Interstate 15 – New Fontana Maintenance Facility

San Bernardino County, California
District 08-SBd-15 (PM 7.4)
EA 08-0R420/PN 0812000076

Draft Initial Study with Proposed Negative Declaration

Prepared by the
State of California Department of Transportation

June 2019

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General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in San Bernardino County, California. The proposed project is to build a new Caltrans maintenance station that will service the northern routes (Route 210, Interstate 215, and Interstate 15) within the city limits of Upland, Ontario, Rancho Cucamonga, Fontana, Rialto, and San Bernardino, in San Bernardino County. The document describes the project, the existing environment that could be affected by the project, potential impacts from the project, and proposed measures.

What you should do:

- Please read this Initial Study.
- The document can also be accessed electronically at the following website: http://www.dot.ca.gov/dist8.
- We welcome your comments. If you have any comments about the proposed project, please send your written comments to Caltrans by the deadline below.
- Submit comments via U.S. mail to Caltrans at the following address:

  Antonia Toledo, Senior Environmental Planner
  California Department of Transportation, District 8
  Division of Environmental Planning Branch D
  464 West 4th Street, 6th Floor, MS 820
  San Bernardino, CA 92401-1400
- Submit comments via email to: D8.0R420.Comments@dot.ca.gov.
- Submit comments by the deadline: July 22, 2019.

What happens next:

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

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, District 8 Attn: Terri Kasinga, Chief, Public and Media Affairs 464 W. 4th Street, San Bernardino, CA 92401 (909) 383-4646 or call the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

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STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SCH #:
08-SBD-15 PM 7.4
EA 08-0R420
PN 0812000076

Draft INITIAL STUDY with Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

Project Description
The California Department of Transportation (Department) proposes to build a new maintenance facility (Location Number – L5758) in the city of Fontana, on the southeast quadrant of the State Route 210 and Interstate 15 Interchange, in San Bernardino County.

THE STATE OF CALIFORNIA
Department of Transportation

6/18/19
Date of Approval

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

The following person(s) may be contacted for additional information concerning this document:
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Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

Caltrans proposes to construct a new maintenance facility (Location Number L-5758) in the City of Fontana, on State owned vacant land. The building would be designed by the contractor after the project gets awarded. It would be built adjacent to the Southern Regional Laboratory (SRL), located at 13970 Victoria Street, Fontana, CA 92336 and the Inland Empire Transportation Management Center (IETMC) at 13892 Victoria Street. The vacant land is about 15 acres in area. The northern portion about (6.0 acres) is currently used as a renewable energy (solar panel) farm. The new maintenance facility will use 6.6 acres of the southern portion. The remainder of land will be reserved for future development.

The proposed maintenance facilility would include:

- An office building to accommodate four roadway maintenance crews and it will also serve as the Southern California Regional Disaster Coordination Center for Transportation (SCRDCCT)
- Two fuel tanks for CNG and Unleaded fuels.
- A space for two temporary 60-ft long moveable bridges (Acrow Bridges) for emergency use
- A shop/equipment storage building
- A backup generator
- A space for future washrack
- Trash enclosure
- Parking lots
- Infiltration basin
- Other miscellaneous facilities

Determination

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

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

The proposed project would have no effect on: Aesthetics, Agriculture and Forest Resources, Air Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic, and Utilities and Service Systems.

In addition, the proposed project would have no significant effect on Biological and Cultural Resources because the following measures would reduce potential effects to less than significant:

Avoidance and Minimization Efforts

A-1	Caltrans will landscape the site with a minimum of four (4) 36-inch box trees.
A-2	District Landscape Architect will implement a site plan that enhances views of the natural surroundings and landscape.
A-3	Design building aesthetics to complement the Southern Regional Lab and associated buildings.
A-4	Maximize planted areas that provide shade, greenhouse gas reduction, and pollinator corridors.
A-5	Create an outdoor area for staff, that maximizes views of landscape (natural or designed) and minimizes exposure/views of vehicle parking and/or maintenance areas.
A-6	Design a water-conscious landscape that includes species to provide the percentage of shade that is required by local ordinances for new paving/parking areas.
BIO-1	Preconstruction Burrowing Owl Survey: A burrowing owl pre-construction survey will be performed within 30 days prior to ground disturbance in suitable habitat areas.
BIO-2	Burrowing Owl in Work Area: Caltrans will coordinate with CDFW if a burrowing owl is discovered within the work area. An approved CDFW passive relocation plan and additional monitoring may be required.
BIO-3	Vegetation Removal: To avoid potential impacts to migratory birds, vegetation removal must take place outside of the nesting bird season, in which the nesting bird season is regarded as February 1 – September 30. If this is not feasible, then BIO-5 will be implemented.
BIO-4	Preconstruction Nesting Bird Survey: If construction occurs within nesting bird season (Feb 1 – Sept 30), then pre-construction surveys will be conducted 72 hours prior to construction by a qualified biologist in order to locate and avoid nesting birds. If an active avian nest is located, a 100-foot no construction buffer (300-foot for raptors) will be put in place until nesting has ceased or the young have fledged.
BIO-5	Artificial Lighting: During construction, artificial lighting for the project site is to be directed specifically at the work site only.

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

CR-2 In the event that human remains are found, the county coroner shall be notified and ALL construction work 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 Most Likely Descendent (MLD). The person who discovered will contact the District 8 Native American Coordinator (DNAC) Gary Jones at (909) 383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.

_____ _____

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

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Chapter 1 – Introduction

PROJECT DESCRIPTION AND BACKGROUND:

Project Title:	Build Maintenance Facility Adjacent to Southern Regional Lab
Lead Agency Name and Address:	California Department of Transportation, District 8 464 West 4th Street San Bernardino, CA 92401-1400
Contact Person and Telephone Number:	Antonia Toledo Senior Environmental Planner Email address: antonia.toledo@dot.ca.gov
Project Location:	In the City of Fontana, San Bernardino County
Project Sponsor's Name and Address:	California Department of Transportation, District 8 464 West 4th Street San Bernardino, CA 92401-1400
General Plan Description:	The proposed project falls within the jurisdiction of the City of Fontana. The land use for this property is mapped as Regional Mixed Use. It is generally located adjacent to the I-15 and Route 210 Freeways and is specifically designated for commercial retail uses. The Regional Mixed-Use designation, which is divided into three sub-categories MU 1, 2, and 3, provides opportunities for commercial retail shopping centers, entertainment, medical facilities, professional and corporate offices, business parks, and light industrial uses.
Zoning:	Regional Mixed Use - Commercial services, professional offices and business parks.
Description of Project:	The proposed project is to build the a new maintenance facility (Location Number – L5758) adjacent to the existing Southern Regional Lab located on Victoria Street, in the city of Fontana, on the southeast quadrant of the State Route 210 / Interstate 15 Interchange. The undeveloped site (15.56 acres), where the new maintenaces facility is proposed, is located east of the Caltrans Southern Regional Lab. The proposed project is to build the maintenance facility on the southern half of the undeveloped site. The estimated area of land needed to build the facility is approximately 6.6 acres. The northern portion (approx. 2.96 acres) is currently used as a renewable energy (solar panel) farm. The remainder of land (approx. 2.96 acres) would be reserved for future development. Site construction would include construction an office building (approx. 13,500 sq. ft) that will serve as the Southern California Regional Disaster Coordination Center for Transportation (SCRDCCT), a shop/equipment storage (approx. 12,500 sq. ft), fuel station with a canopy and two separate fuel tanks, space for a future wash rack, installing a backup generator, trash enclosure, infiltration basin, ornamental fencing/gates, landscaping, sidewalk and a parking lot. Construction would also include trenching,

	grading or other ground disturbances, and the installation of utilities. All work will be contained within existing Caltrans right of way (ROW), and no new acquisition(s) of ROW will be required.
Surrounding Land Uses and Setting:	The project site is approximately five (5) miles north and west of downtown Fontana, ten (10) miles west of Downtown San Bernardino, twenty-two (22) miles north of the City of Riverside, and fifty (50) miles east of the City of Los Angeles. The site is adjacent to the I-15 and Route 210 Freeways. Full interchanges that provide access to the site are located I-15/Baseline, I-15/Summit Avenue with direct access at the Route 210/Cherry Avenue interchange. A utility corridor traverses the property, paralleling the I-15 Freeway
Other Public Agencies Whose Approval is Required:	California Department of Fish & Wildlife.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

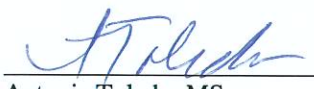
The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

☐	Aesthetics	☐	Agriculture and Forestry	☐	Air Quality
☒	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology/Soils	☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

DETERMINATION:

Based on this initial evaluation:

☒	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	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.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	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.
☐	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.



Antonia Toledo, MS
Senior Environmental Senior
District 8, Division of Environmental Planning
California Department of Transportation

Date

Chapter 2 – Checklist Discussion

CEQA Environmental Checklist

08-SBd-15	7.4	0R420
Dist.-Co.-Rte.	P.M/P.M.	E.A.

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.

I. Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a) No Impact. The project area is designated for business and retail uses. According to the City's General Plan any planned buildings and other structures shall not exceed sixty feet (60') in height. The proposed office building would be 15 feet in height, and the warehouse, shop/equipment storage would be 20 feet in height. This area is not designated as scenic. Therefore, the proposed facility would not have a significant impact on a scenic vista or obscure significant views.

b) No Impact. The project area is vacant land adjacent to the Caltrans Southern Regional Lab which is owned by the State. The project area is not designated as a scenic route. The project site would not damage any scenic resources or historic buildings. There is a single tree on the project site that was inspected and evaluated by a Board-Certified Master Arborist. The Arborist Report states this tree is not a heritage tree. The Arborist Report further indicates that this tree is not considered significant by the City of Fontana (Arborist Report 2019). The project may require removal of this tree if it cannot be protected in place. To minimize any potential impact due to the removal of this tree, Caltrans would implement Measure A-1 for the planting of trees. Visual measures A-1 through A-6 would further improve the aesthetic character of the area.

c) No Impact. The primary view experienced by the public at this location is the San Gabriel Mountains and I-15 to the north and vacant land with some residential development to the south. The proposed 15' building and 20' warehouse would not obstruct the primary mountain backdrop. The proposed project is consistent with the city's zoning policy. The existing visual character of the site and its surroundings would remain substantially the same as existing conditions; therefore, the project would not substantially degrade the visual quality of the area.

d) No Impact. The project site is located in an urbanized area with existing sources of light and glare, including street lights, headlights from vehicles and office parking lot lighting. The project would not implement or create any new sources of light or glare that would adversely affect day or night-time views in the area.

Avoidance, Minimization, and Mitigation Measures

A-1 Caltrans will landscape the site with a minimum of four (4) 36-inch box trees.

A-2 District Landscape Architect will implement a site plan that enhances views of the natural Surroundings and landscape.

A-3 Design building aesthetics to complement the Southern Regional Lab and associated buildings.

