



**Project Name:** 1-15 Express Lanes Project Southern Extension (ELPSE)  
**DIST-CO-RTE-PM:** 8-RIV-15-PM 20.3/40.1  
**EA:** 08-0J0820  
**EFIS ID:** 08-18000063

**CALIFORNIA DEPARTMENT OF TRANSPORTATION  
FINDINGS**

FOR

**CONSTRUCT TWO NEW EXPRESS LANES IN BOTH THE NORTHBOUND (NB) AND SOUTHBOUND (SB) DIRECTIONS FOR A TOTAL OF FOUR LANES WITHIN THE MEDIAN OF INTERSTATE (I) 15 FROM STATE ROUTE (SR) 74 (CENTRAL AVENUE) (POST MILE [PM] 22.3) IN THE CITY OF LAKE ELSINORE, THROUGH THE UNINCORPORATED RIVERSIDE COUNTY COMMUNITY OF TEMESCAL VALLEY TO EL CERRITO ROAD (PM 38.1) IN THE CITY OF CORONA, FOR A DISTANCE OF APPROXIMATELY 15.8 MILES. THE PROJECT WOULD ALSO ADD A SB AUXILIARY LANE BETWEEN BOTH THE MAIN STREET (PM 21.2) OFF-RAMP AND SR-74 (CENTRAL AVENUE) ON-RAMP (APPROXIMATELY 0.75 MILE), AND THE SR-74 (CENTRAL AVENUE) OFF-RAMP AND NICHOLS ROAD ON-RAMP (PM 23.9) (APPROXIMATELY 1 MILE). IN ADDITION, DUE TO THE SB EXPRESS LANE ACCESS BETWEEN CAJALCO ROAD INTERCHANGE AND WEIRICK ROAD INTERCHANGE, THE SB I-15 WEIRICK ROAD OFF-RAMP WOULD BE RECONFIGURED AS A DUAL LANE EXIT.**

The following information is presented to comply with State California Environmental Quality Act (CEQA) Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091) and the California Department of Transportation (Caltrans) and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report/Environmental Assessment (EIR/EA) for the Project, which is the basic source for the information.

The following effects have been identified in the Final EIR/EA as resulting from the I-15 Express Lanes Project Southern Extension (ELPSE) Project (Project). Effects found not to be significant have not been included.

## **Paleontological Resources**

### Adverse Environmental Effects

The Project area is underlain, in part, by highly paleontologically sensitive geologic units, which are known to potentially contain scientifically important paleontological resources. In addition, although high-sensitivity early Miocene- to Oligocene-age Vaqueros and Sespe Formations, undivided (Tvs), were not observed directly along the survey corridor, these sediments were observed in nearby hill exposures immediately adjacent to the survey area. Although not anticipated, due to the potential for Project construction to affect these units and any resources harbored within, potential impacts on paleontological resources would be significant under CEQA.

### Findings

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the EIR/EA.

### Statement of Facts

Implementation of Mitigation Measure **PAL-1** would require a Paleontological Mitigation Plan (PMP). The PMP shall be prepared by a qualified paleontologist during final design, and the requirements included would be implemented during ground-disturbing activities in order to lessen potential impacts on significant paleontological resources, if present. With implementation of Mitigation Measure **PAL-1**, impacts on paleontological resources would be reduced to less-than-significant levels under CEQA.

## **Air Quality**

### Adverse Environmental Effects

Operation of the Build Alternative (Preferred Alternative) under Opening Year (2030) and Design Year (2050) conditions is expected to increase particulate emissions (particles of 10 and 2.5 micrometers or smaller [PM<sub>10</sub> and PM<sub>2.5</sub>, respectively]) when compared to both the existing and no-build conditions. As the Project is located within a nonattainment area for the state PM<sub>10</sub> and PM<sub>2.5</sub> ambient air quality standards, the Project-related increase would be cumulatively significant and a significant and unavoidable impact under CEQA.

### Findings

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the EIR/EA.

## Statement of Facts

Implementation of Mitigation Measures **AQ-5** through **AQ-8** would mitigate air quality impacts by providing increased transit benefits, both regionally and along the I-15 corridor.

