with our new normal drought conditions caused by climate disruption. What will you do instead to add much needed xeriscaping with native plants? Please explain in the EIR/EIS.</p> <p>On the other hand I am sure the water regulations require a settling area, but I am not sure your analysis for such shows it could easily handle the Moreno Valley rain of August 3, 2014 where it was greater than 1.5 inches in one day. I have lived in Moreno Valley for almost 40 years and have seen it rain even more and for many more days. The EIR/EIS needs to prove that the settling areas can handle the runoff from such storms and what would happen to the excess runoff. The new normal is the climate disruptions we are experiencing and the environmental documents must show how the project will deal with the extremes in our weather.</p> <p>8-6 There are a couple of wildlife crossings along the badlands stretch of SR-60. These connections/linkages must be protected during the entire life of the project and beyond. This includes the lands that animals need to use to access the crossings. The environmental documents need to show how this projects impacts -- lights, noise, dust, pollution and vibration-- will not impair the ability of different wildlife needing to use these crossings. The EIR/EIS needs to show that no person or equipment connected to this project will use these areas that are used by wildlife for crossing.</p> <p>8-7 The EIR/EIS must show a diagram of the entire area that is considered project lands and this includes staging lands as well as lands for stockpiles. In similar projects the developer has felt comfortable using any and all resources within the projects lands for fill and other needs. The environmental documents need to show what lands will be subject for use and misuse for the purpose of the project as well as what will be those uses. If the project needs additional soils from outside the project area, you must fully disclose the direct and indirect environmental impacts on those lands as well as the pollution generated by the equipment need to complete the job.</p>	<p>Response to Comment 8</p> <p>8-3. The IS/EA has been updated to include a discussion on Growth (Section 2.2). The proposed project would not increase the capacity along State Route 60 (SR-60); it would not influence the amount, timing, or location of growth in the area. Pressure for growth is typically a result of a combination of factors, including economic, market, and land use demands and conditions. While the project surroundings, namely the cities of Beaumont and Moreno Valley, are anticipated to experience substantial growth over the next 20 years, the proposed project would not influence land use or development patterns, as no changes to the accessibility of these locations would result from the project. Growth pressure on these cities currently exists; however, the project would not influence this in any way other than by providing safety improvements to a roadway anticipated to experience increased truck traffic as a result of anticipated growth in the area.</p> <p>8-4. Revegetation of the project area using native plant materials is discussed in Section 2.5, Visual/Aesthetics, and Section 2.19, Invasive Species, in the IS/EA.</p> <p>As discussed on page X in Section 2.5, Visual/Aesthetics, cut and fill slopes would be revegetated using native plant materials to reduce erosion and facilitate vegetation growth.</p>
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	<p>Response to Comment 8</p> <p>8-4 cont. The minimization and avoidance measures INV-1 through INV-4 on page X of the IS/EA provide more detail in terms of the types of vegetation and the process to be used in the revegetation of the project area.</p> <p>In summary, bare soil will be landscaped with a seed mix from locally adopted species, where feasible. The use of on-site materials, which are adapted to local conditions, will increase the likelihood that revegetation will be successful and that the genetic integrity of the ecosystem is maintained. A professional seed company will visit the project site to collect the native plant seeds during the appropriate season. If local propagules are not available or cannot be collected in sufficient quantities, materials collected or grown from other sources within southern California shall 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 shall 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.</p>
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	<p>Response to Comment 8</p> <p>8-5. A detailed hydraulic analysis of the project area was performed and a discussion of this analysis and the conclusions are provided in Section 2.7, Hydrology and Floodplain. Based on the results of the hydraulic analysis, there is currently no risk of flooding at the project site during a 100-year storm event, and there would be no risk of flooding with the implementation of Build Alternative 2 during a 100-year storm event. Existing and proposed drainage improvements are shown in Figures 2-10 and 2-11.</p> <p>8-6. These have all been addressed through additional analysis and added measures throughout the entire Biological Resources section. Please see added analysis and measures.</p> <p>8.7. Refer to Figure 1-3, Build Alternative Map, in Chapter 1 of the IS/EA, which shows the proposed improvements, including construction staging areas, existing and proposed right-of-way lines, retaining wall locations, toe of cut and fill slopes, and other features.</p>
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<p>8-7 cont. In your effort to allow traffic to still pass through the badlands on SR-60 are you planning to let two-way traffic use this stretch of road? The environmental documents need to show how SR-60 through the badlands will be configured and traffic patterns during all phases of this project. Will k-rails or some other barriers be used to separate two-way traffic during construction? The EIR/EIS needs to include the possible dangers to the driving public during their use of SR-60 through the badlands during all phases of construction for this project. Will these traffic patterns be used 24 hours each day? Do you plan to shut down the traffic at night and if you do where will it be diverted? What direct, indirect and cumulative impacts will the diverted traffic have on the environment and surrounding communities/people?</p> <p>8-1 cont. The need for a full EIR/EIS is very evident and necessary to answer/analyze all the concerns and questions found above. The Sierra Club looks forward to you beginning the process for such documents. Please keep me informed of all meetings and documents related to this project by emailing me at the address you already have and at the address found below my name.</p> <p>Thank you,</p> <p>George Hague Sierra Club Moreno Valley Group Conservation Chair</p> <p>26711 Ironwood Ave Moreno Valley, CA 92555</p> <p><u>ESOURCES—AIR POLLUTION, DIESEL, HEALTH ISSUES</u></p> <p>AIR POLLUTION: CBS correspondent calls Riverside nation's worst; Dan Bernstein; The Press Enterprise, July 21, 2013 http://blog.pe.com/2013/07/21/air-pollution-cbs-correspondent-calls-riverside-nations-worst/</p> <p>Air Pollution and Academic Performance: Evidence from California Schools; Jacqueline S. Zeig, USC; John C Ham, Univ. of Maryland; Edward L. Avol, Univ. of Maryland; December 2009; 36 p.</p> <p>Air Pollution and Primary Care Medicine; Jefferson H. Dickey, M.D.; Physicians for Social Responsibility</p>	<p>Response to Comment 8</p> <p>8-7 Refer to Section 1.3.1, Project cont. Alternatives, which describes the six construction stages; Figures 1-5 through 1-10; and the temporary construction impacts described in detail in Section 2.4, Traffic and Transportation/Pedestrian and Bicycle Facilities.</p> <p>8-1 Comment noted. The IS/EA has been cont. updated to include additional analysis on Land Use, Growth, Traffic and Transportation/Pedestrian and Bicycle Facilities, Air Quality, Cumulative Impacts, and Construction Staging.</p>
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<p>http://www.psr.org/chapters/boston/health-and-environment/air-pollution-and-primary.html</p> <p>Air pollution and the gut: Are fine particles linked to bowel disease? Lindsey Konkel Staff Writer; Environmental Health News; September 20, 2013. http://www.environmentalhealthnews.org/ehs/news/2013/air-pollution-and-the-gut</p> <p>Air pollution a leading cause of cancer - U.N. agency; By Kate Kelland and Stephanie Nebehay LONDON/GENEVA Thu Oct 17, 2013 11:40am EDT http://www.reuters.com/article/2013/10/17/us-cancer-pollution-idUSBRE99G0BB20131017</p> <p>Air pollution causes lung cancer, WHO agency announces; NBC Nightly News, October 17, 2013 http://www.nbcnews.com/video/nightly-news/53309399/#53309399</p> <p>Air Pollution Linked to Depression, Forgetfulness/David Danelski; The Press Enterprise; July 12, 2011; http://www.pe.com/local-news/topics/topics-environment-headlines/20110713-science-air-pollution-linked-to-depression-forgetfulness.ece</p> <p>The Air We Breathe: Environmental Justice and the Goods Movement Industry in the Inland Valley/Chelsea Muir, intern CCAEJ; posted September 1, 2009; The Claremont Progressive http://claremontprogressive.com/tag/ccaej/</p> <p>An Analysis of Diesel Air Pollution and Public Health in American; Revised 2005 54 p. (v. 1.3) Clean Air Task Force; 54 p. (8 pages of technical references) http://www.catf.us/resources/whitepapers/files/Diesel_in_America_Technical_Paper.pdf</p> <p>Are We There Yet? The Air Pollution Threat/July 2, 2013; on-line blog http://www.reconnectingamerica.org/news-center/half-mile-circles/2013/are-we-there-yet-the-air-pollution-threat/</p> <p>As California Warehouses Grow, Labor Issues Are a Concern/Jennifer Medina; The New York Times; July 23, 2013 http://www.nytimes.com/2012/07/23/us/in-california-warehouse-industry-is-expanding.html?pagewanted=all&r=1</p> <p>Asthma disproportionately affects low-income populations; Press Release The California Endowment Newsroom; http://tchenews.calendow.org/releases/Asthma-low-income-communities</p> <p>Asthma found in children near rail yard; Inland News Today; March 26, 2013 http://www.inlandnewstoday.com/story.php?s=28090 INCREDBILE!</p> <p>Asthma More Prevalent in Children Near Rail Yard/David Danelski; The Press-Enterprise; April 22, 2013; http://www.pe.com/local-news/topics/topics-health-care-headlines/20130422-health-asthma-more-prevalent-in-children-near-rail-yard.ece</p> <p>Autism Tied to Air Pollution, Brain-Wiring Disconnection/Elizabeth Lopatto and Nicole Ostrow; Bloomberg;</p>	<h2>Response to Comment 8</h2>
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<p>June 18, 2013; http://www.bloomberg.com/news/2013-06-18/autism-tied-to-air-pollution-brain-wiring-disconnection.html Harvard University's School of Public Health report.</p> <p>California Pollution Map: LA has 3 of the top polluted areas/AP with Machiko Yasuda; April 23rd, 2013; on website for 89.3 KPCC (California Public Radio) Map/Enter Zip Code to see pollution levels http://www.scpr.org/news/2013/04/23/36934/map-3-los-angeles-neighborhoods-among-most-pollute/ http://oehha.maps.arcgis.com/apps/OnePane/basicviewer/index.html?&extent=%7B%22xmin%22:-15258078.058859076,%22ymin%22:3548564.614538959,%22xmax%22:-11315150.391797591,%22ymax%22:5441756.931105701,%22spatialRefere%22:%7B%22wkid%22:102100%7D%7D&appid=e508a6f9af534fcc98e7884558c467d6</p> <p>Danger in the Air: Air Pollution and Cardiovascular Disease/American Heart Association, American Stroke Association, February 2013, 2 pg. Fact Sheet http://www.heart.org/idc/groups/heart-public/@wcm/@adv/documents/downloadable/ucm_437394.pdf</p> <p>Diesel and Health in America: The Lingering Threat Published: February 2005; Clean Air Task Force; 24 p. File Size: 552 KB; 84 citations listed; http://www.catf.us/resources/publications/files/Diesel_Health_in_America.pdf</p> <p>Diesel Exhaust; What is Diesel Exhaust; American Cancer Society http://www.cancer.org/cancer/cancercauses/othercarcinogens/pollution/diesel-exhaust List of references</p> <p>Diesel Exhaust Particulates Exacerbate Asthma-like Inflammation By Increasing CXC Chemokines (Abstract); American Journal of Pathology, December 2011] - PubMed – NCBI http://www.ncbi.nlm.nih.gov/pubmed/21967814</p> <p>Diesel Pollution and Asthma: More evidence that the two are closely linked Diane Bailey's Blog Switchboard, from Natural Resources Defense Council, September 20, 2011 http://switchboard.nrdc.org/blogs/dbailey/diesel_pollution_and_asthma_mo.html</p> <p>Diesel Pollution Cancer and Other Health Risks/Kevin M. Stewart, Director of Environmental Health, American Lung Association of the Mid-Atlantic, September 23, 2011; http://www.cleanair.org/sites/default/files/American%20Lung%20Association%20Goods%20Movement%20Presentation%20092311.ppt <i>Excellent explanation of particulates and how they affect health</i></p> <p>Diesel Soot Health Impacts; Clean Air Task Force; map http://www.catf.us/diesel/dieselhealth/</p> <ul style="list-style-type: none"> • The average lifetime diesel soot cancer risk for a resident of Riverside County is 1 in 3,917. 	<h2>Response to Comment 8</h2>
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<ul style="list-style-type: none"> • This risk is 255 times greater than EPA's acceptable cancer level of 1 in a million. <p>Driving Harm: Health and Community Impacts of Living near Truck Corridors (The Impact Project Policy Brief Series) January 2012 (10 pg) http://hydra.usc.edu/scehsc/pdfs/Trucks%20issue%20brief.%20January%202012.pdf</p> <p>Global Trade Comes Home: Community Impacts of Goods Movement/Andrea Hricko http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2235209/</p> <p>The Harmful Effects of Vehicle Exhaust; Summary of Findings; Summary/Environment and Human Health Inc. http://www.ehhi.org/reports/exhaust/summary.shtml</p> <p>Hidden Hazards: A Call to Action for Healthy, Livable Communities; Los Angeles Collaborative for Environmental Health and Justice, A project of Liberty Hill Foundation; 44 p. http://www.libertyhill.org/document.doc?id=202</p> <p>Inland Ports of Southern California—Warehouses, Distribution Centers, Intermodal Facilities Impacts, Costs and Trends; Center for Community Action and Environmental Justice www.ccaej.org. (951) 360-8451, Penny Newman, penny.n@ccaej.org ; (38 literature citations) http://caseygrants.org/wp-content/uploads/2012/08/Inland+Ports+of+Southern+California+-+Warehouses+Distribution+Centers+and+Intermodal+Facilities+-+Impacts+Costs+and+Trends.pdf</p> <p>Lesson from Jurupa Valley: Striking a Balance between warehouse and your house; Dan Bernstein, The Press-Enterprise, February 19, 2013; http://blog.pe.com/dan-bernstein/2013/02/19/jurupa-valley-striking-a-balance-between-warehouse-and-your-house/</p> <p>Local Air Quality Index (AQI); enter ZIP Code to get information about local air quality; http://www.airnow.gov/</p> <p>Lower IQ In Children Linked to Pre-Birth Air Pollution Exposure, Study/Medical News Today; article date: July 22, 2009 http://www.medicalnewstoday.com/articles/158456.php</p> <p>Particulate Matter Air Pollution and Cardiovascular Disease: An Update to the Scientific Statement From the American Heart Association http://circ.ahajournals.org/content/121/21/2331.full.pdf Print ISSN: 0009-7322. Online ISSN: 1524-4539 Copyright © 2010 American Heart Association, Inc. All rights reserved. Circulation is published by the American Heart Association, 7272 Greenville Avenue, Dallas, TX 75231 doi: 10.1161/CIR.0b013e3181d8bec1 Circulation. 2010;121:2331-2378; originally published online May 10, 2010; http://circ.ahajournals.org/content/121/21/2331 World Wide Web at: The online version of this article, along with updated information and services, is located on the http://circ.ahajournals.org/subscriptions/ Subscriptions: Information about subscribing to Circulation is online at: http://www.lww.com/reprints</p>	<h2>Response to Comment 8</h2>
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Robert D. Brook, MD, Chair; Sanjay Rajagopalan, MD; C. Arden Pope III, PhD; Jeffrey R. Brook, PhD; Aruni Bhatnagar, PhD, FAHA; Ana V. Diez-Roux, MD, PhD, MPH; Fernando Holguin, MD; Yuling Hong, MD, PhD, FAHA; Russell V. Luepker, MD, MS, FAHA; Murray A. Mittleman, MD, DrPH, FAHA; Annette Peters, PhD; David Siscovick, MD, MPH, FAHA; Sidney C. Smith, Jr, MD, FAHA; Laurie Whitsel, PhD; Joel D. Kaufman, MD, MPH; on behalf of the American Heart Association Council on Epidemiology and Prevention, Council on the Kidney in Cardiovascular Disease, and Council on Nutrition, Physical Activity and Metabolism
Abstract—In 2004, the first American Heart Association scientific statement on “Air Pollution and Cardiovascular Disease” concluded that exposure to particulate matter (PM) air pollution contributes to cardiovascular morbidity and mortality. In the interim, numerous studies have expanded our understanding of this association and further elucidated the physiological and molecular mechanisms involved. The main objective of this updated American Heart Association scientific statement is to provide a comprehensive review of the new evidence linking PM exposure with cardiovascular disease, with a specific focus on highlighting the clinical implications for researchers and healthcare providers. The writing group also sought to provide expert consensus opinions on many aspects of the current state of science and updated suggestions for areas of future research. On the basis of the findings of this review, several new conclusions were reached, including the following: Exposure to PM_{2.5} in diameter (PM_{2.5}) over a few hours to weeks can trigger cardiovascular disease–related mortality and nonfatal events; longer-term exposure (eg, a few years) increases the risk for cardiovascular mortality to an even greater extent than exposures over a few days and reduces life expectancy within more highly exposed segments of the population by several months to a few years; reductions in PM levels are associated with decreases in cardiovascular mortality within a time frame as short as a few years; and many credible pathological mechanisms have been elucidated that lend biological plausibility to these findings. It is the opinion of the writing group that the overall evidence is consistent with a causal relationship between PM_{2.5} exposure and cardiovascular morbidity and mortality. This body of evidence has grown and been strengthened substantially since the first American Heart Association scientific statement was published. Finally, PM_{2.5} exposure is deemed a modifiable factor that contributes to cardiovascular morbidity and mortality. (*Circulation*. 2010;121:2331-2378.) **Key Words:** AHA Scientific Statements __atherosclerosis __epidemiology __prevention __air pollution __public policy

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<http://www.environmentalhealthnews.org/ehs/news/2011/1008a-toxic-tour-of-la>

Tougher Pollution Standard Set for Deadly Soot/Janet Zimmerman; The Press Enterprise;

December 14, 2012; <http://www.pe.com/local-news/topics/topics-environment-headlines/20121214-region-tougher-pollution-standard-set-for-deadly-soot.ece>

Warehouses, Trucks and PM2.5: Human Health and Logistics Industry Growth in the Eastern Inland Empire RANDALL A. BLUFFSTONE and BRAD OUDERKIRK (31 p)

http://www.pdx.edu/sites/www.pdx.edu/econ/files/bluff_warehouses_and_trucks.pdf

Why Place Matters: Building a Movement for Healthy Communities; PolicyLink; The

California Endowment, 2007. http://www.policylink.org/atf/cf/%7B97c6d565-bb43-406d-a6d5-eca3bbf35af0%7D/WHYPLACEMATTERS_FINAL.PDF 72 p.

Inland Empire Autism Regional Taskforce Members

<http://autism.senate.ca.gov/members7>

<http://www.comprehensiveautismcenter.com/resources/autism-support-groups>

Autism Society

<http://www.autism-society.org/>

<http://www.comprehensiveautismcenter.com/resources/autism-support-groups>

<http://riverside-county-parents-of-children-with-autism.meetup.com/>

Autism Organizations

http://www.ask.com/web?am=phrase&q=autism+organizations&an=google_s&askid=83791f2b-0c1a-45bb-b9b7-fc8ae73d95aa-0-us_gsp&kv=sdb&gc=0&dqi=Autistic%2520Organizations&qsrc=999&ad=semD&o=4488&l=di

Are We There Yet?