A-4 Maximize planted areas that provide shade, greenhouse gas reduction, and pollinator corridors.

A-5 Create an outdoor area for staff, that maximizes views of landscape (natural or designed) and minimizes exposure/views of vehicle parking and/or maintenance areas.

A-6 Design a water-conscious landscape that includes species to provide the percentage of shade that is required by local ordinances for new paving/parking areas.

II. Agriculture and Forest Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) No Impact. According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the existing project area is not located within prime farmland, unique farmland, and/or land of statewide or local importance. (CA Dept. of Conservation Farmland Finder 2016)

b) No Impact. The proposed project area is designated as Mixed-Use, parts of land in the vicinity were previously utilized for agricultural purposes. Nearby existing land uses include commercial buildings, 2-story office building, a utility corridor, a Caltrans Transportation Management Facility and Southern Regional Lab. There are no properties within the study area under a Williamson Act contract. (Land Vision 2019)

c) No Impact. There are no forest lands, timberlands, or timberland production areas adjacent or within the project site. The proposed project would not conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production.

d) No Impact. The proposed project would not result in the loss or conversion of forest land.

e) No Impact. The proposed project would not involve changes that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed for Agriculture and Forest Resources.

III. Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

a) No Impact. California is divided geographically into 15 air basins for the purpose of managing the air resources of the state on a regional basis. Each air basin generally has similar meteorological and geographic conditions throughout. Local districts are responsible for preparing the portion of the SIP applicable within their boundaries.

All federal highway and transit projects are required to meet the air transportation conformity requirements per EPA *Transportation Conformity Rule (TCR)* promulgated in year 1993 and subsequently amended enforces the conformity provisions required under national Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c) to ensure that federally supported highways and transit project activities are consistent with the purpose of (or conform to) the State Air Quality Implementation Plan (SIP)

The proposed facility lies within South Coast Air Basin (SCAB) which is designated as a non-attainment (extreme) area for the 2008-8- hours NAAQA for Ozone and non-attainment (moderate) for 2012 NAAQS for Particulate Matter 2.5 ($PM_{2.5}$). The area is attainment-maintenance for PM_{10}, Carbon monoxide (CO), and Nitrogen dioxides (NO2).

The proposed maintenance facility has been determined to fall under one of the categories of projects that are listed in Table 1 of Carbon Monoxide (CO) Protocol or Table 2 of 40 CFR 93.126 and are exempt from all emissions analyses. Transportation conformity requirements do not apply on these categories of projects.

This project is exempt under project type *Construct of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR Part 771*. Because this is considered an exempt project, no Air Quality Study/Report is required.

b) No Impact. Project construction may generate criteria pollutants and their precursors. However, since the project is in a non-attainment area, such emissions would be short term and transitory, and fugitive dust would be limited through compliance with MDAQMD Rule 403. Because project construction would result in short-term generation of emissions, but no increases would occur for project operation, impacts related to a cumulatively considerable net increase of any criteria pollutants would not occur.

c) No Impact. No sensitive land uses are located within 500 feet of Air Resources Board (ARB)-defined sensitive land uses. Therefore, no impacts related to exposure of sensitive receptors to substantial pollutant concentration would occur.

d) No Impact. According to the ARB, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting areas, refineries, landfills, dairies, and fiberglass molding facilities. Because the project would not include any of these types of uses, and no sensitive land uses are located nearby, no impacts would occur.

Avoidance, Minimization, and Mitigation Measures

The following Air Quality measures, located in Caltrans' 2018 Standard Specifications (SSPs), Section 14-9, would be implemented to minimize potential temporary impacts:

AQ-1 During construction, implement Caltrans' SSPs Sections 14-9.02 (Air Pollution Control), 14-9.03 (Dust Control), and MDAQMD Rule 403.2 (Fugitive Dust Control) to avoid and/or minimize potential impact to air quality.

AQ-2 Implement and follow Erosion Control and Air Quality Best Management Practices (BMPs).

IV. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The information from this section is based on the Natural Environment Study Minimal Impact (NESMI) (Caltrans 2019) that was approved for the project on May 31, 2019.

a) Less Than Significant Impact. Although the project area is generally surrounded by urban development, there are suitable soils and vegetation within the project area, and nearby undeveloped properties, which provide suitable habitat for a number of special status species. The project will implement avoidance and minimization measures in order to reduce impacts to those species and their habitat. With the implementation of these measures, Caltrans has determined that the project will pose "no effect" to any species listed under the Endangered Species Act and will not cause species of special concern or rare species to trend towards becoming listed.

b, c & d) No Impact. A general survey was conducted throughout the project impact area (PIA) and the Biological Study Area (BSA) which is the surrounding area within 500 feet. The PIA is mapped

on the United States Geological Survey (USGS) 7.5-minute topographic quadrangle: *Devore*. The geographic coordinates near the middle of the Biological Study Area (BSA) are 34.129841° North latitude and -117.498289° West longitude (Figure 2 of the NES). The township, range, and section numbers are listed below.

Township, Range, and Section Data

USGS Quadrangle	Township	Range	Section
Devore	1 North	6 West	34

The purpose of the survey was to assess habitats, identify potential listed species, determine the current condition of the project BSA, and predict the effects of project implementation.

Biological Conditions in the Study Area

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

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/ Absent	Rationale
PLANT					
slender-horned spineflower	*Dodecahema leptoceras*	FE, SE, CNPS 1B.1	Chaparral, cismontane woodland, coastal scrub; alluvial scrub habitat on sandy and gravelly soils in sandy wash systems where intermittent, scouring flood events occur.	A	Suitable soils are present in the BSA; however, habitat is isolated in an urban area and drainages have been channelized.
Santa Ana River woolly-star	*Eriastrum densifolium ssp. sanctorum*	FE, SE, CNPS 1B.1	Chaparral, coastal scrub, floodplains	A	Suitable soils are present in the BSA; however, habitat is isolated in an urban area and drainages have been channelized.
Mesa horkelia	*Horkelia cuneate* var. *puberula*	CNPS 1B.1	Chaparral, Cismontane woodland, Coastal scrub	A	Suitable soils are present in the BSA; however, habitat is isolated in an urban area and drainages have been channelized.
Hollyleaf cherry	*Prunus ilicifolia*	FCOC	Canyons, slopes, alluvial fans and valleys in coastal and foothill scrublands and woodlands	P	A local native tree; due to the estimated age of the tree (> 71 yrs) it may qualify a specimen tree as defined in Fontana City Ordinance Code (see Figure 3a-3b).
AMPHIBIAN/REPTILE					
Arroyo toad	*Anaxyrus californicus*	FE, SSC	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, rivers with sandy banks, willows, cottonwoods and sycamores; loose, gravelly areas of streams in drier parts of range.	A	Suitable habitat is not present in the BSA. No known populations are within this area. Breeding habitat (slow moving streams/shallow pools) is not present. All drainages have been channelized and are not within project limits.
southern California legless lizard	*Anniella stebbinsi*	SSC	Broadleaved upland forest, Chaparral, Coastal dunes, Coastal scrub	A	Suitable soils are present in the BSA; however, habitat is isolated in an urban area near frequently disced fields and drainages have been channelized.

Coast horned lizard	*Phrynosoma blainvillii*	SSC	Chaparral, Cismontane woodland, Coastal bluff scrub, Coastal scrub, Desert wash, Pinon & juniper woodlands, Riparian scrub, Riparian woodland, Valley & foothill grassland	A	Suitable soils are present in the BSA; however, habitat is isolated in an urban area near frequently disced fields and drainages have been channelized.
AVIAN					
burrowing owl	*Athene cunicularia*	SSC	Coastal prairie, Coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, Valley & foothill grassland	HP, P	Suitable habitat is present. A burrowing owl was incidentally observed on site during SBKR surveys and multiple burrows were documented during the vegetation mapping survey.
southwestern willow flycatcher	*Empidonax trailii*	FE, SE	Willow riparian scrub and riparian forest	A	Riparian areas are not present in the BSA.
California condor	*Gymnogyps californianus*	FE, SE, FP	Chaparral, Valley & foothill grassland. Traditional roosting sites are ledges or cavities on cliffs. Also uses old-growth Douglas-fir, ponderosa pine, and snags, in undisturbed areas.	A	Suitable habitat is not present in the BSA.
Coastal California gnatcatcher	*Polioptila californica californica*	FT, SSC	Coastal bluff scrub, Coastal scrub	A	Suitable scrub is present in the PIA; however, habitat is isolated in an urban area.
least Bell's vireo	*Vireo bellii pusilus*	FE, SE	riparian scrub and riparian woodland	A	Riparian areas are not present in the BSA.
MAMMAL					
Northwestern San Diego pocket mouse	*Chaetodipus fallax fallax*	SSC	Chaparral, Coastal scrub	HP	Suitable soils are present in the BSA; however, habitat is isolated in an urban area near frequently disced fields and drainages have been channelized. All mammal surveys were negative for this species.
San Bernardino Merriam's kangaroo rat	*Dipodomys merriami parvus*	FE, SSC	Coastal scrub	A	Suitable soils are present in the BSA; however, habitat is isolated in an urban area near frequently disced fields and drainages have been channelized resulting in no flood events. Surveys on-site in 2003 and 2018 (Appendix B) were negative for this species. Surveys north of SR-210 from 2002-2016 have been negative. USFWS 5-year review states this species is extirpated from the Etiwanda Wash area (see Figure 4).
Los Angeles pocket mouse	*Perognathus longimembris brevinasus*	SSC	Coastal scrub	HP	Suitable soils are present in the BSA. Species has been identified in various locations of the Etiwanda Fan from 1997-2016 (see figure 5); however, surveys in 2003 were negative and surveys in 2018 were conducted outside the season for this species.

Absent [A] - no habitat present and no further work needed. Habitat Present [HP] -habitat is, or may be present. The species may be present. Present [P] – species or community is present on site.
Status: Federal Endangered (FE); Federal Threatened (FT); United States Forest Service Sensitive Species (USFS); State Endangered (SE); State Threatened (ST); State Species of Special Concern (SSC); California Sensitive Natural Community (CDFW) Global Sensitive (G3) and State Sensitive (S3); California Native Plant Society (CNPS); Fontana City Ordinance Code (FCOC).

Wetlands
Waters of the United States and Waters of the State will not be altered by the project since the project site does not contain streams or wetlands.

e) Less Than Significant Impact. A Hollyleaf cherry (*Prunus ilicifolia*) tree is currently in the project site. The project would require removal of this tree. To minimize any potential impact due to its removal, Caltrans would implement Measure A-1 for the planting of trees. Visual measures A-1 through A-6 would further improve the aesthetic character of the area.

f) No Impact. Project implementation will not conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan.

Avoidance, Minimization, and Mitigation Measures

To minimize impacts and avoid effects to the special status and listed plant species, the project will implement all applicable Caltrans Best Management Practices (BMPs) in addition to the following measures:

BIO-1 Preconstruction Burrowing Owl Survey: A burrowing owl pre-construction survey will be performed within 30 days prior to ground disturbance in suitable habitat areas.