As part of Mitigation Measure **AQ-5**, the Riverside County Transportation Commission (RCTC) launched the Riverside County Free Rail Pass Program<sup>1</sup> in March 2025. The 2-year program offers temporary free Metrolink passes to Riverside County residents to increase the number of passenger rail riders within Riverside County. Eligible participants can ride free on any and all Metrolink lines serving Riverside County for a period of 3 months from the date they receive their first pass. During this 3-month window, they may receive and use as many non-overlapping passes as needed. This program helps expand access to public transportation for disadvantaged and low-income populations and encourages a mode shift for travelers on the most congested corridors, such as SR-91, SR-74, I-15, and I-215. These temporary free Metrolink passes reduce the cost of using public transportation in order to attract new riders and encourage existing riders to take more trips. The program allows riders to be issued free passes through Metrolink's Mobile Ticketing Application and reduces the financial barriers of trying public transportation. For riders without access to mobile devices, physical fare cards are mailed and can be reloaded as needed. If additional future funding becomes available, then RCTC will extend this program beyond the initial 2-year period.

As part of Mitigation Measure **AQ-5**, RCTC will also work with the Riverside Transit Agency (RTA) to improve and potentially expand RTA's existing CommuterLink bus service,<sup>2</sup> which currently operates along I-15 between Temecula and Corona. At a minimum, RTA buses would be permitted to use the express lanes at no cost within the Project limits upon the opening of the Project.

Vanpools provide a high-capacity transportation option for individuals whose travel needs are not met by traditional bus or rail transit, reducing vehicle travel and improving air quality. This reduction in vehicle use directly contributes to improved air quality by decreasing the number of individual vehicles on the road, thereby lowering emissions. As part of Mitigation Measure **AQ-6**, RCTC will continue supporting vanpooling in Riverside County by committing \$15 million to fund vanpool subsidies through a component of the VanClub program (vanclub.net) over a 5-year period beginning in 2030. This includes the launch of an Incremental Vanpool Subsidy Program<sup>3</sup> to supplement existing subsidies from regional agencies such as the Los Angeles County Metropolitan Transportation Authority, Orange County Transit Authority, San Diego Association of Governments, and San Bernardino County Transportation Authority. By enhancing vanpool affordability, the program aims to increase vanpool participation, support long-distance commuters, and promote sustainable commuting options. This

---

<sup>1</sup> <https://www.rctc.org/ride-train-free-experience-metrolink-program/>

<sup>2</sup> <https://www.riversidetransit.com/index.php/riding-the-bus/commuterlink-express>

<sup>3</sup> <https://www.vanclub.net/rp2/home/faq>

increased participation will lead to a reduction in congestion and vehicle travel, resulting in fewer emissions and improved air quality across the region.

IE Commuter ([iecommuter.org](http://iecommuter.org)) serves as RCTC's flagship Commuter Assistance (rideshare/TDM) program, administered jointly with the San Bernardino County Transportation Authority, and supports commuters and employers across Riverside and San Bernardino Counties. Within this framework, VanClub ([vanclub.net](http://vanclub.net)) is a separate vanpool subsidy program managed solely by RCTC, offering subsidies to eligible vanpools commuting to worksites in Riverside County, regardless of their origin.

The proposed Incremental Vanpool Subsidy Program would introduce a new origin-based subsidy exclusively for Riverside County residents, regardless of their destination county. Although distinct from the existing VanClub program, it would be marketed under the VanClub brand as a special bonus incentive for Riverside County residents.

RCTC has developed and is currently administering the IE Commuter rideshare program, which is a component of RCTC's premier Commuter Assistance program, designed to shift commuter behavior toward sustainable transportation options to worksites, thereby improving air quality. The program provides services, including ride matching assistance, marketing materials, and promotional incentives. Employees benefit from personalized commuting solutions such as carpool and vanpool matching, customized transit itineraries, and incentives like the \$5/Day Rideshare Incentive.<sup>4</sup> Additionally, participants have access to the Guaranteed Ride Home program,<sup>5</sup> offering emergency ride options to ensure flexibility and reliability for those using alternative commute modes. These programs collectively contribute to reduced vehicle travel and translate to lower emissions. Under Mitigation Measure **AQ-7**, RCTC will provide \$12 million dollars to administer the IE Commuter program over a 5-year period starting in 2030 (the Project's Opening Year), which will be available to Riverside County residents.