<http://www.reconnectingamerica.org/news-center/half-mile-circles/2013/are-we-there-yet-the-air-pollution-threat/>

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Response to Comment 8

Comment 9: Kathleen Dale

<p style="text-align: right;">Comment Letter 9</p> <p style="text-align: center;">Submitted August 11, 2014 by electronic mail to Climbinglane@dot.ca.gov and james.shankel@dot.ca.gov</p> <p style="text-align: center;">Kathleen Dale 25157 Aleppo Way Moreno Valley CA 92553</p> <p>August 11, 2014</p> <p>James Shankel, Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. Fourth Street, 6th Floor, Mail Station 827 San Bernardino, CA 92401-1400</p> <p>Subject: SR-60 Truck Lanes (SCH No. 2014061054)</p> <p>Dear Mr. Shankel:</p> <p>This letter is provided in response to Caltrans' noticed public review and comment period for the referenced project. This letter raises concerns with the project purpose and need, the project description, the public involvement program, and the adequacy of the draft environmental document. Based upon the information Caltrans has disclosed to the public for this project, it is clear that additional work is required to clarify the project purpose and need, to evaluate feasible alternatives and to provide a good-faith analysis of potential environmental impacts for both the construction and operation phases for the proposed improvements.</p> <p>I am a lifelong resident of Moreno Valley and my professional career spans 34 years as a city planner and environmental consultant, working primarily in western Riverside County. I drive SR-60 through the Badlands two to three times a week and am quite familiar with the existing improvements and the behavior of motorists along this stretch of road.</p> <p>My professional practice has largely been devoted to compliance with the California Environmental Quality Act; accordingly, my comments are focused upon this aspect of the project and upon supplementing the substantial comments raised by others. The project record that has been made available to the public to date includes substantial inconsistencies, inaccuracies, and omissions, as detailed in the enclosed comments.</p> <p>The proposed lane addition would formalize the existing lane controls and create a new lane for general traffic. Caltrans accident rate data presented as part of the project record, together with personal observations of motorist behavior in this area and the nearby Box Springs grade, demonstrate that the proposed improvements would provide limited benefits. Caltrans must make a sincere evaluation of alternatives, including "no build" options noted under Alternatives in the enclosed comments. Enhanced signage and striping for the existing outside lane, reduced speeds and enhanced enforcement could provide measureable benefits without the significant financial and environmental costs of the proposed project. At a minimum, these or similar "no build" approaches should be instituted for a trial period before scarce public funds and precious environmental resources are sacrificed for the short-sighted, unimaginative, and ineffective improvements proposed by this project.</p>	<h3>Response to Comment 9</h3> <p>9-1. As explained on page X of Chapter 1 (Purpose and Need), there are three criteria established by the American Association of State Highway and Transportation Officials (AASHTO) that need to be met in order to justify the addition of a truck climbing lane. These criteria are as follows:</p> <ol style="list-style-type: none"> 1. Upgrade traffic flow rate is in excess of 200 vehicles per hour. The upgrade traffic flow rate for the project area is 2,620 vehicles per hour. Therefore, the first AASHTO criterion is supported. 2. Upgrade truck flow rate is in excess of 20 vehicles per hour. The upgrade truck flow rate for the project area is 210 vehicles per hour. Therefore, the second AASHTO criterion is supported. 3. One of the following conditions exists: <ul style="list-style-type: none"> A 10 mile per hour (mph) or greater speed reduction is expected for a typical heavy truck. Level of service (LOS) E or F exists on the grade. A reduction of two or more levels of service is experienced when moving from the approach segment to the grade. <p>A speed survey conducted for the project segment of State Route 60 (SR-60) found that the weighted average speed of trucks is 14 mph lower than that of other vehicles on this segment of SR-60.</p>
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	<p>Response to Comment 9</p> <p>9-1 cont. This exceeds the 10 mph minimum speed reduction by trucks established by AASHTO. Therefore, the third AASHTO criterion is supported. Additionally, in Year 2040, the No Build Condition is expected to operate at a LOS F, further supporting the third AASHTO criterion in the justification of a climbing lane.</p> <p>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 is proposed in the westbound direction to provide satisfactory traffic operations.</p> <p>Additional detail regarding the analysis performed in the justification of the addition of the truck climbing and descending lanes is provided in Chapter 1 (Purpose and Need).</p> <p>Unfortunately, because of the magnitude of existing deficiencies on SR-60 within the project area, the commenter's suggestions of enhanced signage, striping, and enforcement would not alleviate the issues experienced on this roadway and would only result in delaying the needed upgrades to this facility.</p>
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Mr. James Shankel
SR-60 Truck Lanes (SCH No. 2014061054)
August 11, 2014
Page 2 of 2

9-2

The attempt to process this document with essentially no public involvement and abbreviated environmental analysis suggests a purposeful strategy to “sneak this project in under the radar”. The expedited schedule and secrecy surrounding this project development effort reflect an abandonment of the public trust for political motives driven by federal funding and favored developers. Caltrans and the Riverside County Transportation Commission (RCTC) owe the public an apology for this botched process and must start over to legitimately evaluate the proposed improvements, the project limits, alternatives, and the environmental consequences, with meaningful involvement of local agencies and the public throughout the process.

9-3

The June 2014 Initial Study with Proposed Mitigated Negative Declaration for the State Route 60 Truck Lanes project through the Badlands in the County of Riverside is severely deficient and the process that has been followed to date has abhorrently excluded both public agencies and the general public from the project development process. The information that has been made available to date indicates the proposed project has significant adverse impacts that are not mitigated to below a level of significance. As yet undisclosed aspects of both the construction and operation phases present the potential for additional significant impacts that have not been identified and for which the level of significance has not been evaluated or disclosed. The draft environmental document as circulated fails to adequately evaluate the potential significant impacts of the project and will require a significant amount of additional study to address and resolve the outstanding issues. A revised environmental document must be prepared and circulated for public review. Based upon the potential construction-period air quality and traffic impacts alone, an Environmental Impact Report is the appropriate level of documentation under CEQA, if Caltrans and RCTC intend to proceed with this project as presently designed.

9-2
cont.

A reasonable outcome of the public review process for this project would be for Caltrans and RCTC to:

1. Take a few giant steps backward in the project development process;
2. Engage the public in a meaningful community involvement process;
3. Try more economical fixes before committing \$130 million dollars to a build option that would offer limited relief for the identified issues.

9-3

If following implementation of the suggested more limited modifications, updated accident data indicate further improvements are warranted, then Caltrans and RCTC must prepare the environmental impact report that is so clearly warranted for the more extensive improvements addressed in the wholly inadequate initial study/environmental assessment that was circulated for public review.

Respectfully submitted,

Kathleen Dale

Kathleen Dale

Enc: Comments (15 pages)

Response to Comment 9

9-2. The commenter is stating that there was “essentially no public involvement” and there was an attempt to “sneak the project under the radar.” However, the public involvement process was followed in accordance with all laws and requirements.

Information regarding the proposed project was posted on the California Department of Transportation’s (Caltrans) website along with the other transportation projects that are proposed in Riverside County. In accordance with the requirements of National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), a *Notice of Availability of an Initial Study/Environmental Assessment Notice of Intent to Adopt a Mitigated Negative Declaration and Opportunity for Public Hearing* for the proposed project was published in two newspapers including the Press Enterprise on June 15 and July 17 and 24, 2014 and Unidos en el Sur de California (Spanish Language) on June 20 and July 18 and 25, 2014. The Draft Initial Study/Environmental Assessment (IS/EA) was available for public review from June 16 to August 14, 2014 at the Caltrans District 8 Office, Moreno Valley Library, and Beaumont Library. In addition, information was provided to the City of Moreno Valley to post on its website. A Public Hearing to present the project to the community, as well as to solicit and answer any questions or comments from the public, was held on July 31, 2014.