BIO-2 Burrowing Owl in Work Area: Caltrans will coordinate with CDFW if a burrowing owl is discovered within the work area. An approved CDFW passive relocation plan and additional monitoring may be required.

BIO-3 Vegetation Removal: To avoid potential impacts to migratory birds, vegetation removal must take place outside of the nesting bird season, in which the nesting bird season is regarded as February 1 – September 30. If this is not feasible, then BIO-4 will be implemented.

BIO-4 Preconstruction Nesting Bird Survey: If construction occurs within nesting bird season (Feb 1 – Sept 30), then pre-construction surveys will be conducted 72 hours prior to construction by a qualified biologist in order to locate and avoid nesting birds. If an active avian nest is located, a 100-foot no construction buffer (300-foot for raptors) will be put in place until nesting has ceased or the young have fledged.

BIO-5 Artificial Lighting: During construction, artificial lighting for the project site is to be directed specifically at the work site only.

V. Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

a & b) No Impact. Information from this section was drawn from the Historic Property Survey Report (HPSR), document approved for the project by Caltrans in September 2018.

As discussed in the HPSR, Caltrans followed the standard industry practice cultural resources identification and impact analysis practices outlined in the Caltrans Standard Environmental Reference (SER) Volume II. This process involved establishing an Area of Potential Effects (APE) for the Project, conducting background research, performing a cultural-resources record search at the California Historical Resources Information System (CHRIS) Information Center, conducting a sacred lands file search through the Native American Heritage Commission (NAHC), consultation with associated Native American tribes and individuals, and conducting intensive pedestrian field surveys.

As a result of this process, Caltrans conducted there are no cultural resources present and determined a Finding of No Historic Properties Affected.

The Area of Potential Effects (APE) for the project was established in consultation with Ashley Bowman PQS Lead Archaeological Surveyor, and Raghuram Radhakrishnan, Project Manager/Local Assistance Engineer, on September 14, 2018. The APE map is located Under Appendix A, page 48.

Initially, Caltrans had determined that the level of Environmental Document was expected to be a Categorical Exemption (CE); however, it was later determined that the level of documentation for compliance under the California Environmental Quality Act (CEQA) must be elevated, requiring consultation under Assembly Bill 52 (AB 52). Subsequently, on February 20, 2019 letters were sent to the following individuals requesting consultation under AB 52:

- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino-Tongva Tribe
- Gabrieleno Band of Mission Indians Kizh Nation
- Soboba Band of Luiseño Indians
- San Manuel Band of Mission Indians

Through this process, no tribal cultural resources other than those discussed above under Cultural Resources were identified in the APE.

Because the site contains no historic or archaeological properties, pursuant to §150645, no impact would occur.

c) No Impact. As a result of the identification effort discussed above, in response to questions a and b, no human remains have been identified within the project area. With the implementation of the measures listed below, impacts to potentially undiscovered human remains will be avoided or minimized.

Avoidance, Minimization, and Mitigation Measures

To avoid and/or minimize potential impacts the following standard Caltrans measures will be implemented.

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

CR-2 In the event that human remains are found, the county coroner shall be notified and ALL construction work 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 Most Likely Descendent (MLD). The person who discovered will contact the District 8 Native American Coordinator (DNAC) Gary Jones at (909) 383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.

VI. Energy

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. ENERGY: Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

a & b) No Impact. Caltrans promotes energy-efficient development by incorporating statewide goals from California's Energy Efficiency Strategic Plan, and setting policies, codes, and actions. Implementing these actions will assist in energy conservation and with lessening the impact on climate change.

A goal of Caltrans' design team is to adhere to a green building rating system called "Leadership in Energy and Environmental Design" (LEED). LEED certification means healthier, more productive places, reduced stress on the environment by encouraging energy and resource-efficient buildings. By engaging in the LEED Certification process, the design team has performed an extensive effort to gain any applicable/possible credits in the building's or the site's overall design. LEED projects earn points across nine basic areas that address key aspects of green buildings. The areas that were reviewed for the credits include: Integrative process, location and transportation, sustainable sites,

water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, innovation, and regional priority. Based on the number of points achieved, a project earns one of four LEED rating levels: Certified, Silver, Gold or Platinum. The proposed project has a goal to obtain Silver Certification.
With the implementation of the actions listed above, impacts to energy conservation will be avoided and/or minimized.

Avoidance, Minimization, and Mitigation Measures

No additional measures are proposed.

VII. Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a. i & ii) No Impact. According to the California Department of Conservation Fault Activity Map (2010), there are no earthquake faults with recent activity at the I-15/I-210 interchange. The Red Hill fault to the west of I-15 shows last activity to the north of the 210 was in the Holocene Age (within the past 11,700 years) and to the south of the I-210 shows last activity in the Late Quaternary period (within the past 700,000 years). The Cucamonga fault along the foot of the hills to the north of the I-210 was also in the Late Quaternary period. The project site is in a seismically active area, as most of Southern California is, and is expected to experience moderate to severe ground shaking during the lifetime of the proposed project. The ground-shaking risk is not considered substantially different than that of other similar properties in the southern California area.

Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, is anticipated to avoid or minimize any significant impacts related to seismic ground shaking. Seismic design would also meet city and county requirements under the

Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed project would result in no impact because project construction and operation would have no opportunity to rupture a known earthquake fault or cause seismic shaking.

a. iii) No Impact. The City of Fontana General Plan Safety Element (2015-2035) and California Geological Survey Map (2008), and the San Bernardino County Land Use General Plan Geological Hazard Overlay Map do not identify any geologic hazards for the project. The vast majority of the City has a low susceptibility to liquefaction due to historically low groundwater levels and generally coarse sediments. Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, is anticipated to avoid or minimize any significant impacts related to liquefaction and seismic risk. Seismic design would also meet city and county requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed project would result in no impact because construction or operation would not cause any seismic-related ground failure, including liquefaction.

a. iv) No Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. Since the site is relatively flat, impacts associated with landslides or mudslides are not anticipated. Based on a review of geologic mapping, there would be a low probability for a landslide along the project's area. No impacts would occur.

b) Less Than Significant. Grading and grinding during the construction phase of the project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. The disturbed soil area is defined by Caltrans as consisting of areas of exposed, erodible soil that are within the construction limits and that result from construction-related activity. Construction site BMPs, which are standard practices for erosion and water quality control, would be used on the project site and would include the use of street sweeping, temporary soil binder, and temporary cover for materials storage. During high wind events, temporary covers would also be used. Construction methods related to water conservation practices, vehicle and equipment cleaning, fueling, and maintenance would be followed.

State jurisdictions require that an approved Storm Water Pollution Prevention Plan (SWPPP) be prepared for projects that involve greater than one acre of disturbance. A SWPPP specifies BMPs that would minimize erosion and keep all products of erosion from moving off site into any receiving waters. Earthwork in the project area would be performed in accordance with the most current edition of the Caltrans Standard Specifications, the project SWPPP, and the requirements of applicable government agencies; therefore, the proposed project would result in less-than-significant impacts.

c) No Impact. Based on overall test results done on the state-owned property adjacent to the proposed project site, the site soils have low to moderate collapse potential. Any earthwork in the project area would be performed in accordance with the most current edition of the Caltrans Standard Specifications; therefore, the proposed project would result in no impacts.

d) No Impact. Most sediments blanketing the valley area are coarse grained and generally have a very low potential for expansion. Although finer grained components that are moderately to highly

expansive may be present locally, these units are more likely present in the southern part of the city (City of Fontana 2003). Based on the project site location close to the alluvial source, the presence of potentially expansive soils is considered low.

e) No Impact. Under contract by the City, wastewater treatment is provided by Inland Empire Utility Agency (IEUA), and there would be no requirement for a leach field of leach pits. The proposed project would not affect existing or proposed septic tanks or alternate wastewater disposal systems, nor would the use of septic tanks be involved during construction. Therefore, no impacts would occur.

f) Less Than Significant with Mitigation. Grading, excavation and other surface and subsurface excavation in defined areas of the proposed project have the potential to impact nonrenewable paleontological resources, a Paleontological Mitigation Plan (PMP) will be prepared to avoid destruction of scientifically important fossils.

Avoidance, Minimization, and Mitigation Measures

Other than standard specifications and practices during construction-related activities, no avoidance, minimization, and/or mitigation measures are required for geology and soils.

PAL-1 Required preconstruction paleontological awareness training for earth moving personnel.

PAL-2 A signed repository agreement with the facility that is approved by Caltrans.

PAL-3 Field and laboratory methods (must be consistent with repository requirements).

PAL-4 All elements under reporting: PMP format (Caltrans 2003).

PAL-5 Required Paleontological Mitigation Report (PMR) upon completion of project earthmoving.

VIII. Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Caltrans has used the best available information based to the extent possible on scientific and factual information, to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this project. The analysis included in the climate change section of this document provides the public and decision-makers as much information about the project as possible. It is Caltrans' determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project. These measures are outlined in the climate change section of the document.			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				

Please see Climate Change section, starting on page 35.

IX. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a & b) No Impact. Implementation of the Build Alternative is not expected to result in the creation of any new health hazards or expose people to potential new health hazards. No storage of toxic materials or chemicals would occur, and the project is not anticipated to increase the potential hazardous materials in the project area. The Initial Site Assessment (ISA) Checklist completed for this project on July 26, 2018 determined that the potential for hazardous waste involvement is low.

The ISA Checklist dose not identify any existing underground storage tanks, surface tanks, sumps, ponds, drums, basins, transformers, or landfills during the field inspection. Furthermore, no surface staining oil sheen, odors, or vegetation damage as result of contamination were detected during the field inspection.

Following construction of the project, operations are not expected to result in the creation of any new health hazards or expose people to potential new health hazards.

c) No Impact. There are no schools within one-quarter mile of the project site; therefore, no impacts would occur.

d) No Impact. The California Department of Toxic Substances Control (DTSC) tracks and identifies sites within known or potential contamination through its EnviroStor database. The EnviroStor database did not identify any hazardous material sites near the project therefore, no impacts would occur.

e) No Impact. The project site is not within an airport land use plan and it is not within two miles of a public airport or public use airport. The LA/Ontario International Airport is the closest airport to the City of Fontana, located approximately 10 miles from the City's downtown area however, the proposed project would not result in an airport-related safety hazard for people residing or working in the area. The project would not contain any skyward features that would interfere with any air traffic flight paths or other airport activities. There are no private airstrips near the project. No impacts would occur.

f) No Impact. The project site is located in an established urban area well-served by a roadway network. The construction activities are temporary and would be confined to the project site. The proposed building includes a room for the Southern California Regional Disaster Coordination Center for Transportation (SCRDCCT) which would provide a core federal disaster response that coordinates and provides capability needed to save lives, reduce suffering, and protect property in communities throughout Southern California that have been overwhelmed by the impact of a major disaster or emergency, regardless of cause. The center will ensure that federal emergency response systems and capabilities are properly prepared and ready to support communities in case of disasters and emergencies. Thus, the project is not anticipated to interfere with any adopted local emergency response plans or emergency evacuation plans; but rather enhance plans and policies already in place.

g) No Impact. Standard California Building Code requirements would be followed in the construction of this project. There are seven fire stations located strategically throughout the City, a Hazardous Materials Response Team, and firefighters with special expertise in wildfires. Additionally, the City has established a Fire Hazard Overlay District in sections of North Fontana and open space areas in South Fontana to reduce risk from wildfire. The City of Fontana uses the California Fire Code and several other fire ordinances to further reduce the City's vulnerability to structural and wildland fires.