Additionally, as part of Mitigation Measure **AQ-8**, RCTC will extend park and ride leases beyond their current expiration in 2029 and expand the network to secure an estimated 300 leased spaces along the I-15 corridor through Temescal Valley to support growing commuter demand and promote multimodal transportation options. Currently, there are 206 leased spaces in the area:

- 75 spaces at I-15/Ontario Avenue (Canyon Community Church, Corona)
- 91 spaces at I-15/Nichols Road (Lake Elsinore Outlets)
- 40 spaces at I-15/Dexter Avenue (Caltrans Park & Ride)

---

<sup>4</sup> <https://www.rctc.org/5day-incentive/>

<sup>5</sup> <https://www.iecommuter.org/rp2/home/CommuterIncentives?page=grh>

This Project would secure an approximate 94 additional leased spaces<sup>6</sup> within the I-15/Temescal Valley area to meet future demand. The agency is committed to maintaining and expanding this vital infrastructure through 2035, with a total investment of \$300,000. This initiative will reduce vehicle emissions by encouraging carpooling and public transit use, thereby improving regional air quality. The program is designed to be equitable, ensuring access to all community members, and will be implemented through a multi-phase approach involving site identification, stakeholder coordination, compliance, and ongoing operations. The leasing agreements, structured as three-party contracts between the property owner, Caltrans, and RCTC, are designed to enhance air quality by reducing vehicle emissions through increased carpooling and public transit use. This program prioritizes equitable access for all community members, ensuring that everyone can benefit from improved air quality and sustainable transportation options, as well as accommodate growing commuter demand and acknowledging the public's desire for multiple choices of transportation opportunities in the Inland Empire.

Even with implementation of Mitigation Measures **AQ-5** through **AQ-8**, air quality impacts are considered to be cumulatively significant and significant and unavoidable under CEQA.

## **Biological Resources**

The following impacts on biological resources are identified in the EIR/EA.

### ***Candidate, Sensitive, and Special-Status Species***

#### Adverse Environmental Effects

The Project would potentially affect Least Bell's Vireo (LBV; *Vireo bellii pusillus*) which is a federally endangered and state endangered species. LBV is covered by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), but it is not adequately conserved. Surveys found 11 LBV use areas. However, no use areas are within the Project limits of disturbance (LOD), with currently no direct effects on LBV anticipated. The Project is designed to be consistent with the MSHCP. As a result, compliance with the MSHCP would afford "take" coverage for all federally or state listed-endangered and threatened species afforded this coverage under the MSHCP present in the Project area. These species would be covered by the MSHCP.

#### Findings

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the EIR/EA.

---

<sup>6</sup> The number of additional leased spaces is subject to ongoing lease negotiations and property availability. RCTC is committing \$300,000 to secure 94 additional spaces based on 2025 property valuations. The actual number of spaces secured by 2029 may vary depending on lease terms, site conditions, and market rates at the time of implementation.

### Statement of Facts

The Project was redesigned to avoid LBV use areas, and, while not anticipated, LBV territories could fluctuate from season to season. While no direct impacts on LBV are anticipated, Avoidance and Minimization Measure **JPR-3** and Mitigation Measure **TE-3** (LBV Habitat Compensation) have been included as a precaution to address potentially significant direct and indirect construction impacts. If LBV use areas were to occur within the construction area, implementation of Mitigation Measure **TE-3** would reduce any significant direct construction impacts on LBV to less-than-significant levels.

### ***Riparian/Riverine Resources and Sensitive Natural Communities***

#### Adverse Environmental Effects

Riparian and riverine resources are present within the Project's Biological Study Area (BSA) and are proposed for removal. These resources are consistent with the MSHCP classification of riparian and riverine resources. The Project is expected to result in total impacts on 7.12 acres of riparian and riverine resources. Riparian impacts include <0.01 acre of permanent impacts, 1.80 acre of temporary impacts, and 0.46 acre of shading impacts, for a total of 2.26 acres of riparian vegetated impacts. Riverine impacts include 0.07 acre of permanent impacts, 3.79 acre of temporary impacts, and 1.00 acre of shading impacts, for a total of 4.86 acres of impacts on riverine resources.

