

# State Route 243 Pavement Rehabilitation

Riverside County, CALIFORNIA  
DISTRICT 8 – RIV – 243 (PM 0.0-29.7)  
EA 08-1J450/PN 0818000043

## Draft Initial Study with Proposed Mitigated Negative Declaration and Section 4(f) Evaluation



Prepared by the  
State of California, Department of Transportation



December 2021

## **General Information about This Document**

### **What's in this document:**

The California Department of Transportation (Caltrans) has prepared this Initial Study (IS), which examines the potential environmental impacts of alternatives being considered for the proposed project located in Riverside County, California. The document describes the project, the existing environment that could be affected by the project, potential impacts from the project, and proposed avoidance, minimization, and/or mitigation measures.

### **What you should do:**

We welcome your comments. If you have any concerns about the project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:

Antonia Toledo, MS  
Senior Environmental Planner  
California Department of Transportation  
464 W. 4<sup>th</sup> Street, MS 820  
San Bernardino, CA 92401-1400

OR

Submit comments via email to: [D8.1J450.Comments@dot.ca.gov](mailto:D8.1J450.Comments@dot.ca.gov)

- Submit comments by the deadline: March 21, 2022

### **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.

### **Alternative Formats:**

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, Attn: Terri Kasinga, Chief, Public and Media Affairs, 464 W. 4th Street, San Bernardino, CA 92401; or call the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

08-RIV-243-PM 0.0-29.7  
1J450  
0818000043

Pavement rehabilitation and culvert replacement  
on State Route 243, between 0.75 miles south of Forest Service Road (PM 0.0) and  
0.5 miles south of Wilson Street (PM 29.7), in the County of Riverside

**DRAFT INITIAL STUDY with (Proposed) Mitigated Negative Declaration and  
Section 4(f) Evaluation**

Submitted Pursuant to: (State) Division 13, California Public Resources Code  
49 USC 303, and/or 23 USC 138

THE STATE OF CALIFORNIA  
Department of Transportation

12/29/2021

\_\_\_\_\_  
Date

*Kurt Heidelberg*

\_\_\_\_\_  
Kurt Heidelberg for David Bricker  
Deputy District Director  
District 8  
California Department of Transportation  
CEQA Lead Agency

The following persons may be contacted for more information about this document:

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## **DRAFT PROPOSED MITIGATED NEGATIVE DECLARATION**

Pursuant to: Division 13, Public Resources Code

### ***Project Description***

The California Department of Transportation (Caltrans) proposes to rehabilitate the pavement on State Route 243 (SR-243), from 0.75 miles south of Forest Service Road to 0.5 miles south of Wilson Street, Post Mile 0.0 to Post Mile 29.7, in Riverside County.

The project is an asset management roadway rehabilitation project under the Caltrans Pavement Rehabilitation Program in the State Highway Operation and Protection Program (SHOPP). Project improvements would include minor pavement rehabilitation, culvert repair or replacement, Midwest guardrail system (MGS) upgrades, sign panel replacement, lighting rehabilitation, curb ramp upgrades, and roadside safety improvements.

### ***Determination***

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans intent to adopt an MND for this project. This does not mean that the Caltrans decision regarding the project is final. This MND 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, Agricultural and Forest Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise Resources, Population and Housing, Public Services, Recreation, Transportation and Traffic, and Utilities.

The proposed project would have less than significant effects to: Air Quality Resources, Energy and Greenhouse Gas Emissions.

With the following mitigation measures incorporated, the proposed project would have less than significant effects to Biological Resources:

BIO-1 Equipment Staging, Storing & Borrow Sites: All staging, storing, and borrow sites require the approval of the Caltrans biologist.

BIO-2 Environmentally Sensitive Area (ESA): To address impacts to south coast live oak riparian forests and special status plant species, delineate this area as an ESA as shown on the plans and/or described in the specifications.

BIO-3 Environmentally Sensitive Area (ESA) Fence Monitoring: Integrity inspections of south coast live oak riparian forest fencing and enclosures (onsite cleared areas) must occur throughout the duration of the project 30 days prior to commencing project activities and after activities are completed. If during construction, the fence fails, work must stop until it is repaired, and the Caltrans-approved biologist inspects (and clears the job site).

For BIO-3, it is recommended to use a rope and stake delineator instead of installing fencing in highly vegetated areas to reduce the impact and disturbance on the ESA.

BIO-4 Environmentally Sensitive Area (ESA) Fence Removal: All fencing must be removed as a last order of work. During removal, a Caltrans-approved biologist must be present.

BIO-5 Species Avoidance: If during project activities a WR-MSHCP plant is discovered within the project site, all construction activities must stop within 10 ft and the Caltrans biologist and Resident Engineer must be notified. Coordination with USFS and/or USFWS may be required prior to restarting activities.

BIO-6 Worker Environmental Awareness Program (WEAP): A Caltrans-approved biologist must present a biological resource information program/WEAP for special status species prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.

BIO-7 Invasive Weed Control: To address impacts to special status plant species and monarch butterfly habitat, a Caltrans-approved biologist must identify cheat grass and other invasive species within 100 feet of the PIA during culvert replacement. Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.

BIO-8 Rare Plant Surveys, Flagging, and Fencing: Within 3 days prior to construction, a preconstruction survey must be conducted by a Caltrans-approved biologist for the Mojave tarplant, San Jacinto Mountains bedstraw, lemon lily, and chickweed oxytheca within the project PIA. These species must be flagged for visual identification to construction personnel for work avoidance. Any of these species detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.

BIO-9 Temporary Artificial Lighting Restrictions: To address impacts to special status species, artificial lighting must be directed at the job site to minimize light spillover onto BSA if project activities occur at night.

BIO-10 Preconstruction Surveys: Preconstruction southern mountain yellow-legged frog, small mammals, and monarch butterfly habitat surveys must be conducted by a Caltrans-approved biologist 3 days prior to project activities within the BSA. Monarch butterfly and milkweed surveys must be completed along the entirety of

SR-243 within 100 feet of the PIA. Small mammal surveys must be conducted within 100 feet of the PIA at PM 27.9. Yellow-legged frog surveys must be conducted within 100 feet of the PIA from PM 13.1 to PM 12.1. If a special-status amphibian species, small mammal species, milkweed, or monarch butterfly is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.

BIO-11 Animal Sheltering: To prevent inadvertent harm of special-status amphibian species during project activities, all construction materials, including but not limited to culverts and sections of pipe, must be inspected for the presence of wildlife sheltering in them prior to use or movement of those materials. Sheltering animals must be released by the Caltrans-approved biologist.

BIO-12 Predator Prevention: Project personnel are prohibited from feeding wildlife or bringing pets onto the job site.

BIO-13 Preconstruction Nesting Bird Survey: If project activities cannot avoid the nesting season, generally regarded as February 1 – September 30, then preconstruction nesting bird surveys must be conducted up to the limit of the BSA no later than 3 days prior to construction by a Caltrans-approved biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer may be established and monitored by the Caltrans Stewardship Biologist or Caltrans-approved biologist until the young have fled.

BIO-14 Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing: No more than 3 days prior to the project activities, a Caltrans-approved biologist must perform a preconstruction survey for rare insect host plants. Should any rare insect host plants be found, the Resident Engineer and Caltrans must be contacted, and host plants must be flagged by the Caltrans-approved biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmental Sensitive Area (ESA) temporary fencing.

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Kurt Heidelberg for David Bricker  
Deputy District Director  
District 8  
California Department of Transportation  
CEQA Lead Agency

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Date

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# Chapter 1 – Proposed Project

## 1.1 Introduction

The California Department of Transportation (Caltrans) proposes to rehabilitate the pavement on State Route 243 (SR-243), from 0.75 miles South of Forest Service Road to 0.5 miles South of Wilson Street, from Post Mile 0.0 to Post Mile 29.7, between the cities of Banning and Mountain Center, in unincorporated areas of Riverside County.

The project proposes minor pavement rehabilitation, which would consist of a mill and overlay process, to restore the facility to a state of good repair. Also proposed, is the repair or replacement of culverts as needed, upgrade guardrail, lighting, and sign panels to meet current standards, and the upgrade of curb ramps to meet Americans with Disability Act (ADA) requirements. Roadside worker safety improvements are also proposed, which would include constructing maintenance vehicle pullouts (MVPs) and paving under existing guardrail to reduce maintenance requirements (i.e., weed abatement). Additionally, the proposed project includes erosion control planting and hydroseeding of the unpaved areas along the roadside, storm drain inlet protection, stabilized gravel mulch, slope paving and other Best Management Practices (BMPs), that would reduce sediment transport from the highway and unpaved areas. A No-Build Alternative and Build Alternative are being considered. All project improvements would be completed within Caltrans right of way (ROW).

If left uncorrected, the pavement will continue to deteriorate and will need major roadway rehabilitation. In addition, lighting and sign panels would continue to not meet current standards, curb ramps would not meet current ADA standards, and roadside safety would not be improved.

Refer to Figures 1 and 2 for the project location and vicinity maps. Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

## **1.2 Purpose and Need**

### Purpose

The purpose of this project is to restore the facility to a state of good condition so that it is in a condition that requires minimal maintenance. This will extend the life of the facility, improve ride quality, improve roadside worker safety, and upgrade other highway appurtenances and facilities that are worn out or functionally obsolete.

### Need

The project area pavement condition has deteriorated due to the heavy and continuous traffic, resulting in cracking and poor ride quality beyond routine maintenance repair. In addition, the project area requires worker safety enhancement and upgrade.

### **1.3 Project Description**

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

This is a State Highway Operation and Protection Program (SHOPP) project. The current estimated cost of the project is \$19,975,000.

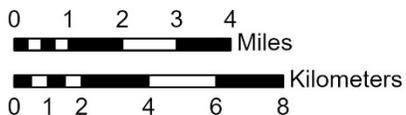
The project proposes to cold-plane (i.e., remove existing pavement) and overlay travel lanes and shoulders with Rubberized Hot Mix Asphalt Type G (RHMA-G), from PM 0.0 to PM 13.0, to obtain a design life of five (5) to ten (10) years. A 0.20-foot RHMA-G overlay would be placed on the existing travel lanes and shoulders.

From PM 0.0 to PM 29.7, the existing Metal Beam Guard Rail (MBGR) would be upgraded to a Midwest Guardrail System (MGS). Sign panels, lighting, and curb ramps would be upgraded to current standards. Roadside safety improvements include constructing maintenance vehicle pullouts (MVPs) and paving under existing guardrail to reduce maintenance requirements (i.e., weed abatement). Culverts would be repaired or replaced as needed.

Figures 1 and 2 indicate the project location and vicinity map. All project improvements would be completed within Caltrans right of way. If approved, construction of the project is expected to start in 2025.



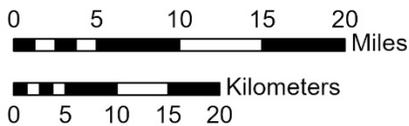
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- Legend**
- Postmile
  - Project Area
  - State Highway Bridge

**PROJECT LOCATION MAP**  
 RIV 243 Mill and Overlay Pavement  
 08-RIV-243 PM 0.0/29.7  
 EA 08-1J450

**Figure 1: Project Location Map**



**VICINITY MAP**

RIV 243 Mill and Overlay Pavement  
 08-RIV-243 PM 0.0/29.7  
 EA 08-1J450

**Legend**

- Postmile
- CA County Boundary
- Project Area
- Highway

**Figure 2: Vicinity Map**

#### **1.4 Project Alternatives**

Two alternatives, a No-Build (No-Action) Alternative and Build Alternative, are being considered.

##### *Alternative 1: No-Build (No Action) Alternative*

This alternative would maintain the facility in its existing condition. No improvements would be made to the existing pavement or culverts and the existing facility would continue to deteriorate. In addition, lighting and sign panels would continue to not meet current standards, curb ramps would not meet ADA standards, and roadside safety would not be improved. There are no costs associated with this alternative and this alternative does not meet the project purpose and need.

##### *Alternative 2: Build Alternative*

This alternative consists of the improvements described above, which include rehabilitating pavement; repairing or replacing culverts; upgrading existing guardrail to MGS; upgrade lighting and sign panels to current standards; upgrading curb ramps to meet ADA standards; and improving roadside safety by installing MVPs and minor concrete under existing guardrail to control vegetation growth.

#### **1.5 Identification of a Preferred Alternative**

After the public circulation period, all comments received will be considered, and the Caltrans will select a preferred alternative and make the final determination of the project's effect on the environment. Under the California Environmental Quality Act (CEQA), if no unmitigable, significant, adverse impacts are identified, Caltrans will prepare a Negative Declaration (ND) or Mitigated ND.

#### **1.6 Discussion of the NEPA Categorical Exclusion**

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy Act (NEPA). When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).

### **1.7 Permits and Approvals Needed**

The following permits, licenses, agreements, and certifications (PLACs) are required for project construction:

| <b>Agency</b>                               | <b>PLAC</b>   | <b>Status</b>  |
|---|---|--|
| United States Army Corps of Engineers       | Section 404 Permit for filling or dredging waters of the United States. | Application for Section 404 permit expected to be completed after project approval.  |
| California Department of Fish and Wildlife  | 1602 Agreement for Streambed Alteration                                 | Application for 1602 permit expected to be completed after project approval.   |
| State Water Resources Control Board (SWRCB) | Water Discharge Permit  | Application for Section 401 permit expected to be completed after project approval.  |
| State Historic Preservation Officer (SHPO)  | Memorandum of Agreement (MOA)   | SHPO approval of MOA to be completed prior to adoption of Final Environmental Document (FED).  |
| California Transportation Commission        | CTC vote to approve funds   | Following the approval of the FED, the California Transportation Commission will be required to vote to approve funding for the project. |

## Chapter 2 – CEQA Environmental Checklist

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 17 for additional information.