Avoidance, Minimization, and Mitigation Measures

The following measures would be implemented to avoid and/or minimize potential impacts related to lead compliance special handling for electrical equipment.

HAZ-1 A lead compliance plan shall be prepared under Section 7-1.02K(6)(j)(iii) of Caltrans' Standard Specifications. The Lead Compliance Plan shall include provisions regarding use of earth material.

X. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

a) Less Than Significant Impact. Information from this section was drawn from the Storm Water Data Report (SWDR) dated 3/1/16. The potential temporary effects of the proposed project on the quality of the water in the area would come from runoff during construction, including erosion. The National Pollution Discharge Elimination System (NPDES) permits issued by the Regional Water Quality Control Board (RWQCB) set limits on discharges, schedules for compliance, special conditions, and monitoring programs. This project is located within the Santa Ana River Watershed.

All major reconstruction and new construction within Caltrans' ROW must conform to Caltrans' Statewide NPDES Permit No. CAS000003 and to the General NPDES Permit for Construction Activities No. CAS000002. These permits regulate stormwater and non-stormwater discharges associated with year-round construction activities. These permits also limit discharges, set water quality standards, and establish a monitoring program of the waste discharge. Permitting of underground storage tanks and cleanup of waste discharge is also enforced by RWQCB. Grading and trenching during the construction of the project would require the limited removal of vegetation and moving of soils. This would temporarily increase the exposure of soils to wind and water

erosion and could increase the amount of sediments entering downstream drainages and waterways. Sediments can adversely affect water quality and negatively affect fish, aquatic plants, and other organisms.

The project contractor would be required to apply stormwater pollution control measures during the entire duration of the project and follow the Water Pollution Control Best Management Practices (BMPs) specified in the approved Stormwater Pollution Prevention Plan (SWPPP) to minimize impacts on receiving waters. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials that may fall or blow onto Caltrans ROW. The project contractor would be required to develop, implement, and maintain the following:

A SWPPP conforming to the requirements of:

- Caltrans Specification Section 13, "Water Pollution Control"
- SWRCB Resolution No. 2001-046 (the Sampling and Analytical Procedures [SAP] Plan)
- The Section 402 NPDES Statewide Storm Water Permit
- The General NPDES Permit for Construction Activities

The project would utilize stormwater controls, as required, to minimize the amount of roadway pollution from the project area during construction. Compliance with the NPDES requirements would further reduce such polluting impacts. Projects within Caltrans' ROW are obligated to comply with the latest Caltrans and RWQCB water quality standards relative to the treatment of post-construction stormwater runoff. Determination and implementation of BMPs within the ROW are defined based on the evaluation of existing site constraints, constituents of concern at the receiving waters, soil conditions, and hydraulic conditions. Prior to approval of the final design of the project, applicable post-construction BMPs would be identified to ensure that applicable Caltrans selection and siting criteria have been achieved. Deployment of BMPs would reduce long term water quality impacts due to implementation of the proposed project. Therefore, less-than significant water quality impacts are anticipated.

b) No Impact. Borings were drilled throughout the project site and groundwater was not encountered in soil borings drilled to depths of 55ft and 66ft. Groundwater at the site is estimated to be at depths greater than 117ft. Groundwater is far below the depth necessary to construct the proposed facility. Therefore, there will be no impact.

c i, ii, iii, iv) No Impact. The project will not alter existing drainage patterns; and, it is not located over a stream or a river. The project is designed to avoid or reduce storm waste impacts wherever feasible. Paved and unpaved surface disturbance is minimized. Project construction schedules will be phased to minimize construction during rainy season to the greatest extent possible. Ease of maintenance will be considered during the design. There are no critical areas to avoid and the project will not impact receiving waters if BMPs are installed and maintained. Permanent BMPs will be implemented early during the construction process to be used during construction.

d) No Impact. This project is located approximately 54 miles from the Pacific Ocean. Due to the distance and height of surrounding terrain, and the distance from the Pacific Ocean and other large bodies of water, potential for inundation by seiche, tsunami, or mudflow is considered very unlikely.

e) No Impact. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and followed throughout the duration of the project. The SWPPP would conform to requirements regarding water quality control.

Avoidance, Minimization, and Mitigation Measures

The following standard measures will be included for Hydrology and Water Quality:

WQ-1 Prior to the start of construction a SWPPP shall be developed by the contractor and approved by the Department to avoid and/or minimize potential impacts to water quality.

WQ-2 The SWPPP control measures shall address the following categories; soil stabilization practices; sediment control practices; sediment tracking control practices; wind erosion control practices; and non-storm water management and waste management and disposal control practices.

WQ-3 The contractor shall be required to comply with water pollution control provisions and SWPPP and conform to the requirements of the Department's Standard Specification Section 7-1.01G "Water Pollution", of the Standard Specifications.

WQ-4 If necessary, soil-disturbed areas of the project site will be fully protected using soil stabilization and sediment control BMPs at the end of each day, unless fair weather is predicted.

XI. Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) No Impact. The proposed project falls within the jurisdiction of the City of Fontana. The project site is vacant, undeveloped land. The project is generally located adjacent to the Route 210 and I-15 Freeway interchange, which the City's Land Use Plan identifies as Regional Mixed Use. The Regional Mixed-Use designation, which is divided into three sub-categories MU 1, 2 and 3, provides opportunities for commercial retail shopping centers, entertainment, medical facilities, professional and corporate offices, business parks, and light industrial uses. The project site does not interface with any established communities and would not isolate any established communities or residences from neighboring communities. Because the project site is not adjacent to or within a community, the development and operation of the project would not physically disrupt or divide the arrangement of an established community.

b) No Impact. The proposed project is consistent with the City's land use plan and adopted policies. The proposed project is a professional office use; which is consistent with the Regional-Use designation.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed.

XII. Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a & b) No Impact. No classified or designated mineral deposits of statewide or regional significance are known to occur within the project area. Also, the project is located outside of mineral resource recovery sites therefore, no impacts are anticipated to occur.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed.

XIII. Noise

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two 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?	☐	☐	☐	☒

a) No Impact. Implementation of the project may result in short-term increased noise levels within the project vicinity due to construction activities. The project is not adjacent to or within a community. The nearest residential zoned area is over 1 mile to the east of the site and the proposed building is adjacent to two existing Caltrans-owned facilities. Construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02.

The project would not expose people to or generate noise levels in excess of standards established in a general plan or noise ordinance, or applicable standards of other agencies. Therefore, there would be no noise impact.

b) No Impact. Any ground-borne noise or vibration would be limited to the 350-day construction period and would be short in duration. Because there is no noise- or vibration-sensitive uses located in the immediate project vicinity and because the proposed project would comply with Caltrans' Standard Specifications as outlined in **NOI-1**, no impacts would occur.

c) No Impact. The proposed project is not located within two miles of an airport. Therefore, no noise impacts related to air traffic would occur.

Avoidance, Minimization, and Mitigation Measures

The following standard Caltrans measures would be implemented to minimize potential impacts:

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 contract. In addition, Noise associated with construction is controlled by Caltrans 2018 Standard Specifications Section 14-8.02, "Noise Control," which states the following: Control and monitor noise resulting from work activities.

Do not exceed 86 dBA L_{max} at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

In addition, Section 14-8.02 may be edited specifically for this project during the plans, specifications, and estimates' phase to incorporate all or part of 2018 Standard Special Provision (SSP) Number 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 or a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.

XIV. Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) No Impact. Relative to other surrounding cities, Fontana has higher amounts of vacant land to expand both residential and business development, much of that land is already entitled and is expected to be developed by 2025. The project area is in an area that the city designated for commercial services, professional offices, and business parks. The city's land use plan mentions Caltrans' Transportation Management Center and Regional Lab, which are located next to the

proposed maintenance station, and states the area is intended to encourage other similar facilities. The proposed project would not result in growth that was not already anticipated by the City of Fontana General Plan.

b) No Impact. The project site is currently vacant. New ROW would not be acquired for this project, as all work would be done within this Caltrans-owned property. Accordingly, no residents or businesses would need to be relocated as a result of implementing the Build Alternative. The proposed project would not necessitate the relocation of any existing developments and/or people. Therefore, no impacts would occur.

Avoidance, Minimization, and Mitigation Measures

No measures are required.

XV. Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Fire Protection: No Impact. Through a partnership with the San Bernardino County Fire Department, Fontana's Fire Department provides fire protection in the project vicinity. There are seven fires stations in Fontana. The project site is located 2.7 miles from the nearest fire station. The proposed new facility would house approximately fifty (50) employees from within the same region, therefore the amount of services needed would not be considered a substantial increase. Thus, no new or expanded unplanned facilities would be required. The project would not affect the level of services needing fire protection.

Police Protection: No Impact. The Fontana Police Department provides police protection in the project vicinity. The Fontana Police Department has 188 sworn officers and operates out of the central police station downtown. The project would not affect the level of service within the project area or surrounding areas.

Schools: No Impact. No schools are located near the project vicinity. Because the project scope is not population-inducing, it would not result in the need for new or physical expansion of any school.

Parks: No Impact. No state or regional parks border the alignment and would not be affected by either construction or operation of the Build Alternative. No national parks exist that directly border the project limits. No new ROW is expected for this project therefore there is no potential for impacts to parks.

Other Public Facilities: No Impact. There are no public facilities in the immediate project area and, as such, there would be no impacts on public facilities as a result of construction or operation of the project.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed.

XVI. Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a & b) No Impact. The project does not propose any type of residential use or other land use that may generate a population that would increase the use of any existing neighborhood, regional parks, or other recreational facilities such that substantial physical deterioration would occur, nor would it require the construction or expansion of existing recreational facilities.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed.

XVII Transportation

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

a) No Impact. The project entails the construction of a maintenance station on State-owned vacant land which is adjacent to other State facilities, the Southern Regional Laboratory and the Inland Empire Transportation Management Center. The proposed use is consistent with the City's General Plan and therefore consistent with the local circulation plan.

b) Less Than Significant with Mitigation. The proposed facility would be located approximately 1.2 miles from a bus stop (Cherry & Baseline). The facility would house approximately fifty (50) employees from within the same region, so the amount of traffic added to local and regional transportation system is negligible. Since traffic is not comprised of new commuters it is not expected that there would be an increase in vehicle miles traveled and therefore the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).

c) No Impact. The project would not increase hazards due to a design feature. The roadways to the project site are part of an established urban roadway network and contain no sharp curves or dangerous intersections.

d) No Impact. Immediate vehicular access to the project site is provided via Victoria Street. The construction activities for the project would be confined on-site.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed.