Twenty-five vegetation communities and three land use types were identified in the BSA, and 11 of the vegetation communities are classified as sensitive natural communities by California Department of Fish and Wildlife (CDFW). Riparian and riverine resources are considered to be sensitive natural communities and are consistent with the CDFW riparian and CDFW unvegetated streambed, respectively, for the Project. Impacts are expected to occur on seven of these 11 communities.

Permanent impacts on one CDFW sensitive community and one community considered sensitive by the MSHCP would occur. Temporary impacts on nine CDFW-sensitive natural communities and one MSHCP-sensitive community would occur.

#### Findings

Changes or alternations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the EIR/EA.

### Statement of Facts

Impacts on MSHCP riparian/riverine resources from the Project would require compensatory mitigation. Compensation for these losses would be addressed through implementation of Mitigation Measures **NC-15 (NES BIO-15)**, **NC-16 (NES BIO-16)** (Riparian/Riverine Compensation), **NC-17 (NES BIO-17)** (Aquatic Resource Compensatory Mitigation), and **JPR-2**, which would ensure no net loss of MSHCP riparian/riverine resources and would reduce impacts to a less-than-significant level. Under Mitigation Measure **NC-15**, a Determination of Biologically Equivalent or Superior Preservation (DBESP) report has been approved by the Western Riverside County

Regional Conservation Authority (RCA) and wildlife agencies and provides an analysis of direct and indirect impacts; avoidance, minimization, and compensatory mitigation measures; and the functions and values of the resources being affected as related to MSHCP-covered species. The DBESP will be followed by an addendum to the DBESP for each Project Phase during construction. Amendments to the Project's DBESP, associated with different Project Phases, will be provided to the Wildlife Agencies for review and approval a minimum of 120 calendar days prior to ground disturbance for the respective Phase. The conceptual mitigation approach is outlined further in Appendix I of the DBESP, with mitigation amounts (acres) for each feature identified. The addendum will outline the detailed mitigation strategy and will provide details on including offsite riparian/riverine mitigation that is comparable in type (i.e., in kind) to the impacted areas to ensure type conversion does not occur. It will also include an onsite Habitat Mitigation and Monitoring Plan (HMMP), which will be required prior to construction, with review by RCA and the wildlife agencies. The HMMP will be approved by RCA and wildlife agencies prior to construction and will include clear success criteria to ensure that restored areas are returned to a biologically equivalent or superior condition.

As outlined in Mitigation Measure **NC-16** and within the DBESP, permanent impacts on riparian/riverine resources, including permanent shading, would be compensated. Compensation would occur through methods that include re-establishment and/or establishment, and potentially a component of rehabilitation and/or enhancement. Compensation must achieve no net loss of riparian/riverine resources and wetlands. The compensatory mitigation is required to be biologically equivalent or superior to the resources impacted. A mitigation ratio of 3:1 is proposed for permanent impacts on riparian resources and 2:1 for permanent impacts on riverine resources. Permanent impacts would be mitigated with at least a 1:1 component as re-establishment or establishment. Temporary impacts on riparian/riverine resources may be replaced through restoration of the temporarily affected area to pre-Project conditions at a ratio of 1.25:1. All temporary losses would be replaced in kind at their current locations (and offsite at a 0.25:1 ratio if no additional restoration areas occur on site outside of the LOD) following preparation of both a Restoration Plan and an HMMP, and details of the compensation for riparian/riverine resources are provided in the DBESP. Once a mitigation location is identified, an equivalency analysis would also be performed and reviewed and approved by RCA and the wildlife agencies prior to construction. All mitigation for riparian/riverine resources will be biologically superior or equivalent to the resources to be altered on site.

Avoidance and Minimization Measures **NC-2** through **NC-13**, **NC-19**, **WET-1** and Mitigation Measure **NC-16** are proposed to avoid and minimize direct and indirect impacts on U.S. Army Corps of Engineers/Regional Water Quality Control Board wetland and non-wetland Waters of the U.S. and CDFW streambed and associated riparian habitat.