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

**DETERMINATION**

**On the basis of this initial evaluation (choose one):**

- 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



12/24/2021

Print Name

Signature

Date

## CEQA ENVIRONMENTAL CHECKLIST DISCUSSION

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 will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. 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

#### CEQA Significance Determinations for Aesthetics

| Except as provided in Public Resources Code Section 21099, would the project:   | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---|------------------------------------|--|------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**a, b, c) No Impact** According to the California Scenic Highway Mapping System, SR-243 makes up a portion of the Palms to Pines Scenic Byway, which is part of the National Forest Scenic Byway system (California Department of Transportation, 2011). The project would not require vegetation removal (other than minor concrete vegetation control for weed abatement and roadside safety) that would change the visual character of the natural landscape. In addition, the project would not introduce new vertical structures that would affect views along the scenic byway. Project features, such as rehabilitated pavement and upgrades to worn or obsolete facilities, would be similar in visual character to the existing facilities. Therefore, the project would not result in substantial adverse impacts to the visual environment. A Visual Impact Assessment was completed (July 2021) and indicated that the project would not adversely affect any

“Designated Scenic Resource” as defined by CEQA statutes or guidelines, or by Caltrans Policy.

**d) No Impact** The proposed project would not include new lighting elements in an area in which there is currently no lighting.

### **Avoidance, Minimization, and Mitigation Measures**

No mitigation is required; however, the following avoidance and/or minimization measures would be implemented to minimize potential impacts to Aesthetics:

- VIS-1 Caltrans Landscape Architect to work with Caltrans Design to minimize impacts to natural, scenic, and visual resources. At guardrail/vegetation control installation locations, protect existing trees in place if feasible.
- VIS-2 Caltrans Landscape Architect to work with Caltrans Design to consider different design options, details, or locations where feasible to reduce/eliminate impact to visual resources.
- VIS-3 Salvage (as possible) and replace-in-kind any visual resource impacted by project scope.
- VIS-4 Any removal of trees or shrubs shall be allocated replacement with a minimum ratio of 3:1. Upon further evaluation in the PS&E phase of the project, per District Landscape Architect (DLA), this ratio may be adjusted.
- VIS-5 Any invasive species removed shall be replaced with appropriate native species in the region.
- VIS-6 Maximize revegetation and weed control in the project work area to provide biologically appropriate habitats for ecology in the region.

## II. Agriculture and Forest Resources

### CEQA Significance Determinations for Agriculture and Forest Resources

|   |                                    |  |                              |                                     |
|---|------------------------------------|--|------------------------------|-------------------------------------|
| <p>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.</p> |                                    |  |                              |                                     |
| Would the project:  | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**a) No Impact** According to the Riverside County General Plan (2015) Multipurpose Open Space Element, the northern portion of the project is located adjacent to areas designated as Grazing Land and Farmland of Local Importance. However, the project would not require right of way from adjacent parcels and would not be anticipated to impact adjacent farmlands, nor would it convert any farmlands to a different use. Figure 3 indicates Farmland map.

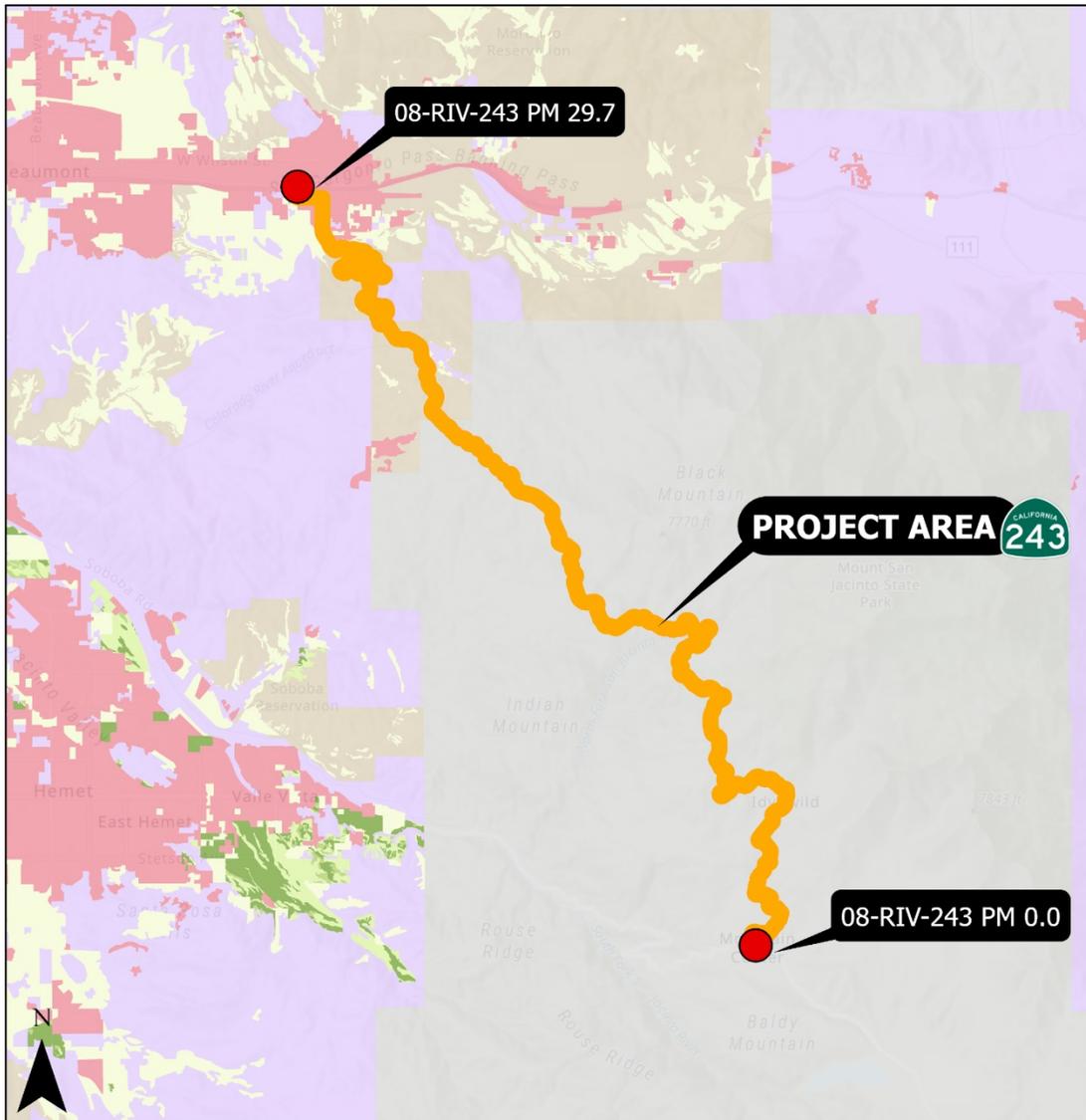
**b) No Impact** There are no parcels under a Williamson Act contract within the project limits.

**c, d) No Impact** According to the Riverside County General Plan (2015), Multipurpose Open Space Element, the project is located within federal and state lands designated as the San Bernardino National Forest and Mount San Jacinto State Park. Additionally, the project area is located adjacent to lands designated as Montane Forests, Coniferous Forests, and High Coniferous Forests. However, the project would be completed within Caltrans right of way, and acquisition of surrounding land would not be required. Therefore, the project would not impact timberlands near or adjacent to the project area.

**e) No Impact** The project area is an existing transportation facility currently in use, which would be replaced in kind. Operation and construction of the project would occur within Caltrans right of way. There are no other changes anticipated to farmland or forest land.

### **Avoidance, Minimization, and Mitigation Measures**

No measures are proposed.



Service Layer Credits: Riverside County Mapping Portal



**FARMLAND (FMMP) MAP**  
 RIV 243 Mill and Overlay Pavement  
 08-RIV-243 PM 0.0/29.7  
 EA 08-1J450

**Legend**

- Postmile
- Local Importance
- Statewide Farmland
- Project Area
- Not Mapped
- Unique Farmland
- Grazing Land
- Other Lands
- Urban Built-Up Land
- Prime Farmland

**Figure 3: Farmland (FMMP) Map**

### III. Air Quality

#### CEQA Significance Determinations for 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:  | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
| a) Conflict with or obstruct implementation of the applicable air quality plan?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**a, b, c) Less Than Significant** The proposed project is located in the South Coast Air Basin and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the primary agency responsible for writing the Air Quality Management Plan (AQMP) in cooperation with SCAG, local governments, and the private sector. The AQMP provides the blueprint for meeting state and federal ambient air quality standards. This project is not a capacity-increasing transportation project. It will have no impact on traffic volumes and would generate a less than significant amount of pollutants during construction due to the very short duration of project construction. The proposed project is included in SCAG's most recent RTP and RTIP both of which were found to be conforming. Therefore, the proposed project will not conflict with the AQMP, violate any air quality standard, result in a net increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations. Impacts will be less than significant. No mitigation is required.

**d) Less Than Significant** Temporary construction activities could generate fugitive dust from the operation of construction equipment. The project will comply with construction standards adopted by the South Coast Air Quality Management District (SCAQMD) as well as Caltrans' standardized procedures for minimizing air pollutants during construction. Impacts will be less than significant. No mitigation is required.

#### **Avoidance, Minimization, and Mitigation Measures**

No mitigation is required; however, the following avoidance and/or minimization measures would be implemented to minimize potential impacts to Air Quality:

AQ-1 The project would be constructed in compliance with Caltrans' Standard Specifications, Section 14-9 "Air Quality" and Caltrans' specifications for the control of construction-generated emissions.

## IV. Biological Resources

### CEQA Significance Determinations for Biological Resources

| Would the project:  | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---|------------------------------------|--|------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/>           | <input checked="" type="checkbox"/>                | <input type="checkbox"/>     | <input type="checkbox"/>            |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?  | <input type="checkbox"/>           | <input checked="" type="checkbox"/>                | <input type="checkbox"/>     | <input type="checkbox"/>            |
| 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?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

A Natural Environment Study (NES) was completed for this project (Caltrans 2021). The results in the NES are based on literature searches and biological resource surveys conducted in 2019, 2020, and 2021. Reconnaissance-level biological resource surveys, habitat assessments, focused plant and wildlife surveys, and a jurisdictional delineation (JD) were performed to document the existing conditions of biological resources within an established Biological Study Area (BSA), which included the existing lanes of SR-243, a conservative project footprint from Caltrans Design, and a 100-foot buffer.

**a) Less Than Significant with Mitigation Incorporated** While there is suitable habitat for special-status animal and plant species present, none were observed during the

surveys. Impacts could include temporary indirect disturbance from construction activities. To ensure no impacts to special-status species occur, Caltrans would implement the avoidance and minimization measures provided below under “Avoidance, Minimization, and Mitigation Measures” as well as applicable Caltrans Best Management Practices (BMPs) and 2018 Standard Specifications (or latest version) to further prevent any potential biological impacts.

**b) Less Than Significant with Mitigation Incorporated** Temporary impacts from construction activities to riparian/riverine areas are expected. A Habitat Mitigation and Monitoring Plan (HMMP) would be prepared that would detail the restoration techniques, identify success criteria, and provide for adaptive management techniques. This would provide riparian/riverine habitat that is of equivalent or better quality to the affected habitat and is contiguous with existing and anticipated conservation areas. On-site mitigation will include controlling or removing known threats from SR-243 including removing exotic vegetation.

Preparation of a Biologically Equivalent or Superior Preservation (DBESP) report for riparian/riverine will be required under the Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP). The purpose of the DBESP report is to ensure replacement of any lost functions and values of habitat as it relates to covered species. The following permits are anticipated for this project:

The California Department of Fish and Game 1600 Permit and the Porter-Cologne Act National Pollutant Discharge Elimination System Permit (Section 404 Permit for filling or dredging waters of the United States and a 401 Water Discharge Permit)

**c) No Impact** The project would not affect any state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

**d) No Impact** The project would not affect any migratory wildlife corridors or the movement of any native resident or migratory fish or wildlife species. The project would not impede the use of native wildlife nursery sites.

**e) No Impact** The project would not conflict with any local policies or ordinances protecting biological resources.

**f) No Impact** State Route 243 is located within the WR-MSHCP. Caltrans, as a permittee to the WR-MSHCP, is required to consult with the Regulatory Wildlife Agencies to ensure the project is consistent with the requirements of the WR-MSHCP. A WR-MSHCP consistency determination would be required. Therefore, this project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

### **Avoidance, Minimization, and Mitigation Measures**

The following avoidance and/or minimization measures would be implemented to further reduce any potential impacts to biological resources:

BIO-1 Equipment Staging, Storing & Borrow Sites: All staging, storing, and borrow sites require the approval of the Caltrans biologist.

BIO-2 Environmentally Sensitive Area (ESA): To address impacts to south coast live oak riparian forests and special status plant species, delineate this area as an ESA as shown on the plans and/or described in the specifications.

BIO-3 Environmentally Sensitive Area (ESA) Fence Monitoring: Integrity inspections of south coast live oak riparian forest fencing and enclosures (onsite cleared areas) must occur throughout the duration of the project 30 days prior to commencing project activities and after activities are completed. If during construction, the fence fails, work must stop until it is repaired, and the Caltrans-approved biologist inspects (and clears the job site).

For BIO-3, it is recommended to use a rope and stake delineator instead of installing fencing in highly vegetated areas to reduce the impact and disturbance on the ESA.

BIO-4 Environmentally Sensitive Area (ESA) Fence Removal: All fencing must be removed as a last order of work. During removal, a Caltrans-approved biologist must be present.

BIO-5 Species Avoidance: If during project activities a WR-MSHCP plant is discovered within the project site, all construction activities must stop within 10 ft and the Caltrans biologist and Resident Engineer must be notified. Coordination with USFS and/or USFWS may be required prior to restarting activities.

BIO-6 Worker Environmental Awareness Program (WEAP): A Caltrans-approved biologist must present a biological resource information program/WEAP for special status species prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.

BIO-7 Invasive Weed Control: To address impacts to special status plant species and monarch butterfly habitat, a Caltrans-approved biologist must identify cheat grass and other invasive species within 100 feet of the PIA during culvert replacement. Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.

BIO-8 Rare Plant Surveys, Flagging, and Fencing: Within 3 days prior to construction, a preconstruction survey must be conducted by a Caltrans-approved biologist for the Mojave tarplant, San Jacinto Mountains bedstraw, lemon lily, and chickweed oxytheca within the project PIA. These species must be flagged for visual identification to construction personnel for work avoidance. Any of these species detected that feature multiple plants in a single location must be fenced with ESA temporary fencing.