XVIII. Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

a) No Impact. There are no tribal cultural resources near or within the project study area and, therefore, the project would have no impact on any tribal cultural resources.

b) No Impact. There are no significant resources, as defined under PRC 5024.1, for a California Native American Tribe identified near or within the project study area.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed.

XIX. Utility and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

a) No Impact. A Utility Corridor including Southern California Edison (SCE), Southern California Gas (SCG) and Metropolitan Water District (MWD) traverses the property paralleling the I-15 freeway. There are existing conduit systems by SCE that serve the project site. In order to adhere to the city's policy that meets the California Public Utility Commissions (CPUC) rule and SCE specifications, an overhead relocation to underground would be done.

Natural gas is provided to the project site by the Southern California Gas Company. Service of SCG facilities to the proposed project will be provided in accordance with SCG's policies and the CPUC rules governing gas distribution.

Currently there are fiber-optic facilities located at Victoria Avenue and the 15 Freeway, and Victoria Avenue and Cherry Avenue. AT&T or Verizon will service the project site from these locations. Time Warner Cable Company (TWC) serves the area. There are existing TWC facilities on the west side of Cherry Avenue and along Summit Avenue. TWC will supply service from these locations. Notices to Owners and Utility Agreements will not be required. (Caltrans Facility Project Study Report April, 2017)

As per the City's General Plan, resulting from recent and planned growth the utility providers plan for necessary upgrades and expansions to their systems to ensure that adequate service would be provided. As such, the proposed project would have no impact on electricity and natural gas and service systems.

b) No Impact. The majority of the city is supplied by Fontana Water Company however; the project area is serviced by the Cucamonga Valley Water District (CVWD). CVWD's service area includes the City of Fontana and serves a population of over 190,000 customers within a 47-square-mile area, which includes approximately 48,000 water connections and 37,000 sewer connections with an average daily demand of approximately 47 million gallons per day. CVWD's drinking water supply source comes from two primary sources: 20 local groundwater wells in the Chino Groundwater Basin and the Cucamonga Basin and imported water. A small amount of water also flows from local

canyons and tunnels. Although these water supply sources are expected to continue to allow CVWD to provide sufficient water service, there are a number of actions developed to optimize and maximize the water supply.

c) No Impact. Under contract by the City, wastewater treatment is provided by the Inland Empire Utility Agency (IEUA), which has wastewater treatment plants in Ontario and in Rancho Cucamonga. The City of Fontana owns and maintains pump stations and 437 miles of sewer lines. Fontana collaborates closely with the IEUA to promote innovative and resource-efficient systems.

d) No Impact. The Fontana Forward General Plan 2015-2035 includes policies and laws to offset the increase in waste generated by population growth. The proposed project would not contribute substantially to the generation of solid waste in such a manner that would exceed State or local standards.

e) No Impact. The proposed project would be in compliance with all federal, state, and local solid waste statutes and regulations; therefore, there would be no impact.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed.

XX. Wildfire

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) No Impact. The project site dis not currently designated as an emergency evacuation route. During construction and long-term operation, the proposed project would be required to maintain adequate emergency access for emergency vehicles as required by the City. Additionally, the proposed building includes a room for the Southern California Regional Disaster Coordination Center for Transportation (SCRDCCT) which would provide a core federal disaster response that coordinates and provides capability needed to save lives, reduce suffering, and protect property in communities throughout Southern California that have been overwhelmed by the impact of a major disaster or emergency, regardless of cause. The center will ensure that federal emergency response systems and capabilities are properly prepared and ready to support communities in case of disasters

and emergencies. Thus, the project is not anticipated to interfere with any adopted local emergency response plans or emergency evacuation plans; in fact, it would enhance an emergency action plan.

b) No Impact. Wildfires are a year-round reality in San Bernardino County. Risk to the City of Fontana from wildfire is of concern. High fuel loads in the hills, along with geographical and topographical features, create the potential for both natural and human-caused fires. Natural weather conditions common to the area such as drought, high temperatures, and periodic winds are factors that can contribute to wildfire risk.
Wildfire regulatory requirements are mandated by the State of California and the City of Fontana. Wildland fire protection in California is the responsibility of either the State, local government, or the federal government. There are seven fire stations located strategically throughout the City, a Hazardous Materials Response Team, and firefighters with special expertise in wildfires. Additionally, the City has established a Fire Hazard Overlay District in sections of North Fontana and open space areas in South Fontana to reduce risk from wildfire. The City of Fontana uses the California Fire Code and several other fire ordinances to further reduce the City's vulnerability to structural and wildland fires.

The City of Fontana is located in a "Local Responsibility Area," so fire protection for the City of Fontana is provided by city fire departments. Based on Cal Fire's Very High Fire Severity Zone map, this project site is designated as "Non-Very High Fire Hazard Severity Zone." Because the project is not located near a state responsibility area and the site is not classified as a Very High Fire Severity Zone no impact in this regard is expected.

c) No Impact. The project will not require installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

d) No Impact. The project site is within a gently sloping alluvial plain. The City of Fontana has adopted a Master Plan of Drainage and the project site is within the Master Plan Area. The project will be responsible to safely convey any discharge to a regional or city master planned drainage facility. Due to the generally flat terrain and the fact the project is not located in or near a state responsibility area and the site is not classified as a Very High Fire Severity Zone, exposure of people or structures to significant fire risk is not expected.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed.

XXI. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

The environmental checklist indicates that the proposed project would result in no impacts or less than significant environmental effects.

a) Less Than Significant Impact. The proposed project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal.

b) Less Than Significant Impact. The Project would not substantially result in environmental impacts. Fontana is a maturing suburban community. There's not much vacant land left, and much of it is under construction or entitled. The project site area is designated by the city for a new large development that will feature office, retail, hospitality, business park and residential uses. (Fontana Westgate Specific Plan (February 2017))
Over the next 20 years, Fontana's growth will focus increasingly on redevelopment.

c) No Impact. The project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed.

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 (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (1,1,1,2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation.[1] In California, however, transportation sources (including passenger cars, light duty trucks, other trucks, buses, and motorcycles) are the largest contributors of GHG emissions.[2] The dominant GHG emitted is CO_2, mostly from fossil fuel combustion.

Two terms are typically used when discussing how we address the impacts of climate change: "greenhouse gas mitigation" and "adaptation." Greenhouse gas mitigation covers the activities and policies aimed at reducing GHG emissions to limit or "mitigate" the impacts of climate change. Adaptation, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels).

Regulatory Setting

This section outlines state efforts to comprehensively reduce GHG emissions from transportation sources.

With the passage of legislation including State Senate and Assembly bills and executive orders, California has been innovative and proactive in addressing GHG emissions and climate change.

Assembly Bill 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.

Executive Order S-3-05 (June 1, 2005): The goal of this executive order (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 year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill 32 in 2006 and SB 32 in 2016.

[1] https://www.epa.gov/ghgemissions/us-greenhouse-gas-inventory-report-1990-2014
[2] https://www.arb.ca.gov/cc/inventory/data/data.htm

Assembly Bill 32 (AB 32), Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 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." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

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 sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor's 2030 and 2050 GHG reduction goals.

Senate Bill 97 (SB 97), Chapter 185, 2007, Greenhouse Gas Emissions: This bill requires 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 ARB to set regional emissions reduction targets for 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 how it will achieve the emissions target for its 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.

Executive Order B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

Executive Order B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of a million metric tons of carbon dioxide equivalent ($MMTCO_2e$). Finally, it

requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

Senate Bill 32, (SB 32) Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

Environmental Setting

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020. The Scoping Plan was first approved by ARB in 2008 and must be updated every 5 years. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32.

The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the updated Scoping Plan, ARB released the GHG inventory for California.[3] ARB is responsible for maintaining and updating California's GHG Inventory per H&SC Section 39607.4. The associated forecast/projection is an estimate of the emissions anticipated to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

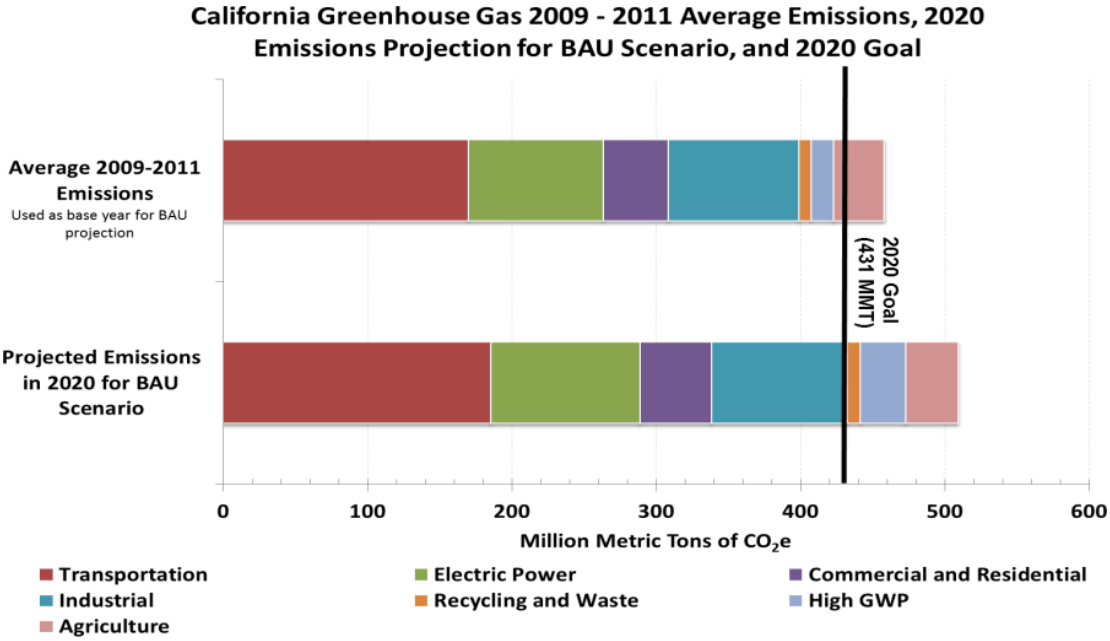
An emissions projection estimates future emissions based on current emissions, expected regulatory implementation, and other technological, social, economic, and behavioral patterns. The projected 2020 emissions provided in Figure 6-1 represent a business-as-usual (BAU) scenario assuming none of the Scoping Plan measures are implemented. The 2020 BAU emissions estimate assists ARB in demonstrating progress toward meeting the 2020 goal of 431 MMTCO2e.[4] The 2017 edition of the GHG emissions inventory (released June 2017) found total California emissions of 440.4 $MMTCO_2e$, showing progress towards meeting the AB 32 goals.