	<p>Response to Comment 9</p> <p>9-2 cont. Based on the results of the public involvement process discussed above, the comments received from the public were used in updating and preparing the IS/EA. This IS/EA presents an updated environmental analysis that takes into account the concerns expressed by the public.</p> <p>9-3. The document has been revised and updated to address public and agency comments. An EIR is not warranted since the IS/MND did not identify a significant impacts that could not be mitigated.</p> <p>9-2. Refer to Response 9-2 above. The public was engaged in the community involvement process and the project development process was followed.</p> <p>9-3. Additional analysis was included in the IS/EA based on comments received during the public review period. No significant impacts have been identified. Because the project would not result in any significant effects on the environment following the implementation of the identified avoidance, minimization, and mitigation measures, the preparation of an EIR/EIS is not warranted under CEQA or NEPA.</p>
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<p style="text-align: center;">Comments on SR-60 Truck Lanes Project Draft Environmental Document</p> <p style="text-align: center;">August 11, 2014</p> <p><u>Community Involvement</u></p> <p>9-2 cont. This project was announced by a notice of availability and opportunity to request a hearing in a display ad tucked away in the Sunday, June 15, 2014 Business Section of the Press-Enterprise (copy attached as page 10 of these comments). This was the first public announcement regarding this project, for which work began in late 2011 (based upon documents released as part of this public review) or 2012 (based upon the Caltrans presentation at the July 31st public hearing). The draft project report (see excerpt included as page 14 of these comments) professes the importance of early and ongoing public involvement, but there was NONE until this project nearly reached the approval stage.</p> <p>Calls made on Monday morning June 16, 2014 revealed that potentially affected residents were not the only ones surprised by this notice. The Caltrans Public Affairs Office and Riverside County Transportation Commission identified as points of contact in the published notice were unaware, as was the City of Moreno Valley Planning Official (who should have been involved throughout preparation of the environmental document and who should have been consulted before the document was released).</p> <p>Citizens attempting to following the website instructions in the June 15th notice were left empty-handed as there was no project page on the Caltrans website until citizens began calling and e-mailing Caltrans offices on Monday, June 16th. In contrast, there were links to 23 other projects prominently displayed on the District 8 home page. By June 17th, the draft environmental document, several technical studies and the draft project report were posted to a project link on the District 8 homepage. Curiously, on August 9, 2014 there was a new project page, but the only documents posted were the draft environmental document and a vicinity map. Also curiously, on August 9, 2014, the Riverside County Transportation Department Projects page identifies the Badlands truck lanes as a “Longer Range” project. Caltrans must explain why disclosure of this project was withheld from the public to such a late stage of the project development process.</p> <p>9-4 The Draft Project Report briefly describes Project Development Team (PDT) activity from mid-2013 through early 2014, but does not identify the composition or any attempts at public outreach. Caltrans must disclose who participated in the PDT. When PDT activities continue, all affected entities (including the cities of Moreno Valley and Beaumont, and the County of Riverside) must be included in the PDT.</p> <p>9-5 The open house-type format for the “public hearing” conducted on July 31, 2014 did not allow open interaction that is essential to a full understanding of the public’s concerns. The open house format is typical of, and appropriate for, the early consultation that WAS SKIPPED FOR THIS PROJECT. At this late stage of project review, an open microphone format is appropriate as it gives all in attendance the benefit of understanding all questions and answers. With the open house format that was provided, the public will not have a full understanding of concerns expressed by others and the responses to those concerns until Caltrans produces the meeting summary and transcript of as part of the final environmental document. This approach subverts the intent of the community involvement process. Caltrans must provide an additional opportunity for public comment once the complete public hearing record is made available for public review.</p>	<p>Response to Comment 9</p> <p>9-2 cont. As initially expressed above, the commenter is concerned with how the public involvement process was handled for the proposed project. The commenter is concerned that the <i>Notice of Availability of an Initial Study/Environmental Assessment Notice of Intent to Adopt a Mitigated Negative Declaration and Opportunity for Public Hearing</i> was “tucked away.” However, it should be noted that the placement and location of a public notice in the newspaper cannot be selected by the person placing the ad, and is chosen at the discretion of the publisher. Furthermore, as discussed above, the public involvement process was initiated and carried out in accordance with the requirements of CEQA and NEPA.</p> <p>9-4. The Project Development Team (PDT) consists of Caltrans staff, members of Riverside County Transportation Commission (RCTC), and consultants involved with the preparation of studies. It was determined by the PDT and Public Information Officer that a public information meeting prior to the release of the draft environmental document was not warranted for the following reasons:</p> <p>(1) The existing freeway does not have any local access points within the project limits and the project is located in a rural area; (2) only limited right of way acquisition is needed; and (3) information related to traffic handling and impacts on traffic during construction was not known at the time. Therefore, no public outreach was conducted until the release of the Draft IS/EA.</p>
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	<p>Response to Comment 9</p> <p>9-4 cont. Visitors to the hearing were encouraged to review the various exhibits around the room and ask questions of project team members prior to the start of the presentation, as well as after the presentation. Staff in attendance to answer questions included members of Caltrans, RCTC, and various consultants, and a Spanish language interpreter was also available for simultaneous translation. Visitors were encouraged to fill out comment cards with their written comments as well as provide verbal comments to a court reporter.</p> <p>We feel that this approach allowed all those in attendance, rather than just a few comfortable with public speaking, the benefit of asking questions and providing input.</p> <p>9-5. The PDT chose to use an Open House format for the public hearing because it provides productive interaction with the public and results in greater and more balanced input regarding the project.</p>
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<p>9-3 cont.</p> <p>Three of the entities identified on the distribution list included as Chapter 5 of the draft environmental document have the same Corporate Way, Moreno Valley mailing address as Highland Fairview, the proponent of the World Logistics Center project that is completely ignored as a consideration in this draft environmental document. Caltrans should explain the derivation of the individuals and entities identified on this distribution list.</p> <p>9-2 cont.</p> <p>The sudden release of the draft environmental document and the limited opportunity for public involvement are shocking and are inconsistent with project development guidance in the Caltrans Project Development Procedures Manual (Chapters 11 and 22 and Appendix HH) and the Standard Environmental Reference (Chapter 3). Caltrans must explain the substantial deviations from the public involvement process required under these guidance documents. When Caltrans begin work on the EIR that is warranted for this project, the motoring public and residents in communities at each end of the project limits are owed a sincere effort at community involvement.</p> <p><u>Purpose and Need</u></p> <p>The July 16, 2014 letter submitted jointly by The Center for Biological Diversity, Sierra Club, San Bernardino Valley Audubon Society, Friends of the Northern San Jacinto Valley and Earthjustice eloquently identifies numerous issues and deficiencies with the project purpose and need. I agree wholeheartedly with the comments submitted by these groups and make the following additional points:</p> <p>9-6</p> <ul style="list-style-type: none"> • The existing improvements within the project limits include the functional equivalent of a truck lane by means of signed lane controls. The effect of the proposed improvements is addition of a new general purpose lane, which is clearly capacity-enhancing. The characterization of the proposed improvements as safety improvements is misleading and results in a biased environmental analysis that overlooks and underestimates the magnitude of numerous potential impacts for both the construction and operation phases of the project. Caltrans must acknowledge the capacity-enhancing nature of this project and fully assess the associated environmental impacts. • The Draft Project Report identifies a post-project roadway capacity four times greater than the projected traffic volumes (see except included as page 11 of these comments). Caltrans must explain the need for such excessive improvements. • Information disclosed at the July 31, 2014 informational meeting suggest that political motives are behind the reprioritization of this project over a similar project planned for Interstate 10. The following explanation was given by Caltrans representatives in the prepared presentation: <ul style="list-style-type: none"> ○ In 2006, the SR-60 truck lanes WERE NOT part of the 10-year implementation program for regional transportation infrastructure funded by the voter-approved sales tax program, Measure A, which is administered by Riverside County Transportation Commission (RCTC). ○ In 2010, a more limited safety improvement project involving shoulder improvements through the Badlands was proposed by Caltrans. ○ In 2011, RCTC decided truck lane improvements on State Route 60 should replace the I-10 truck lane improvements previously placed within the 10-year improvement plan. This reprioritization was ostensibly based upon comparative accident records for the two roads. ○ In 2012 it was decided to combine the Caltrans and RCTC projects. <p>9-5 cont.</p> <p>9-7</p> <p>The accident statistics presented at the July 31, 2014 informational meeting (see copies of slides from Caltrans PowerPoint presentation included as page 12 of these comments) indicate that the accident rate in the eastbound direction is on par with the statewide average – 0.65 accidents per million miles</p> <p>SR-60 Truck Lanes (SCH No. 2014061054) Comments submitted by Kathleen Dale</p> <p>Page 2 of 15</p>	<p>Response to Comment 9</p> <p>9-3 cont. The distribution list includes applicable federal, state, and local agencies, as well as utility and emergency service providers within the general project area. In addition, the distribution list includes persons/organizations that specifically requested to be notified of the proposed project.</p> <p>9-2. cont. As discussed above under response to comment 9-2, the release of the Draft IS/EA and public involvement process were conducted in accordance with all applicable laws and regulations. In addition, the review period for the Draft IS/EA was extended for an additional 30 days, giving the public 60 days to review and provide comments on the proposed project. The standard public circulation period for a Draft IS/EA is only 30 days.</p> <p>The commenter does not cite a specific instance of how the public involvement process carried out for the proposed project was “inconsistent” with or “substantially deviat[ed]” from the guidance in the Caltrans Project Development Procedures Manual (Chapters 11 and 22 and Appendix HH) and the Standard Environmental Reference (Chapter 3); therefore, it is difficult to provide a response specifically addressing these concerns.</p>
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	<p>Response to Comment 9</p> <p>9-6. As described in the Traffic section on page X of this IS/EA, the proposed project does not add capacity to SR-60. The traffic volumes (annual average daily traffic) under the No-Build condition would be the same as the traffic volumes under the Build (with project) conditions. This indicates that the proposed project would not result in any new traffic and therefore would have no direct contribution to increased highway use.</p> <p>9-5 cont. As explained in the public meeting, RCTC substituted the SR-60 Truck Climbing Lane Project (Proposed Project) for the Interstate 10 (I-10) Truck Climbing Lane Project due to safety concerns.</p> <p>Accident data for each facility indicate that the accident rate on SR-60 exceeds the statewide average (1.7 accidents per million vehicle miles traveled for westbound traffic and 0.7 accident per million vehicle miles travelled for eastbound traffic versus the statewide average of 0.6 accident per million vehicle miles traveled on comparable facilities), whereas the accident rate on I-10 is less than the statewide average (0.4 accident per million vehicle miles traveled for traffic traveling in both directions versus the statewide average of 0.8 accident per million vehicle miles traveled for comparable facilities). Therefore, RCTC determined that due to safety concerns, the truck climbing lanes on SR-60 should be reprioritized over the truck climbing lanes on I-10.</p>
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	<p>Response to Comment 9</p> <p>9-5 cont. The RCTC truck climbing lanes project was combined with the Caltrans shoulder improvement project in the same area, as it would be more cost effective and result in fewer construction-related impacts and impacts on traffic.</p> <p>9-7. A full explanation of the purpose and need for the proposed project, along with supporting accident and traffic data, is provided in this IS/EA, beginning on page X. Table 1-4 (TASAS-TSN Selective Accident Rate Calculation) on page X compares the latest accident data for the project area (SR-60 Post Mile 22.10 to Post Mile 26.50) to the state average for similar facilities. According to this data, the total accident rate per million vehicle miles in the eastbound direction is 0.71, which is higher than the statewide average of 0.52. The total accident rate per million vehicle miles in the westbound direction is 1.17, which is substantially higher than the statewide average of 0.52.</p>
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<p>9-7 cont.</p> <p>travelled, versus 0.52 statewide. For the westbound direction, the reported statistics are 1.04 accidents per million miles traveled, or approximately double the statewide average. A similar comparative accident rate (approximately double the statewide average rate) was identified by Caltrans staff as a success story in the July 31, 2014 informational meeting, where they presented the before project and after project statistics for the I-15 Mountain Pass Truck Descending Lane project (see copy of slide from Caltrans PowerPoint presentation included as page 13 of these comments). The need for the proposed improvements based upon accident rates is clearly called into question by Caltrans' own data. Caltrans must provide a reasoned explanation of the need for the proposed improvements in light of the conflicting indication of the data presented in the project record.</p> <ul style="list-style-type: none"> The slide presentation by Caltrans staff at the July 31, 2014 informational meeting identified the accident rate data that RCTC used in shifting project priorities between I-10 and SR-60, which was a substantially higher accident rate in the westbound direction of approximately 1.7 accidents per million miles travelled (see copies of slides from Caltrans PowerPoint presentation included as page 12 of these comments). Caltrans must explain the discrepancy in westbound accident rates for July 1, 2002 to June 30, 2007 versus April 1, 2008 to March 31, 2011 and reconsider the need for the proposed improvements. <p><u>Project Description</u></p> <p>The July 16, 2014 letter submitted jointly by The Center for Biological Diversity, Sierra Club, San Bernardino Valley Audubon Society, Friends of the Northern San Jacinto Valley and Earthjustice eloquently identifies numerous issues and deficiencies with the project description. I agree wholeheartedly with the comments submitted by these groups and make the following additional points:</p> <p>9-8</p> <ul style="list-style-type: none"> The draft environmental document includes only the most rudimentary description of the proposed improvements – widening to provide a truck lane and shoulders in both directions. For the first phase of construction, it is stated that the westbound lanes will be closed on weekends and traffic will be diverted to Interstate 10. This description is inadequate to provide an understanding of the proposed improvements and reasonable assessment of environmental impacts. <p>9-9</p> <ul style="list-style-type: none"> The draft environmental document does not characterize the overall duration of construction, nor the duration and interrelationship of various phases of construction. At the informational meeting it was disclosed that construction is anticipated to start in 2017 and continue through 2019. The May 2014 Draft Project Report (signature date June 3, 2014, page 16 excerpt included as page 14 of these comments) actually cites the lack of information about traffic handling and traffic impacts during construction as one reason for the decision not to conduct a public hearing. This is mindboggling! The draft environmental document does not quantify various construction aspects – for instance, the amount of soil to be moved in conjunction with the obviously Herculean earthwork that will be entailed in cutting down the hillsides and filling the valleys to accomplish the proposed widening. The draft environmental document does not identify the potential location of staging areas or the approximate number or size of required staging areas. The Project Risk Management Plan included with the draft Project report finds that limited space within the project limits may make it difficult for the contractor to set up staging and storage in convenient locations (see page 377 of pdf document as posted for public review 6/16/14). <p>SR-60 Truck Lanes (SCH No. 2014061054) Comments submitted by Kathleen Dale</p> <p>Page 3 of 15</p>	<p>Response to Comment 9</p> <p>9-7 See above. cont.</p> <p>9-8. Refer to Section 1.3.1, Project Alternatives, which describes the six construction stages, and Section 2.4, which describes temporary construction impacts. The stages are also shown on Figures 1-5 through 1-10 in Section 1.3.1 of the IS/EA.</p> <p>9-9. As mentioned in Response to Comment 9-8, the project description has been revised to include detailed information including construction staging, construction timing, and cut and fill information in Section 1.3.1, Project Alternatives. The location of construction staging areas and cut and fill areas are also shown on Figure 1-3, Build Alternative in Section 1.3.1, Project Alternatives.</p> <p>The page 16 excerpt from the Draft Project Report refers to the lack of early information on traffic handling and traffic impacts during construction as a reason not to conduct early public outreach, which is not mandated for this type of project.</p>
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<p>9-8 cont.</p> <p>9-10</p> <p>9-11</p> <p>9-12</p> <p>9-13</p> <p>9-8 cont.</p> <p>9-14</p> <p><u>Alternatives</u></p> <p>9-1 cont.</p> <p>SR-60 Truck Lanes (SCH No. 2014061054) Comments submitted by Kathleen Dale</p>	<p>Response to Comment 9</p> <p>9-8 cont. As the commenter notes, the project area is located in mountainous terrain with swift elevation changes on both eastbound and westbound sides of the freeway. Despite this undulating topography, the overall change in elevation from the western end of the project to the eastern end of the project is a little greater than 500 feet over 2.5 miles. Therefore, because the eastbound lanes experience an overall increase in elevation, the eastbound truck lanes are referred to as “climbing lanes.” Conversely, because the westbound lanes experience an overall decrease in elevation, they are referred to as “descending lanes.”</p> <p>9-10. The transition zones have been added to Figure 1-3, Build Alternative in Section 1.3.1, Project Alternatives of the IS/EA.</p> <p>9-11. Maintenance activities such as cleaning out of culverts or drainages would occur on as-needed over the life of the project.</p> <p>9-12. A discussion of logical termini is included in Chapter 1 of this IS/EA on page X. No changes to the logical termini of the project have been made.</p> <p>9-13. Additional right of way would be required for the cut and fill slopes. The location of the new right of way is shown in Figure 1-3, Build Alternative Map in Section 1.3.1, Project Alternatives of the IS/EA.</p> <p>9-8 cont. Slope Option B is depicted on the layout plans and used as the basis for analysis in the IS/EA and is described in Section 1.3.1.</p>
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	<p>Response to Comment 9</p> <p>9-14. The project description has been revised to include detailed information including construction staging, construction timing, and cut and fill information in Section 1.3.1, Project Alternatives of the IS/EA. The location of construction staging areas and cut and fill areas are also shown in Figure 1-3, Build Alternative Map in Section 1.3.1.</p> <p>The IS/EA has been revised and updated to address the comments received during the public comment period (see Appendix G of the IS/EA). At this time, circulation of a revised draft document is not necessary.</p> <p>9-1 cont. Please see response to comment 9-1, above.</p>
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<p>The existing lane controls within the proposed project limits are ineffective in confining trucks to the designated lane. Every time I drive this stretch of road I witness at least one truck passing another uphill through the lane control section. I have also witnessed trucks that simply ignore the lane controls and drive in the inside lane. Motorists on the Box Springs grade just west of this location can attest to many similar instances of trucks simply ignoring the lane controls. Effective solutions for a build alternative providing additional lanes must incorporate a physical barrier to separate slow-moving vehicles from general traffic, similar to the I-5 in the Grapevine area.</p> <p>9-1 cont. The project record indicates that evaluation of alternatives was restricted to build alternatives involving expanded pavement limits (May 2014 Draft Project Report, pages 9 through 13). Much more limited improvements and operational changes such as rumble strips, enhanced striping and signage, reduced speed limits, prohibiting trucks, prohibiting loaded trucks, and enhanced enforcement (for both speed and lane controls) have not been considered at all. Caltrans must expand the alternatives analysis to address such options, particularly in light of the questionable need for the project as proposed (see comments under Purpose and Need, above)</p> <p>9-15 The May 2014 Draft Project Report indicates that the shoulder and mainline improvements that were combined in 2012 may be split again into separate projects if the combined project (which is the subject of this draft environmental document) is not ready to proceed to construction by June 2016 (Risk Identification item 4 in Project Risk Management Plan, page 376 of May 2014 Draft Project Report pdf document as posted for public review 6/16/14). The possibility of construction as two separate projects must be addressed as an alternative in the project environmental document.</p> <p>9-1 cont. Under CEQA, development of alternatives is to be focused upon avoidance and minimization of identified significant impacts of a project. As substantiated throughout these comments, and in comments by others, the project record for the SR-60 Truck Lanes project is grossly deficient in characterizing the proposed project and the resultant environmental impacts. Until the project record is revised to correct these deficiencies, it is not possible to develop, or comment upon, a reasonable range of alternatives.</p> <p><u>Impact Analysis</u></p> <p>The impact analysis presented in the draft environmental document sets professional practice standards back 40 years. There are numerous instances of deferred analysis, conclusory analysis, and flat out missing analysis. The July 16, 2014 letter submitted jointly by The Center for Biological Diversity, Sierra Club, San Bernardino Valley Audubon Society, Friends of the Northern San Jacinto Valley and Earthjustice eloquently identifies numerous issues and deficiencies with the impact analysis. I agree wholeheartedly with the comments submitted by these groups and make the following additional points:</p> <p>9-16</p> <ul style="list-style-type: none"> • Air Emissions - The Draft Project Report discloses an estimated excavation volume of two MILLION cubic yards of soil (see excerpt from May 2014 Draft Project Report included as page 15 of these comments). A project of this nature and magnitude is likely to produce construction-period air emissions exceeding thresholds established by the South Coast Air Quality Management District and there are probably no practical methods to reduce those impacts below a level of significance. The draft environmental document includes NO analysis of air quality impacts, based upon a purported exemption from regional and federal agencies. The noted exemption relates to a narrow aspect of air quality analysis – conformity review – and is inappropriately extended to all air quality analysis. An evaluation of <p>SR-60 Truck Lanes (SCH No. 2014061054) Comments submitted by Kathleen Dale</p> <p>Page 5 of 15</p>	<p>Response to Comment 9</p> <p>9-1 Please see response to comment 9-1, above. cont.</p> <p>9-15. The possibility of constructing two separate projects is not under consideration. r</p> <p>9-1 cont. The IS/EA has been updated to include a more detailed analysis of the proposed project and any associated potential impacts and avoidance, minimization, and/or mitigation measures. The IS/EA has also been updated to address comments made by the public on the Draft IS/EA.</p> <p>9-16. The construction impact analysis assumes 2.2 million cubic yards (CY) of earthwork cut and fill activities, of which 500 CY would be hauled off site. CalEEMod emissions modeling output sheets are provided in the appendix to the Air Quality Report. The uncontrolled and controlled project construction emissions are presented in Table 2-# and Table 2-#, respectively, in Section 2.12, Air Quality. Emissions calculations substantiate that regional and localized emissions would be less than significant.</p> <p>The proposed project does not add capacity and is not growth inducing. While the proposed improvements would increase the number of travel lanes along a 4.4 mile segment of SR-60, there would be no effect on the number of vehicles that use the subject facility.</p>
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	<p>Response to Comment 9</p> <p>9-16. cont. This is because the proposed truck climbing lanes would be present <i>between</i> the Gilman Spring Road and 1.5-miles west of Jack Rabbit Trail. In other words, there would be no interchange location present to enter or exit SR-60 where proposed truck climbing lanes would exist. As such, no change in AADT volumes, or truck volumes, are anticipated to occur under the Build Alternative when compared to No Build at opening year 2018 or horizon year 2040.</p> <p>And finally, project construction- and operations-period emissions have been quantified and included in the Proposed MND. The traffic volumes used to quantify long-term emissions from project operations includes traffic volumes for all related projects. As such, this project's air quality analysis did consider the mobile-source emissions for all projects that would utilize the SR-60 roadway segment. As demonstrated in Table 2-21 (Criteria Pollutant Emissions during Construction with Minimization Measures) on page 2-120 and Table 2-19 (Summary of CT-EMFAC-Modeled Operational Emissions) on page 2-117 (refer to Section 2.12, Air Quality), construction- and operations-period emissions would be less than significant.</p>
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<div style="display: flex; flex-direction: column; align-items: flex-start;"> <div style="margin-bottom: 10px;"> <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); padding-right: 5px;">9-16 cont.</div> <div style="border-left: 1px solid black; padding-left: 5px; margin-left: 10px;"> <p>construction-period air quality analysis is required (also see South Coast Air Quality Management District comment letter dated July 16, 2014).</p> <ul style="list-style-type: none"> Air Emissions – the reported exemption from conformity analysis is questionable in light of the capacity-enhancing nature of the proposed improvements (see comments under Purpose and Need, above). Traffic volumes on adjoining segments of SR-60 may increase due to the proposed addition of traffic capacity within the project limits. Such increased traffic presents the potential for impacts related to air emissions that are not addressed in the draft environmental document. </div> </div> </div> <div style="margin-bottom: 10px;"> <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); padding-right: 5px;">9-17</div> <div style="border-left: 1px solid black; padding-left: 5px; margin-left: 10px;"> <p>Noise – the draft environmental document concludes that analysis need only consider the construction period because areas adjoining the improvement limits are undeveloped. The proposed project will add a travel lane (thereby increasing capacity) and will substantially alter topography within the project limits. The project will alter traffic conditions for some distance leading to, and away from, the proposed improvement limits. For the construction phase, noise impacts will extend well beyond the project limits along haul routes and through detour areas. The treatment of noise impacts in the draft environmental document discounts wildlife as sensitive receptors within the project limits, does not consider the proposed work hours (55-hour weekend work periods), and ignores potential impacts upon sensitive receptors, both human and wildlife, within the developed and undeveloped areas beyond the project improvement limits that will be affected in both the construction and operation phases.</p> </div> </div> </div> <div style="margin-bottom: 10px;"> <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); padding-right: 5px;">9-18</div> <div style="border-left: 1px solid black; padding-left: 5px; margin-left: 10px;"> <ul style="list-style-type: none"> Biological Resources – during the July 31, 2014 public informational meeting, I asked about how excavated soils would be moved from excavation areas to embankment areas and whether temporary stockpiling might be required. The Caltrans representative offered as part of his explanation that one of more of the large culverts within the project limits may be used as tunnels to drive construction vehicles from one side of the road to the other. The draft environmental document is silent to this potential construction impact, particularly as to temporary and long-term impacts upon stream resources, wildlife, and wildlife corridors Biological Resources – the draft environmental document includes only one readily-identifiable reference to impacts of nighttime construction upon biological resources (page 134 of draft environmental document, relative to impacts upon Least Bell's vireo), concluding simply that such impacts are difficult to quantify. The proposed 3-year construction duration and disclosed intent to work during evening hours for extended weekend closures presents the potential for significant impacts to biological resources within the proposed improvement limits, as well as along the haul routes and detour routes. </div> </div> </div> <div style="margin-bottom: 10px;"> <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); padding-right: 5px;">9-19</div> <div style="border-left: 1px solid black; padding-left: 5px; margin-left: 10px;"> <ul style="list-style-type: none"> Geology and Soils – technical evaluation for geology and soils is limited to a wholly inadequate 5-page memorandum based upon field observations and literature review of reports dating between 1974 and 2002, with an explanation that further work will be conducted with detailed design (see October 10, 2013 memorandum from Mark J. Wilson to George Mohrig). The project limits lies within an area of complex and unique geologic formations and highly-constrained soils conditions that warrant much more extensive evaluation to support the basic feasibility of the proposed improvements and the characterization of potential impacts. For instance, is it reasonable to assume that the two million cubic yards of earth to be carved away from the existing hillsides is of suitable quality to use for the unquantified volume of embankment that is required where the improvements will fill existing canyons? If the soil is not suitable, or if it is not adequate to meet all fill needs, how much soil will need to be imported, where will it come from, and how will it get here? </div> </div> </div> <div style="margin-bottom: 10px;"> <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); padding-right: 5px;">9-20</div> <div style="border-left: 1px solid black; padding-left: 5px; margin-left: 10px;"> <p></p> </div> </div> </div> <div style="margin-top: 10px;"> <p>SR-60 Truck Lanes (SCH No. 2014061054) Comments submitted by Kathleen Dale</p> </div> </div> <div style="text-align: right; margin-top: 10px;"> <p>Page 6 of 15</p> </div>	<div style="margin-bottom: 20px;"> <h3>Response to Comment 9</h3> </div> <div style="margin-bottom: 20px;"> <p>9-16 Refer to Response to Comment 9-16 above. cont.</p> </div> <div style="margin-bottom: 20px;"> <p>9-17. The Approved NSR which supports the IS/EA analyzed the traffic noise related impacts associated with the proposed project. It determined that there were no areas of frequent human use located along the project alignment. Furthermore the Caltrans Protocol also states that “Receptors that are located beyond 500 feet from the project area do not need to be considered for analysis unless there is a reasonable expectation that noise impacts would extend beyond that boundary.” Therefore the NSR and IS/EA are consistent in its analysis of the project.</p> <p>The proposed project would not increase traffic along the alignment; therefore the approach and departure alignments would not be affected. Noise levels would remain the same in the design year under the Build and No Build scenarios.</p> <p>As shown in the IS/EA, construction noise impacts are predicated on an 86 dBA Lmax threshold at residential locations. There are no noise sensitive receptors located along the project alignment; therefore, the threshold would not be exceeded. The closest noise sensitive land use is located approximately ¼ of a mile from the alignment and is shielded by significant topography.</p> </div>
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	<p>Response to Comment 9</p> <p>9-17. Based on a point source reduction of 6 dB per doubling of distance, anomalous spreading, shielding from local topography, and ground absorption, noise levels at these residences would not exceed 86 dB Lmax.</p> <p>9-18. Measure AS-6 addresses function of wildlife crossings and required areas to be kept clear and monitored by a qualified biologist to ensure continuing function for wildlife movement during construction.</p> <p>Night lighting will be avoided near/adjacent to natural lands and is addressed in measure NC-4. Also, NC-5 addresses construction noise near natural lands and potential wildlife crossings.</p> <p>Drainage 13 originates from a trickle of flowing water from a culvert. This continuous flow of water from this seep provides the hydrology necessary to support the wetland in Drainage 13. It has been determined that there will be no impact to Drainage 13 or the seep. There were no other seeps documented during the jurisdictional delineation.</p> <p>9-19. Section 2.9, Geology/Soils/Seismic/Topography, of the IS/EA has been revised to include a more detailed discussion of soil types and soil constraints that is consistent with the level of detail and analysis required at this stage of the environmental process. Based on current earthwork calculations, the soils excavated from the project area would be of sufficient quality to be reused for embankment fill on site.</p>
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	<p>Response to Comment 9</p> <p>9-20. Soils excavated from the project site would be of sufficient quality to be reused as fill on site; therefore, no additional fill would be imported to the project site.</p>
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<div style="display: flex; flex-direction: column; align-items: flex-start; padding-right: 10px;"> <div style="margin-bottom: 10px;"> <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); margin-right: 5px;">9-21</div> <div style="border-left: 1px solid black; height: 10px; margin-left: 5px;"></div> </div> <ul style="list-style-type: none"> • Geology and Soils - the October 2013 memorandum (noted in the previous point) is inconsistent about seismic hazards related to site location within or in proximity to the San Jacinto Fault Zone. A clear understanding as to potential seismic hazards and relevance to project design features and disturbance limits is needed to conduct an adequate environmental analysis. </div> <div style="margin-bottom: 10px;"> <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); margin-right: 5px;">9-19 cont.</div> <div style="border-left: 1px solid black; height: 10px; margin-left: 5px;"></div> </div> <ul style="list-style-type: none"> • Geology and Soils - the October 2013 memorandum (noted two point above) recommends that cut slopes at an inclination of 1:1 or steeper be finished with erosion control material on the exposed slope faces and “improved and maintained catchment areas” at the bottom of the slope to retain any debris (presumably to keep it off the road). The nature, ongoing maintenance ramifications, and associated environmental impacts of such slope treatments and catchment areas are not addressed in the project description or the environmental analysis. </div> <div style="margin-bottom: 10px;"> <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); margin-right: 5px;">9-22</div> <div style="border-left: 1px solid black; height: 10px; margin-left: 5px;"></div> </div> <ul style="list-style-type: none"> • Water Quality and Stormwater Runoff – the Stormwater Data Report posted on the Caltrans District 8 home page with the supporting technical documents on 6/16/14 is for the shoulders-only project. This report excludes the additional lane proposed as part of the current project, and addresses a substantially smaller disturbance limit and expanse of paved surface. This report is inadequate to support analysis of the proposed project. </div> <div style="margin-bottom: 10px;"> <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); margin-right: 5px;">9-23</div> <div style="border-left: 1px solid black; height: 10px; margin-left: 5px;"></div> </div> <ul style="list-style-type: none"> • Water Quality and Stormwater Runoff – the October 13 Preliminary Geotechnical Design Recommendations for Cut and Fill Slopes (cited in Geology and Soils points above, see page 2 of the memorandum under Groundwater heading) recommends that project drainage facilities be designed to handle short periods of locally intense rainfall, specifically noting an historically-based figure of 14.0 inches (duration is not clear, but based upon references in the May 2014 Location Hydraulic Study it is assumed to refer to annual rainfall totals). The May 2014 Location Hydraulic Study utilizes varying rainfall assumptions ranging from 1 to 18 inches per year for the 34 drainages that are evaluated relative to culvert improvements. It is not clear whether the geotechnical engineer’s recommendations have been considered in other elements of the project drainage facilities – such as v-ditches and downdrains intend to protect manufactured slopes. These discrepancies and omissions relative to the geotechnical engineer’s recommendations must be addressed to provide a clear understanding of the proposed improvements and to allow for meaningful assessment of the environmental impacts thereof. </div> <div> <div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); margin-right: 5px;">9-9 cont.</div> <div style="border-left: 1px solid black; height: 10px; margin-left: 5px;"></div> </div> <ul style="list-style-type: none"> • Traffic Impacts – traffic impacts are summarily dismissed in the draft environmental document (page 13) on the basis that there is no local access within the project limits. The project description identifies 55-hour weekend closures for construction on the westbound direction, with traffic detoured to I-10. This proposal does not reflect an understanding of the significant directional traffic on this stretch of SR-60 on Sunday afternoons with motorists returning from weekends to tourist destinations to the east. The significant consequences of added traffic on I-10 and motorists seeking alternate routes, particularly along San Timoteo Canyon Road, Redlands Boulevard, and Live Oak Canyon Road are completely ignored in the draft environmental document. The draft environmental document is also silent to the potential traffic impacts of moving two million cubic yards of excavated soil (would entail between 125,000 and 250,000 truck trips) and the significant volumes of construction materials that will have to be brought into this constrained work limits. The May 2014 Draft Project Report (Risk Management Plan Risk Identification item 16 on last page of pdf file) notes a concurrent planned project on I-10 and potential consequences relative to construction phasing and detour plans for the SR-60 project. A technical evaluation of construction-period traffic impacts is required, and appropriate analysis and mitigation measures must be incorporated into the project environmental document. </div> </div> <div style="margin-top: 20px; display: flex; justify-content: space-between;"> <div>SR-60 Truck Lanes (SCH No. 2014061054) Comments submitted by Kathleen Dale</div> <div>Page 7 of 15</div> </div>	<p>Response to Comment 9</p> <p>9-21. Section 2.9, Geology/Soils/Seismic/Topography of the IS/EA has been revised to include consistent information and an updated analysis on seismic hazards and potential impacts.</p> <p>9-19 cont. Maintenance activities such as cleaning out of culverts or drainages would occur on as-needed over the life of the project.</p> <p>9-22. The Stormwater Data Report referenced in this comment was not used in the environmental analysis presented in the SR-60 Truck Climbing Lanes Project IS/EA. Stormwater Data Reports are iterative documents used to support project engineering and are updated throughout all phases of project design. In general, these documents are not used to support the analyses in environmental documents, such as this IS/EA. The inclusion of the referenced Stormwater Data Report on the Caltrans District 8 website may have been an oversight.</p> <p>9-23. The <i>Location Hydraulic Analysis</i> and <i>Preliminary Geotechnical Design Report</i> are separate, stand-alone analyses that provide information and recommendations specific to the areas studied. The information and recommendations from these separate, stand-alone reports have been and are being used by project engineers in the development and refinement of the proposed project, its alternatives and slope options.</p>
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	<p>Response to Comment 9</p> <p>9-23 cont. On that note, the data from both of these documents have been used in the preparation of this IS/EA. The Hydrology and Floodplain section and Geology/Soils/Seismic/Topography section of the IS/EA have been reviewed and revised to provide consistent information and clear analysis of environmental impacts.</p> <p>9-9 As mentioned in Response to Comment 9-8,. the project description has been revised to include detailed information including construction staging, construction timing, and cut and fill information in Section 1.3.1, Project Alternatives. The location of construction staging areas and cut and fill areas are also shown on Figure 1-3, Build Alternative in Section 1.3.1, Project Alternatives. Construction of the project would be broken up into six stages. These construction stages are described in more detail in Figures 1-5 through 1-10. Construction of the Build 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. Advance notice of closures would be advertised and drivers would be informed to use the westbound I-10 or alternative routes. In accordance with standard with standard Caltrans construction requirements, a transportation management plan (TMP) will be prepared (refer to measure TRF-1).</p>
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<p>9-24</p> <ul style="list-style-type: none"> Traffic impacts – substantial deficiencies with characterization and assessment of the traffic consequences of the proposed improvements has been detailed in the July 16, 2014 letter by Tom Brohard and Associates, submitted on behalf of the Sierra Club Moreno Valley Group. The deficiencies detailed in the Brohard letter must be addressed in a revised draft environmental document. Traffic Impacts – traffic projections assume a steady 16% split for truck traffic as a component of daily traffic volumes through 2040. There is no reasonable basis for this assumption, particularly considering the ongoing warehouse development in the Riverside/Moreno Valley/Perris/Beaumont/Banning area. Caltrans must substantiate the basis for projected truck traffic volumes and amend the environmental document accordingly. <p>9-25</p> <ul style="list-style-type: none"> Traffic Impacts – information on the District 8 website about the concurrent Theodore Interchange project (City of Moreno Valley is lead agency with Caltrans Oversight) notes that traffic forecasting was approved in March 2014 for that project. The Theodore interchange lies immediately west of the project limits for the SR-60 truck lane project and is described as including auxiliary lanes that would overlap with the SR-60 truck lane project. The current traffic information for the Theodore Interchange project is most certainly relevant to this project and should have been disclosed in a draft environmental document released in June of 2014. Caltrans must substantiate the basis for projected traffic volumes and amend the environmental document accordingly. <p>9-26</p> <ul style="list-style-type: none"> Visual Impacts – the draft environmental document includes a mitigation measure (see page 41, Measure AV-3) requiring landscaping of manufactured slopes. There is currently no water infrastructure within the project limits. The draft environmental document must be revised to address the improvements necessary to bring water to area and the associated impacts, including construction disturbance, visual impacts, and potential to induce growth. If planting is not feasible, the conclusion as to level of significance for visual impacts must be re-evaluated, or alternate mitigation measure(s) must be provided. There is also a fundamental question as to whether irrigated landscaping is an appropriate approach considering the natural conditions within the project limits and adjoining areas. <p>9-27</p> <ul style="list-style-type: none"> Growth Inducement and Cumulative Impacts – the Caltrans District 8 website identifies a concurrent project for the Theodore Street interchange, with overlapping project limits. Information on the City of Moreno Valley (http://www.moval.org/city_hall/departments/pub-works/cp-spot6.html) and Caltrans (http://sv08data.dot.ca.gov/localprojects/show_reviews.php?id=239&ea=&city=&rte=60&agency=&projTtype=1&go=search) websites indicate work on the Theodore interchange project has been ongoing since at least 2013; accordingly, this related project should have been disclosed in the draft environmental document and the cumulative nature of the proposed improvements and impacts assessed. The obvious relationship to the ongoing warehouse development in the project environs (Riverside/Moreno Valley/Perris/Beaumont/Banning) warrants consideration of the growth inducement potential of added lanes (and thereby capacity) on this segment of SR-60. <p>9-2 cont.</p> <ul style="list-style-type: none"> General Comment – having followed Caltrans environmental documentation efforts for approximately 30 years, it will not be surprising to see Caltrans decide to proceed with one of the ineffective build alternatives addressed in the draft environmental document and to do so by means of an internal re-evaluation process (or processes) as further details of the proposed improvements and construction details are developed. The magnitude of public interest expressed regarding this project warrants full disclosure, not a quiet internal process that can only be found out by diligent members of public watching for filing of the required notice of determination (if Caltrans does so) or by the sudden presence of construction equipment. Caltrans and RCTC must commit to an open and ongoing public involvement effort for improvements within the Badlands stretch of SR-60. <p>SR-60 Truck Lanes (SCH No. 2014061054) Comments submitted by Kathleen Dale</p> <p>Page 8 of 15</p>	<p>Response to Comment 9</p> <p>9-24. The comments received from Tom Brohard and Associates in the letter dated July 16, 2014 have been addressed in this IS/EA.</p> <p>9-25. Traffic volumes from the Theodore Street Interchange Improvement Project were taken into consideration and are included in Table 4 of the Traffic Memo prepared for the SR-60 Truck Lanes Project.</p> <p>9-26. Cut and fill slopes would be revegetated using native plant materials to reduce erosion and facilitate vegetation growth. As stipulated by measure INV-1 in the Invasive Species section, bare soil will be landscaped with a seed mix from locally adopted species, where feasible. The use of on-site materials that are adapted to local conditions will increase the likelihood that revegetation will be successful and that the genetic integrity of the ecosystem is maintained.</p> <p>The use of local native seed mixes would not require the installation of irrigation systems, as these species are able to tolerate the existing soil and climatic conditions of the area. During planting, the seeds will be watered using portable water trucks. No continued watering or maintenance would be required.</p>
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	<p>Response to Comment 9</p> <p>9-27. The IS/EA has been updated to include a Growth (Section 2.2) and Cumulative Impacts discussion (Section 2.4). As acknowledge by the commentator, there are several planned projects near the study area (Refer to Table 2-1 in the IS/EA). The analysis concluded that the project would result in improved traffic operations as a result of moving truck traffic out of the general purpose lanes and onto the proposed truck lanes. Simply, future truck traffic resulting from natural growth and accelerated growth in the adjacent cities has been anticipated and the project is intended to address some of the traffic effects associated with projected traffic. This is an intended purpose of the project which is to improve traffic operations and safety along this stretch of SR 60 for passenger vehicles. While improvements in LOS and traffic operations along the affected 6-mile stretch of SR 60 would occur, these improvements would not facilitate growth in truck traffic or logistics operations development beyond that which is planned and already accounted for in local and regional planning processes. Development projects, are anticipated to occur with or without the project and do not rely on the project improvements to be feasible. Growth pressure on these cities currently exists; however, the project would not influence this in any way other than by providing safety improvements to a roadway anticipated to experience increased truck traffic as a result of anticipated growth in the area.</p>
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	<p>Response to Comment 9</p> <p>9-2 As discussed above under response to comment 9-2, the release of the Draft IS/EA and public involvement process were conducted in accordance with all applicable laws and regulations. In addition, the review period for the Draft IS/EA was extended for an additional 30 days, giving the public 60 days to review and provide comments on the proposed project. The standard public circulation period for a Draft IS/EA is only 30 days.</p> <p>The commenter does not cite a specific instance of how the public involvement process carried out for the proposed project was “inconsistent” with or “substantially deviat[ed]” from the guidance in the Caltrans Project Development Procedures Manual (Chapters 11 and 22 and Appendix HH) and the Standard Environmental Reference (Chapter 3); therefore, it is difficult to provide a response specifically addressing these concerns.</p>
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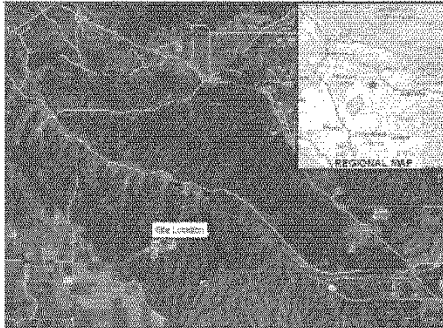
<div data-bbox="239 483 291 529" data-label="Text"> <p>9-2 cont.</p> </div> <div data-bbox="306 306 1085 563" data-label="List-Group"> <ul style="list-style-type: none"> • General Comment - Caltrans follows a frustrating practice of responding to public comments with “Comment Noted”. Myself, and others, have devoted considerable my time to track down and review the documents you have produced for this review process. We deserve and expect the courtesy of complete, reasoned responses to the issues raised in our responses to your request for public input. “Comment Noted” is dismissive and disrespectful. • General Comment – the materials that were made available for public review consist of 28 separate files and more than 1,000 pages of text. With the varying format of the provided documents and the inconsistent treatment as to indexing and search capabilities, the public’s ability to review the project record is substantially hampered. In this electronic age, it is not burdensome to provide the document in pdf format, indexed and searchable. Caltrans should endeavor to make sure all documents released for public review are produced in such format. </div> <div data-bbox="277 1344 598 1391" data-label="Text"> <p>SR-60 Truck Lanes (SCH No. 2014061054) Comments submitted by Kathleen Dale</p> </div> <div data-bbox="928 1364 1031 1391" data-label="Text"> <p>Page 9 of 15</p> </div>	<div data-bbox="1178 206 1541 243" data-label="Section-Header"> <h2>Response to Comment 9</h2> </div> <div data-bbox="1178 254 1896 393" data-label="Text"> <p>9-2 cont. As requested, every practicable effort shall be made to make materials related to the proposed project that are henceforth released for public review indexed and searchable.</p> </div>
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Response to Comment 9