- BIO-9 Temporary Artificial Lighting Restrictions: To address impacts to special status species, artificial lighting must be directed at the job site to minimize light spillover onto BSA if project activities occur at night.
- BIO-10 Preconstruction Surveys: Preconstruction southern mountain yellow-legged frog, small mammals, and monarch butterfly habitat surveys must be conducted by a Caltrans-approved biologist 3 days prior to project activities within the BSA. Monarch butterfly and milkweed surveys must be completed along the entirety of SR-243 within 100 feet of the PIA. Small mammal surveys must be conducted within 100 feet of the PIA at PM 27.9. Yellow-legged frog surveys must be conducted within 100 feet of the PIA from PM 13.1 to PM 12.1. If a special-status amphibian species, small mammal species, milkweed, or monarch butterfly is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.
- BIO-11 Animal Sheltering: To prevent inadvertent harm of special-status amphibian species during project activities, all construction materials, including but not limited to culverts and sections of pipe, must be inspected for the presence of wildlife sheltering in them prior to use or movement of those materials. Sheltering animals must be released by the Caltrans-approved biologist.
- BIO-12 Predator Prevention: Project personnel are prohibited from feeding wildlife or bringing pets onto the job site.
- BIO-13 Preconstruction Nesting Bird Survey: If project activities cannot avoid the nesting season, generally regarded as February 1 – September 30, then preconstruction nesting bird surveys must be conducted up to the limit of the BSA no later than 3 days prior to construction by a Caltrans-approved biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer may be established and monitored by the Caltrans Stewardship Biologist or Caltrans-approved biologist until the young have fled.
- BIO-14 Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing: No more than 3 days prior to the project activities, a Caltrans-approved biologist must perform a preconstruction survey for rare insect host plants. Should any rare insect host plants be found, the Resident Engineer and Caltrans must be contacted, and host plants must be flagged by the Caltrans-approved biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmental Sensitive Area (ESA) temporary fencing.

# V. Cultural Resources

## CEQA Significance Determinations for Cultural Resources

| Would the project:  | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?      | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries?                       | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

Information in this section was drawn from the Historic Property Survey Report (HPSR), Historical Resources Evaluation Report (HRER) and Archaeological Survey Report (ASR), approved for the project by Caltrans in October 2021. Caltrans uses a single process to fulfill both its CEQA and National Historic Preservation Act (NHPA) Section 106 responsibilities.

**a) & b) No Impact** An Area of Potential Effects (APE) was established from the project footprint to include the entire construction footprint and entire Caltrans right of way (ROW).

Caltrans utilized standard cultural resources practices in determining the presence of and potential impacts to historical resources in the project area limits, including Native American Consultation, consultation with local historic societies, record searches, pedestrian survey, and effects analysis. Identification efforts identifies three (3) Historic resources located within the APE: two pre-historic sites and one built-environment resource.

- Mountain Center sites
- Lake Fulmor Site
- Route 243/Banning-Idyllwild Panoramic Highway (PM 0.00/28.35)

Existing features of both the Mountain Center site and the Lake Fulmor site will be protected in their entirety with the establishment of ESAs and monitoring. There will be no off-pavement work in the vicinity of either site. The potential for encountering buried archaeological resources varies throughout the project area but is considered low overall because the majority of the work will occur within previously disturbed areas including the existing roadbed, existing culverts locations, and existing road fill

locations. Furthermore, no character defining features of the Route 243/Banning-Idyllwild Panoramic Highway will be altered or destroyed.

As part of the Section 106 process, Caltrans, in consultation with the SHPO has determined a Finding of No Adverse Effect is appropriate for this undertaking. Subsequently, Caltrans has determined that, due to the type of work proposed and the nature, location, and configuration of both pre-historic sites (Mountain Center and Lake Fulmor) and the characteristics of the historic linear resource (Banning-Idyllwild Panoramic Highway), the project would have no substantial adverse change.

**c) No Impact** No human remains have been identified within the project area. With the implementation of the measures listed below, impacts to potentially undiscovered human remains would be avoided or minimized.

### **Avoidance, Minimization, and Mitigation Measures**

No mitigation is required; however, the following avoidance and/or minimization measures would be implemented to further reduce any potential impacts to Cultural resources:

- CR-1 If cultural materials are discovered during construction, all earthmoving activity within 60 feet of the discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.
- CR-2 If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the MLD. At this time, the person who discovered the remains will contact the District 8 Native American Coordinator Gary Jones at (909) 261-8157 so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.
- CR-3 The Establishment of ESAs and barriers within the Mountain Center sites and Lake Fulmor Site shall protect elements of these resources in place for the duration of the Project. The ESAs will be marked on Plans and delineated in the field by an Archaeologist from Caltrans.
- CR-4 The Establishment of Archaeological Monitoring Areas (AMAs). Archaeological Monitor(s), as assigned by Caltrans, shall monitor all ground disturbing construction related activities within Mountain Center sites and Lake Fulmor Site.

## VI. Energy

### CEQA Significance Determinations for Energy

| Would the project:  | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**a) Less Than Significant Impact** Project construction would result in additional energy use to power equipment; however, energy consumption during construction would be temporary.

**b) No Impact** During project operation, the project would accommodate existing traffic demand, it would not create new demand, directly or indirectly.

Caltrans promotes energy-efficient development by incorporating statewide goals from the California's Energy Efficiency Strategic Plan, setting policies, codes and actions. Implementing these actions would assist in energy conservation. Therefore, the project would not be expected to result in substantial energy impacts.

#### **Avoidance, Minimization, and Mitigation Measures**

No measures are proposed.

# VII. Geology and Soils

## CEQA Significance Determinations for Geology and Soils

| Would the project:   | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|------------------------------------|--|-------------------------------------|-------------------------------------|
| 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. | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| iv) Landslides?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 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?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**a i, ii, iii, iv) No impact** The project limits near Idyllwild are 2 miles north of the San Jacinto Fault zone additionally, Banning is 2 miles south of the San Andreas Fault. According to the California Department of Conservation, there are no faults that traverse State Route 243 within the project limits. The majority of the project area is located in an area that has a relatively low intensity of ground shaking (<https://www.conservation.ca.gov/>). The project area is not located in an area that has been evaluated for liquefaction or landslides by the California Geological Survey.

However, landslides have been known to occur along SR-243 within the project limits. The project would not add new structures to the project area.

**b) Less Than Significant** Erosion control would be implemented during and after construction to protect the transportation facility and to meet water quality discharge requirements set forth by the RWQCB. An erosion control plan, and applicable specifications, would be incorporated as part of final design. A Storm Water Pollution Prevention Plan (SWPPP) would be required prior to grading any of this project.

Potential erosion control measures during construction could include timing of grading to avoid the windy and rainy seasons, use of sandbags and/or hay bales in graded areas, silt fences; temporary drainage facilities; containment and settling ponds; and prompt seeding or re-vegetative erosion of graded areas. All Caltrans projects must implement temporary construction BMPs during construction. Temporary construction BMPs will be identified during the Design phase of the project and implemented during construction. All disturbed soil areas would be stabilized so that sediment loss at completion of work is less than prior to construction.

**c) No Impact** The project area is not located in liquefaction or subsidence prone zones (Riverside County General Plan Safety Element, 2019). However, landslides have been known to occur along SR-243 within the project limits. The project area is an existing transportation facility currently in use, which would be replaced in kind. No new structures would be constructed. Any earthwork in the project area would be performed in accordance with the most current edition of the Caltrans Standard Specifications.

**d) No Impact** The project area is an existing transportation facility currently in use, which would be replaced in kind. There would be no new development of structures.

**e) No Impact** The project scope would occur within the Caltrans right of way, where there are no known septic tanks. Therefore, no impacts to septic tanks are anticipated.

**f) No Impact** Project construction would require ground-disturbing activities, with a maximum excavation depth of five feet where culverts would be repaired and replaced. Therefore, the project would result in minimal ground-disturbing impacts at the culvert locations. In addition, the geologic units underlying the project area have a low paleontological sensitivity. Therefore, it is unlikely that the project would disturb paleontological resources. Caltrans' Environmental Review/Paleontological Branch has indicated that no additional paleontological studies would be required for the project.

### **Avoidance, Minimization, and Mitigation Measures**

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

**VIII. Greenhouse Gas Emissions**

**CEQA Significance Determinations for Greenhouse Gas Emissions**

| Would the project:   | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|--|------------------------------------|--|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**a, b) Less Than Significant Impact** The project area is an existing transportation facility currently in use, which would be replaced in kind. The project would not increase the capacity of State Route 243. Therefore, no operational impacts on greenhouse gas (GHG) emissions are anticipated. However, project construction would result in temporary, short-term increases of GHG emissions from construction vehicles and machinery. Emissions would return to present levels upon project completion. Caltrans remains committed to implementing measures to reduce any potential effects of the project. These measures are outlined in the Climate Change Section of this document (please see Chapter 3).

## IX. Hazards and Hazardous Materials

### CEQA Significance Determinations for Hazards and Hazardous Materials

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

**a) No Impact** This route is not in the National Hazardous Materials Route Registry, which means there's not routine transport of hazardous materials through the area now or after the project. Therefore no impact is expected.

(<https://www.fmcsa.dot.gov/regulations/hazardous-materials/national-hazardous-materials-route-registry-state>)

**b) Less Than Significant** An ISA Checklist was completed in January of 2019 and an update provided in December of 2021. The ISA Checklist does not identify any existing 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. The ISA Checklist, however, identifies existing underground storage tanks (USTs). Construction activities

are not anticipated in the vicinity of the identified USTs; therefore, no impact is expected.

Using the GeoSearch environmental database report system, a search of selected governmental databases was conducted to identify sites of potential concern located within one mile of the project area. No potentially contaminated sites within the project area or adjacent properties were identified. However, release of diesel and gasoline fuel from leaking underground storage tank (LUST) sites were reported to be present near the project area, in the community of Idyllwild and the Census Designated Place (CDP) of Mountain Center. Due to the presence of former and current LUST sites, the groundwater near the project area could potentially contain concentrations of methyl tert-butyl ether (MTBE) benzene, toluene, ethylbenzene, xylene (BTEX), volatile organic compounds (VOCs), and total petroleum hydrocarbons (TPH). However, the depth of groundwater within or near the project area is greater than 10 feet below the ground surface, and would not be anticipated to be encountered during the pavement rehabilitation activities of the project (Geotracker, 2018).

Due to the project's location on SR-243, there is potential for historical soil impacts of the highway median and shoulders from Aerially Deposited Lead (ADL). The presence of ADL in the project area would present a potentially hazardous waste concern in any unpaved surface soils due to particulate emissions from historical leaded gasoline usage. Shallow subsurface sampling of soils for ADL in the project area adjacent to SR-243 and beneath the bridge overcrossings would be completed prior to project construction.

Project construction would potentially require the transportation, use, and removal of construction materials and waste that could be hazardous, such as yellow (thermoplastic or paint) traffic striping. The removal of yellow (thermoplastic or paint) traffic striping along SR-243 would be of concern due to the potential presence of lead (Pb) and chromium at concentrations that are considered hazardous. The repair and replacement of some culverts would be of concern due to potential presence of asbestos. Therefore, an Asbestos Survey and Lead-Based Paint Survey would be conducted on the bridge railings and culverts prior to the start of construction; sampling and analysis of yellow striping paint with potential to be disturbed would also be conducted in accordance with the Section 7-107E "Removing Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue", of the Caltrans Construction Manual (Caltrans, 2017).

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** Idyllwild School (Kindergarten - 8<sup>th</sup> grade) is located off of SR-243 at 26700 Highway 243, which is 0.2 mile from SR-243 and Banning High School, located at 100 Westward Avenue in the city of Banning, which is 0.1 miles from project. The project area is an existing transportation facility currently in use, which would be replaced in kind.

**d) No Impact** The project is not on a site included in the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, which is also known as the Cortese List.

**e) No Impact** The project is not within an airport land use plan and it is not within two miles of a public airport or public use airport. The Hemet-Ryan Airport is 26 miles southwest of the project, which is a Cal Fire Air Attack Base, and is home to Riverside County Sheriff's Department aviation unit and a Mercy Air ambulance. The Banning Municipal Airport is 31 miles southeast of the project and is a city-owned airport.

The project area is an existing transportation facility currently in use, which would be replaced in kind. The 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.

**f) No Impact** The project site is not a designated evacuation route. However, implementation of the Transportation Management Plan (TMP), in compliance with Caltrans and local policies, would involve coordination with emergency service providers throughout the project construction phase to avoid emergency service delays.

**g) No Impact** The project area is an existing transportation facility currently in use, which would be replaced in kind. The project would not install infrastructure that may result in increased fire risk.

### **Avoidance, Minimization, and Mitigation Measures**

No mitigation is required; however, the following avoidance and/or minimization measures would be implemented to minimize potentially hazardous waste impacts:

HAZ-1 A Lead Compliance Plan shall be prepared during final design (PS&E) and prior to construction and shall include provisions regarding the use and handling of earth material containing non-hazardous concentrations of aerially deposited lead (ADL), and lead paint.

HAZ-2 Sampling and testing of paint on the paved roads for lead chromate shall be conducted during final design (PS&E).

HAZ-3 Asbestos Survey and Lead-Based Paint Survey shall be conducted on the bridge railings and culverts prior to construction start. If bridges within the project limits test positive for asbestos, an asbestos-compliance plan will be prepared to address the handling and disposal of the contaminated material.

HAZ-4 For the removal of yellow traffic stripes & pavement marking, and depending on the method of removal, the project may need one or more of the following SSPs: SSP 14-11.12: Remove Yellow Traffic Stripe and pavement markings with hazardous waste residue (requires proper management of hazardous waste residue and a lead-compliance plan); SSP 36-4: Residue containing lead from

paint and thermoplastic (requires a lead compliance plan when the residue is definitely non-hazardous); SSP 84-9.03B: Remove Traffic Stripes and Pavement Markings containing lead (requires a lead compliance plan when the residue is definitely non-hazardous). Determination of which SSPs will be required shall be made during Final Design and prior to construction start.