The 2020 BAU emissions projection was revisited in support of the first update to the Scoping Plan (2014). This projection accounts for updates to the economic forecasts of fuel and energy demand as well as other factors. It also accounts for the effects of the 2008 economic recession and the projected recovery. The total emissions expected in the 2020 BAU scenario include reductions anticipated from Pavley I and the Renewable Electricity Standard (30 $MMTCO_2e$ total). With these reductions in the baseline, estimated 2020 statewide BAU emissions are 509 $MMTCO_2e$.

[3] 2018 Edition of the GHG Emission Inventory Released (July 2018): https://www.arb.ca.gov/cc/inventory/data/data.htm

[4] The revised target using Global Warming Potentials (GWP) from the IPCC Fourth Assessment Report (AR4)

Figure 1 2020 Business as Usual (BAU) Emissions Projection 2014 Edition:



https://www.arb.ca.gov/cc/inventory/data/bau.htm

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.

GHG emissions for transportation projects can be divided into those produced during operations and those produced during construction. The following represents a best faith effort to describe the potential GHG emissions related to the proposed project.

Operational Emissions

The purpose of this project is to construct a new maintenance facility that will provide various services provided to the motorists, bicyclists, pedestrian and other users by performing needed routine maintenance. This proposed facility will service Interstate 15 and 215, as well as SR 210 within the city limits of Upland, Rancho Cucamonga, Fontana, Rialto, and San Bernardino.

[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 US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

The majority of energy consumption would occur during the project's operation as opposed to during its construction. The project would implement a variety of policies, goals and strategies to reduce its GHG emissions.

Construction Emissions

Construction GHG emissions would result from material processing and on-site construction equipment. These emissions would 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.

The Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model was used to quantify the expected construction-related GHG emissions related to the proposed project. Construct GHG emissions would total 6083.66 lbs/3.04 tons of CO_2 during the estimated 350 working days of construction.

CEQA Conclusion

The project will result in GHG emissions during construction and during operation. While 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 significant determination regarding the project's direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following sections.

Greenhouse Gas Reduction Strategies

Statewide Efforts

In an effort to further the vision of California's GHG reduction targets outlined an AB 32 and SB 32, Governor Brown identified key climate change strategy pillars (concepts). These pillars highlight the idea that several major areas of the California economy will need to reduce emissions to meet the 2030 goal. These pillars are (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

Figure 2 The Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that we build on our past successes in reducing criteria and toxic air pollutants from transportation and goods movement activities. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. One of Governor Brown's key pillars sets the ambitious goal of reducing today's petroleum use in cars and trucks by up to 50 percent by 2030.

Governor Brown called for support to manage natural and working lands, including forests, rangelands, farms, wetlands, and soils, so they can store carbon. These lands have the ability to remove carbon dioxide from the atmosphere through biological processes, and to then sequester carbon in above- and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set a new interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)
The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce 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. It serves as an umbrella document for all the other statewide transportation planning documents.

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan
The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help to reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT per capita
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

Funding and Technical Assistance Programs
In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several funding and technical assistance programs that have GHG reduction benefits. These include the Bicycle Transportation Program, Safe Routes to School, Transportation Enhancement Funds, and Transit Planning Grants. A more extensive description of these programs can be found in *Caltrans Activities to Address Climate Change* (2013).

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce GHG emissions resulting from agency operations.

Project-Level GHG Reduction Strategies
The following measures would also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

CC-1: Standard Specification 7-1.02C, Emissions Reduction, requires contractors to certify that they are "aware of the emissions reduction regulations being mandated by the California Air Resources Board" and "will comply with such regulations before commencing the performance of the work and maintain compliance throughout the duration of this Contract."

CC-2: Standard Specification 14-9.02, Air Pollution Control, requires contractors to "comply with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract, including those provided in Govt Code § 11017 (Pub Cont Code § 10231)."

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—or, put another way, planning and design for resilience. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their 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. These types of impacts to the transportation infrastructure may also have economic and strategic ramifications.

State Efforts

On November 14, 2008, then-Governor Arnold Schwarzenegger signed EO S-13-08, which directed several state agencies to address California's vulnerability to sea-level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea-level rise and directed all state agencies planning to construct projects in areas vulnerable to future sea-level rise to consider a range of sea-level rise scenarios for the years 2050 and 2100, 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 water levels, and storm surge and storm wave data.

Governor Schwarzenegger also requested the National Academy of Sciences to prepare an assessment report to recommend how California should plan for future sea-level rise. The final report, *Sea-Level Rise for the Coasts of California, Oregon, and Washington* (Sea-Level Rise Assessment Report)[6] was released in June 2012 and included relative sea-level rise projections for the three states, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates; and the range of uncertainty in selected sea-level rise projections. It provided 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; and a discussion of future research needs regarding sea-level rise.

In response to EO S-13-08, the California Natural Resources Agency (Resources Agency), in coordination with local, regional, state, federal, and public and private entities developed *The California Climate Adaptation Strategy* (Dec 2009),[7]which summarized the best available science on climate change impacts to California, assessed California's vulnerability to the identified impacts, and outlined solutions that can be implemented within and across state agencies to promote

[6] *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.
[7] http://www.climatechange.ca.gov/adaptation/strategy/index.html

resiliency. The adaptation strategy was updated and rebranded in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan).

Governor Jerry Brown enhanced the overall adaptation planning effort by signing EO B-30-15 in April 2015, requiring state agencies to factor climate change into all planning and investment decisions. In March 2016, sector-specific Implementation Action Plans that demonstrate how state agencies are implementing EO B-30-15 were added to the Safeguarding California Plan. This effort represents a multi-agency, cross-sector approach to addressing adaptation to climate change-related events statewide.

EO S-13-08 also gave rise to the *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance), produced by the Coastal and Ocean Working Group of the California Climate Action Team (CO-CAT), of which Caltrans is a member. First published in 2010, the document provided "guidance for incorporating sea-level rise (SLR) projections into planning and decision making for projects in California," specifically, "information and recommendations to enhance consistency across agencies in their development of approaches to SLR." [8]

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 actively engaged in in working towards identifying these risks throughout the state and will work to incorporate this information into all planning and investment decisions as directed in EO B-30-15.

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

Chapter 3 – Public Involvement & Draft IS Circulation

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the 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, coordination with resource agencies and consultation with other individuals and organizations.

3.1Cultural Resources

A request was sent to the Native American Heritage Commission (NAHC) on 2/1/2019 requesting a Sacred Lands File Search. On 2/7/2019 the NAHC responded with negative results. The NAHC response included a list of tribes culturally affiliated with area that should be contacted. Pursuant to

[8] http://www.opc.ca.gov/2013/04/update-to-the-sea-level-rise-guidance-document/

Assembly Bill 52 (AB 52) letters were sent to the following individuals requesting consultation under AB 52 on 2/20/19:

- Gabrielino Tongva Indians of California Tribal Council – No Response Received
- Gabrielino/Tongva Nation – No Response Received
- Gabrieleno/Tongva San Gabriel Band of Mission Indians – No Response Received
- Gabrielino-Tongva Tribe – No Response Received
- Gabrieleno Band of Mission Indians Kizh Nation – Requested consultation, sent letter explaining project
- Soboba Band of Luiseño Indians – No Response Received
- San Manuel Band of Mission Indians – No Response Received

3.2 Public Agencies
California Fish and Wildlife

3.3 Public Circulation
This draft IS-ND has been prepared for the project and circulated for public review and comment for 30 days between June 21, 2019 and July 22, 2019. A Notice of Intent to Adopt a Negative Declaration has been published in The Sun newspaper on June 21, 2019. The notice informed the public of the locations where the draft IS-ND is available for public review, the start and end dates of the public review period, length of the public review period, and how the public could submit comments on the draft IS-ND.

List of Appendices

Appendix A. Maps

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Figure 1. Project Vicinity Map.

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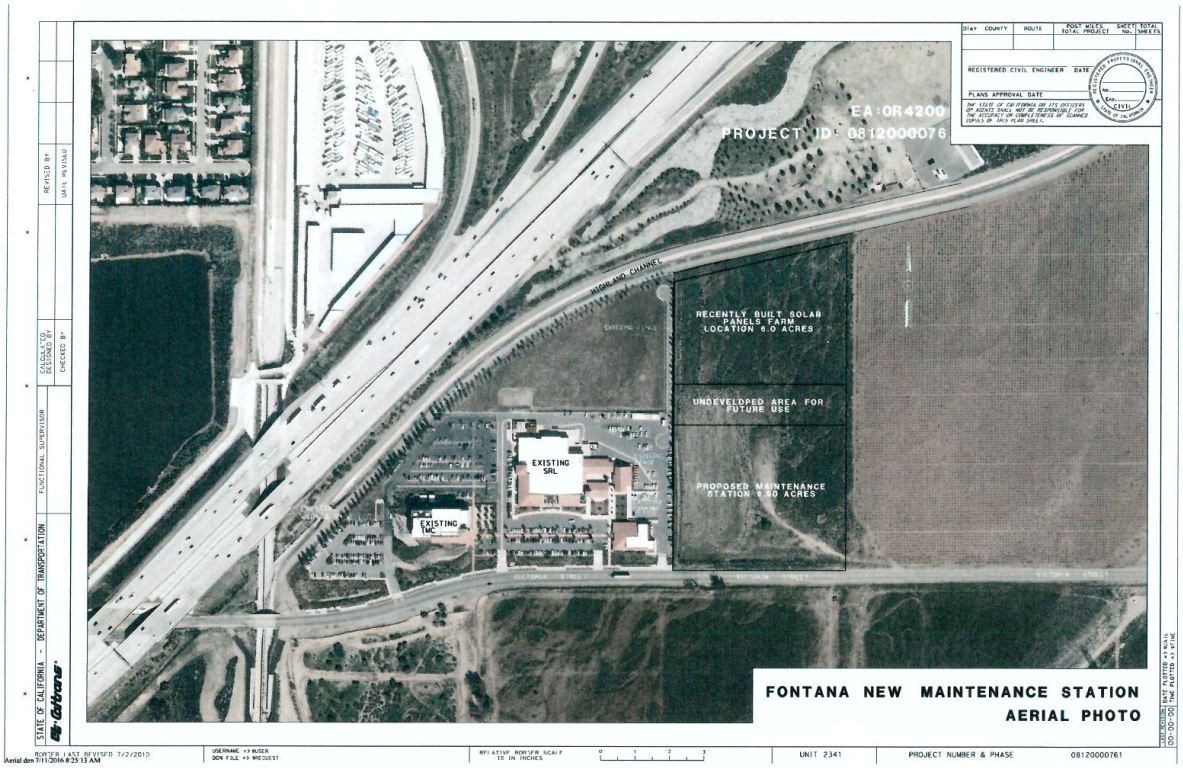
Figure 2. Aerial Project Location Map.