PUBLIC NOTICE

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



Site Location

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 install and an auxiliary structure structures 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 29.50.
WHY THIS AOT?	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/EIA) 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/EIA is available for review at the Caltrans District 8 Office, 404 West Fourth Street, San Bernardino, CA 92401 on weekdays from 9:00 a.m. to 4:00 p.m. In addition you can review the IS/EIA at Riverside County Transportation Commission (RCTC), 4080 Union Street, 3rd Floor Riverside CA 92501 on weekdays from 9:00 a.m. to 4:00 p.m. To view an electronic copy of the document go to: http://www.dts.ca.gov/0000 .
WHERE YOU COME IN	Do you have any comments about processing the project with a MND and the IS/EIA? 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) by writing to letter from July 16, 2014 to Ramon Huizar, Senior Environmental Planner, Branch Chief, Environmental Studies "A", Division of Environmental Planning, Department of Transportation, 484 West 4th Street, 10th Floor, MS-423, San Bernardino, CA 92401 or by email to ramon.huizar@dot.ca.gov . This date we will begin accepting comments in 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) 382-4521. 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) 382-4521. TDD users may contact the California Relay Service TDD line at 711 or District 8 TTY (909) 382-6965.

Thank you for your interest in this transportation project!

June 15, 2014 Public Notice, Press-Enterprise page Business 2

SR-60 Truck Lanes (SCH No. 2014061054)
Comments submitted by Kathleen Dale

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Response to Comment 9

RealCost 2.5CA Report 12/24/2013

RealCost Inputs

1 - Economic Variables	
Value of Time for Passenger Cars (\$/hour)	\$12.80
Value of Time for Single Unit Trucks (\$/hour)	\$21.90
Value of Time for Combination Trucks (\$/hour)	\$31.20
2 - Analysis Options	
Include User Costs in Analysis	Yes
Include User Cost Remaining Service Life Value	Yes
Use Empirical User Costs	Yes
User Cost Computation Method	Calibrated
Include Agency Cost Remaining Service Life Value	Yes
Traffic Direction	Both
Analysis Period (Years)	50.00
Beginning of Analysis Period	2011.00
Discount Rate (%)	4.00
Number of Alternatives	1.00
3 - Project Details and Quantity Calculations	
State Route	SR 60
Project Type	Full Addition
Project Name	SR 60 Truck Lanes
Maintenance Service Level	1
Local Region	Default
County	Harrison/Hall/22.8 to 24.0 US
Climate Region	Humid Valley
Analysis Day	From Night
Hours per Day	0.00
Hours per Week	0.00
Length of Project (Miles)	0.00
Comments	Construct outside truck clearing/seasoning areas and enclosures. Retain existing 2 lanes and inside shoulders.
4 - Traffic Data	
AADT (Construction Year) (total for both directions)	56,200
Percent Passenger Cars AADT (%)	84
Single Unit Trucks as Percentage of AADT (%)	6
Combination Trucks as Percentage of AADT (%)	12
Annual Growth Rate of AADT (%)	3
Special Peak Hour Normal Clearing Conditions (peak)	65
Peak Lane in Lane Direction During Normal Conditions	1
Peak Hour Capacity (trucks)	1,400
Clearing Capacity (trucks)	1,100
Maximum AADT (total for both directions)	219,200
Maximum Queue Length (feet)	5

Page 1

Draft Project Report excerpt identifying projected traffic volumes versus capacity of proposed improvements
(Page 353 of pdf document as temporarily posted for public review 6/16/14)

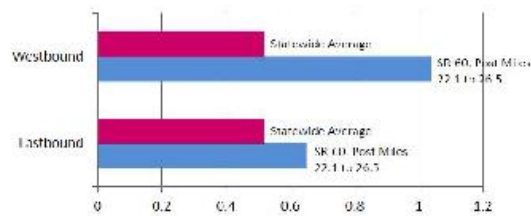
SR-60 Truck Lanes (SCH No. 2014061054)
Comments submitted by Kathleen Dale

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Response to Comment 9



Accident Rates per Million Vehicle Miles Traveled April 1, 2008 – March 31, 2011 for project area on SR-60

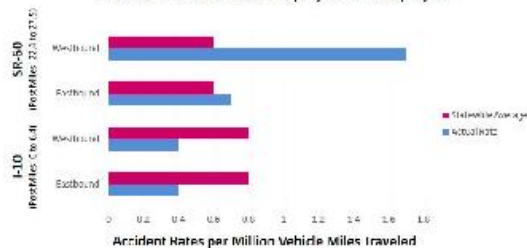


Source: Caltrans Traffic Accident Surveillance and Analysis System



Accident Rates in Project Area vs. Statewide Average July 1, 2002 – June 30, 2007

From presentation to Commission that informed their decision to substitute SR-60 project for I-10 project

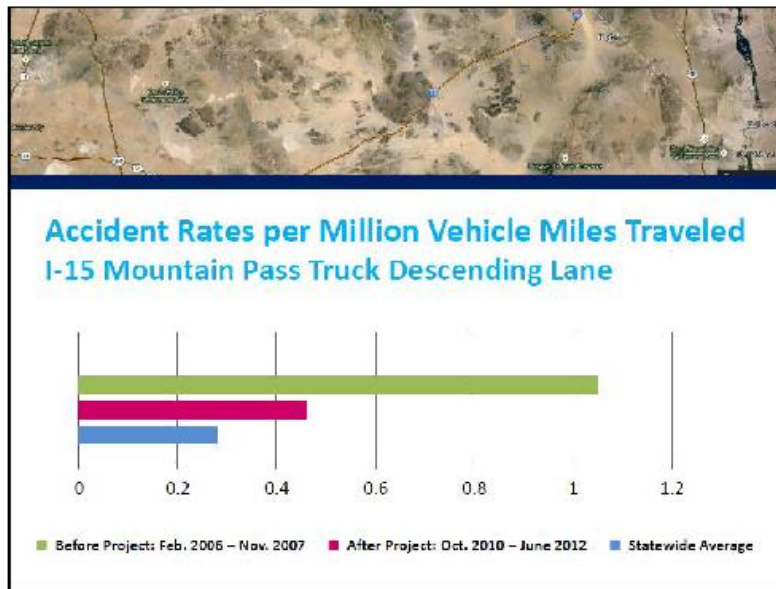


Accident Rate Slides for Project Limits from July 31, 2014 Public Hearing Presentation

SR-60 Truck Lanes (SCH No. 2014061054)
Comments submitted by Kathleen Dale

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Response to Comment 9



Accident Rate Slides for I-15 Mountain Pass project from July 31, 2014 Public Hearing Presentation

Caltrans staff identified this as an example of a successful result during their presentation

<p style="text-align: right;">08-Riv-60 PM 22.10/26.50 EA 0N69U - Project Number 0812000307 Planning Program Number (PPNO) 0046J Program Code: 201.010, 75.600, 400.100, 400.210 (HB1/HB4N) May 2014</p> <p>6G.Title VI Considerations</p> <p>Implementation of the build alternative will not result in any long-term adverse effects upon the minority, low income or surrounding neighborhoods or communities.</p> <p>6H.Noise Study Report</p> <p>The proposed project is a federally-funded Type I project. The noise analysis was conducted in accordance with FHWA and Caltrans guidelines to determine whether the proposed 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 were used to reduce noise levels would be evaluated. Noise abatement was considered only for areas where noise impacts were identified.</p> <p>There is no noise impact for Activity Categories 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 Lmax at 50 ft will not be applicable in this project.</p> <p>7. OTHER CONSIDERATIONS AS APPROPRIATE</p> <ul style="list-style-type: none"> • Public Hearing Process <p>In accordance with the Project Development Procedure Manual (PDPM), Chapter 11, Part 2 – The Project Development Process - Applicability: Category 4B projects, an exemption is granted from conducting a public information meeting during the circulation of the draft Initial Study/Environmental Assessment (IS/EA), the draft project report and environmental document for the project. The draft project report and environmental document is scheduled for public circulation in May/June 2014.</p> <div style="border: 1px solid red; padding: 5px;"> <p>On April 15, 2014, the Project Development Team/Public Information Officer made the decision of not conducting a Public Information Meeting at this stage of the project. For the following reasons: 1) The existing freeway does not have any local access points within the project limits and the project is located within a rural area. 2) Limited right of way acquisition is anticipated. 3) Information related to traffic handling and impacts to traffic during construction is not known at this time. A comprehensive mailing list is being prepared to circulate the draft project report and environmental document. An extensive public outreach effort will be conducted during the design and into construction stages of this project.</p> </div> <p style="text-align: center;">16</p> <p>Page 16 from May 2014 Draft Project Report stating basis for initial determination for no public hearing</p> <p>SR-60 Truck Lanes (SCH No. 2014061054) Comments submitted by Kathleen Dale</p> <p style="text-align: right;">Page 14 of 15</p>	<p>Response to Comment 9</p>
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Response to Comment 9

PROJECT COST ESTIMATE

SECTION 1: EARTHWORK

Item Code	Unit	Quantity	Unit Price (\$)	Cost
Clearing & Grubbing	LS	5	60,000.00	= \$ 300,000
Excavate Water Supply	LS	5	60,000.00	= \$ 300,000
Roadway Retention	CY	1,881.740	9.00	= \$ 17,885,380
Roadside Retention (Type 1) ADL	CY	5	= \$ -	
Roadside Retention (Type 2) ADL	CY	5	= \$ -	
Structure Retention (Retaining Wall)	CY	5	= \$ -	
Structure Retention (Retaining Wall)	CY	5	= \$ -	
Precast Concrete Material (Retaining Wall)	CY	5	= \$ -	
Form Retention	CY	5	= \$ -	
Impervious Form	CY	5	= \$ -	
Impervious Material (Structure Retention)	TBM	5	= \$ -	
Stone Item	Y	=	\$ -	

TOTAL EARTHWORK SECTION ITEMS 5 \$ 17,885,380

SECTION 2. STRUCTURAL SECTION					
Item desc.	Unit	Quantity	Unit Price (\$)	Cost	
Borrow Asphalt Concrete Base	LF	x	= \$	-	
Borrow Base Soil Subgrade	CY	x	= \$	-	
Old Paving Asphalt Concrete Pavement	SQYD	x	= \$	-	
Borrow Gravelly Road	CY	x	= \$	-	
Class 1 Aggregate Subbase	CY	x	= \$	-	
Class 2 Aggregate Base	CY	69.802	= 29.02	= 2,005.240	
Asphalt Treated Portemante Base	CY	x	= \$	-	
Spent Saw	TON	x	= \$	-	
Asphalt Portland Cmg Seal Coat	TON	x	= \$	-	
Asphalt Emulsion (Polymer Modified)	TON	x	= \$	-	
Sawcutting (Type XX)	TON	x	= \$	-	
Stall Seal	TON	x	= \$	-	
Recycled Asphalt Concrete Surface	CY	x	= \$	-	
Hot Mix Asphalt (Type D)	10,532	= 120.00	= 1,362.000		
Minor Hot Mix Asphalt	TON	x	= \$	-	
Rubberized Hot Mix Asphalt (Cold Chopped)	TON	x	= \$	-	
Geosynthetic Reinforcement Fabric	SF	x	= \$	-	
Severance Traffic Strip Paving - Type III Bitumen	CYA	x	= \$	-	
Pave Hot Mix Asphalt Edge	LF	x	= \$	-	
Pave Hot Mix Asphalt (Minor Area)	SQYD	x	= \$	-	
Track Seal	TON	x	= \$	-	
Concrete Pavement	CY	112.063	= 870.00	= 97,505.460	
Reinforce Concrete Reinforcement (Tapped Strength)	CY	x	= \$	-	
Soil Placement Joint	LF	386.000	= 0.50	= 193.000	
Soil Lap Welding - 50,000 PSI	LF	x	= \$	-	
Asphalt Spalled Joint - Shoulder Curing	SQYD	x	= \$	-	
Soil Lap Welding - Shoulder Curing	LF	x	= \$	-	
Gravel Lining Concrete Pavement	SQYD	x	= \$	-	
Gravel Lining Concrete Pavement	SQYD	x	= \$	-	
Minor Concrete (Minor) Joint	CY	x	= \$	-	
Minor Concrete (Resurface) Paving	SQYD	x	= \$	-	
Use Concrete Flow (J-Lite)	CY	45.025	= 95.33	= 4,294.230	
TOTAL STRUCTURAL SECTION ITEMS					\$ 218,868.190