HAZ-5 The following will be included in the Project Plans, Specifications and Estimate (PS&E) package:

- SSP 6-1.03B: Conditions for use of local material.
- SSP 7-1.02K(6)(j)(iii) for earth material containing no-hazardous concentrations of aerially deposited lead.
- SSP 14-11.14: for the removal and disposal of Treated Wood Waste (TWW) from signposts and/or guardrail posts; add bid item 141120 for TWW.
- NSSP 14-11.16: for asbestos-containing construction material in bridges, use if new MGS terminal systems will be installed at bridges; requires Headquarters approval.
- NSSP 14-11.17: for asbestos-containing construction material in culverts and pipe culverts (ACP); requires Headquarters approval.
- SSP 14-09.02: for asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP) notification.
- SSP 14-11.12: Remove Yellow Traffic Stripe and pavement markings with hazardous waste residue.
- SSP 7-1.02K(6)(j)(iii) for Lead Compliance Plan.
- SSP 84-9.03B: Remove Traffic Stripes and Pavement Markings Containing Lead.
- SSP 36-4 Residue Containing Lead from Paint and Thermoplastic material.

## X. Hydrology and Water Quality

### CEQA Significance Determinations for Hydrology and Water Quality

| Would the project:   | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?                                  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: |                                    |  |                                     |                                     |
| (i) result in substantial erosion or siltation on- or off-site;  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (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                            | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (iv) impede or redirect flood flows?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**a) Less Than Significant Impact** The potential temporary effects of the project on the quality of the water in the area would come from runoff during construction. 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. The project area is within the San Geronio River and Upper San Jacinto River Watersheds and is under the jurisdictions of the Santa Ana Regional Water Quality Control Board and the Colorado River Regional Water Quality Control Board.

All major reconstruction and new construction within Caltrans' right of way 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 maintenance, operation, and 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 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 right of way. 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' right of way 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 right of way 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 project. The depth of groundwater within or near the project area is greater than 10 feet below the ground surface and would not be anticipated to be encountered during the pavement rehabilitation activities of the project.

**b) No Impact** As the project involves minor pavement rehabilitation and the replacement of existing assets, implementation of the project would not deplete groundwater supplies or interfere substantially with groundwater recharge that would result in a new deficit in aquifer volume or a lowering of the local groundwater table. The project is not anticipated to affect the amount of water consumed regionally through increased withdrawals from groundwater sources.

**c i, ii, iii, iv) No Impact** The project would include the replacement or rehabilitation of culverts, including regrading or excavating channels to clear debris from inlets therefore, a 1600 permit from California Department of Fish and Wildlife and a 401 certification from the Regional Water Quality Control Board would be required. However, the proposed project would not permanently alter the alignment of a stream or the configuration of a water body.

BMP's would be installed and maintained. Temporary BMPs would be implemented early during the construction process to be used during construction.

**d) No Impact** Due to the distance from the Pacific Ocean (100 + miles) and other large bodies of water, and height of surrounding terrain, potential for inundation by seiche, tsunami, or mudflow is considered unlikely.

**e) No Impact** The depth of groundwater within or near the project area is greater than 10 feet below the ground surface and would not be anticipated to be encountered during the pavement rehabilitation activities of the project. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and followed throughout the duration of construction. The SWPPP would conform to requirements regarding water quality control.

### **Avoidance, Minimization, and Mitigation Measures**

No mitigation is required; however, the following avoidance and/or minimization measures would be implemented to minimize potential impacts to water quality:

WQ-1 Prior to the start of construction, a SWPPP shall be developed by the contractor and approved by Caltrans 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 Caltrans Standard Specification Section 13 "Water Pollution Control."

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***

### **CEQA Significance Determinations for Land Use and Planning**

| Would the project:   | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|--|------------------------------------|--|------------------------------|-------------------------------------|
| a) Physically divide an established community?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**a) No Impact** The project site is an established roadway that is currently utilized by the community. The project will not establish any new routes or facilities or require clearing of existing land uses.

Operation and construction of the project would take place completely within Caltrans right of way.

**b) No Impact** According to the Riverside County General Plan, Multipurpose Open Space Element (2015) and Land Use Element (2021), the project area is primarily surrounded by land uses designated as tribal lands, rural foundation, open space foundation, agricultural foundation, rural community foundation, and community development foundation. The project is to improve existing pavement and is consistent with the County's land use plan and adopted policies.

#### **Avoidance, Minimization, and Mitigation Measures**

No measures are proposed.

## XII. Mineral Resources

### CEQA Significance Determinations for Mineral Resources

| Would the project:  | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---|------------------------------------|--|------------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**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. (Riverside County, 2015)

### Avoidance, Minimization, and Mitigation Measures

No measures are proposed.

### XIII. Noise

#### CEQA Significance Determinations for Noise

| Would the project result in:  | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---|------------------------------------|--|------------------------------|-------------------------------------|
| 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?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**a & b) No Impact** According to the Federal Highway Administration (FHWA) Noise Analysis and Abatement Guidance, the project is not considered a Type I project because construction of the project would not significantly alter changes in the horizontal or vertical alignment of the existing highway or increase the number of through-traffic lanes along SR-243 (FHWA, 2017).

The majority of the project area is located along SR-243 in a rural portion of Riverside County within the San Bernardino National Forest and the Mount San Jacinto State Park; the City of Banning is located to the north and the CDP of Mountain Center is located to the south of the project. Sensitive receptors adjacent to the project area include residential properties, hotel and lodging properties, schools, recreational facilities and campgrounds, churches, and commercial establishments, where the occupants are susceptible to the adverse effects of exposure to increased noise impacts. However, during project operation, ground borne vibration levels associated with traffic on SR-243 would not typically pose a threat to the existing structures or annoyance to residents and visitors of the area. Therefore, long-term operational vibration impacts associated with the project are anticipated to be minimal.

Noise and ground borne vibration impacts associated with the proposed project are anticipated to be primarily associated with short-term construction-related activities. The project would comply with all applicable local, state and federal noise regulations, including Caltrans Standard Specifications, Section 14-8.02 Noise Control, which states that noise from construction work activities would not exceed 86 decibels (dBA) at 50 feet from the job site from 9:00 pm to 6:00 am. Therefore, a Noise and Ground borne Vibration Technical Memorandum is recommended to further assess potential construction impacts of the project.

**c) No Impact** The 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**

No mitigation is required; however, the following avoidance and/or minimization measures would be implemented to minimize potential impacts to Noise:

- N-1 The project would comply with Caltrans Standard Specifications, Section 14-8.02 Noise Control, which states that noise from construction work would not exceed 86 decibels (dBA) at 50 feet from the job site from 9:00 pm to 6:00 am.

## ***XIV. Population and Housing***

### **CEQA Significance Determinations for Population and Housing**

| Would the project:  | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---|------------------------------------|--|------------------------------|-------------------------------------|
| 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)? | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**a) No Impact** The project area is an existing transportation facility currently in use, which would be replaced in kind. The project would not induce new or unplanned growth in the area either directly or indirectly since no capacity is being added.

**b) No Impact** The project area is an existing transportation facility currently in use, which would be replaced in kind. The project would not necessitate the relocation of any existing developments and/or people.

### **Avoidance, Minimization, and Mitigation Measures**

No measures are proposed.

## XV. Public Services

### CEQA Significance Determinations for 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: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---|------------------------------------|--|------------------------------|-------------------------------------|
| Fire protection?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| Police protection?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| Schools?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| Parks?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| Other public facilities?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**a) No Impact Fire Protection:** Fire protection and emergency services to the project area are provided by the City of Banning’s Police and Fire Departments, Riverside County Sherriff’s Department, Riverside County Fire Department, and United States (U.S.) Forest Service – San Jacinto Ranger District.

The nearest fire stations to the project area include Riverside County Fire Station 89, on Murray St., approximately 0.7-mile northwest of the project area; Riverside County Fire Station 23, located on Marion Ridge Road on SR-243; the U.S. Forest Service’s Vista Grande Station, located on Banning-Idyllwild Panoramic Highway on SR-243; the U.S. Forest Service Alandale Fire Station, located on Banning-Idyllwild Panoramic Highway on SR-243; and the US. Forest Service’s Idyllwild Fire Station, located on Marantha Drive on SR-243 (Riverside County Fire Department, 2019) (U.S. Forest Service, 2018).

The project area is an existing transportation facility currently in use, which would be replaced in kind and would not result in an increase in population, and therefore would not increase the demand for community services. No fire stations would be acquired or displaced. The proposed project would not induce growth or increase population in the study area or the greater community beyond that previously planned for and would not result in the need for additional fire protection. Implementation of a construction-period TMP (TRF-1), which is prepared for all Caltrans highway project, would ensure that access is maintained to and from the project area and fire service providers are notified prior to the start of construction activities.

**Police Protection:** Riverside County and the project area are served by Riverside County Sheriff’s Department, Hemet Station, located approximately 14 miles west of the

project area; and the City of Banning's Police Department, located approximately 0.6 mile north of the project area (City of Banning, 2018) (Riverside County Sheriff's Department, 2016).

The project would not affect the level of service within the project area or surrounding areas. Implementation of a construction-period TMP, which is prepared for all Caltrans' highway projects, would minimize potential impacts. As required by the TMP, coordination with emergency services would be conducted and detours would be provided to maintain emergency access during construction.

As mentioned previously, the project would not induce population growth in the area and would not result in the need for additional police protection. No impacts from operation of the project would occur.

**Schools:** The nearest schools to the project area include Banning High School, located at 100 Westward Avenue; and the Idyllwild School (Kindergarten - 8<sup>th</sup> grade), located at 26700 Highway 243. The project area is an existing transportation facility currently in use, which would be replaced in kind, and would not be population-inducing, it would not result in the need for new or physical expansion of any school.

**Parks:** The project area is located adjacent to lands classified County Parks-Regional Park and Open-Space Districts (Valley Hi Oak Reserve and Idyllwild Park), high coniferous forests, coniferous forests, and montane forests. However, the project would not impact or require right of way acquisition of park lands or recreational facilities since work would be completed within Caltrans right of way. Therefore, there is no potential for impacts to parks.

**Other Public Facilities:** The nearest churches to the project area include Crossroad 243 Christian Fellowship Church, located at 29375 Highway 243; Church of Jesus Christ of Latter-Day Saints, located 53830 Tollgate Road; Idyllwild Assembly of God, located at 25925 Cedar Street; Idyllwild Center for Spiritual Living, located at 54240 Ridgeview Ride; and Idyllwild Bible Church, located at 25860 Highway 243. However, the project area is an existing transportation facility currently in use, which would be replaced in kind, and would not require ROW acquisition from adjacent properties and would not impact public facilities near or adjacent to the project area.

The project is not expected to induce population growth; therefore, there would be no additional demand for schools, parks or other public facilities. The project would not result in the need for new or physically altered government facilities nor affect time or other performance objective. No impact would occur.

### **Avoidance, Minimization, and Mitigation Measures**

No mitigation is required; however, the following avoidance and/or minimization measure would be implemented to minimize potential impacts to public services:

TRF-1: Prior to construction, a Traffic Management Plan (TMP) will be developed by Caltrans to minimize potential impacts on emergency services and commuters during construction.

## XVI. Recreation

### CEQA Significance Determinations for Recreation

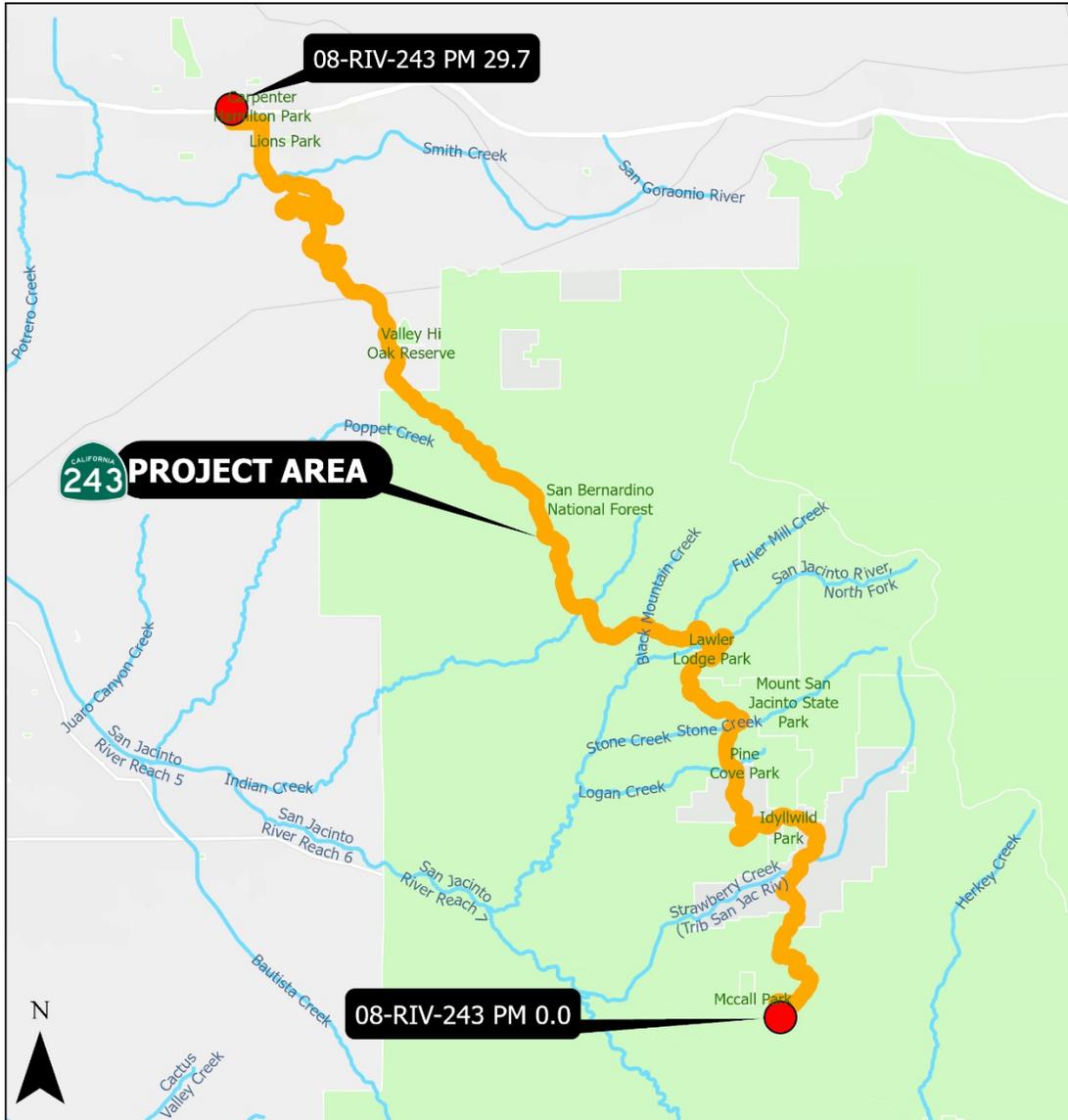
|  | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|--|------------------------------------|--|------------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**a & b) No Impact** The nearest public recreation areas to the project area include Lions Park, the Valley Hi Oak Reserve, Lake Fulmor Picnic Area, North Fork San Jacinto California Wild and Scenic River, Pine Cove County Park, Idyllwild Park, the Pacific Crest Trail, the San Bernardino National Forest, and the Mount San Jacinto State Park (U.S. Environmental Protection Agency, 2018) (U.S. Geological Survey, 2016) (California Department of Parks and Recreation, 2019). Figure 4 indicates the Parks and Recreation map.