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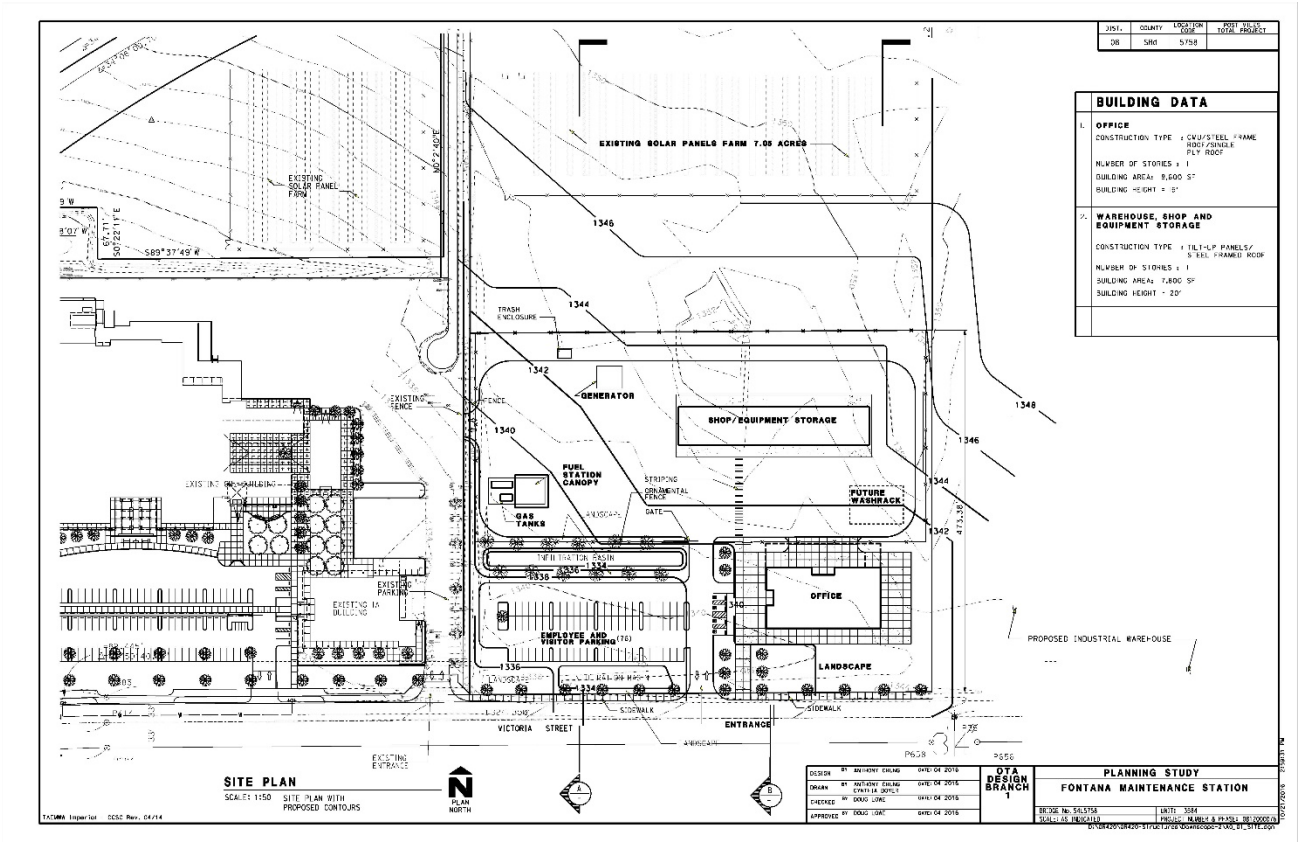
0R420 Site Plan



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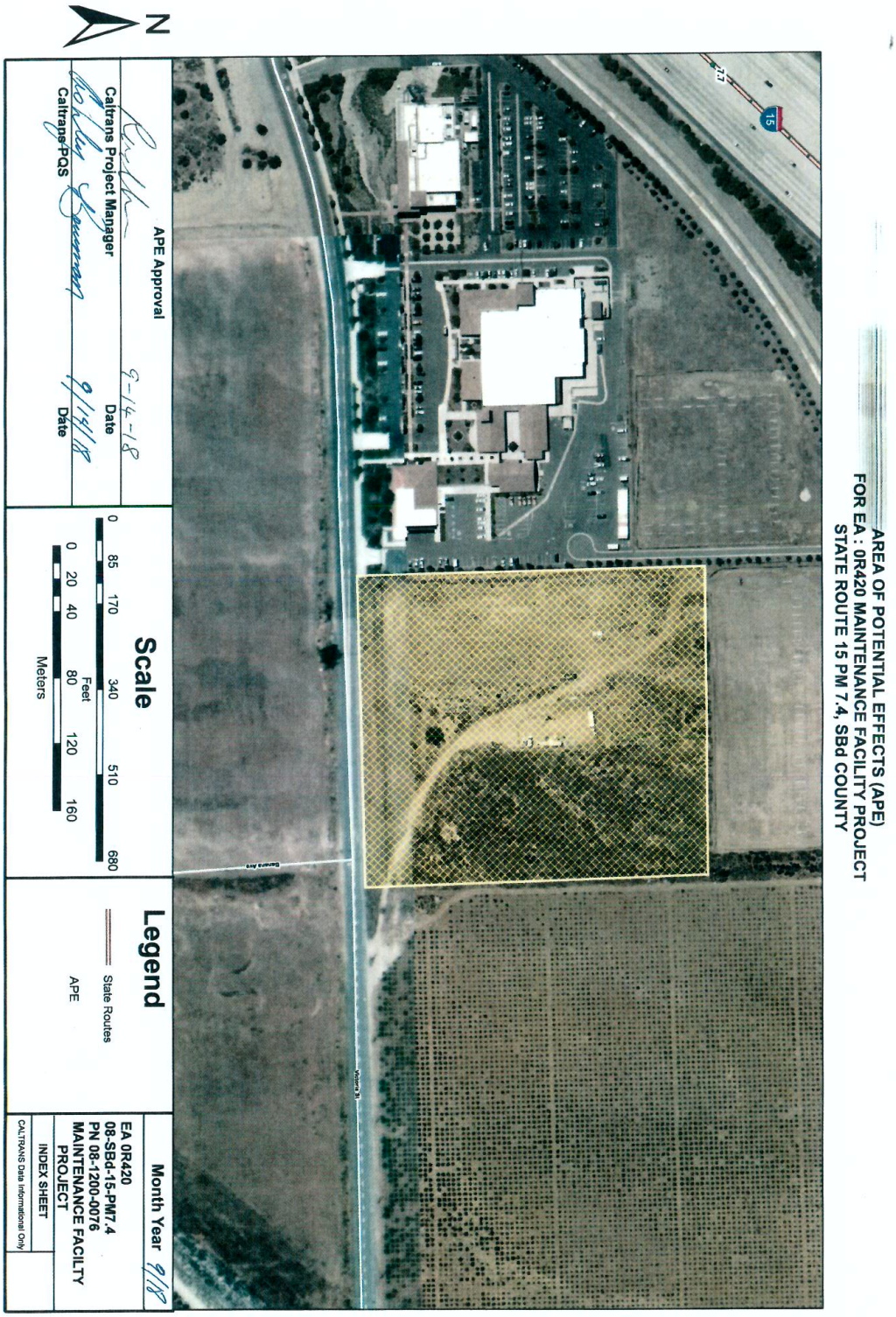
Area of Potential Effects (APE)



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Appendix B. Distribution List

A public notice of this IS and/or a Notice of Intent to Adopt a Negative Declaration was distributed to federal, state, regional and local agencies, elected officials and utilities and service providers. In addition, all property owners and occupants within a 500-foot radius of the project limits were provided the Notice of Intent.

Agencies, Elected Officials and Property Owners

The Honorable Acquanetta Warren Mayor of Fontana, CA City of Fontana 8353 Sierra Avenue Fontana, CA92335	Zai Abubakar Director of Community Development City of Fontana 8353 Sierra Avenue Fontana, CA 92335
Councilman Jesus "Jesse" Sandoval District 1 City of Fontana 8353 Sierra Avenue Fontana, CA92335	Orlando Hernandez Planning Manager City of Fontana 8353 Sierra Avenue Fontana, CA 92335
Chuck Hays Public Works Director City of Fontana Public Works Department 16489 Orange Fontana, CA 92335	Kenneth R. Hunt City Manager City of Fontana 8353 Sierra Avenue Fontana, CA 92335
Jeff Birchfield, Assistant Chief City of Fontana Fire Protection District 17001 Upland Avenue Fontana, CA 92335	Tonia Lewis City Clerk City of Fontana 8353 Sierra Avenue Fontana, CA 92335
Chief Billy Green Fontana Police Department 17005 Upland Avenue Fontana, CA 92335	Brian Headley Fire Marshal City of Fontana 8353 Sierra Avenue Fontana, CA 92335
Intex Properties Inland Empire Corporation 4001 Via Oro Avenue Long Beach, CA 90810	Intex Properties Inland Empire Corp PO Box 1440 Long Beach, CA 90801
San Bernardino County Flood Control District 825 E. 3rd Street San Bernardino, CA 92415	

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Appendix C. List of Preparers

The following personnel participated in the preparation of this IS:

California Department of Transportation

Antonia Toledo, MS Senior Environmental Planner, Branch Chief-Environmental Studies "D"

Jeanine Gray, Enviromental Planner, Environmental Studies "D"

Ashley Bowman, Archaeologist / Environmental Planner, Cultural Studies

Nicholas Thompson, Architectural / Environmental Planner, Cultural Studies

Alisha Curtis, Associate Environmental Planner, Biological Studies and Surveys

Bahram Karimi, Associate Enviromental Planner/Paleontologist, Environmental Studies "D"

Fatima Islam, Civil Engineer /Enviromental Engieering, Environmental Engineering "A"

Rodrigo Panganiban, Civil Engineer/Environmental Engineering, Environmental Engineering "A"

Edison Jaffery, Civil Engineer/Environmental Engineering, Environmental Engineering "A"

Paul Phan, Civil Engineer/Environmental Engineering, Branch Chief; Environmental Engineering "A"