Riparian and riverine communities are a subset of the sensitive natural communities that are anticipated to experience impacts from the Project. These impacts would be

reduced through regulatory permitting requirements and through consistency with riparian and riverine policies in the MSHCP.

Impacts on sensitive natural communities from the Project would require compensatory mitigation. Under the MSHCP, compensation for these losses would be addressed through consistency with the MSHCP and specifically for riparian/riverine vegetation communities through implementation of measure **NC-16** included in the DBESP. The implementation of the MSHCP includes the requirement of creating an interconnected MSHCP Conservation Area in the MSHCP Plan Area. The MSHCP Conservation Area would conserve habitats and associated plant and animal species.

Avoidance and Minimization Measures **NC-2** through **NC-12** and **JPR-1** are standard project measures under the MSHCP to reduce the level of indirect effects and eliminate the potential for direct impacts on Riversidian sage scrub, chaparral, native grasslands, wildflower fields, and sensitive riparian communities adjacent to but outside of the proposed LOD. These measures would also protect adjacent native flora and fauna associated with these sensitive natural communities in the BSA during and following construction.

### ***Jurisdictional Waters and Wetlands***

#### Adverse Environmental Effects

The Project would result in impacts on federal jurisdictional non-wetland Waters of the U.S and Waters of the State, including the permanent removal of 0.02 acre, temporary impacts on 2.02 acres, and shading impacts on 0.47 acre. A total of 0.03 acre of temporary impacts would occur on jurisdictional wetland Waters of the U.S. and Waters of the State. There is anticipated to be 0.01 acre of permanent impacts and 0.19 acre of temporary impacts on potentially non-jurisdictional, non-wetland (constructed in uplands) Regional Water Quality Control Board jurisdictional Waters of the State.

The Project would result in the permanent removal of 0.07 acre, temporary impacts on 3.79 acres, and shading impacts on 1.00 acre of state streambeds. A total of 2.26 acres of CDFW riparian would be affected by the Project (<0.01 acre permanent, 1.80 acres temporary, and 0.46 acre shading effects).

#### Findings

Changes or alternations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the EIR/EA.

#### Statement of Facts

Authorization under Section 404 of the Clean Water Act (CWA) Nationwide Permit and Water Quality Certification under Section 401 of the CWA (and a Porter-Cologne Water Quality Control Act permit for impacts on State waters only) will be obtained, as will a CDFW 1602 Streambed Alteration Agreement (SAA).



In addition to Avoidance and Minimization Measures **NC-2** through **NC-12**, Mitigation Measure **NC-17** would be implemented to ensure direct impacts on federally and State protected wetlands would be less than significant.

**NC-17** requires the mitigation for permanent impacts, including permanent shading, on aquatic resources overseen by the U.S. Army Corp of Engineers (Section 404 of the CWA Nationwide Permit), the Regional Water Quality Control Board wetland and non-wetland Waters of the U.S./State (Section 401 of the CWA), and CDFW streambed and associated riparian habitat (CDFW 1602 Streambed Alteration Agreement). This will be accomplished through a permittee-responsible mitigation, purchase of mitigation bank credits through agency-approved mitigation bank, in-lieu fee program, or other approved mitigation provided.

Compensation for impacts associated with riparian/riverine resources in **NC-16**, Section 404 of the CWA, Section 401 of the CWA, and CDFW 1602 SAA authorizations in **NC-17**, and LBV Habitat Conservation in **TE-3** mitigation requirements will be coordinated for time and monetary efficiencies.

### ***Local Policies/Ordinances***

#### Adverse Environmental Effects

Oak trees within mapped Coast Live Oak Woodland and Forest—as well as any other vegetation community that contains oak trees within the BSA and trees within county highway right of way—are protected by the Riverside County Oak Tree Management Guidelines, Open Space and Conservation Policy, Ordinance 12.08, Tree Removal Ordinance 12.24.010, and the California State Senate Concurrent Resolution No. 17, Oak Woodlands. Up to three oak trees would be removed as part of the Project.