Excerpt from May 2014 Draft Project Report identifying estimated excavation volume

Page 58 of pdf document as temporarily posted for public access 6/16/14

SR-60 Truck Lanes (SCH No. 2014061054)
Comments submitted by Kathleen Dale

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Comment 10: Thomas Thornsley

	Response to Comment 10
<p style="text-align: right;">Comment Letter 10</p> <p style="text-align: center;">Thomas Thornsley 29177 Stevens Avenue, Moreno Valley, CA 92555</p> <p>August 11, 2014</p> <p>James Shankel Senior Environmental Planner Branch Chief, Environmental Studies "C" District 8, Division of Environmental Planning 464 West 4th Street, 6th Floor (MS 827) San Bernardino, California 92401-1400 james.shankel@dot.ca.gov</p> <p>Sent via E-mail</p> <p>RE: Comments on the Initial Study for the State Route 60 Climbing Lane Project</p> <p>Dear Mr. Shankel:</p> <p>As a concerned resident who lives on the east end of Moreno Valley I have concerns about development in our area. Therefore, I have taken the time to review the proposal for adding truck lanes to State Route 60 (SR-60) from Gilman Springs Road to Jackrabbit Trail and the Initial Study prepared for said project. Although the safety needs warrant the installation of these truck lanes the Initial Study (IS) does not address all of the impacts nor can I agree that with its find of no significant impact. The project will undoubtedly have a Growth Inducing Impact which is detailed below. Therefore, I cannot agree with the findings stated in the Initial Study that the Project would have no effect on Land Use, Growth, Traffic; and less than significant impacts to Air Quality. Various issues have not been listed in the project description nor addressed in the IS.</p> <p><u>Growth Inducing Impacts.</u></p> <p>The biggest flaw in the Initial Study has to do with not assessing the Growth Inducing aspect of the added truck lanes. It was explained by your staff that this project does not add an extra travel lane from Moreno Valley to Beaumont which would qualify as increasing capacity and thus having Growth Inducing effects on the region. However, adding these truck lanes, as intended, will make traveling this stretch of the highway safer thus more convenient for truck and automobile traffic that had previous avoided this route for safety concerns. Thus the truck lanes will increase usage as word gets out that the road is safer, less conflicting with truck traffic, and preferred as the shorter route of travel. By adding the truck lane the bogging down of other traffic will be greatly reduced and more vehicles can use the roadway at the same time. More trucks will likely take SR-60 to reach their destination because the truck lane and wider shoulders makes that segment of the roadway safer thus more inviting for travel. Since the highway will get more use it is only logical that the increase traffic will increase air pollution. Nothing in the analysis takes into</p>	<p>10-1. Chapter 1, Project Description, of the Initial Study/Environmental Assessment (IS/EA) has been revised and updated to include additional detail regarding the proposed project.</p> <p>10-2. The IS/EA has been revised and updated to include additional detail regarding the proposed project. The Land Use (page 2-x), Growth (page 2-x), Traffic/Transportation/Pedestrian and Bicycle Facilities (page 2-x), and Air Quality (page 2-x) sections have all been revised and include additional detail.</p> <p>10-3. The Draft IS/EA has been updated to include a Growth Section, refer to Section 2.2. The section has concluded that there is substantial reasonably foreseeable growth occurring and projected to occur in the areas surrounding the project, particularly in Moreno Valley and Beaumont. The project would not alter accessibility in any way other than by improving traffic operations along a single leg of SR 60 which may have some minor influences on growth occurring in the region as a perceived obstacle to growth (i.e. traffic) would be alleviated. However, the improvement in traffic operations would be a minor influence on growth which is already anticipated to be substantial in nature. As described above, no changes in traffic volumes would occur as a result of the project; therefore, based on traffic projections, growth would occur independent of the project.</p>

	<p>Response to Comment 10</p> <p>10-3. cont. Accordingly, there are no reasonably foreseeable direct or indirect growth-related impacts. The project would improve safety, reduce traffic congestion, and improve operational efficiency. There would be no additional capacity added, change in adjacent land use, or other potential growth-inducing activities.</p>
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<p>10-3 cont.</p> <p>consideration driving habits and how drivers might change their behavior and now choose to use this roadway. This should be analyzed.</p> <p>The IS also failed to address cumulative projects within the vicinity of this project that ultimately create a complete new truck lane from Moreno valley to Banning. Riverside County Ordinance 02-001 lists the future highway infrastructure projects that would be funded with Measure A taxes. This ordinance not only listed the SR-60 truck climbing lane through the “Badlands” it also listed adding an eastbound truck climbing lane on Interstate 10 (I-10) from the San Bernardino County line to Banning. Additionally, the proposed the World Logistics Center and ProLogis Eucalyptus Industrial Park (the Warehouses projects) along SR-60 in Moreno Valley will require highway traffic mitigation which is likely to require an additional travel lane from Redlands Boulevard to Gilman Springs to facilitate the anticipated truck traffic as part of their necessary mitigation thus completing the third lane connecting to the truck lanes. I am only slightly familiar with projects in the vicinity of the I-10 and SR-60 interchange and they too may require highway improvements to mitigate their impacts where SR-60 is currently 2-lanes each way. With the exception of that short missing segment of a third lane from Jackrabbit Road to I-10 the Project is in essence adding the first segment of a third lane stretching from Moreno Valley to Banning and the cumulative projects (adding lanes) can induce growth. Further analysis it needed.</p> <p>10-4</p> <p>Truck ADT has been shown at a constant 16% in all data provided relevant to this Project from 2002 to present and projected to 2040. This data for the past 12 years seems suspect based on the extreme rise in imported goods transport by truck from the Ports of Los Angeles and Long Beach to outlying areas and well beyond as compared to general traffic increases during the same time period. Most anyone who has regularly commuted on SR-60 over the past decade believes that there are more trucks on the roadway than ever before. While automobile traffic tends to remain relatively constant, based on commuter traffic patterns and population growth, truck traffic has likely increase significantly relevant to the recent expansion of the ports and the regions expansion into the logistics and warehousing sector. Truck traffic operates differently and trucks typically travel greater distances throughout the region moving goods from one place to another. Additionally, the initial study failed to consider how much of the truck traffic generated by the proposed Warehouse projects in Moreno Valley will utilize the proposed truck lanes due to the Projects proximity to Moreno Valley development.</p> <p><u>Failed to address the impacts associated with detouring traffic during construction.</u></p>	<p>Response to Comment 10</p> <p>10-3 Refer to Response 10.3 above. cont.</p> <p>10-4. The traffic discussion in the IS/EA has been updated and is now included as Section 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities. The new discussion in this section is based on the March 2015 Operational Analysis for Truck Lane Memorandum and the April 2015 Methodology Memorandum. Data sources and a Methodology Section have been included in the new traffic section. The commenter is concerned that the percentage of trucks within the overall traffic mix remains constant from Existing Year 2013 to Horizon Year 2040 (see Table 2). The 16-percent rate was developed using a factor established for the specific area and a certain time period (2018 Build Year) and 2040 (Horizon Year). The factor is based on traffic data available from local regional and local traffic models including: 1) Southern California Association of Governments (SCAG) Regional Travel Demand Model; 2) Riverside County Traffic Analysis Model (RivTAM); and 3) San Bernardino County Traffic Analysis Model (SBTAM). Based on analysis of this data, the percentage of trucks within the overall vehicle mix remained constant, at 16 percent.</p> <p>Despite the percentage of trucks remaining at a constant 16 percent of the vehicle mix in 2013, 2018, and 2040, the overall annual average daily truck traffic (AADT) increased. As shown in Table 2-X on page 2-X, truck traffic within the project area is expected to increase from 7,600 AADT in 2013 to 16,800 AADT in 2040, an increase of approximately 121 percent.</p>
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<p>10-5 The IS did not address construction necessitated traffic detours and those related impacts. It seems that there will be times when all traffic will have to travel on just one side of the divided highway or take other undisclosed routes all together. This increases the potential for more head-on traffic impacts when traffic is diverted to one side of the highway. When this happens traffic will not be separated by the solid divider which is currently a tremendous safety feature of the current highway. Additionally, there may be times when all traffic has to be detoured away from the canyon and that traffic will then travel on yet to be determined roadways. That likely means traffic could be diverted to secondary roadways such as Oak Valley Parkway, San Timoteo Canyon Road, Redlands Boulevard, Live Oak Canyon Road on the west and Highway 79 South (Beaumont Avenue) and Gilman Springs Road on the east. Noting has been disclosed about the potential use of alternative travel routes or how the use of them would affect the communities in which they are located. The IS needs to address use of alternative roadways to detour traffic and what assurances the affected communities have that truck traffic will not damage their roadways or cause other traffic related problems.</p> <p><u>What is the real cost of the project and who pays for it?</u></p> <p>10-6 It appears from the information provided about this Project that it is almost entirely being funded through Measure A taxes collected and disbursed by Riverside County through the RCTC. This project as a line item listing (Ordinance 02-001) was anticipated to cost \$26 million but it is now listed at over \$126 million. If the RCTC takes on the cost of the majority of this project it will essentially commit millions of the Measure A funds to this one Project quite possibly limiting its ability to fund other need traffic improvements under their jurisdiction. Riverside County utilizes the Transportation Uniform Mitigation Fee (TUMF) as a way to collect money to make major highway improvements that cross jurisdictional boundaries or multiple agencies. All of the traffic studies for warehouse development projects within the City of Moreno Valley have shown that the traffic from those projects contribute to the need for highway interchange improvements based on project impacts. Yet these projects are permitted to forgo making the improvements themselves because it is acceptable in CEQA to mitigate those impacts through the payment of the TUMF, thus leaving installation of the necessary improvements to RCTC when they have the available funding. If the County, based on its financial commitment to the Project, is left with limited available Measure A funds they may be less able to make timely improvements to the highways in Moreno Valley thus leaving necessary mitigation measures unfulfilled indefinitely. This means that the Truck Lane Project will have a ripple effect on Moreno Valley and possibly other communities in Riverside County. Therefore, this project has the likelihood to prevent the timely installation of other traffic mitigation measures thus contributing to further traffic congestion in the surrounding area.</p> <p><u>Design of the Project is not complete so how can it be accurately analyzed?</u></p> <p>10-7 A number of design elements are not defined in the Project which would seem to make it hard to address just exactly what impacts could come about or how they could be mitigated. Take for instance the lack of defined roadway widths and finish material. Without knowing the finish roadway and shoulder widths it would seem hard to calculate cut and fill, volume of finish materials needed, and the necessary volume capacities of retention basins to meet storm water discharge criteria. It is clear that the added lane and</p>	<p>Response to Comment 10</p> <p>10-5. The traffic discussion in the IS/EA has been updated and is now included as the Traffic and Transportation/Pedestrian and Bicycle Facilities section on page 2-x. This section describes and analyzes the traffic impacts during construction of the proposed project.</p> <p>The commenter also expressed concern regarding potential head-on collisions due to traffic being diverted to one side of the highway during construction. It should be noted that during traffic diversions opposing traffic will always be separated by concrete barriers to maintain safety.</p> <p>10-6. The total project cost is estimated at \$104,268,900. Funding for the project will include various federal, state, and local funding sources. Approximately \$11,309,000 is programmed to be received from local Measure A funds. Measure A funds would fund approximately 10.8% of the total project cost, while the remainder would be funded by state and federal sources. Therefore, the approximate \$11,309,000 that would be used for this project would not constitute an excessive use of Measure A funds and would not prevent the funding of other local transportation projects.</p> <p>10-7. The project description in Section 1.3 of the IS/EA has been revised to include more project detail, including lane and shoulder widths.</p>
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<p>10-7 cont.</p> <p>paved shoulders created more surface area and thus more run-off when it rains. Water quality regulations require that the run-off drain into settling areas for water cleansing. This project appears to be just barely able to provide the necessary basins (based on an unknown design) and if the widest option is utilized even larger retention areas may be needed but unavailable.</p> <p>10-6 cont.</p> <p>The failure to complete the design in advance might explain the \$25 million variation (and 25% variation) in the construction budget to which Caltrans is not the responsible party and thus may not care that this financial difference could significantly contribute to other highway improvement projects in the regions. I would like to know who is financially accountable for this Project and who has the final say on what design is utilized to achieve the Project objective. Again, the financial impacts associated with this project could contribute to secondary traffic impacts. I really hope that Riverside County has not given Caltrans a blank check at the expense of making sure this is a fiscally responsible project.</p> <p><u>Editorializing</u></p> <p>I have often wondered why the State of California does not impose a traffic mitigation fee on development that can be shown to have a direct affect roadways under their jurisdiction. One only has to consider the volume of cargo transported by truck on the states freeway system to understand that this has a major impact not only on traffic congestion but on road ware. The Warehouse projects alone are expected to contribute from 15 to 20 thousand daily truck trips in and out of the area at build out and all will likely reach their destination via SR-60. Cities and Counties utilize impact fees or tipping fees to pay for road improvements and repair brought on by development, trash or gravel haulers and so forth. Our current system of widening roadways or adding truck lane to accommodate traffic is a never ending cycle (I'm old enough to know) of more growth means more capacity which means more growth potential. When you read that the Ports of LA and Long Beach now brings in over 30% of all goods imported into America you realize the sheer volume of trucks being used to move those goods. There has to be a better way than adding lanes. One would hope that we could highly utilize rail to move cargo out of our congested area without putting tens of thousands of extra truck on our highways every day.</p> <p>10-3 cont.</p> <p>In conclusion, it would appear that further study and analysis of this project is necessary in light of other known projects in the area proposed or planned that cumulatively with this Project have Growth Inducing potential not addressed in the Initial Study. Thank you for the opportunity to comment on the Initial Study for the SR-60 Truck Lane Project. I request to be informed of any future meetings, public hearings, or the availability of related material to this project or other considerations for projects involving SR-60 through the Moreno Valley area. Feel free to contact me if you have any questions regarding my comments.</p> <p>10-8</p> <p>Sincerely, <i>Thomas Thornsley</i> Thomas Thornsley 909-797-1397 e-mail: tomthornsley@hotmail.com</p>	<p>Response to Comment 10</p> <p>10-7 cont. This information was known at the time the analyses were conducted; however, the project description in the Draft IS/EA did not reflect this level of detail. The Hydrology and Flooding section (page2-X) and the Water Quality and Stormwater section in this IS/EA provide an updated discussion of drainage improvements associated with the proposed project.</p> <p>10-6 cont. As explained in Response to Comment 10-6, above, Riverside County Measure A funds will account for approximately 10.8% of the total project cost. The remaining funds will be from various state and federal funds. More detail regarding project cost and funding sources is provided on page X of the IS/EA.</p> <p>SR-60 is a state highway. As such, Caltrans is the responsible agency for this facility and has final approval on any improvements made.</p> <p>10-3 cont. The IS/EA provides additional and updated information regarding potential growth-inducing project impacts and cumulative impacts. The revised sections on Growth and Cumulative Impacts can be found on pages 2-X and 2-X, respectively.</p> <p>10-8. As requested, Mr. Thornsley will be added to the project distribution list and will receive future information regarding the project and notification of any future public meetings.</p>
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Comment 11: Corinne Orozco

<p>STATE ROUTE 60 (SR-60) TRUCK LANES PROJECT COMMENT CARD</p> <p>July 31, 2014 • Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553 Comment Letter 11</p> <hr/> <p>Name: <u>Corinne Orozco</u> Phone: () Date: <u>7/31/14</u></p> <p>Address: _____</p> <p>Affiliation: _____ Email: _____ 11-3</p> <p>Comment(s): <u>Oppose 60 Truck project</u> <u>and Warehousing as a sustainable</u> <u>future!</u></p> <hr/> <p><small>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.</small></p> <p>Comments are due by Monday, August 11, 2014 <input type="checkbox"/> I request to be on the Project Mailing List.</p> <p>Meeting Accommodations:</p> <ul style="list-style-type: none"> • 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? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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: <p style="text-align: center; font-size: small;"><i>To accommodate persons with disabilities, this card will be made available in alternate formats upon request.</i></p>	<p>Response to Comment 11</p> <p>11-3. Thank you for your comment. Your opposition to the planned State Route 60 Truck Lanes Project is noted for the record.</p>
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Comment 11: Corinne Orozco, Public Hearing Court Reporter Transcript

 <p>11-2 [19 CORINNE OROZCO: I would like to request that a 20 thorough environmental impact report be completed, and I 21 oppose warehousing. 22 23 24 25</p> <p>Page 13 4 (Pages 10 - 13)</p> <p>Veritext National Deposition & Litigation Services 866 299-5127</p>	<p>Response to Comment 11</p> <p>11-2. Opposition by the commenter to warehousing projects is noted. A combined California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) document (i.e., an Initial Study/Environmental Assessment) has been prepared for the project; however, only the CEQA portion is discussed in this response based on the comment provided. 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 or minimization measures are included in the project to a point where clearly no significant effect on the environment would occur. For the proposed project, an IS with Proposed MND was prepared under CEQA to determine whether the project would result in a significant effect on the environment. Based on the analysis contained in the IS that was circulated for public review from June 16 to August 14, 2014, the proposed State Route 60 (SR-60) Truck Lanes project would not result in any significant effects on the environment with the implementation of the avoidance, minimization, and/or mitigation measures that have been included.</p>
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	<p>Response to Comment 11</p> <p>11-2. cont. The avoidance, minimization, and mitigation measures to be implemented as part of the project can be found in the Environmental Commitments Record that was included in the IS/EA. Because the project would not result in any significant effects on the environment following the implementation of the identified avoidance, minimization, and mitigation measures, the preparation of EIR is not warranted under CEQA.</p>
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Comment 12: Melody Lardner

Comment Letter 12

From: malardner@aol.com
Sent: Monday, August 11, 2014 6:50 PM
To: Climbinglane@DOT
Subject: SR-60 Truck Lanes

12-1 The first issue I have with this project - why is the project not readily visible when going to Caltrans District 8 projects in Riverside County. If one goes to the following web page: <http://www.dot.ca.gov/dist8/projects/riverside/index.htm> one has to know about this truck lane project as nowhere on that web page is this project shown as a district 8 project. I only know from seeing a notice that had a specific web address on where to find this document on the website. This project should have been more visible on the Caltrans District 8 website so more people would know about it. Many of us did not immediately know about this project right away and only recently became aware of it. It was not well publicized.

12-2 As to the proposed project documentation, I have a concern with the negative declaration for this project saying that the project has no impact on land use, growth, traffic and transportation facilities. This project will encourage the use of more trucks on State Hwy 60 and will further promote the proposed development of warehouses and logistic centers in the Moreno Valley and Beaumont areas. Highway 60 through Moreno Valley is already barely able to support existing traffic through the city especially during commute times and this will encourage more truck traffic on this highway. A more in depth study is warranted for this project. While I agree the highway through the badlands could at least use shoulders to allow broken down vehicles to be able to get off the roadway I am not sure this is the most appropriate place to try to accommodate more truck traffic.

12-3 I agree that the walls and lack of shoulders are an issue along this roadway and the center wall intimidates many drivers through the badlands area of Hwy 60. I have seen many cars stray over the line from the center lane into the right lane as they have trouble judging how close they are to the wall and tend to drive far to the right in that lane to avoid the wall. An emergency lane shoulder to buffer traffic away from the wall may be necessary as well as the need for an emergency shoulder on the right side for breakdowns which do occur often along this steep section of roadway.

12-4 I am not convinced that the need for a truck lane in addition to shoulders is necessary and building this lane may actually encourage more trucks to use Hwy 60 instead of I-10 and may lead to developers building more developments generating truck travel in the local area if these lanes are approved to be built and therefore may add all kinds of new issues to our area such as increased noise, increased pollution, etc. from the increase in truck traffic that this project will encourage. These issues need to be more thoroughly analyzed especially in cumulative effects.

12-5 I would like to see an accommodation for turning around traffic along this stretch of highway as when a truck does overturn or some other serious accident occurs and blocks the lanes (or there is a wildfire) traffic can be stuck on the highway for hours as there is no way to get off of the highway or turn onto the reverse direction to safely get out of the badlands when this occurs. I would like to see some controlled breaks or openings designed into the center wall at certain intervals to allow for removing traffic from the highway when an emergency occurs by being able to u-turn onto the reverse direction of the highway to exit the area.