The project area is an existing transportation facility currently in use, which would be replaced in kind. Operation and construction of the project would occur within Caltrans ROW. 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.



Service Layer Credits: Riverside County Mapping Portal, RWQCB Staff, SAWPA Staff



## PARK AND RECREATION MAP

RIV 243 Mill and Overlay Pavement

08-RIV-243 PM 0.0/29.7

EA 08-1J450

### Legend

- Postmile
- River
- Project Area
- Park

Figure 4: Park and Recreation Map

## XVII. Transportation

### CEQA Significance Determinations for Transportation

| Would the project:   | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?         | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Result in inadequate emergency access?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**a) No Impact** The project area is an existing transportation facility currently in use, which would be replaced in kind. The project would accommodate existing traffic demand, but it is not expected to create new demand, directly or indirectly, since it is not increasing capacity. The project would also not reduce congestion and/or improve the level of service of traffic.

The project would not conflict with any adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities. Accordingly, no impacts in this regard are expected. The project meets Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) objectives for investing in preservation of highway systems, highway system improvements and improving accessibility.

**b) No Impact** The project area is an existing transportation facility currently in use, which would be replaced in kind. 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).

Bicycles are permitted within the project limits on the shoulders. Due to the project scope and location, bicycle improvements are not feasible because of the geometric limitations. However, the proposed project will not hinder future improvements or prevent other agencies from pursuing bicycle improvements on nearby or bisecting local roadways.

Besides a Pass Transit route serving Banning High School, there are no transit services or facilities along SR-243 south of the City of Banning. The Pass Transit service also

connects with Riverside Transit Agency Route 13 to the City of Hemet and Route 35 to the City of Moreno Valley. Dial-A-Ride for senior citizens and persons with disabilities is also available in the Banning-Beaumont area.

Caltrans would be replacing an ADA curb ramp on the south end of Idyllwild School, and repaving the asphalt directly in front of the school on SR-243 however, there will still be access to the school during the day as all pavement work and curb ramp work will be done at night.

For Banning High School, Caltrans would only be doing sign panel replacement and replacing one culvert directly in front of the school, on SR-243, by the baseball field on the south end. This work will also be conducted at night so there will be access to SR-243 during the day.

There are no Park-and-Ride facilities within the project limits.

**c) No Impact** The project will not alter or introduce new roadway geometric features; therefore, the project would not increase hazards due to a design feature. The project area is an existing transportation facility currently in use, which would be replaced in kind.

**d) Less Than Significant** The completed project would not interfere with any emergency access. Construction activities have the potential to result in temporary, localized, site-specific disruptions during the construction period. The construction period anticipated for this project would be 300 working days. This could lead to an increase in delay times for emergency response vehicles during construction; however, the proposed project would include the preparation and implementation of a TMP, which would provide strategies to be used to maintain safe traffic movement through construction zone, as well as minimize traffic delays. Impacts would be less than significant during the construction period.

### **Avoidance, Minimization, and Mitigation Measures**

No mitigation is required; however, the following avoidance and/or minimization measure would be implemented to minimize potential transportation impacts:

TRF-1: Prior to construction, a Transportation Management Plan (TMP) will be developed by Caltrans to minimize potential impacts on emergency services and commuters during construction.

## ***XVIII. Tribal Cultural Resources***

### **CEQA Significance Determinations for 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:                             | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---|------------------------------------|--|------------------------------|-------------------------------------|
| 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  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 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. | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

A letter requesting a Sacred Land File (SLF) search was sent to the Native American Heritage Commission (NAHC) November 17, 2020. A response was received November 23, 2020, with positive SLF results for Los Coyotes, and a Native American contact list. Letters requesting information related to cultural resources within or adjacent to the undertaking or cultural concerns within the Project were sent by mail on December 09, 2020 to:

- Agua Caliente Band of Cahuilla Indians
- Los Coyotes Band of Cahuilla and Cupeño Indians
- Morongo Band of Mission Indians
- Soboba Band of Luiseño Indians
- Twenty-Nine Palms Band of Mission Indians

Two follow-up emails were sent to unresponsive tribes (Los Coyotes Band of Cahuilla and Cupeño Indians, Morongo Band of Mission Indians, Soboba Band of Luiseño Indians, and Twenty-Nine Palms Band of Mission Indians), January 27, 2021 and May 20, 2021. Morongo Band of Mission Indians was sent an additional correspondence detailing the project limits through their reservation as well as the proposed finding of No Adverse Effect. One response has been received to date from the Agua Caliente Band of Cahuilla Indians; this correspondence is summarized below. A full record of Native American Consultation and contact log are provided in Attachment F.

#### **Agua Caliente Band of Cahuilla Indians**

Patricia Garcia-Plotkin, Tribal Historic Preservation Officer (THPO) for Agua Caliente Band of Cahuilla Indians was contacted December 09, 2020. On December 28, 2020, Agua Caliente Band of Cahuilla Indians responded stating that they wish to consult on the project and requested the records search and project documentation. Caltrans responded by sending the draft APE map, ASR, associated shapefiles, and the proposed Finding of No Adverse Effect regarding two prehistoric resources via e-mail September 21, 2020. Caltrans has received no response to date.

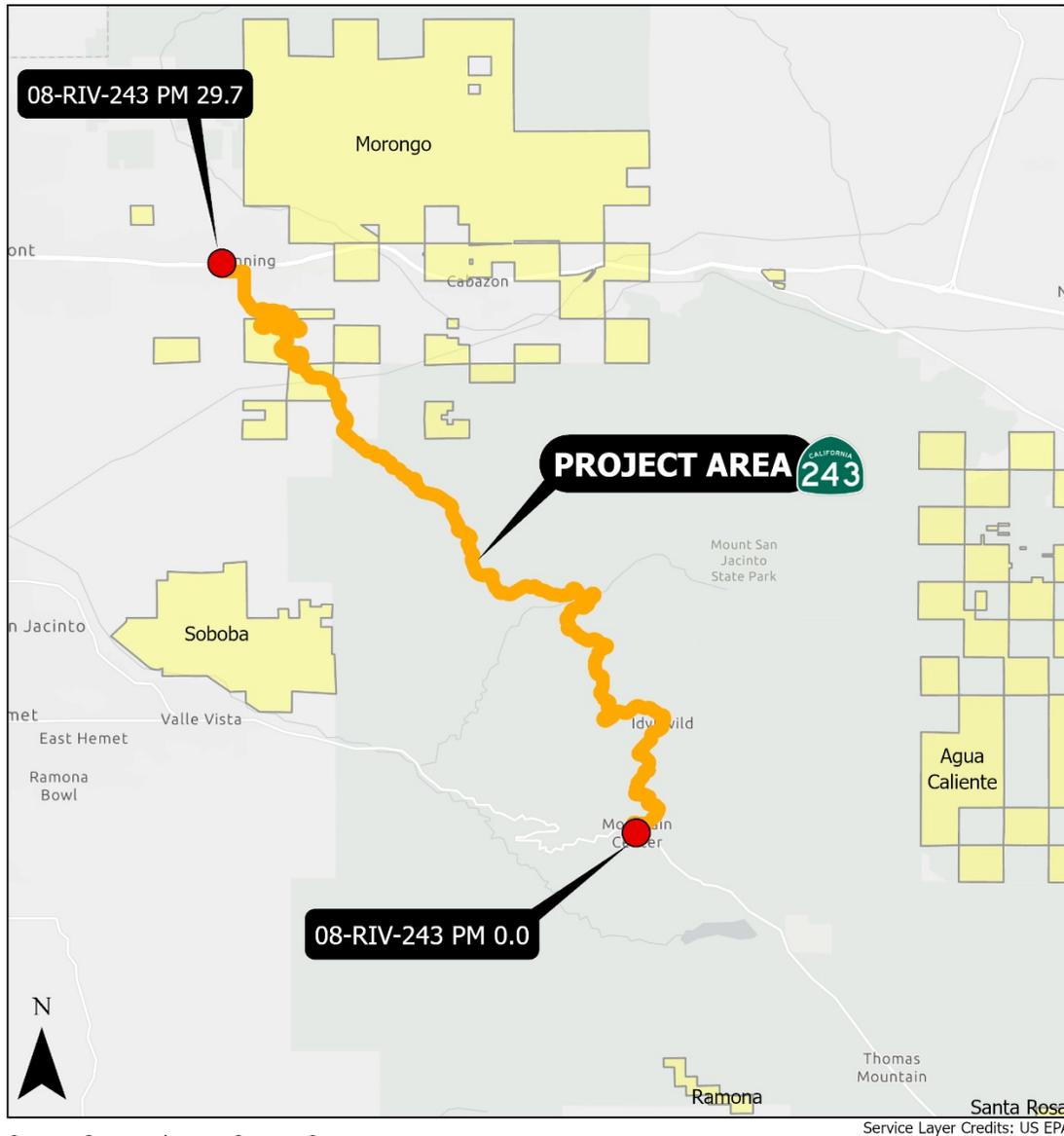
Tribal consultation is an ongoing process throughout the life of the projects; as such, Caltrans will continue to consult with all interested Tribes as responses are received.

**a) & b) No Impact** “No impact” determinations in this section are based on the Archaeological Survey Report (ASR), approved for the project by Caltrans in October 2021 which evaluated potential impacts within the area of potential effect (APE). Tribal cultural resources were not identified in the ASR, therefore potential impacts to tribal cultural resources are not anticipated. Figure 5 indicates the Tribal Cultural map.

### **Avoidance, Minimization, and Mitigation Measures**

No mitigation is required; however, the following avoidance and/or minimization measures would be implemented to further reduce any potential impacts to Cultural resources:

- CR-1 If cultural materials are discovered during construction, all earthmoving activity within 60 feet of the discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.
- CR-2 If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the MLD. At this time, the person who discovered the remains will contact the District 8 Native American Coordinator Gary Jones at (909) 261-8157 so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.
- CR-3 The Establishment of ESAs and barriers within the Mountain Center sites and Lake Fulmor Site shall protect elements of these resources in place for the duration of the Project. The ESAs will be marked on Plans and delineated in the field by an Archaeologist from Caltrans.
- CR-4 The Establishment of Archaeological Monitoring Areas (AMAs). Archaeological Monitor(s), as assigned by Caltrans, shall monitor all ground disturbing construction related activities within Mountain Center sites and Lake Fulmor Site.



**TRIBAL LAND MAP**  
 RIV 243 Mill and Overlay Pavement  
 08-RIV-243 PM 0.0/29.7  
 EA 08-1J450

**Figure 5: Tribal Land Map**

## ***XIX. Utilities and Service Systems***

### **CEQA Significance Determinations for Utilities and Service Systems**

| Would the project:   | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|--|------------------------------------|--|------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 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?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| 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??   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**a) No Impact** The project area is served by the Metropolitan Water District of Southern California's Eastern Municipal Water District (EMWD). According to EMWD, there are no sewer or water main lines that traverse the project area (EMWD, 2019).

Energy service to the project area is provided by Southern California Edison (SCE). There are six overhead electric transmission lines that traverse SR-243 within the project area.

The northern portion of the project area is traversed by two natural gas transmission lines, owned by Southern California Gas Company (SoCalGas).

The utility companies anticipated to be involved in the project include:

- Amerigas Propane
- AT&T Transmission
- AT&T Distribution
- City of Banning
- Fern Valley Water District
- High Valleys Water District

- Idyllwild Water District
- Kinder Morgan Energy Partners
- Level 3 Communications
- MCI (Verizon Business)
- Metropolitan Water District-DVL
- Pine Cove Water District
- Questar Line 90 Company
- SC Gas-Beaumont
- SC Gas-Beaumont-Transmission
- Utilquest Main Receiving
- Utilquest for SCE Dist-Redlands
- Utilquest of SCE Dist-Meniffee
- Utilquest 4 Charter SO RIV Co
- Utilquest of Frontier-Meniffee

No expansions or relocations are proposed; however, the need for relocation of any lines would be investigated and confirmed during final design (PS & E). If the project is approved, coordination with the identified utility companies will take place during final design (PS & E), and construction phases.

**b) No Impact** The project would require water during construction activities for dust-control, cleaning equipment, concrete mixing, and crew member consumption. The amount of water required would be limited and would come from existing sources.

**c) No Impact** Water used during construction would not be discharged to a sanitary sewer therefore, wastewater treatment facilities would not be impacted.

**d) No Impact** The project would generate construction-related waste on a temporary basis and would comply with applicable federal, State, and local statutes and regulations related to solid waste.

**e) No Impact** The 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

### CEQA Significance Determinations for Wildfire

| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:   | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 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?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 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?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**a) Less Than Significant** Operation of the project would not interfere with an adopted emergency response plan. However, the construction of the project has the potential to interfere with emergency response access. The project would include the preparation and implementation of a Transportation Management Plan (Measure TRF-1), which would avoid or minimize any potential impacts. Applicable traffic controls (e.g., flag person, signage), as identified in the TMP, would be implemented to minimize any potential interference with any adopted emergency response plan or evacuation plan.