#### Findings

Changes or alternations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the EIR/EA.

#### Statement of Facts

The Project would be consistent with local policies and ordinances through the implementation of Mitigation Measure **NC-20** (Oak Tree Management), which stipulates compliance with the Riverside County Oak Management Guidelines. At a minimum, the plan would include mitigation methods and options, requirements for replacement trees, and locations of mitigation sites. Through the implementation of these guidelines, all potential direct and indirect impacts on protected trees would be reduced to less-than-significant levels.

## Greenhouse Gas Emissions/Climate Change

### Adverse Environmental Effects

#### *Construction*

Construction greenhouse gas (GHG) emissions would be expected to result from material processing and transportation, onsite construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase. Project construction would be expected to involve crawler tractors, excavators, graders, rollers, rubber-tired loaders, scrapers, rough-terrain forklifts, and paving equipment, among other types of construction equipment. Projected construction GHG emissions were calculated for the Project using the Sacramento Metropolitan Air Quality Management District Roadway Construction Emissions Model (RCEM)<sup>7</sup> and estimated to total approximately 5,444 metric tons of carbon dioxide equivalent (CO<sub>2</sub>e) emissions over the course of the approximately 36-month construction period.

#### *Operation*

The regional VMT data for the baseline/existing, No-Build, and Build Alternative conditions, along with the CT-EMFAC2021 emission rates, were used to calculate the expected CO<sub>2</sub>e emissions for the Existing (2019), Opening Year (2030), and Horizon Year (2050) conditions. When compared to the Existing (2019) baseline, in both the Opening Year (2030) and Design Year (2050), the No-Build and Build Alternatives would result in an increase in GHG emissions. When compared to the No-Build condition, the Build Alternative (Preferred Alternative) would result in an increase in emissions in both the Opening Year (2030) and Design Year (2050).

The Project is identified in the Southern California Association of Governments' 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy under project number 3160001-RIV170901. The Build Alternative (Preferred Alternative) directly supports the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy mobility and accessibility performance outcome by reducing vehicle delay and increasing throughput (traffic flow). Reducing vehicle delay and increasing throughput (traffic flow) is expected to help minimize idling GHG emissions, as well as lower the time traffic spends at a lower vehicle speed where GHG emissions are higher. Therefore, this strategy contributes to overall GHG reduction efforts regarding mobile sources within the Southern California Association of Governments region. However—as discussed in Section 3.3, *Climate Change*, in the Final EIR/EA—because operational emissions are projected to increase under the Build Alternative (Preferred Alternative) in the Opening Year (2030) and Design Year (2050) when compared to the Existing (2019) condition and No-Build condition in the Opening and Design years, the Project would conflict with the goals included in the State's Assembly Bill (AB) 32 Climate Change Scoping Plan and other regulations adopted for the purpose of reducing the emissions of GHGs.

---

<sup>7</sup> The Sacramento Metropolitan Air Quality Management District RCEM is recommended by Caltrans for the quantification of expected construction-related GHG emissions related to the Project.

## Findings

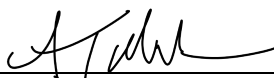
Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the EIR/EA.

## Statement of Facts

Projected GHG construction emissions were calculated for the Project using the Sacramento Metropolitan Air Quality Management District RCEM and estimated to total approximately 5,444 metric tons of CO<sub>2</sub>e over the course of the approximately 3-year construction period. Mitigation Measures **GHG-1** through **GHG-4**, **GHG-11**, and **AQ-5**, as well as Standard Project Measure **EN-1** and Standard Project Measure **AQ-4**, are expected to reduce construction GHG emissions impacts from the Project. Mitigation Measures **GHG-5** through **GHG-10** would reduce the GHG emissions impacts from operation and maintenance of the Project. In addition, Mitigation Measures **AQ-6** through **AQ-8** would reduce GHG impacts. However, because operational GHG emissions under the Build Alternative (Preferred Alternative) would increase in the Design Year (2050) compared to existing conditions, the impact would be significant and unavoidable under CEQA.

Antonia Toledo

Deputy District Director  
Environmental Planning  
District 8  
California Department of  
Transportation



Signature

12/03/2025

Date