12-6 I was also unclear why only alternatives 3 and 4 were developed besides the two considered in this document. Why was there not an alternative to add shoulders to both the outside lane and inside lane in both directions (east and westbound) without the extra truck lane (alternative 4 only considered shoulders in one direction)? An alternative like that should have been addressed as it does make sense as a viable alternative to be considered that may alleviate some of the issues on this highway.

12-7 I would like to see the project minimize the removal of the oak trees. These native trees are often very old and slow growing and would take many years to re-establish trees of their size in this area again.

12-8 I am also concerned with impacts to San Timoteo Creek where it is immediately adjacent to the eastern end of the project area. Will this creek/riparian area be entirely avoided? There is some well-established riparian vegetation (willows, oaks, etc.) immediately adjacent to the roadway in this area and although the document says the area will be avoided I am not sure how they will fit a widened roadway in there and not affect that area. I am not sure if this is the main creek or small tributary to San Timoteo Creek but appears to be wetland/riparian vegetation right next to the highway. Will this be avoided and if so how will it be protected? Or will that riparian vegetation be removed and impacted? Will work be done near here to avoid indirect impacts to wildlife in this area if not being directly impacted by construction?

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Response to Comment 12

12-1. Thank you for your comment regarding accessing the environmental document via Caltrans District website. The District is working toward changes to this website. In addition to the District's website, a *Notice of Availability of an Initial Study/Environmental Assessment Notice of Intent to Adopt a Mitigated Negative Declaration and Opportunity for Public Hearing* for the proposed project was published in several newspapers including the Press Enterprise on June 15 and July 17, and 24, 2014 and Unidos en el Sur de California (Spanish Language) on June 20 and July 18 and 25, 2014. The Draft Initial Study (Environmental Assessment (IS/EA) was available for public review from June 16 to August 14, 2014 at the Caltrans District 8 Office, Moreno Valley Library, and Beaumont Library. In addition, information was provided to the City of Moreno Valley to post on its website.

12-2. The proposed project would not add vehicle capacity to State Route 60 (SR-60) and is intended to improve safety. Additional detail regarding the analysis performed in the justification of the addition of the truck climbing and descending lanes is provided in Chapter 1 (Purpose and Need).

	<p>Response to Comment 12</p> <p>12-2. Additional detail regarding the analysis performed in the justification of the addition of the truck climbing and descending lanes is provided in Chapter 1 (Purpose and Need).</p> <p>12-3. The proposed project would include the re-construction of the median concrete barrier and inside and outside shoulders. The IS/EA includes a new figure (Figure 1-3, Build Alternative), which shows the improvements associated with the proposed project.</p> <p>12-4. As described in the draft environmental document, approximately 16 percent of the vehicle mix along the project limits is truck traffic, which has difficulty maintaining speeds along the mountainous terrain that at some locations has grades that exceed 6 percent. The proposed climbing lanes would improve safety and traffic operations for slower moving vehicles. In addition, traffic along the project alignment is anticipated to more than double from 2013 to 2040, with or without the proposed project. The addition of truck climbing and descending lanes would improve safety along this stretch and provide improved traffic operations for non-truck traffic.</p> <p>12-5. Emergency turn-out lanes or an opening in the median will not be included in the proposed project.</p>
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	<p>Response to Comment 12</p> <p>12-6. The commenter is questioning why an alternative that proposes only inside and outside shoulders (no truck lane) in both directions was not evaluated and only Alternatives 3 and 4, which propose shoulders in either the eastbound or westbound directions, were evaluated and later eliminated. The proposed project does include the construction of standard 10-foot wide inside and outside shoulders. It is speculative to assume that these alternatives would meet the project purpose and need. The project purpose and need has been updated in Chapter 1, Proposed Project, to include additional information on traffic safety, roadway deficiencies, anticipated growth, and social demands. With the projected growth in trade and truck traffic along east-west routes, traffic flow and operational performance of SR-60 through the project area would continue to worsen. As shown in the data provided in Chapter 1, 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. This is consistent with the updated project purpose and need.</p> <p>12-7. While some impact to oak trees are necessary due to their proximity to the roadway and project footprint, efforts to avoid, minimize, and mitigate these impacts will be implemented. Please see measure NC-3 for the oak tree avoidance, minimization, and mitigation efforts.</p>
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	<p>Response to Comment 12</p> <p>12-8. Riparian vegetation associated with San Timoteo Creek will be completely avoided during construction. Refer to Figure 2-20, Sheet J to observe where the riparian vegetation within San Timoteo Creek occurs in relation to the project footprint. Measures WET-4 and WET-5 have been incorporated into the project to address indirect impacts that would temporarily occur during construction of the project.</p>
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<p>12-3 cont. I also agree that where there is room to widen in the median to minimize impacts to the surrounding areas in the hills should be done wherever possible.</p> <p>12-9 Will these be mandatory truck lanes if built? Many times I see trucks ignore truck lanes and stay in with other traffic so they can maneuver around other trucks that are slower than them. But then it defeats the purpose of a truck lane to keep them separated from cars, it would seem.</p> <p>Melody Lardner Moreno Valley, CA</p> <p>2</p>	<p>Response to Comment 12</p> <p>12-3 cont. The proposed project would include the re-construction of a median concrete barrier, construction of the new truck lanes and inside shoulder, and widening and grading of the area adjacent to the truck lanes and outside shoulders to the ultimate freeway conditions. The majority of the proposed improvements would occur within the existing Caltrans right of way; however, minor amounts of right of way would be needed for slope improvements. The IS/EA includes a new figure (Figure 1-3, Build Alternative), which shows the improvements associated with the proposed project and the existing and proposed Caltrans right of way.</p> <p>12-9. The use of the truck lanes will not be mandatory. Signs will be placed along the highway encouraging slower moving traffic, such a trucks and recreational vehicles to keep right within the truck lanes.</p>
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Comment 13: Ann McKibben

	Response to Comment 13
<p style="text-align: right;">Comment Letter 13</p> <p>From: Ann McKibben [atmckibben@roadrunner.com] Sent: Monday, August 11, 2014 1:32 PM To: Climbinglane@DOT Subject: SR-60 Truck Climbing Lanes--Needs Full Environmental Review</p> <p>11 August 2014</p> <p>Via e-mail: climbinglane@dot.ca.gov</p> <p>James Shankel Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. Fourth Street, 6th Floor Mail Station 827 San Bernardino, CA 92401-1400</p> <p>Dear Mr. Shankel:</p> <p>Re: Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment, SR-60 Truck Climbing Lanes – Needs a Full Environmental Review</p> <p>13-1 I am writing to ask that Caltrans do a full environmental impact report on the SR-60 Truck Climbing Lanes to analyze all of the environmental issues related to this project. The project is comprehensive enough to need a full environmental review.</p> <p>13-2 We need to have more information on: air quality, health concerns, increased congestion on SR-60 due to increased truck traffic, quality of life issues.</p> <p>Please do a full environmental impact report on this project.</p> <p>Thank you.</p> <p>Sincerely,</p> <p><i>Ann McKibben</i></p> <p>Ann McKibben 23296 Sonnet Drive Moreno Valley, CA 92557</p> <p style="text-align: center;">1</p>	<p>13-1. A combined California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) document (i.e., an Initial Study/Environmental Assessment [IS/EA]) has been prepared for the project; however, only the CEQA portion is discussed in this response based on the comment provided. 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 or minimization measures are included in the project to a point where clearly no significant effect on the environment would occur. For the proposed project, an IS with Proposed MND was prepared under CEQA to determine whether the project would result in a significant effect on the environment. Based on the analysis contained in the Initial Study that was circulated for public review from June 16 to August 14, 2014, the proposed State Route 60 Truck Lanes 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.</p>

	<p>Response to Comment 13</p> <p>13-1. 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 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 is not warranted under CEQA.</p> <p>13-2. The IS/EA has been updated to include Air Quality and Traffic and Transportation sections. The results of these sections conclude that the proposed project would not result in significant traffic, air quality, or health impacts.</p>
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Comment 14: Ron Roy

<p>From: Ron Roy [rroy310@gmail.com] Sent: Monday, August 11, 2014 9:23 PM To: Climbinglane@DOT Subject: SR-60 Truck Lanes: Errors in Noise Study and other concerns. Attachments: Ron Roy Beaumont NOISE Comment Letter SR 60 Truck Lanes San Timoteo Canyon Area.docx; Ron Roy Beaumont PICTURE OF AREA SUBJECT TO EXCESSIVE TRUCK ENGINE NOISE SR 60 TRUCK LANES.docx</p> <p>Categories: Red Category</p> <p>To: James Shankel, Senior Environmental Planner California Department of Transportation Division of Environmental Planning Email: Climbinglane@dot.ca.gov</p> <p>From: Ron Roy Beaumont, California</p> <p>Re: "SR-60 Truck Lanes: Noise Analysis"</p> <p>Dear Mr. Shankel:</p> <p>14-1 Please submit my 2 attachments (a letter and a picture reference) to the official record as a comment to the SR-60 Truck Lane Project. Also please reply as to how you and your agency can resolve satisfactorily my noise and other concerns here.</p> <p>Addressing and resolving these concerns can go a long way in showing me Caltrans is a thoughtful, innovative, concerned, and human sensitive receptor friendly agency in mitigating the noise pollution along the section of the SR60 route I'm concerned about.</p> <p>Thank You Ron Roy rroy310@gmail.com</p>	<p>Response to Comment 14</p> <p>14-1. The letter and the picture reference have been added to the official project record. As required by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), Caltrans as the lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft Initial Study/ Environmental Assessment (IS/EA) and shall prepare a written response to each comment received on the adequacy of the environmental analysis presented in the Draft IS/EA. The written responses have been included as Appendix G in the IS/EA.</p>
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Ron Roy: SR-60 Truck Lanes: Noise concerns: San Timoteo Canyon: Beaumont

August 11, 2014

To: James Shankel, Senior Environmental Planner
California Department of Transportation
Division of Environmental Planning
Email: Climbinglane@dot.ca.gov

From: Ron Roy
Beaumont, California

Re: "SR-60 Truck Lanes: Noise Analysis

State Route 60 Truck Lanes Project

RIVERSIDE COUNTY, CALIFORNIA
DISTRICT 8 – RIV – 60 (PM 22.10 /26.50)
0N69U/0812000307

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

To whom it may concern:

I live in the Fairways development in Beaumont, which is approximately 1-2 miles North of SR60 as the route descends easterly out of the Badlands and traverses along the Southern end of San Timoteo Creek (see attached Picture) into the SR60/I10 interchange in Beaumont.

During the night, especially 12am-7am, we hear an excessive noise source generated from engine compression when Trucks downshift as they descend the eastbound grade. This is in addition to the other noise sources (engine rpm, tire friction, axels, horns, braking, etc.) generated by the trucks.

14-2

Your noise analysis indicates that noise measurements were only taken at non-peak hours in the mornings and only for 15 minute intervals. These measurements do not fully, or accurately reflect the actual noise conditions on this Route 60 section that occur in peak hours or at other critical times (durations) throughout the 24 hour day and 7 days a week.

Response to Comment 14

14-2. Noise measurements conducted in support of the Noise Study Report were consistent with the guidance outlined in the Technical Noise Supplement (TeNS)..Table 3-1 on page 3-12 of the TeNS states that duration of measurements should be 15 to 20 minutes when traffic volumes are medium high (generally 500 to 1,000 vehicles per hour per lane). State Route 60 (SR-60) would fall under this category. With respect to the time of measurements, page 3-11 of the TeNS states that "for the sake of efficiency, highway traffic noise measurements are often not made when the highest hourly traffic noise levels occur." Therefore, the time of day that the noise measurements were conducted is consistent with the TeNS. Furthermore, these measurements were performed when traffic was flowing freely. Measurements were conducted in accordance with the procedures cited in Section 3.5 of the TeNS.

<p>Ron Roy: SR-60 Truck Lanes: Noise concerns: San Timoteo Canyon: Beaumont</p> <p>14-2 cont. [Therefore please conduct additional noise tests along the portion of the route I've indicated in the attached picture, during peak hours and throughout evening hours and at longer durations (minimum 6-8 hour durations) to obtain a more accurate measure of the noise pollution occurring here.</p> <p>14-3 [Also I'm requesting that you consider as a mitigating noise reduction (elimination) measure, the construction of landscaped earthen berms on the southern right-of-way boundary along the aforementioned route 60 section, that reach a sufficient height and depth, to reduce or otherwise eliminate the noise pollution generated from SR60 here. I would suggest that the berms reach a minimum height of 10 feet in height.</p> <p>14-4 [Please also study the impact of LA/Long Beach port scheduling which, causes trucks from these ports to arrive along SR60 along the aforementioned stretch at the times they do and in the concentrations they occur.</p> <p>14-5 [Finally please address, as another mitigation measure, the replacement of fossil fuel trucks with electric powered trucks and the electrical infrastructure required.</p> <p>I reserve the right to communicate more on this subject or other parts of the SR-60 Truck Lane Project Negative Declaration and future studies (EIR's etc). Please respond in writing via my email address below.</p> <p>Thank you</p> <p>Ron Roy EMAIL: roy310@gmail.com</p> <p>2</p>	<p>Response to Comment 14</p> <p>14-2 cont. The commenter disagrees with the location and duration of the short-term measurements that were taken. Long-term measurements were not conducted for the project area since there were no remote residential or commercial areas within 500 feet of the project corridor. The current highway traffic noise prediction model (TNM) has been validated at distances within 500 feet of the highway. According to the Traffic Noise Analysis Protocol, receptors that are located beyond 500 feet from the project area do not need to be considered for analysis unless there is a reasonable expectation that noise impacts would extend beyond that boundary.</p> <p>14-3. According to the Noise Study Report, no noise impacts were identified; therefore, mitigation measures are not required. Furthermore, mitigation such as the type suggested by the commenter would not provide abatement of noise levels at the distances referred to (1 to 2 miles).</p> <p>14-4. The commenter is requesting further study of truck traffic coming from the ports of Los Angeles and Long Beach. The proposed project would not result in new truck trips; the intent of the project is to add a new truck lane to accommodate existing and projected truck traffic along the project corridor.</p>
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Ron Roy: Beaumont SR-60 Truck Lanes: Noise Source Area:
 AREA SUBJECT TO EXCESSIVE TRUCK ENGINE NOISE (DOWNSHIFTING, ENGINE COMPRESSION)
 STATE HWY 60 AS IT DECENDS INTO SAN TIMOTEO CANYON AREA NEAR OAK VALLEY
 PARKWAY, FAIRWAYS HOUSING DEVELOPMENT, AND MORONGO GOLF RESORT



DOWN ARROWS=SOURCE LOCATIONS OF DOWNSHIFTING TRUCKS (AND OTHER TRUCK ENGINE NOISE)
 DIAGONAL ARROW: OTHER AREAS ALONG ROUTE 60 WHERE TRUCK NOISE IS GENERATED:
 NOTE: Noise travels across San Timoteo Canyon to Fairways Development (approx. 1 mile) and Morongo Golf Club.

Response to Comment 14

14-5. Construction- and operations-period emissions have been quantified and included in the proposed IS/EA. Construction emissions are summarized in Table 2-21 (Criteria Pollutant Emissions during Construction with Minimization Measures) on page 2-120, and operations emissions are summarized in Table 2-19 (Summary of CT-EMFAC-Modeled Operational Emissions) on page 2-117 in Section 2.12, Air Quality. Emissions calculations substantiate that impacts would be less than significant. No mitigation measures are required.

Comment 14: Ron Roy, Public Hearing Court Reporter Transcript

<div data-bbox="695 596 1062 1299"> <p>17 RON ROY: Ron Roy, and this is for the study 18 which is the Route 60 truck lane project between Moreno 19 Valley and Beaumont in Riverside County. 20 An issue of noise, we live approximately 1 1/2 21 miles from State Route 60 on the eastern end of the 22 project area. We're concerned about truck noise generated 23 by the downshifting of trucks in the location between the 24 summit coming out of the Badlands to the junction of the 25 10 and 60 Freeways along San Timeteo Canyon. Droning of Page 12</p> <p>1 downshifting trucks in the middle of the night between 2 midnight and dawn Monday through Friday, our canyon has 3 acoustics, unique acoustics, which magnifies the noise 4 level and distance of noise such that it reaches Fairway 5 Canyon Development with a population of 15,000 people, 6 again, only a mile and a half from the project. Okay. So 7 that's noise. 8 And then two other elements are mitigation fees. 9 Are developers along the route or in the region paying 10 development fees to pay for the project? 11 And the final one is electricity, electricity 12 grid. Will there be electrical grid to support electrical 13 vehicle traffic along the route and in conjunction with 14 the California freight mobility plant? 15 // 16 // 17 18 19 20 21 22 23 24 25 Page 13</p> </div> <div data-bbox="1066 657 1123 1063"> 14-6 14-7 14-8 </div> <div data-bbox="928 1304 1062 1328">4 (Pages 10 - 13)</div> <div data-bbox="516 1331 894 1377">Veritext National Deposition & Litigation Services 866 299-5127</div>	<p>Response to Comment 14</p> <p>14-6. A Noise Study Report was prepared for the proposed project using the latest Federal Highway Administration (FHWA) Traffic Noise Model® (TNM®). The Noise Study Report did not address noise impacts on the Fairway Canyon Development because of its distance from the State Route 60 (SR-60) project corridor (over one mile). The current TNM has been validated at distances within 500 feet of the highway. According to the Traffic Noise Analysis Protocol, receptors that are located beyond 500 feet of the project area do not need to be considered for analysis unless there is a reasonable expectation that noise impacts would extend beyond that boundary. The TNM is used for traffic flow in general and is not customizable with respect to the use of compression release engine brakes. The uses of compression brakes are intermittent and subject to a personal preference of individual truckers; therefore, they are impossible to quantify. Furthermore, the proposed project would not increase traffic along the alignment, so the use of compression brakes would be the same during the design year under the Build or No Build scenarios. The Initial Study/Environmental Assessment (IS/EA) has been updated to acknowledge that these types of noise sources exist but are intermittent and impossible to analyze.</p>
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	<p>Response to Comment 14</p> <p>14-7. As stated in Chapter 1 of the IS/EA, this is a Mixed Funded Project using Local Funds from Riverside County Transportation Commission (RCTC) as the main Project Sponsor and with participation from Caltrans, designated as the Lead Agency. Local Measure A funds, which is a ½- cent sales tax program to fund transportation projects in Riverside County, will fund most 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). Developers along the project route are not funding the proposed project.</p> <p>14-8. The proposed project does not include an electrical vehicle charging stations or any components to accommodate charging of electric vehicles.</p>
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Comment 15: Betty Masters, Public Hearing Court Reporter Transcript