**b) No Impact** According to the Fire Hazard Severity Zones in State Responsibility Areas (SRA) Map for Riverside County (west), The project spans high, to very high, to moderate areas of fire hazard severity zones (Cal Fire 2019). The project area is an existing roadway currently in use, which would be replaced in kind. The project would not include the permanent siting of employees or housing on the project site; therefore, the project would not expose project occupants to pollutant concentrations from wildfire as a result of slope, prevailing winds, or other factors.

Because the project is located within a fire prone area, strategies to prevent construction-related fires include following all Forest Service and California Department of Forestry and Fire Protection guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when fire danger ratings are “very high,” “extreme,” or “red flag” warnings, as provided in Caltrans Standard Plan section 7-1.02M(2).

**c) No Impact** The project area is an existing transportation facility currently in use, which would be replaced in kind. The project would not install infrastructure that may result in increased fire risk.

**d) No Impact** The project does not propose to significantly alter drainage patterns that would cause downslope or downstream flooding or landslides should a fire occur. The project does include improvements to existing culverts which could be a beneficial impact to potential post fire hazard such as downstream flooding or landslides.

### **Avoidance, Minimization, and Mitigation Measures**

No mitigation is required; however, the following avoidance and/or minimization measure would be implemented to minimize potential wildfire impacts:

WF-1: Caltrans 2018 revised Standard Specification 7-1.02M(2) mandates fire prevention procedures, including a fire prevention plan, to avoid accidental fire starts during construction.

TRF-1: Prior to construction, a Traffic Management Plan will be developed by Caltrans to minimize potential impacts on emergency services and commuters during construction.

## XXI. Mandatory Findings of Significance

### CEQA Significance Determinations for Mandatory Findings of Significance

|  | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|------------------------------------|--|-------------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?   | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/>           | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**a) Less Than Significant** Given that the project would occur on the existing SR-243 paved roadway with construction staging on disturbed shoulders and the project would implement measures to further reduce disturbance, the 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. Indirect impacts such as water quality and litter control are addressed through avoidance and minimization.

**b) Less Than Significant** The project is a State Highway Operation and Protection Program (SHOPP) project with minor pavement rehabilitation and culvert replacement as the anchor assets and satellite assets such as MGS sign panel replacement, lighting rehabilitation, curb ramp upgrades, and roadside safety improvements.

A list of past projects within the project limits are as follows:

- Project EA 1G120, Route RIV 243, Post Mile 13.3-29.7 involved preventive maintenance treatment - overlay. Construction occurred September to November of 2019.
- Project EA 1K520, Route RIV 243, Post Mile 0.0-28.0 involved repairs from storm damage (Emergency Project). Construction occurred February 2019 to October 2020.
- Project EA 1K350, Route RIV 243, Post Mile 15.6 involved replacing culvert, repairing embankment and pavement (Emergency Project). Construction ended in October of 2019.

The following project is slated to begin PA & ED phase in 2022 and possible construction in 2025:

- Project EA 1M190, Route RIV 243, Post Mile 29.5-29.7 would involve the installation of traffic signals (8<sup>th</sup> Street) at the I-10 westbound and eastbound ramps at intersection of 8<sup>th</sup> Street and W. Lincoln Street.

When considered with the above-listed past projects and future project, this project does not result in considerable cumulative environmental impacts.

**c) No Impact** Since this is an infrastructure project where an existing facility is being replaced, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

## Chapter 3 – 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 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<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF<sub>6</sub>), and various hydrofluorocarbons (HFCs). CO<sub>2</sub> is the most abundant GHG; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO<sub>2</sub>.

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). This analysis will include a discussion of both.

### Regulatory Setting

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

#### Federal

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2019). This approach

encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values — “the triple bottom line of sustainability” (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE) Standards. This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the CAFE program based on each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States.

Energy Policy Act of 2005, 109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) is responsible for setting GHG emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. Fuel efficiency standards directly influence GHG emissions.

## **State**

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California’s GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (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 [H&SC]

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.

EO 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 (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.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to identify strategies to address California's climate change goals under AB 32.

EO 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.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 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 million metric tons of carbon dioxide equivalent (MMT<sub>CO<sub>2</sub>e</sub>).<sup>1</sup> 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.

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.

SB 1386, Chapter 545, 2016, declared "it to be the policy of the state that the protection and management of natural and working lands ... is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies,

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<sup>1</sup> GHGs differ in how much heat each trap in the atmosphere (global warming potential, or GWP). CO<sub>2</sub> is the most important GHG, so amounts of other gases are expressed relative to CO<sub>2</sub>, using a metric called "carbon dioxide equivalent" (CO<sub>2</sub>e). The global warming potential of CO<sub>2</sub> is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO<sub>2</sub>.

departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.”

AB 134, Chapter 254, 2017, allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

SB 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles travelled, to promote the state’s goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

SB 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

EO N-19-19 (September 2019) advances California’s climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce GHG emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This EO also directs ARB to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

EO N-79-20 (September 2020) establishes goals for 100 percent of in-state sales of new passenger cars and trucks to be zero-emissions vehicles by 2035, that the state transition to 100 percent zero—emission off-road vehicles and equipment by 2035 where feasible, and that 100 percent of medium-and heavy-duty vehicles in the state be zero-emissions by 2045 where feasible.

## **Environmental Setting**

State Route 243 (SR-243) is classified as part of the Freeway and Expressway System and National Highway System, with a functional classification of Other Principal Arterial in the City of Banning and Minor Arterial outside of Banning city limits. SR-243 is a designated scenic highway.

Existing land uses within the City of Banning (Riv-243-PM 28/29.7) are low-density commercial and residential between Banning High School and I-10/SR-243 interchange.

Existing land uses within the unincorporated Riverside County Area (Riv-243-PM 0/28) are mostly rural residential and neighborhood-serving commercial development within the unincorporated communities of Idyllwild, Mountain Center, and Pine Cove. These communities are surrounded by protected national forest lands of the San Bernardino National Forest and San Jacinto and Santa Rosa Mountains National Monument. Sources of trip generation along the SR-243 corridor include Banning High School, Idyllwild Elementary School, Mount San Jacinto State Park, San Jacinto and Santa Rosa Mountains Monument, and the tourist areas of the unincorporated Idyllwild community.

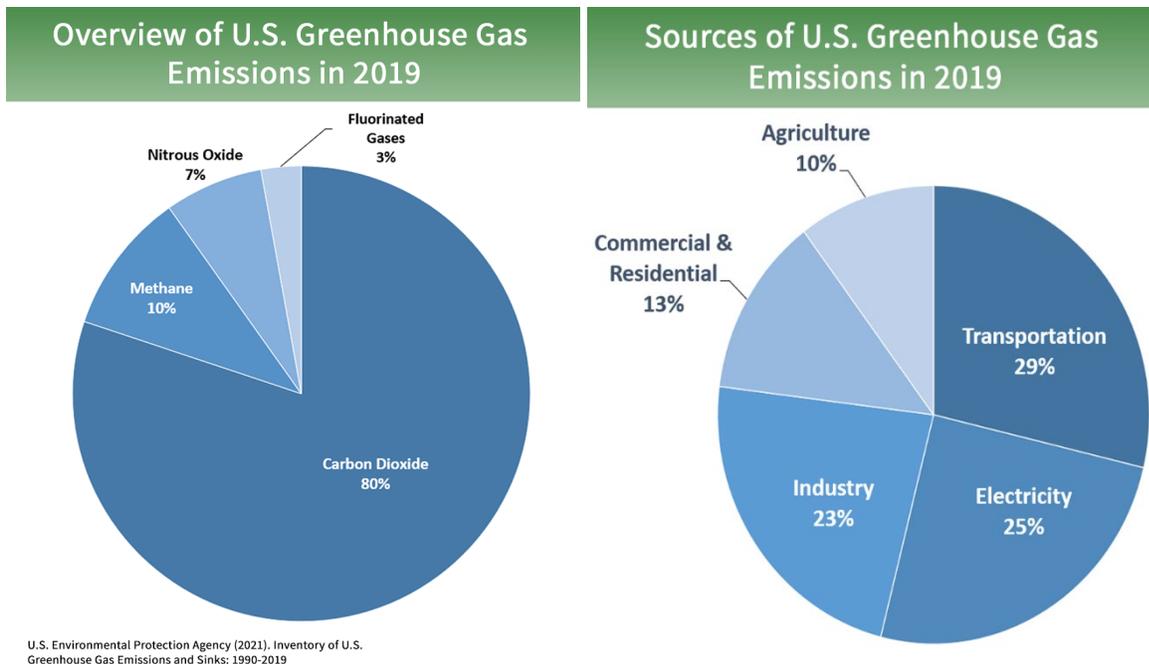
There are no designated bicycle lanes within the SR-243 corridor and a small number of sidewalks near Banning High School and Idyllwild Elementary School. There is a transit line that runs along a very small portion of SR-243 that serves Banning High School.

The Southern California Association of Governments (SCAG) and the Riverside County Transportation Commission (RCTC) guide transportation development in the project area.

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4.

### **National GHG Inventory**

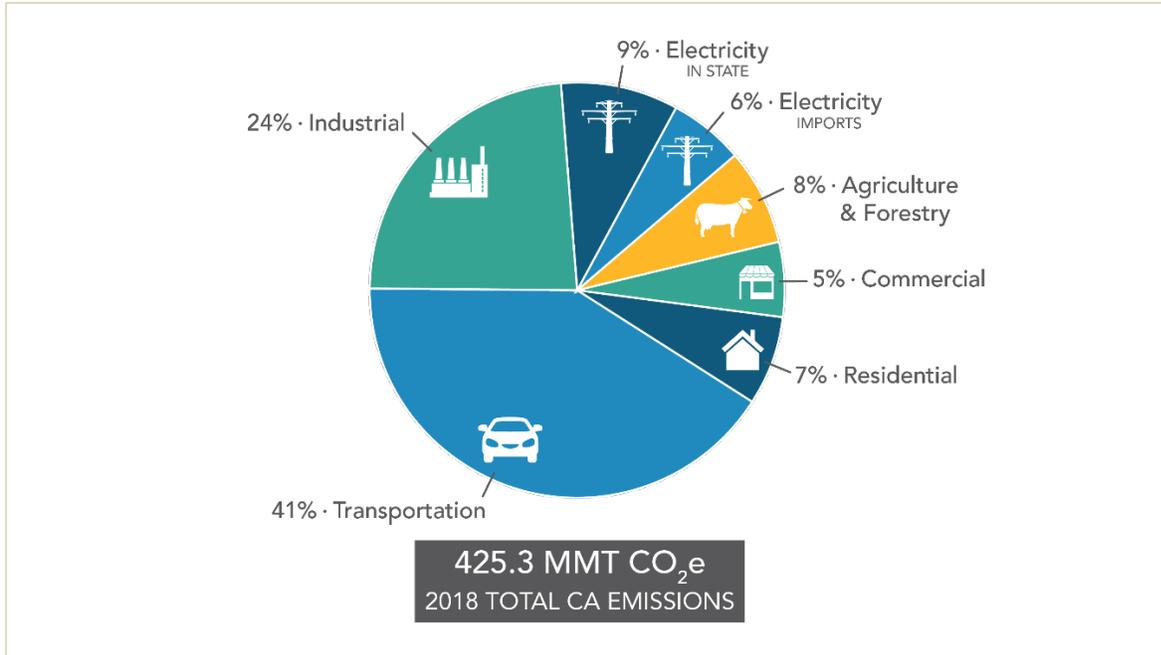
The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, perfluorocarbons, SF<sub>6</sub>, and nitrogen trifluoride. It also accounts for emissions of CO<sub>2</sub> that are removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store CO<sub>2</sub> (carbon sequestration). The 1990–2019 inventory found that overall GHG emissions were 6,558 million metric tons (MMT) in 2019, down 1.7 percent from 2018 but up 1.8% from 1990 levels. Of these, 80 percent were CO<sub>2</sub>, 10 percent were CH<sub>4</sub>, and 7 percent were N<sub>2</sub>O; the balance consisted of fluorinated gases. CO<sub>2</sub> emissions in 2019 were 2.2 percent less than in 2018, but 2.8 percent more than in 1990. As shown on Figure 6, the transportation sector accounted for 29 percent of U.S. GHG emissions in 2019 (U.S. EPA 2021a, 2021b).



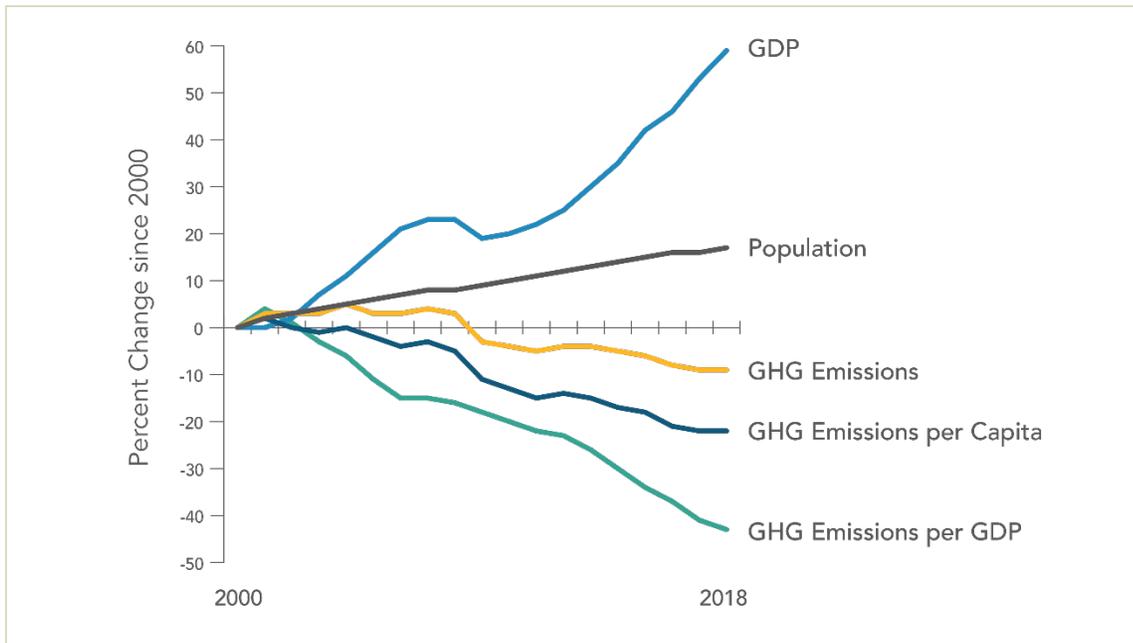
**Figure 6. U.S. 2019 Greenhouse Gas Emissions (Source: U.S. EPA 2021c)**

### State GHG Inventory

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state’s progress in meeting its GHG reduction goals. The 2020 edition of the GHG emissions inventory reported emissions trends from 2000 to 2018. It found total California emissions were 425.3 MMTCO<sub>2</sub>e in 2018, 0.8 MMTCO<sub>2</sub>e higher than 2017 but 6 MMTCO<sub>2</sub>e lower than the statewide 2020 limit of 431 MMTCO<sub>2</sub>e. The transportation sector was responsible for 41 percent of total GHGs. Transportation emissions decreased in 2018 compared to the previous year, which is the first year over a year decrease since 2013. Overall statewide GHG emissions declined from 2000 to 2018 despite growth in population and state economic output (ARB 2020a).