Kurt Heidelberg, Office Chief, Environmental Planning

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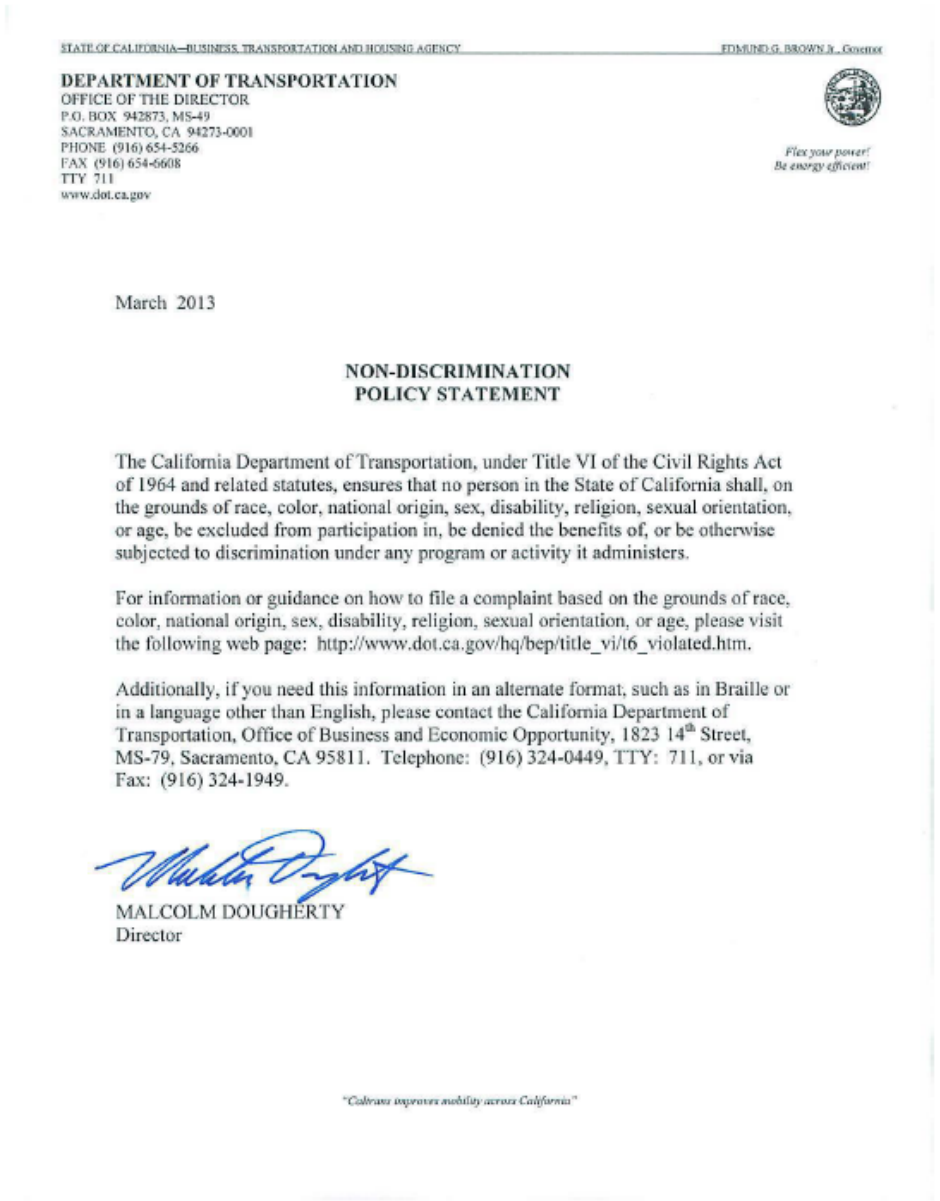
Appendix D. Title VI Statement



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
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March 2013

NON-DISCRIMINATION
POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

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Appendix E. List of Technical Studies

Natural Environment Study, Construct New Maintenance Facility in the City of Fontana, Post Mile 7.4, San Bernardino County, CA; PN: 08-1200-0076 (EA 0R420) (May 2019; Caltrans)

Historic Property Survey Report and Archaeological Survey Report, Construct New Maintenance Facility in the City of Fontana, Post Mile 7.4, San Bernardino County, CA; PN: 08-1200-0076 (EA 0R420) (September 2018; Caltrans)

Caltrans Geotechnical Testing done for the TMC building. (2006; Caltrans).

Facility Project Study Report. (April, 2017; Caltrans)

Storm Water Data Report. (March 2016; Caltrans)

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Permit Type	Agency	Date Received	Expiration	Notes
	No Permits Required			

Date of ECR: 6/5/19

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD
(New Fontana Maintenance Facility)

08-SBd-15
PM 7.4

EA 08-0R420
PN 0812000076
Generalist: Jeanine Gray

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	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/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
CULTURAL RESOURCES										
CUL-1: Stop work if buried cultural resources are encountered during construction until a qualified archaeologist can evaluate the nature and significance of the find. In the event that human remains, including isolated, disarticulated bones or fragments, are discovered during construction-	N/A	HPSR September 2018	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Design/Construction						

Date of ECR: 6/5/19

Project Phase:
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☐ PS&E Submittal_____ %
☐ Construction

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							Date / Initials	Date / Initials	YES	NO
related activity, cease in the vicinity of the human remains.										
CUL-2: 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; Andrew Walters, DEBC: (909)383-2647and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.	N/A	HPSR September 2018	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construction						

Date of ECR: 6/5/19

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							Date / Initials	Date / Initials	YES	NO
VISUAL/AESTHETICS										
A-1: Caltrans will landscape the site with a minimum of four (4) 36-inch box trees		Environmental Document	District Design / District Landscape Architecture / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction						
A-2: District Landscape Architect will implement a site plan that enhances views of the natural surroundings and landscape.		Environmental Document								
A-3: Design building aesthetics to complement the Southern Regional Lab and associated buildings.		Environmental Document								
A-4: Maximize planted areas that provide shade, greenhouse gas reduction, and pollinator corridors.		Environmental Document								

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							Date / Initials	Date / Initials	YES	NO
A-5: Create an outdoor area for staff, that maximizes views of landscape (natural or designed) and minimizes exposure/views of vehicle parking and/or maintenance areas.		Environmental Document								
A-6: Design a water-conscious landscape that includes species to provide the percentage of shade that is required by local ordinances for new paving/parking areas.		Environmental Document								
WATER QUALITY AND HYDROLOGY										
WQ-1: Prior to the start of construction a SWPPP shall be developed by the contractor and approved by the Department to avoid and/or minimize potential impacts to water quality.		Environmental Document	District Design / District Storm Water / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP					
WQ-2: The SWPPP control measures shall address the following categories; soil stabilization practices; sediment control practices; sediment tracking control practices; wind erosion control practices; and		Environmental Document	District Design / District Storm Water /	Final Design, Construction	SSP or NSSP					

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							Date / Initials	Date / Initials	YES	NO
non-storm water management and waste management and disposal control practices.			Resident Engineer / Contractor							
WQ-3: The contractor shall be required to comply with water pollution control provisions and SWPPP and conform to the requirements of the Department's Standard Specification Section 7-1.01G "Water Pollution", of the Standard Specifications.		Environmental Document	District Design / District Storm Water / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP					
WQ-4: If necessary, soil-disturbed areas of the project site will be fully protected using soil stabilization and sediment control BMPs at the end of each day, unless fair weather is predicted		Environmental Document	District Design / District Storm Water / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP					
PALEONTOLOGY										
PAL-1: Required preconstruction paleontological awareness training for earth moving personnel		Environmental Document	District Design / District Paleontological Studies / Resident	Final Design, Construction	SSP or NSSP					

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							Date / Initials	Date / Initials	YES	NO
			Engineer / Contractor							
PAL-2: A signed repository agreement with the facility that is approved by Caltrans		Environmental Document	District Design / District Paleontological Studies / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP					
PAL-3: Field and laboratory methods (must be consistent with repository requirements).		Environmental Document	District Design / District Paleontological Studies / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP					
PAL-4: All elements under reporting: PMP format (Caltrans 2003)		Environmental Document	District Design / District Paleontological Studies / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP					
PAL-5: Required Paleontological Mitigation Report (PMR) upon completion of project earthmoving.		Environmental Document	District Design / District Paleontological	Final Design, Construction	SSP or NSSP					

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							Date / Initials	Date / Initials	YES	NO
			Studies / Resident Engineer / Contractor							
NOISE AND VIBRATION										
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 contract. In addition, Noise associated with construction is controlled by Caltrans 2018 Standard Specifications Section 14-8.02, "Noise Control," which states the following: Control and monitor noise resulting from work activities. Do not exceed 86 dBA L_{max} at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. In addition, Section 14-8.02 may be edited specifically for this project during the plans, specifications, and estimates' phase to incorporate all or		Environmental Document	District Design / District Environmental Engineering / Resident Engineer / Contractor		SSP 14-8.02					

Date of ECR: 6/5/19

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							Date / Initials	Date / Initials	YES	NO
part of 2018 Standard Special Provision (SSP) Number 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 or a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.		Environmental Document	District Design / District Environmental Engineering / Resident Engineer / Contractor		SSP or NSSP					
HAZARDOUS WASTE / MATERIALS										
HAZ-1: A lead compliance plan shall be prepared under Section 7-1.02K(6)(j)(iii) of Caltrans' Standard Specifications. The Lead Compliance Plan shall include provisions regarding use of earth material.		Environmental Document	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	SSP Section 7-1.02K(6)(j)(iii)					
AIR QUALITY										
AIR-1: During construction, implement Caltrans' SSPs Sections 14-9.02 (Air Pollution Control), 14-		Environmental Document	District Design / District Environmental	Final Design, Construction	SSP or NSSP					

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							Date / Initials	Date / Initials	YES	NO
9.03 (Dust Control), and MDAQMD Rule 403.2 (Fugitive Dust Control) to avoid and/or minimize potential impact to air quality.			Engineering / Resident Engineer / Contractor							
AIR-2: Implement and follow Erosion Control and Air Quality Best Management Practices (BMPs).		Environmental Document	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP					
BIOLOGICAL RESOURCES										
BIO-1: Preconstruction Burrowing Owl Survey: A burrowing owl pre-construction survey will be performed within 30 days prior to ground disturbance in suitable habitat areas.		NES May 2019	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP					
BIO-2: Burrowing Owl in Work Area: Caltrans will coordinate with CDFW if a burrowing owl is discovered within the work area. An approved CDFW passive relocation		NES May 2019								

Date of ECR: 6/5/19

Project Phase:
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ENVIRONMENTAL COMMITMENTS RECORD
(New Fontana Maintenance Facility)

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							Date / Initials	Date / Initials	YES	NO
plan and additional monitoring may be required.										
BIO-3: Vegetation Removal: To avoid potential impacts to migratory birds, vegetation removal must take place outside of the nesting bird season, in which the nesting bird season is regarded as February 1 – September 30. If this is not feasible, then BIO-5 will be implemented.		NES May 2019								
BIO-4: Preconstruction Nesting Bird Survey: If construction occurs within nesting bird season (Feb 1 – Sept 30), then pre-construction surveys will be conducted 72 hours prior to construction by a qualified biologist in order to locate and avoid nesting birds. If an active avian nest is located, a 100-foot no construction buffer (300-foot for raptors) will be put in place until nesting has ceased or the young have fledged.		NES May 2019								
BIO-5: Artificial Lighting: During construction, artificial lighting for		NES May 2019								

Date of ECR: 6/5/19

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD
(New Fontana Maintenance Facility)

08-SBd-15
PM 7.4

EA 08-0R420
PN 0812000076
Generalist: Jeanine Gray

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	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/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
the project site is to be directed specifically at the work site only.										