	<p>1 MORENO VALLEY, CALIFORNIA 2 Thursday, July 31, 2014</p> <p>3</p> <p>4 BETTY MASTERS: I'm a retired teacher, 20497 5 Claremont Avenue, Riverside. But it's the county. It's 6 in the county, not the city. And it's 92507.</p> <p>7 For the past two years I have been looking at the 8 impacts of the World Logistics Center in particular, and 9 it's a massive logistic center that Edel Benzevi 10 (phonetic) wants to build from -- it's south of the 60. 11 It's east of Redlands to Gilman Springs, which is where 12 the eastbound would start for the project here.</p> <p>13 Now, the reason I'm extraordinarily concerned is 14 I have spent the last two years studying the draft 15 environmental impact report, the DEIR, for this massive 16 distribution center of warehouses out there. And in that, 17 the section on traffic and circulation, the section on air 18 quality, and the section that's actually a summary. And 19 so it has a summary of the significant and unavoidable 20 results that has me extremely concerned about increased 21 truck traffic. Because I am so close to the 60 -- I'm the 22 third home away from the 60 going east -- I was sent the 23 disc that's required for any residence within a certain 24 amount of feet for this project. So I have also studied. 25 I'm here after looking at the entire project. This</p> <p style="text-align: right;">Page 2</p>	
15-1	<p>1 project has -- it's a mitigated negative declaration. And 2 once I saw that, I feel like the human beings in this are 3 being kind of thrown under the bus. And the reason is -- 4 I was sitting there with the impacts from the World 5 Logistics Center. And obviously, if you're building truck 6 routes, they will be used for trucks. And the WLCEIR -- 7 and I'll just tell you which section to make sure 8 everybody knows I really have studied it. Well, it's 9 the -- on air quality. It's the significant environmental 10 effects which cannot be avoided. I didn't leave any out. 11 I included everything from the World Logistics Center, 12 just the most massive of the proposals for warehousing. 13 Under air quality -- and I won't belabor you with all of 14 these.</p> <p>15 But what I want to show you is that there are 16 one, two, three, four, five, including climate change 17 would be six. And you can see for yourself since I 18 haven't changed anything. For that one project alone, the 19 significance is they are saying their one project would -- 20 okay. Emissions would be significant and unavoidable. I 21 just pointed out significant and unavoidable. No feasible 22 mitigation is available. The WLC will produce significant 23 amounts of pollution on a daily basis, cumulative. The 24 basin right now is in non-attainment for this PM 10, the 25 larger of the particulates and ozone at present.</p> <p style="text-align: right;">Page 3</p>	
	<p>1 Construction of the proposed WLC in conjunction with other 2 planned developments would worsen the existing air 3 pollution. Greenhouse gas emissions, the project 4 greenhouse gas emissions exceed South Coast Air Quality 5 Management District, SCAQMD's recommended standard 6 I didn't bother bringing everything, but this is research 7 by a nonprofit. It's called CCAEJ from Penny Newman, who 8 is the executive director. She found herself in midlife 9 having to start a nonprofit because of the Mira Loma 10 warehousing. And I guess I'm frightened because I've been 11 working with her over the years. And last year she was 12 diagnosed -- and it's incurable -- with COPD. My primary 13 physician already knows that I'm starting, because I moved 14 into this home 22 1/2 years ago, to have some effects of 15 pollution. So it's real.</p> <p>16 And, of course, Penny, now the director, has the 17 COPD. This is from the WLC's own traffic and circulation 18 section of this DEIR. 14,600 truck trips a day. And just 19 cancers increasing, child asthma will increase. Look, 20 this is all research. There are over 200 health research 21 papers studying the general inland area residents. And 22 their information now shows the most deadly in the last 23 couple of years. There are quite a few studies now. The 24 most deadly particulates are the smallest. They were not 25 analyzed by the DEIR. So I'm thinking in my head we don't</p> <p style="text-align: right;">Page 4</p>	15-1 cont.
	<p>1 even know truly the impact of that one warehousing 2 project. And the trucks come from 75 miles away, the 3 ports of Long Beach and L.A. They travel multiple routes. 4 But for all of us along the 60, that's the main one.</p> <p>5 Okay. Now, to why I grabbed those two people 6 and -- I feel frustrated. We all know that data can be 7 skewed in a way to hide what the public might find 8 harmful. I walked by one that shows all the way across, 9 no matter what the year, there would be 16 percent truck 10 traffic. They did not indicate one way or another, but 11 they did say yes, we understand why you're troubled. That 12 16 percent is probably accurate as long as you're just 13 looking at current relationships between the existing 14 trucks and automobiles. However, this one project has 15 14,600. I showed him the path doesn't make sense. So 16 yes, they're probably using just current data. And then 17 continuing, that percentage of the total projected for 18 2040. But 10 percent of their projection for 2040 would 19 only be 10,500.</p> <p>20 Do you see what I'm saying? So what they're 21 doing -- and it looks fine as you walk by. If you don't 22 project the nature of what you're building, you are 23 building truck lanes. Do you think they're not going to 24 have an increase in the number of trucks? It wouldn't 25 even account for the one project. So their 16 percent</p> <p style="text-align: right;">Page 5</p>	15-2

2 (Pages 2 - 5)

Veritext National Deposition & Litigation Services
866 299-5127

Response to Comment 15

15-1. The commenter's primary concern appears to be about the World Logistics Center (WLC), which is a separate and entirely independent project from the SR-60 truck climbing lanes project. Trucks currently use and will continue to use this 4.4-mile segment of SR-60, with or without the installation of truck climbing lanes. It is also worth noting that the proposed project does not add capacity and is not growth inducing. While the proposed improvements would increase the number of travel lanes along a 4.4 mile segment of SR-60, there would be no effect on the number of vehicles that use the subject facility. This is because the proposed truck climbing lanes would be present between the Gilman Spring Road and 1.5-miles west of Jack Rabbit Trail. In other words, there would be no interchange location present to enter or exit SR-60 where proposed truck climbing lanes would exist. As such, no change in AADT volumes, or truck percentages (AADT and DHV), are anticipated to occur under the Build Alternative when compared to No Build at opening year 2018 or horizon year 2040.

Shown in Table 2-6 opening year 2018 PM₁₀ and PM_{2.5} emissions would be reduced under the Build Alternative when compared to the existing/baseline year 2013 emissions.

Response to Comment 15

15-1. The commenter's primary concern appears to be about the World Logistics Center (WLC), which is a separate and entirely independent project from the SR-60 truck climbing lanes project. Trucks currently use and will continue to use this 4.4-mile segment of SR-60, with or without the installation of truck climbing lanes. It is also worth noting that the proposed project does not add capacity and is not growth inducing. While the proposed improvements would increase the number of travel lanes along a 4.4 mile segment of SR-60, there would be no effect on the number of vehicles that use the subject facility. This is because the proposed truck climbing lanes would be present between the Gilman Spring Road and 1.5-miles west of Jack Rabbit Trail. In other words, there would be no interchange location present to enter or exit SR-60 where proposed truck climbing lanes would exist. As such, no change in AADT volumes, or truck percentages (AADT and DHV), are anticipated to occur under the Build Alternative when compared to No Build at opening year 2018 or horizon year 2040.

Shown in Table 2-6 opening year 2018 PM₁₀ and PM_{2.5} emissions would be reduced under the Build Alternative when compared to the existing/baseline year 2013 emissions.

	<p>Response to Comment 15</p> <p>15-1. cont. Furthermore, there would be no increase PM₁₀ or PM_{2.5} emissions under the Build Alternative when compared to the No Build Alternative at opening year 2018 or horizon year 2040.</p> <p>With regard to project GHG emissions and SCAQMD significance criteria (i.e., 10,000 metric tons per year), net project GHG emissions of 714 tons per year at opening year 2018 would be well below 10,000 metric tons. At horizon year 2040, net project GHG emissions under the Build Alternative would be reduced when compared to No Build Alternative emissions.</p> <p>And finally, mobile source air toxics (MSAT) emissions were quantified and presented in Table 2-20 (MSAT Emissions) on page 2-118 in the IS/EA. As shown therein, all MSAT emissions would be lower at opening year 2018 when compared to the existing/baseline year 2013 MSAT emissions. Net MSAT emissions at year 2040 would also be less than existing/baseline year 2013 MSAT emissions. As such, future year health risks associated with MSAT emissions are anticipated to be reduced at opening year 2018 and horizon year 2040 when compared to the year 2013 existing/baseline condition.</p>
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	<p>Response to Comment 15</p> <p>15-2. According to the traffic studies conducted for the proposed project, 16 percent of the total vehicle mix within the segment of State Route 60 (SR-60) studied for the proposed project consists of trucks. As shown in Table 2-5 on page 2-24 of the Initial Study/Environmental Assessment (IS/EA), the percentage of trucks within the overall traffic mix remains constant from Existing Year 2013 to Horizon Year 2040. The 16 percent rate was developed using a factor established for the specific area and a certain time period (2018 Build Year) and 2040 (Horizon Year). The factor is based on traffic data available from local regional and local traffic models including: 1) Southern California Association of Governments (SCAG) Regional Travel Demand Model; 2) Riverside County Traffic Analysis Model (RivTAM); and 3) San Bernardino County Traffic Analysis Model (SBTAM). Based on analysis of this data, the percentage of trucks within the overall vehicle mix remained constant, at 16 percent.</p> <p>Despite the percentage of trucks remaining at a constant 16 percent of the vehicle mix in 2013, 2018, and 2040, the overall annual average daily truck traffic (AADTT) increased. As shown in Table 2-5 on page 2-24, the AADTT within the project area is expected to increase from 7,600 in 2013 to 16,800 in 2040, an increase of approximately 121 percent.</p>
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<p>15-2 cont.</p> <p>15-3</p> <p>15-4</p>	<div> <p>1 I wouldn't account for the one project.</p> <p>2 Prologis in Moreno Valley has a vote by the city</p> <p>3 council August the 26th. They already have construction</p> <p>4 of Aldi. It's a refrigerated food warehouse along the 60.</p> <p>5 Then it's to the west of Redlands -- to the east of</p> <p>6 Redlands from the 60 all the way to the wildlife area and</p> <p>7 also going east to Gilman is the proposal for the World</p> <p>8 Logistics Center. 41.6 million square feet that would</p> <p>9 require -- this is the minimum. Some projections have as</p> <p>10 many as 29,000. And from the information I give people, I</p> <p>11 always take the minimum. I don't want to be accused of</p> <p>12 exaggerating, so I'm using this. And the 16 percent</p> <p>13 doesn't make any sense.</p> <p>14 So basically I'm saying -- I think here again,</p> <p>15 people's health is not being considered at all because</p> <p>16 this project is called the safety project. There's</p> <p>17 nothing that I want more than my health safety. If my</p> <p>18 safety was in consideration, I'd understand and support a</p> <p>19 widening of that road. But with articles from New York</p> <p>20 Times to the L.A. Times and with a paid economist John</p> <p>21 Husing pushing for this to become the world's largest</p> <p>22 inland warehousing area, I know our health isn't being</p> <p>23 considered because the data in the DEIR alone states that</p> <p>24 this would be significant and unavoidable health hazards.</p> <p>25 And it also says basically the same thing in the traffic</p> <p style="text-align: right;">Page 6</p> </div> <div> <p>1 and circulation.</p> <p>2 I haven't even dealt with that because I am</p> <p>3 concerned about my health. But in traffic and</p> <p>4 circulation, it said that this project would have</p> <p>5 considerable impact and cause. This is from -- this is a</p> <p>6 page right out of it. You may read why I'm concerned.</p> <p>7 This is a page directly out of it.</p> <p>8 By the way, I'll skip the cumulative noise levels</p> <p>9 would be higher than the city code or state. But now for</p> <p>10 transportation there are one, two, three, four, five</p> <p>11 sections like the air quality. I'm going to read what it</p> <p>12 says. Let's see. "The impacts to intersections would be</p> <p>13 significant and unavoidable." That was for 2013, which we</p> <p>14 know they didn't get off the ground. Let's go to 2017.</p> <p>15 "Impacts to these interactions would be significant and</p> <p>16 unavoidable." The build-out year is 2023. "Impacts to</p> <p>17 these intersections would be significant and unavoidable."</p> <p>18 Cumulative traffic impacts -- since the effected freeway</p> <p>19 ramps and intersections are under the jurisdiction of</p> <p>20 Caltrans, neither the project proponent nor the city has</p> <p>21 control over this specific timing or when improvements</p> <p>22 would be constructed.</p> <p>23 It is anticipated that such improvements would</p> <p>24 not be fully constructed at the opening year and there</p> <p>25 would be cumulative impacts significant and unavoidable</p> <p style="text-align: right;">Page 7</p> </div> <div> <p>1 until such time as I think it's -- I don't know Caltrans.</p> <p>2 These are -- this is technical stuff. It's all capital</p> <p>3 letters. The WRCOG and the City of Moreno Valley, through</p> <p>4 the -- and this is capital letters. It's funding source,</p> <p>5 TUMF process.</p> <p>6 So basically, it's saying very significant and</p> <p>7 unavoidable problems. And with big rigs sitting there,</p> <p>8 it's not a pretty picture. Because if they go out Gilman</p> <p>9 and go east, this project is made specifically, I think,</p> <p>10 to help the World Logistics. But it's saying to get there</p> <p>11 there's going to be a backup. There's going to be</p> <p>12 congestion. This whole valley is not able to dispel</p> <p>13 through wind currents much of the pollution.</p> <p>14 UCR and many others have reported on the</p> <p>15 topography of this specific valley and have stated that it</p> <p>16 is like a caldron. So it has slow winds. The inversion</p> <p>17 layers and the heat, it's like a caldron in which you put</p> <p>18 these pollutants. And it makes it more unhealthy for the</p> <p>19 people of this valley, and we definitely should not be</p> <p>20 considering such projects. So if they call it safety, but</p> <p>21 in reality they're building truck lanes, the -- I'm</p> <p>22 looking at that whole list there. None of that was</p> <p>23 significant for me because truck lanes cause trucks to</p> <p>24 roll on them more easily. And there's not anything there</p> <p>25 that's really telling the public what this is all about.</p> <p style="text-align: right;">Page 8</p> </div>	<p>Response to Comment 15</p> <p>15-3. The commenter is concerned with the air quality impacts associated with warehousing development within the project region. As explained in the Purpose and Need section in Chapter 1, Proposed Project, the purpose of the proposed project is to improve operations along SR-60, which would result in safety benefits along the roadway. The results of the air quality study performed for the proposed project are briefly discussed below in Response to Comment 15-5 and in Section 2.12, Air Quality, in the IS/EA.</p> <p>15-4. The commenter is citing health hazard impacts from the Draft EIR for the World Logistics Center and is not commenting on the adequacy of the Draft IS/EA prepared for the proposed project.</p> <p>15-5. The local topography and climate condition would be the same under the Build Alternative and No Build Alternative. As shown in Table 2-6 (Summary of CT-EMFAC-modeled Operational Emissions) and Table 2-20 (MSAT Emissions) on page 2-118, criteria pollutant and MSAT emissions would also be similar under the Build Alternative when compared to the No Build Alternative at Opening Year 2018 and Horizon Year 2040.</p>
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Comment 16: Madelene Muntz, Public Hearing Court Reporter Transcript

<div data-bbox="525 277 1029 909"> <p>4 5 MADELENE MUNTZ: I'm comfortable with the project 6 as it has been outlined. However, with the statewide 7 accident rates being double on that route, I am 8 uncomfortable that until we begin the project in 2017, I 9 don't hear any mitigation resources being used to bring 10 the -- to lower the accident rate. For example, has 11 consideration been given to a designated truck lane only 12 in each direction both west and south so that trucks are 13 not allowed to move from one lane to the other? Or heaven 14 forbid during the high-traffic volume periods, which would 15 be rush hour in the morning and rush hour in the 16 afternoon, to even stop truck traffic by saying from 6:00 17 to 9:00 in the morning no trucks and from 4:00 to 7:00 in 18 the evening no trucks, but some mitigation measures 19 because we do have such a high accident rate now. 20 Additionally, for the cars, because I assume that 21 their interaction with the excessive speed is causing it, 22 have we asked for highway patrol to step up the 23 enforcement of the speed limits on that route? I do note 24 that we installed electric signs which say, "Slow down. 25 You're speeding." But people tend to not allow a sign to</p> <p style="text-align: right;">Page 9</p> </div> <div data-bbox="1071 308 1144 925"> <p>16-1</p> <p>16-2</p> </div> <div data-bbox="865 919 1031 953" data-label="Text"> <p>3 (Pages 6 - 9)</p> </div> <div data-bbox="252 950 791 1015" data-label="Text"> <p>Veritext National Deposition & Litigation Services 866 299-5127</p> </div>	<h3>Response to Comment 16</h3> <p>16-1. The commenter is expressing general support for the project. As the commenter notes, safety is an issue within the project area. Due to 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. 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 tight curves and narrow shoulders along the roadway restrict the sight distances of drivers, resulting in collisions. The improvements proposed as part of the project would address these safety issues. There are no other related specific measures that would address these safety issues.</p> <p>16-2.</p>
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<div data-bbox="189 211 873 438"><div data-bbox="189 211 315 438">16-2 cont.</div><div data-bbox="315 211 873 438"><div data-bbox="315 211 336 438">1</div><div data-bbox="336 211 873 438">cause their foot to be released from the gas. So maybe</div></div><div data-bbox="315 276 873 438"><div data-bbox="315 276 336 438">2</div><div data-bbox="336 276 873 438">stepped up enforcement can be used.</div></div><div data-bbox="315 308 873 438"><div data-bbox="315 308 336 438">3</div><div data-bbox="336 308 873 438">Those are my concerns and I appreciate the</div></div><div data-bbox="315 341 873 438"><div data-bbox="315 341 336 438">4</div><div data-bbox="336 341 873 438">opportunity to express them. My street address is 23916</div></div><div data-bbox="315 373 873 438"><div data-bbox="315 373 336 438">5</div><div data-bbox="336 373 873 438">Creekwood Drive, Moreno Valley, 92557. And the e-mail</div></div><div data-bbox="315 406 873 438"><div data-bbox="315 406 336 438">6</div><div data-bbox="336 406 873 438">mdmunt@AOL.com.</div></div></div>	<div data-bbox="1180 203 1558 246">Response to Comment 16</div> <div data-bbox="1180 251 1633 328">16-2 See response 16-2 above. cont.</div>
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Comment 17: George Price, Public Hearing Court Reporter Transcript

<p>17-1</p> <p>17-2</p> <p>17-3</p>	<p>8 GEORGE PRICE: George Price, and I'm a member of 9 the city council, district 3. 10 I'm glad to see this project. You know, I know 11 it's been a safety concern for a long time. I know that 12 some improvements were done a couple years ago. My only 13 concern is are there any provisions -- and actually, 14 somebody brought it up to me tonight. Are there any 15 provisions for an escape route if there's an accident. 16 Because right now if there's an accident and the freeway's 17 closed, people are trapped because there's no exits for 18 quite a ways. And I believe further down on the 10 they 19 installed some exit gates. I'm not sure exactly what 20 they're called. But if they would do something like that 21 to ensure that if there's an emergency, people can at 22 least turn around and go back the other way and not be 23 stranded for hours. 24 Also, it looks like -- not that I'm going to be 25 around in 2040, but they're expecting over double the Page 10 1 amount of vehicles. So I hope that there are plans to 2 allow additional right-of-way for expansion of that when 3 it's needed. And, you know, all the environmental impact 4 reports, every time we do a project we get sued by 5 somebody. So I want to make sure that everything is 6 done -- the EIR is done correctly, not that I doubt 7 Caltrans, but because I don't want the project delayed on 8 a technicality. So if we can get the EIR complete, 9 thorough. 10</p>	<p>Response to Comment 17</p> <p>17-1. The proposed project does not include plans for an additional on- or off-ramp within the project study area.</p> <p>17-2. A new figure has been added to the project description; refer to Figure 1-3 in the Initial Study/Environmental Assessment. The new figure shows the existing and proposed right of way that will be needed for the project.</p> <p>17-3. A combined California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) document (i.e., an Initial Study/Environmental Assessment) has been prepared for the project; however, only the CEQA portion is discussed in this response based on the comment provided. 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 may be prepared in lieu of an EIR if avoidance or minimization measures are included in the project to a point where clearly no significant effect on the environment would occur. For the proposed project, an Initial Study with Proposed Mitigated Negative Declaration was prepared under CEQA to determine whether the project would result in a significant effect on the environment.</p>
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866 299-5127

4 (Pages 10 - 13)

	<p>Response to Comment 17</p> <p>17-3. cont. Based on the analysis contained in the Initial Study that was circulated for public review from June 16 to August 14, 2014, the proposed State Route 60 Truck Lanes 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 was included in the Initial Study/Environmental Assessment. 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 is not warranted under CEQA.</p>
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Comment 18: Deanna Reeder, Public Hearing Court Reporter Transcript

<div data-bbox="275 1070 317 1091" data-label="Text"> <p>18-1</p> </div> <div data-bbox="344 1015 632 1159" data-label="Text"> <p>11 DEANNA REEDER: I don't believe the documents 12 supplied adequately address the amount of increased truck 13 traffic that adding these two lanes will add to the 60 14 freeway. So I want a full EIR to make sure that the truck 15 traffic is accurately addressed. And I'm not opposed to 16 it as long as they do a full EIR. But without a full EIR, 17 we don't have enough information to make an informed 18 decision.</p> </div> <div data-bbox="879 1305 1008 1328" data-label="Text"> <p>4 (Pages 10 - 13)</p> </div> <div data-bbox="493 1330 850 1373" data-label="Text"> <p>Veritext National Deposition & Litigation Services 866 299-5127</p> </div>	<div data-bbox="1178 266 1556 302" data-label="Section-Header"> <h3>Response to Comment 18</h3> </div> <div data-bbox="1178 315 1908 1053" data-label="Text"> <p>18-1. The Initial Study/Environmental Assessment (IS/EA) has been updated to include a Traffic/Transportation/Pedestrian and Bicycle Facilities section that summarizes the construction and operational traffic impacts associated with the proposed project. The proposed project is not a capacity-increasing project. As shown in Table 2-5 of Traffic/Transportation section of the IS/EA, the annual average daily traffic and truck percentages (annual average daily traffic and design hour volume) would be the same under the No Build and Build conditions in Years 2018 and 2040. The proposed project does not add additional truck traffic to State Route 60 (SR-60) and would not result in traffic impacts. The purpose of the proposed project is to improve operational characteristics along this segment of SR-60. This project would improve freeway operations by providing for trucks and other slow vehicles that face challenges on this segment and increase delays.</p> </div> <div data-bbox="1270 1066 1908 1269" data-label="Text"> <p>A combined California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) document (i.e., an IS/EA) has been prepared for the project; however, only the CEQA portion is discussed in this response based on the comment provided.</p> </div>
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	<p>Response to Comment 18</p> <p>18-1. cont. 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 or minimization measures are included in the project to a point where clearly no significant effect on the environment would occur. For the proposed project an IS with Proposed MND was prepared under CEQA to determine whether the project would result in a significant effect on the environment. Based on the analysis contained in the IS that was circulated for public review from June 16 to August 14, 2014, the proposed State Route 60 Truck Lanes Project would not result in any significant effects on the environment with the 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 was included in the IS/EA. Because the project would not result in any significant effects on the environment following the implementation of the identified avoidance, minimization, and mitigation measures, the preparation of an EIR is not warranted under CEQA.</p>
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Comment 19: Michael McCoy

STATE ROUTE 60 (SR-60) TRUCK LANES PROJECT July 31, 2014 • Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553 Comment Letter 19		COMMENT CARD
Name: <u>Michael McCoy</u>	Phone: <u>(951) 951-2426</u>	Date: <u>7-31-2014</u>
Address: <u>10304 Crossing Green Cir, Moreno Valley, CA 92557</u>		
Affiliation: <u>none except MoVal citizen</u>	Email: <u>mikeandnan@mac.com</u>	
Comments: <u>This is a worthy project. On the drawings, please indicate the location of the eastbound and westbound summits. Text should state how long it is from start or end of project to the summits, such as "9,000 ft or 1.9 mi eastbound". Also please save as many of the oldest oaks as possible.</u>		
<small>Comments on the Project may be submitted during the open forum public hearing, climbinglane@dot.ca.gov, provided verbally to the court reporter, or submitted by mailing this postcard.</small>		
Comments are due by Monday, August 11, 2014 <input type="checkbox"/> I request to be on the Project Mailing List.		
Meeting Accommodations:		
• How did you hear about this public meeting or project? <u>Community activists</u>		
• If you are limited in your ability to communicate in English, were your communication needs adequately met? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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:		
<hr/> <small>To accommodate persons with disabilities, this card will be made available in alternate formats upon request.</small>		

Response to Comment 19

- 19-1.** A Build Map has been added to the project description; refer to Figure 1-3 in the Initial Study/Environmental Assessment (IS/EA). The new figure shows the project limits as well as the eastbound truck climbing lane and a westbound truck descending lane. As stated in the project description, the project is located in the County of Riverside between Gilman Springs Road, Post Mile (PM) 22.10 and 1.5 miles west of Jack Rabbit Trail, PM 26.50.
- 19-2.** Although some oaks will be impacted due to their proximity to the roadway and project footprint, efforts to avoid, minimize, and mitigate these impacts will be implemented. Please see measure **NC-3** in the Biological Resources Section of the IS/EA.