**Figure 7. California 2018 Greenhouse Gas Emissions by Economic Sector**  
(Source: ARB 2020b)



**Figure 8. Change in California GDP, Population, and GHG Emissions since 2000**  
(Source: ARB 2020b)

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second

updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

## **Regional Plans**

ARB sets regional targets for California's 18 MPOs to use in their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to plan future projects that will cumulatively achieve GHG reduction goals. Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. SCAG is the MPO for the project region. The regional reduction target for the SCAG region is 8 percent by 2020 and 19 percent by 2035 (ARB 2019).

The project meets SCAG 2020 RTP/SCS objectives for investing in preservation of highway systems, highway system improvements and improving accessibility. SCAG's GHG reduction strategies include improved bike and pedestrian infrastructure and Safe Routes to School measures.

The Riverside County Climate Action Plan (November 2019) and the Western Riverside County Climate Action Plan also define the County's efforts to meet GHG reduction strategies.

## **Project Analysis**

GHG emissions from transportation projects can be divided into those produced during operation of the SHS and those produced during construction. The primary GHGs produced by the transportation sector are CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs. CO<sub>2</sub> emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH<sub>4</sub> and N<sub>2</sub>O are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (*Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

## **Operational Emissions**

The purpose of the project is to replace pavement and improve other safety features and would not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR-243, no increase in vehicle miles traveled (VMT) would occur as result of project implementation. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

## **Construction Emissions**

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

Construction-period GHG emissions were modeled using the Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model. Short-term construction activities would result in GHG emissions from fuel combustion associated with off- and on-road construction equipment and vehicles, which would result in emissions of approximately 1041 metric tons of CO<sub>2</sub>-equivalent over the approximately 300-working day construction period.

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

## **CEQA Conclusion**

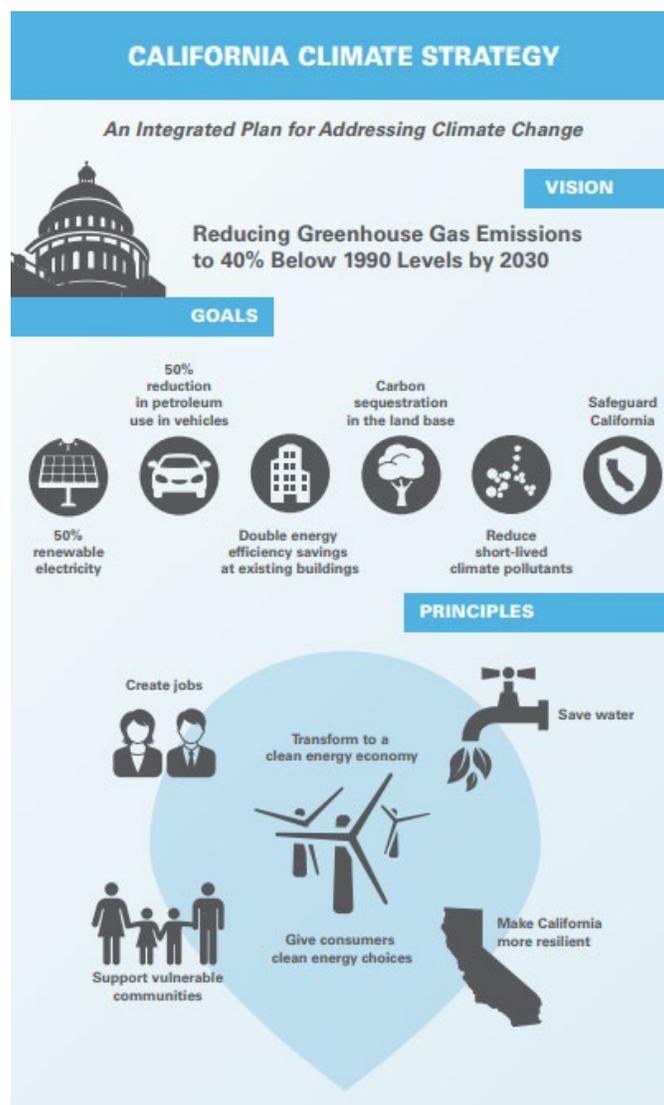
While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG-reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

## GREENHOUSE GAS REDUCTION STRATEGIES

### Statewide Efforts

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 GHG emissions targets. Former Governor Edmund G. Brown promoted GHG reduction goals that involved (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 farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.



## **Figure 9. California Climate Strategy**

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). A key state goal for reducing GHG emissions is to reduce today's petroleum use in cars and trucks by up to 40 percent by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter. Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crisis in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged and vulnerable communities. Each agency is to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the State's carbon neutrality goal and build climate resilience.

### **Caltrans Activities**

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

### ***CALIFORNIA TRANSPORTATION PLAN***

The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 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, the CTP identifies additional strategies.

## **CALTRANS STRATEGIC MANAGEMENT PLAN**

The Caltrans 2020—2024 Strategic Plan includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

## **FUNDING AND TECHNICAL ASSISTANCE PROGRAMS**

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's RTP/SCS; contribute to the State's GHG reduction targets and advance transportation-related GHG emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

## **CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES**

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Activities to Address Climate Change* (April 2013) provides a comprehensive overview of Caltrans' statewide activities to reduce GHG emissions resulting from agency operations.

## **Project-Level GHG Reduction Strategies**

The following GHG reduction measures may be incorporated as part of the construction process, as a means of contributing to Caltrans' goals and mandates to reduce GHG and consider climate change:

- Reduction of demolition waste
- Energy efficient construction methodologies<sup>2</sup>
- Water efficient construction methodologies
- Fuel efficient measures both for construction equipment and traffic management during delays and detours
- Materials use/choice, including source distance from site
- Construction methods and materials with lower GHG than standard specifications

The following measures will be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

CC-1 To maintain traffic safety through the construction zone and to minimize traffic delays a TMP will be prepared. The reduction of traffic delays would also reduce short-term increases in GHG emissions from disruptions in traffic flow.

CC-2 In the event that portable changeable message signs are required as part of the TMP, these signs would be solar-powered and would not involve GHG emissions during use.

CC-3 Caltrans Standard Specifications Section 14-9, Air Quality, a part of all construction contracts, requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality. Requirements of the SCAQMD would apply to this project. Requirements that reduce vehicle emissions, such as limits on idling time, will help reduce GHG emissions.

## **ADAPTATION**

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

### **Federal Efforts**

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program (USGCRP) delivers a report to Congress and the president every 4 years, in accordance with the Global Change Research Act of 1990 (15 U.S.C. ch. 56A § 2921 et seq). The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways." Chapter 12, "Transportation," presents a key discussion of vulnerability assessments. It notes that "asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime" (USGCRP 2018).

The U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions” (U.S. DOT 2011).

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

## State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. *California’s Fourth Climate Change Assessment* (2018) is the state’s effort to “translate the state of climate science into useful information for action” in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the “combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities.”
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the “capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience”. Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the “susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt.” Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not

limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

EO S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

EO S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance) in 2010, with instructions for how state agencies could incorporate “sea-level rise (SLR) projections into planning and decision making for projects in California” in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California – An Update on Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018.

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change other than sea-level rise also threaten California’s infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

## **Caltrans Adaptation Efforts**

### ***CALTRANS VULNERABILITY ASSESSMENTS***

Caltrans conducted climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure* – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence* – Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization* – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

## **Project Adaptation Analysis**

### ***SEA-LEVEL RISE***

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

The following discussions of climate change risks for precipitation, temperature, and wildfire are based on the District 8 Caltrans Climate Change Vulnerability Assessments (June 2019).

### ***PRECIPITATION***

The project area includes areas designated by FEMA as Zone X (areas outside the 0.2% [1-in-500] annual chance floodplain), Zone AE (special flood hazard areas subject to inundation by the 1% [1-in-100] annual chance flood, base flood elevations determined), Zone D (areas in which flood hazards are undetermined, but possible), and Zone A (special flood hazard areas subject to inundation by the 1% annual chance

flood, no base flood elevations determined) (Federal Emergency Management Agency 2008).

Since the 1950's, Riverside County has received an average of 10-12 inches of rainfall per year, although that number can vary greatly between years. According to the District 8 Climate Vulnerability Assessment, climate change by 2055 could increase 100-year storm precipitation depths in the project area by up to about five percent. While this isn't much of an increase, projections indicate that the precipitation in California is likely to change so that rainfall events will be less frequent, but heavier. The project area is an existing transportation facility currently in use, which would be replaced in kind. The design life of the new pavement is 5 to 10 years, so it would be subject to replacement again before 2055. The project would not affect any drainages, culverts would be repaired or replaced as needed. The District Storm Water Coordinator has directed that any project within this watershed shall implement treatment BMPs beyond what is required regardless of total new impervious surface (NIS). Given these features and characteristics, the project is likely to be resilient to effects of precipitation under climate change throughout its design life.

### ***TEMPERATURE***

The climate in Riverside County is a combination of Mediterranean and semi-arid climates. Materials exposed to high temperatures over time can deform and require more frequent maintenance or repaving, while the higher temperatures can affect safety of the employees who do that work. Average maximum temperature over seven consecutive days is one of the primary criteria used to determine the right pavement mix for long-term performance (another is change in absolute minimum air temperature). The District 8 Climate Vulnerability Assessment found that the seven-day average in Riverside County is likely subject to increase by 4-7.9 degrees Fahrenheit above historical average maximum temperature by 2055, under a business-as-usual (RCP 8.5) emissions scenario. Under Caltrans Design standards, the materials used for pavement rehabilitation projects are resilient to temperature changes.

### ***OCCURRENCE OF WILDFIRES***

The project spans moderate to very high areas of wildfire concern, much of it traversing forested areas of the San Bernardino national Forest and San Jacinto and Santa Rosa Mountains National Monument. The project consists of an existing transportation facility currently in use, which would be replaced in kind. Construction of the project would take place entirely within Caltrans right of way. Neither construction nor operation of the project would introduce new users or structures into an area of high fire-severity concern to increase the risk of wildfire, regardless of long-term climate effects. However, District 8 will minimize wildfire risk by using fire-resistant materials, maintaining defensible space, and using fire-safe landscaping. Paving under guardrails to reduce weeds will reduce the area of flammable vegetation adjacent to the roadway. In addition, Caltrans 2018 revised Standard Specification 7-1.02M(2) mandates fire prevention procedures, including a fire prevention plan, to avoid accidental fire starts during construction.



## Chapter 4 – Public Involvement and Draft IS Circulation

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings, public notices, and Project Development Team (PDT) meetings. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

### Cultural Resources

A letter requesting a Sacred Land File (SLF) search was sent to the Native American Heritage Commission (NAHC) November 17, 2020. A response was received November 23, 2020, with positive SLF results for Los Coyotes, and a Native American contact list. Letters requesting information related to cultural resources within or adjacent to the undertaking or cultural concerns within the Project were sent by mail on December 09, 2020 to:

- Aqua Caliente Band of Cahuilla Indians
- Los Coyotes Band of Cahuilla and Cupeño Indians
- Morongo Band of Mission Indians
- Soboba Band of Luiseño Indians
- Twenty-Nine Palms Band of Mission Indians

Two follow-up emails were sent to unresponsive tribes (Los Coyotes Band of Cahuilla and Cupeño Indians, Morongo Band of Mission Indians, Soboba Band of Luiseño Indians, and Twenty-Nine Palms Band of Mission Indians), January 27, 2021 and May 20, 2021. Morongo Band of Mission Indians was sent an additional correspondence detailing the project limits through their reservation as well as the proposed finding of No Adverse Effect. One Tribal response has been received to date from the Aqua Caliente Band of Cahuilla Indians; this correspondence is summarized below. A full record of Native American Consultation and contact log are provided in Attachment F.

### **Agua Caliente Band of Cahuilla Indians**

Patricia Garcia-Plotkin, Tribal Historic Preservation Officer (THPO) for Agua Caliente Band of Cahuilla Indians was contacted December 09, 2020. On December 28, 2020, Agua Caliente Band of Cahuilla Indians responded stating that they wish to consult on the project and requested the records search and project documentation. Caltrans responded by sending the draft APE, ASR, associated shapefiles, and proposed finding of No Adverse Effect regarding two prehistoric resources via e-mail September 21, 2020. Caltrans has received no response to date.

Tribal consultation is an ongoing process throughout the life of the projects; as such, Caltrans will continue to consult with all interested Tribes as responses are received.

*Public Circulation*

This Draft IS-MND has been prepared for the project and will be circulated for public review and comment for 30 days between February 18, 2022 and March 21, 2022. A Notice of Intent to Adopt a MND will be published in the Press Enterprise newspaper on February 18, 2022 and in the Town Crier on February 17, 2022. The notice will inform the public of the locations where the draft IS-MND 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 request a public meeting/hearing and submit comments on the draft IS-MND.