Comment 20: Nagwa Kassem

<p>STATE ROUTE 60 (SR-60) TRUCK LANES PROJECT COMMENT CARD</p> <p>July 31, 2014 • Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553 Comment Letter 20</p> <hr/> <p>Name: <u>Nagwa Kassem</u> Phone: <u>(909) 796-7141</u> Date: <u>07/31/14</u></p> <p>Address: <u>11479 Aster Street, Loma Linda, CA 92354</u></p> <p>Affiliation: <u>Ontario Professional Engineer</u> Email: <u>nkassem2000@yahoo.com</u></p> <p>Comments: <u>The project is needed for safety now and in the future.</u> I²⁰⁻¹</p> <hr/> <p><small>Comments on the Project may be submitted during the open forum public hearing, climbinglane@dot.ca.gov, provided verbally to the court reporter, or submitted by mailing this postcard.</small></p> <p>Comments are due by Monday, August 11, 2014 <input type="checkbox"/> I request to be on the Project Mailing List.</p> <hr/> <p>Meeting Accommodations:</p> <ul style="list-style-type: none"> • How did you hear about this public meeting or project? <u>From my daughter</u> • If you are limited in your ability to communicate in English, were your communication needs adequately met? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 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? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 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: <hr/> <p><small>To accommodate persons with disabilities, this card will be made available in alternate formats upon request.</small></p>	<p>Response to Comment 20</p> <p>20-1. The support for the proposed State Route 60 Truck Lanes Project has been noted.</p>
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Comment 21: Susan Nash

AN EIR/EIS must be prepared! ²¹⁻¹

STATE ROUTE 60 (SR-60) TRUCK LANES PROJECT **COMMENT CARD**
 July 31, 2014 • Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553 **Comment Letter 21**

Name: Susan Nash Phone: (909) 228-6710 Date: 31 July 14 ²¹⁻²

Address: P.O. Box 4266 Idyllwild, CA

Affiliation: Friends of the Northern San Jacinto Valley Email: snash22@earthlink.net

Comments: This presentation failed to justify the MND - no discussion of significant impacts, not identified and no discussion of why/how the mitigation reduced to nonsignificance - Fish Game Code 2826 requires full CEQA for NCCP/MSHCP

Comments on the Project may be submitted during the open forum public hearing, climbinglane@ddc.ca.gov, provided verbally to the court reporter, or submitted by mailing this postcard. ²¹⁻³

Comments are due by **Monday, August 11, 2014** ☒ I request to be on the Project Mailing List.

Meeting Accommodations:

- How did you hear about this public meeting or project? Caltrans
- 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:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

Response to Comment 21

21-1. Under the California Environmental Quality Act (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 may be prepared in lieu of an EIR if avoidance or minimization measures are included in the project to a point where clearly no significant effect on the environment would occur. For the proposed project, an Initial Study (IS) with Proposed Mitigated Negative Declaration was prepared under CEQA to determine whether the project would result in a significant effect on the environment. Based on the analysis contained in the IS that was circulated for public review from June 16 to August 14, 2014, the proposed State Route 60 (SR-60) Truck Lanes 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 was included in the IS/EA.

	<p>Response to Comment 21</p> <p>21-1. 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 is not warranted under CEQA.</p> <p>Under the National Environmental Policy Act (NEPA), the determination to prepare an Environmental Impact Statement (EIS) is based on context and intensity and whether the project as a whole would significantly affect the quality of the human environment. If there is no evidence to support that determination, then an Environmental Assessment (EA) is prepared. For the proposed project, there was no evidence to support the preparation of an EIS; therefore, an EA was prepared. Based on the analysis contained in the IS/EA, it was concluded that the proposed project as a whole would not significantly affect the quality of the human environment under NEPA. Therefore, the preparation of an EIS is not warranted.</p> <p>21-2. The purpose of the presentation portion of the public meeting was to introduce the project, discuss the history and need for the proposed project, present accident data, and to provide a project timeline.</p>
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	<p>Response to Comment 21</p> <p>21-2. The California Department of Transportation cont. (Caltrans), Riverside County Transportation Commission, and consultants were available at various stations during the public meeting to discuss specifics of the project, including environmental issues, and to answer questions related to the project. The IS/EA for the SR-60 Truck Lanes project that was circulated for public review from June 16 to August 14, 2014 provided a discussion of the project's impacts and mitigation measures.</p> <p>21-3. As discussed in Chapter 3 of this environmental document the project received the MSHCP consistency determination from CDFW and USFWS on DATE. All discussions in the biological resources sections of this environmental document reference applicable parts of the Western Riverside County Multiple Species Habitat Conservation Plan.</p>
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Comment 22: Jeffry Giba

STATE ROUTE 60 (SR-60) TRUCK LANES PROJECT July 31, 2014 • Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553		COMMENT CARD Comment Letter 22
Name: <u>Jeffrey Giba</u>	Phone: <u>(951) 334-6623</u>	Date: <u>7/31/14</u>
Address: <u>22701 Springmist DR. Moreno Valley, CA 92557</u>		
Affiliation: <u>Self/PC Member</u>	Email: <u>jgiba@keagan.com</u>	
Comments: <u>I would consider this a RM EIR with detailed traffic study. The potential increase in traffic flow I don't believe has been properly studied to suggest a Neg Dec.</u>		
<small>Comments on the Project may be submitted during the open forum public hearing, climbinglane@dot.ca.gov, provided verbally to the court reporter, or submitted by mailing this postcard.</small> Comments are due by Monday, August 11, 2014		
<input checked="" type="checkbox"/> I request to be on the Project Mailing List.		
Meeting Accommodations:		
<ul style="list-style-type: none"> • How did you hear about this public meeting or project? <u>Sent to me via Email</u> • If you are limited in your ability to communicate in English, were your communication needs adequately met? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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: 		
<small>To accommodate persons with disabilities, this card will be made available in alternate formats upon request.</small>		

Response to Comment 22

22-1. A combined California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) document (i.e., an Initial Study/Environmental Assessment [IS/EA]) has been prepared for the project; however, only the CEQA portion is discussed in this response based on the comment provided. 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 or minimization measures are included in the project to a point where clearly no significant effect on the environment would occur. For the proposed project an IS with Proposed MND was prepared under CEQA to determine whether the project would result in a significant effect on the environment. Based on the analysis contained in the Initial Study that was circulated for public review from June 16 to August 14, 2014, the proposed State Route 60 Truck Lanes project would not result in any significant effects on the environment with the implementation of the avoidance, minimization, and/or mitigation measures that have been included.

	<p>Response to Comment 22</p> <p>22-1. cont. The avoidance, minimization, and mitigation measures to be implemented as part of the project can be found in the Environmental Commitments Record that was included in the IS/EA. Because the project would not result in any significant effects on the environment following the implementation of the identified avoidance, minimization, and mitigation measures, the preparation of an EIR is not warranted under CEQA.</p> <p>The Initial Study/Environmental Assessment (IS/EA) has been updated to include a Traffic/Transportation section that summarizes the construction and operational traffic impacts associated with the proposed project. The proposed project is not a capacity-increasing project. As shown in Table 2-5 of the Traffic/Transportation/Pedestrian and Bicycle Facilities section of the IS/EA, the annual average daily traffic and truck traffic would be the same under the No-Build and Build conditions in Years 2018 and 2040. The proposed project does not add additional truck traffic to State Route 60 (SR-60) and would not result in traffic impacts. The purpose of the proposed project is to improve operational characteristics along this segment of SR-60. This project would improve freeway operations by providing for trucks and other slow vehicles that face challenges on this segment and increase delays.</p>
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Comment 23: Lindsay Robinson

STATE ROUTE 60 (SR-60) TRUCK LANES PROJECT July 31, 2014 • Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553		COMMENT CARD Comment Letter 23
Name: <u>Lindsay Robinn</u>	Phone: (951) <u>485-7276</u>	Date: <u>7/31/14</u>
Address: <u>28399 Black Oak</u>		
Affiliation: <u>Resident</u>	Email: <u>L.R92555@aol.com</u>	
Comment(s): <u>Full EIR Please</u>		
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 Monday, August 11, 2014 <input checked="" type="checkbox"/> I request to be on the Project Mailing List.		
Meeting Accommodations:		
<ul style="list-style-type: none"> • How did you hear about this public meeting or project? <u>resident email</u> • If you are limited in your ability to communicate in English, were your communication needs adequately met? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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: 		
To accommodate persons with disabilities, this card will be made available in alternate formats upon request.		

Response to Comment 23


23-1. A combined California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) document (i.e., an Initial Study/ Environmental Assessment [IS/EA]) has been prepared for the project; however, only the CEQA portion is discussed in this response, based on the comment provided. 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 MND may be prepared in lieu of an EIR if avoidance or minimization measures are included in the project to a point where clearly no significant effect on the environment would occur. For the proposed project, an Initial Study with Proposed MND was prepared under CEQA to determine whether the project would result in a significant effect on the environment. Based on the analysis contained in the IS that was circulated for public review from June 16 to August 14, 2014, the proposed 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.

	<p>Response to Comment 23</p> <p>23-1. cont. The avoidance, minimization, and mitigation measures to be implemented as part of the project can be found in the Environmental Commitments Record that was included in 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 is not warranted under CEQA.</p>
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Comment 24: Debra Craig

<p>STATE ROUTE 60 (SR-60) TRUCK LANES PROJECT</p> <p>July 31, 2014 • Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553</p> <p>COMMENT CARD</p> <p>Comment Letter 24</p> <p>Name: <u>Debra Craig</u> Phone: <u>(951) 966-4124</u> Date: <u>7/31/14</u></p> <p>Address: <u>24811 Freedom Ct, MV 92557</u></p> <p>Affiliation: _____ Email: <u>Debracraig@hotmail.com</u></p> <p>Comment(s): <u>When will construction be done day and night? Where will traffic be diverted?</u> 24-1</p> <p>_____</p> <p>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.</p> <p>Comments are due by Monday, August 11, 2014</p> <p><input checked="" type="checkbox"/> I request to be on the Project Mailing List.</p> <p>Meeting Accommodations:</p> <ul style="list-style-type: none"> • How did you hear about this public meeting or project? <u>@ MV city website</u> • If you are limited in your ability to communicate in English, were your communication needs adequately met? <div style="display: flex; justify-content: space-between;"> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Not Applicable </div> • If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met? <div style="display: flex; justify-content: space-between;"> <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Not Applicable </div> • If you checked No to either of the two questions above, please explain below how your needs could be better met in the future: <p>_____</p> <p><i>To accommodate persons with disabilities, this card will be made available in alternate formats upon request.</i></p>	<p>Response to Comment 24</p> <p>24-1. Refer to Section 1.3.1, Project Alternatives, which describes the six construction stages, and Section 2.4, which describes temporary construction impacts.</p>
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Comment 25: Tom Paulek

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p><i>Tom Paulek</i> P.O. Box 4036 Idyllwild, CA 92549</p> </div> <div style="text-align: right; margin-bottom: 10px;"> <p>SAN DIEGO CA 920 09 AUG 2014 PM 10 L</p>  <p>Comment Letter 25</p> </div> <div style="text-align: center; margin-top: 20px;"> <p>CALIFORNIA DEPARTMENT OF TRANSPORTATION DIVISION OF ENVIRONMENTAL PLANNING ATTN: JAMES SHANKEL, SENIOR ENVIRONMENTAL PLANNER 464 WEST 4TH STREET, 6TH FLOOR, MS 827 SAN BERNARDINO, CA 92401-1400</p> </div> <div style="text-align: center; margin-top: 20px;"> <p>92401140006</p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p style="text-align: center;">STATE ROUTE 60 (SR-60) TRUCK LANES PROJECT</p> <p style="text-align: center;">31, 2014 • Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553</p> <p>NAME: <u>Tom Paulek</u> Phone: (951) <u>368-9525</u> Date: <u>August 9, 2014</u></p> <p>ADDRESS: <u>P.O. Box 4036, Idyllwild, CA 92549</u></p> <p>ORGANIZATION: <u>Friends of the Northern San Jacinto Valley</u> Email: <u>atpaulek44@earthlink.net</u></p> <p>COMMENTS: <u>The EIS/EA improperly relies on Western Riverside County NHCAP to avoid CEQA analysis. Project impacts to biological resources contrary to Fish and Game Code Section 2826. To multiple adverse impacts of this project (Biological Resources, Air Quality, Highway Safety) require the preparation of a Draft EIR/EIS for public review.</u></p> <p>Comments on the Project may be submitted during the open forum public hearing, climbinglane@dot.ca.gov, provided verbally to the court order, or submitted by mailing this postcard.</p> <p>Comments are due by Monday, August 11, 2014 <input checked="" type="checkbox"/> I request to be on the Project Mailing List.</p> <p>Requesting Accommodations:</p> <p>How did you hear about this public meeting or project? <u>Received California's Public Notice</u></p> <p>If you are limited in your ability to communicate in English, were your communication needs adequately met?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not Applicable</p> <p>If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not Applicable</p> <p>If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:</p> <p style="text-align: center; font-size: small;">To accommodate persons with disabilities, this card will be made available in alternate formats upon request.</p> </div>	<h3>Response to Comment 25</h3> <p>25-1. Impacts to biological resources from the proposed project have been analyzed and CEQA determinations have been provided for each biological resource. Additional avoidance/minimization and mitigation measures have been integrated into the IS/EA.</p> <p>25-2. A combined California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) document (i.e., an Initial Study/Environmental Assessment [IS/EA]) has been prepared for the project. 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 or minimization measures are included in the project to a point where clearly no significant effect on the environment would occur. For the proposed project, an IS with Proposed MND was prepared under CEQA to determine whether the project would result in a significant effect on the environment.</p>
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	<p>Response to Comment 25</p> <p>25-2. cont. Based on the analysis contained in the IS that was circulated for public review from June 16 to August 14, 2014, the proposed State Route 60 Truck Lanes Project would not result in any significant effects on the environment with the 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 was included in the IS/EA. Because the project would not result in any significant effects on the environment following the implementation of the identified avoidance, minimization, and mitigation measures, the preparation of an EIR is not warranted under CEQA.</p> <p>Under NEPA, the determination to prepare an Environmental Impact Statement (EIS) is based on context and intensity and whether the project as a whole would significantly affect the quality of the human environment. If there is not any evidence to support that determination, then an EA is prepared. For the proposed project, there was no evidence to support the preparation of an EIS; therefore, an EA was prepared. Based on the analysis contained in the IS/EA, it was concluded that the proposed project as a whole would not significantly affect the quality of the human environment under NEPA. Therefore, the preparation of an EIS is not warranted..</p>
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Appendix G – Updated Initial Site Assessment Checklist

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UPDATED INITIAL SITE ASSESSMENT (ISA) CHECKLIST

DATE: 03/25/14

PROJECT INFORMATION

District **08** County **Riv** Route **60** Post Mile **22.10/ 26.50**

E.A **0N69U**
PN **0812000307**

Description of Work: Construct an East Bound Truck ascending lane and the West Bound truck descending lane, and an inside and outside standard shoulders in both directions.

Project Engineer **Ahmad Shah** Telephone **909-889-8606**
Environmental Coordinator **Tisa Rodriguez** Telephone **909-388-2072**

DATE ISA UPDATE NEEDED **03/30/14**

Attach the project location map and an aerial photo to this checklist to show the location of proposed RW and all known and/or potential hazardous waste sites.

1. Project Features: New RW? **YES** Excavation? **YES** Railroad Involvement? **NO**
Structure Demolition/Modification? **NO** Utility Relocation? **NO**

2. Project Setting: Rural - **X** Urban -
Current Land Uses: **FWY**

adjacent Land Uses: **VACANT**

(Industrial light industry, commercial, agriculture, residential, other)

3. Check Federal, State, and local environmental and health regulatory agency records as necessary to see if any known hazardous waste site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets as needed to provide all information available pertinent to the proposed project. IS PROJECT AFFECTING SITES LISTED ON CORTESE LIST? **NO** IF YES, DESCRIBE SITE: _

5. Conduct Field Inspection **PHOTOLOG/GEOTRACKER** Date **03/24/14**

Storage Structures/Pipelines:				Contamination: (spills, leaks, illegal dumping, etc)		Hazardous Materials: (asbestos, lead, etc.)	
UST's	NO			Surface Staining	NO	Buildings	NO
Surface tanks	NO			Oil Sheen	NO	Sprayed-on	NO
Sumps	NO	Ponds	NO	Odors	NO	Fireproofing	
Drums	NO	Basins	NO	Vegetation damage	NO	Pipe Wrap	NO
Transformers	NO			Other		Friable Tile	NO
Landfill	NO					Acoustical	NO
Other						Plaster	
						Serpentine	NO
						Paint	TBD
						Other	

Other comments and/or observations

There are No Recognized Environmental Concerns within the project limits, based on field review, Geotracker, and Environmental Data Resources (EDR) dated 03/13/13; however per Task Order# 08-396400-LP, Non - hazardous concentration of lead present in on-site soil, appropriate health and safety measures should be taken to minimize the exposure to lead. Include SSP 7-1.02K (6)(J)(III) in the PS&E package for Lead Compliance Plan (LCP).
If the project will remove yellow or white traffic stripe, and Treated Wood Waste include one or more of the following standard special provisions (SSPs) in the PS&E package.
14-11.07 Remove Yellow Traffic Stripe and Pavement Markings with hazardous waste Residue
14-11.09 Treated Wood Waste
15-1.03B- Residue Containing Lead from Paint & Thermoplastic
15-2.02C(2) Remove Traffic Stripes and Pavement Marking Containing Lead

ISA DETERMINATION:

Does the project have potential hazardous waste involvement? **LOW RISK**

If there is known or potential hazardous waste involvement, is additional ISA work needed before task orders can be prepared for the Preliminary Site Investigation? **NO** If yes, explain, and give estimate of additional time required:

ISA CONDUCTED BY:

Laleh Modrek

LALEH MODREK, ENV. ENG. MS-824
DISTRICT 08 HAZARDOUS WASTE COORDINATOR (RIV)
(909) 388-7146

DATE: **03/25/14**

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