## Chapter 5 – References

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## Chapter 6 – List of Preparers

The following personnel participated in the preparation of this IS:

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Timothy Curran, Caltrans Landscape Architecture Division

Raftar Sharia, Project Engineer, Caltrans Hydraulics Division

Bijor Decena, Transportation Engineer-Civil, Caltrans Storm Water Design Division

Nahid Behnawa, Project Engineer, Caltrans Storm Water Quality Division

## Chapter 7 – Distribution List

A public notice of this IS 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 public notice.

### ***Agencies, Elected Officials and Property Owners***

|  |   |
|--|---|
| Clerk of the Board of Supervisors<br>Riverside County<br>4080 Lemon Street, 1 <sup>st</sup> Floor<br>Riverside, CA 92501                             | Supervisor Chuck Washington<br>Riverside County Board of Supervisors<br>Third District<br>4080 Lemon Street, 5 <sup>th</sup> Floor<br>Riverside, CA 92501 |
| Supervisor Jeff Hewitt<br>Riverside County Board of Supervisors<br>Fifth District<br>4080 Lemon Street, 5 <sup>th</sup> Floor<br>Riverside, CA 92501 | Riverside County<br>Planning Department<br>4080 Lemon Street, 12 <sup>th</sup> Floor<br>Riverside, CA 9250  |
| Paul Russell<br>Highway Operations<br>County of Riverside Transportation Department<br>2950 Washington Street<br>Riverside, CA 92504                 | Jack Cummings<br>Traffic Operations<br>County of Riverside Transportation Department<br>2950 Washington Street<br>Riverside, CA 92504                     |
| Captain Timothy Martin<br>Riverside County Sheriff's Department<br>43950 Acacia Avenue, Suite B<br>Hemet, CA 92544                                   | Riverside County Sheriff Sub Station<br>56570 CA-74<br>Mountain Center, CA 92561  |
| Idyllwild Fire Protection District<br>P.O. Box 656<br>Idyllwild, CA 92549-065  | CAL Fire Riverside County Fire Dept Station 23<br>P.O. Box 2095<br>Idyllwild, CA 92549  |
| Riverside County Fire Department Station 89<br>172 N. Murray Street<br>Banning, CA 92220   | U.S. Forest Service Alandale Fire Station 57<br>P.O. Box 518<br>Idyllwild, CA 92549   |
| U.S. Forest Service Vista Grande Station 51<br>20249 Banning-Idyllwild Panoramic Highway<br>Banning, CA 92220  | Banning Police Department<br>125 East Ramsey<br>Banning, CA 92220   |
| Commissioner Art Welch<br>Riverside County Transportation Commission<br>(RCTC)<br>99 East Ramsey Street<br>Banning, CA 92220                         | San Bernardino National Forest<br>San Jacinto Ranger District<br>54270 Pine Crest<br>P.O. Box 518<br>Idyllwild, CA 92549                                  |
| Martha Cosentino, Executive Secretary<br>Pass Transit<br>P.O. Box 998<br>176 E. Lincoln Street<br>Banning, CA 92220                                  | Banning City Hall<br>City of Banning<br>99 E. Ramsey Street<br>Banning, CA 92220  |
| Fern Valley Water District<br>Attn: Steve Erler<br>P.O. Box 3039<br>Idyllwild, CA 92549  | High Valley Water District<br>Attn: Stan Houghton<br>47781 Twin Pines Road<br>Banning, CA 92220   |
| Idyllwild Water District<br>Attn: Tom Lynch<br>25945 CA-243<br>Idyllwild, CA 92549   | Kinder Morgan Energy<br>Attn: Bill Toepper<br>1001 Louisiana Street, Suite 1000<br>Houston, TX 77002  |

|   |   |
|---|---|
| Level 3 Communications<br>1025 Eldorado Blvd.<br>Broomfield, CO 80021   | Metropolitan Water District<br>Attn: Kieran Callanan<br>700 North Alameda Street<br>Los Angeles, CA 90012-2944                        |
| Pine Cove Water District<br>Attn: Jerry Holldber/Jerry Johnson<br>P.O. Box 2296<br>Idyllwild, CA 92549-2296     | Questar Line 90 Company<br>Questar Gas Customer Service<br>Attn: Jeannie Yerkovich<br>P.O. Box 45360<br>Salt Lake City, UT 84145-0360 |
| Southern California Gas – Beaumont<br>60 E Ramsey, Suite A<br>Banning, CA 92220                                 | Southern California Edison<br>P.O. Box 6400<br>Rancho Cucamonga, CA 91729   |
| Spectrum<br>Attn: Chris Mazzuca<br>7337 Central Avenue<br>Riverside, CA 92504                                   | Spectrum<br>Attn: Mike Pagano<br>7337 Central Avenue<br>Riverside, CA 92504   |
| Utilitquest<br>Desert & San Jacinto Region<br>Attn: Gilbert Aceves<br>14005 S. Benson Avenue<br>Chino, CA 91710 | Utilitquest<br>For Frontier<br>Attn: Bin Liang<br>32477 Haun Road<br>Menifee, CA 9258   |
| Kevin Johnston<br>2288 Buena Vista Avenue<br>Livermore, CA 94550  | Idyllwild School<br>26700 CA-243<br>Idyllwild-Pine Cove, CA 92549   |
| Harold Smith<br>P.O. Box 115<br>Idyllwild, CA 92549   | Chapel in the Pines Christian Fellowship<br>P.O. Box 111<br>Mountain Center, CA 92561   |
| Mountain Center Market<br>53660 State Hwy 74<br>Mountain Center, CA 92561                                       | Mountain Center Café<br>29470 Hwy 243<br>Mountain Center, CA 92561  |
| United States Postal Service<br>29470 Hwy 243<br>Mountain Center, CA 92561                                      | Mountain Center<br>P.O. Box 243<br>Mountain Center, CA 92561  |
| Mary Ann Hunt<br>1645 Amalfi Dr.<br>Pacific Palisades, CA 90272   | Ron & Karleen Esparza<br>P.O. Box 270<br>Mountain Center, CA 92561  |
| Louis & Robyn Shaffer<br>P.O. Box 41<br>Mountain Center, CA 92561   | Tarek Shawaf<br>P.O. Box 928<br>Idyllwild, CA 92549   |
| Shawfive Holding<br>P.O. Box 928<br>Idyllwild, CA 92549   | Mitchel Galusha & Nicole Rhodes<br>78635 Alden Cir.<br>La Quinta, CA  |
| Doris Telles<br>P.O. Box 452<br>Mountain Center, CA 92561   | Dore Capitani & Patricia Tuley<br>P.O. Box 455<br>Idyllwild, CA 92549   |
| Williams Energy Co<br>1 Liberty Plz<br>Liberty, MO 64068  | Linda McCaughin & Philip Strong<br>P.O. Box 1791<br>Idyllwild, CA 92549   |
| Morningwood<br>578 Laguna Dr.<br>San Marcos, CA 92069   | Sally Hirsh<br>1029 E. El Alameda<br>Palm Springs, CA 92262   |
| Eugene Gabrych<br>2425 N. Riverside Dr.<br>Santa Ana, CA 92706  | Guided Discoveries Inc.<br>27282 Calle Arroyo<br>San Juan Capistrano, CA 92675  |

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| Jim Kogelman<br>P.O. Box 587<br>Idyllwild, CA 92549                         | Robert & Dana Halliday<br>1932 Lahoud Dr.<br>Cardiff by the Sea, CA 92007    |
| South Coast Church<br>17608 Fremont St.<br>Fountain Valley, CA 92708        | Michael Diganci<br>30250 Via Corsica<br>Temecula, CA 92591                   |
| Cheryl Smith<br>P.O. Box 2998<br>Lake Havasu City, AZ 86405                 | Joh & Susan Cook<br>P.O. Box 3634<br>Idyllwild, CA 92549                     |
| Neil & Carol Herman<br>P.O. Box 3361<br>Idyllwild, CA 92549                 | Anthony Allen<br>P.O. Box 963<br>Idyllwild, CA 92549                         |
| Carolyn & David Murray<br>704 E Tazewells Way<br>Willaimsburg, VA 23185     | Dept. of Veterans Affairs<br>1227 Ostreet Room 222<br>Sacramento, CA 95814   |
| Stephen Horan<br>P.O. Box 1624<br>Idyllwild, CA 92549                       | Alonis & Penelope Smrz<br>P.O. Box 1141<br>Idyllwild, CA 92549               |
| Alan Brian & Joanne Lichtenberg<br>18125 Chreien Ct.<br>San Diego, CA 92128 | Audrey Stavroplis<br>25629 N Somerset Ct.<br>Lake Zurich, IL 60047           |
| Thomas & Diane Shilton<br>3834 Olive Ave<br>Long Beach, CA 90807            | Mary Martin<br>P.O. Box 1646<br>Idyllwild, CA 92549                          |
| Donald & Estela Harrison<br>4859 Seloner St.<br>Los Angeles, CA 90032       | David & Barbara Pelham<br>P.O. Box 3<br>Idyllwild, CA 92549                  |
| Glenda Ackley<br>P.O. Box 1281<br>Idyllwild, CA 92549                       | Robert & Mary Besanceney<br>3050 Kenwood Dr.<br>Fortuna, CA 95540            |
| Norman & Juli Ann Johnson<br>258 Walnut St<br>Costa Mesa, CA 92627          | Barbara Dolph<br>74595 Peppertree Dr.<br>Palm Desert, CA 92260               |
| Robert McClellan<br>53645 Country Club Dr.<br>Idyllwild, CA 92549           | Donald Smith<br>P.O. Box 868<br>Idyllwild, CA 92549                          |
| David Kobosa & Frank Maurer<br>20000 Gresham St.<br>Northridge, CA 91324    | Jonathan & Kristin Valenzuela<br>10331 Downey Ave, Apt B<br>Downey, CA 90241 |
| Jacob & Theresa Teel<br>P.O. Box 803<br>Idyllwild, CA 92549                 | Eleanor Gorth<br>3321 Kenilworth Dr.<br>Los Alamitos, CA 90720               |
| Judith Riesland<br>43211 San Miguel Way<br>Hemet, CA 92544                  | Eric Kissell & Jill Marcil<br>69877 Papaya Ln<br>Cathedral City, CA 92234    |
| Jeffrey & Terri Friemoth<br>P.O. Box 384<br>Idyllwild, CA 92549             | Jeffrey & Terri Friemoth<br>P.O. Box 567<br>Idyllwild, CA 92549              |
| Raymond & Marcella Mathe<br>2475 Paseo Monte<br>Fallbrook, CA 92028         | Margaret Ziegenfuss<br>2156 West Dr.<br>El Cajon, CA 92021                   |
| Anthony Allen<br>P.O. Box 963<br>Idyllwild, CA 92549                        | Thomas Smith<br>13145 Bromont Ave Unit 29<br>Sylmar, CA 91342                |

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| Wallace & Carol Corey<br>12474 Bodega Way<br>San Diego, CA 92128                     | Robert Thurman<br>15760 Ventura Blvd, 18 <sup>th</sup> Floor<br>Encino, CA 91436 |
| Timothy Cavanaugh & Lindsay McCormack<br>1150 Grant Ave.<br>Venice, CA 90291         | Doris Davis<br>5029 Browndeer Ln.<br>Rancho Palos Verdes, CA 90275               |
| Jacobus & Erika Pino<br>53704 Country Club Dr.<br>Idyllwild, CA 92549                | Anthony & Byron Mejia<br>P.O. Box 4396<br>Idyllwild, CA 92549                    |
| Shane Stewart<br>P.O. Box 243<br>Idyllwild, CA 92549                                 | Adrienne & Steven Williamson<br>31645 Wildwood Dr.<br>Laguna Beach, CA 92651     |
| Ronald & Patricia Nash<br>12635 Footman Ln<br>Poway, CA 92064                        | Carla Stayboldt<br>2868 Dove St.<br>San Diego, CA 92103                          |
| Charles Kretsinger<br>P.O. Box 911<br>Idyllwild, CA 92549                            | Keven & Jody Hopper<br>P.O. Box 1425<br>Idyllwild, CA 92549                      |
| Cyndy Belant Speck<br>1871 Cathedral Gln<br>Escondido, CA 92029                      | James Abernathy<br>641 S Highland Dr.<br>Palm Springs, CA 92264                  |
| Daniel & Linda Armstrong<br>P.O. Box 491<br>Orcas, WA 98280                          | Ronald & Patricia Nash<br>12635 Footman Ln.<br>Poway, CA 92064                   |
| Maria Oliveri<br>P.O. Box 342<br>Idyllwild, CA 92549                                 | Mercedes Ramirez<br>53715 Tollgate Rd.<br>Idyllwild, CA 92549                    |
| Erna Angel<br>P.O. Box 1831<br>Idyllwild, CA 92549                                   | Tuan Tran<br>11124 McCabe River Ave<br>Fountain Valley, CA 92708                 |
| Thomas & Melanie Cox<br>45446 Indian Wells Ln<br>Indian Wells, CA 92210              | Lidiya Solonovich<br>P.O. Box 1328<br>Idyllwild, CA 92549                        |
| Alejandro & Maura Ruelas<br>P.O. Box 876<br>Idyllwild, CA 92549                      | Raul & Carolyn Deanda<br>469 Gail Dr.<br>Vista, CA 92084                         |
| Richard & Marcia Montano<br>P.O. Box 946<br>Idyllwild, CA 92549                      | Ruthane Capers<br>P.O. Box 590<br>Idyllwild, CA 92549                            |
| Enddi Morales<br>P.O. Box 827<br>Idyllwild, CA 92549                                 | Bruce & Stephanie Denney<br>P.O. Box 765<br>Idyllwild, CA 92549                  |
| Blue Vision Investments, LLC<br>12981 Perris Blvd Ste 104<br>Moreno Valley, CA 92553 | Doff II<br>2445 Morena Blvd Ste 202<br>San Diego, CA 92110                       |
| Sherry & Ronald Kaufman<br>P.O. Box 126<br>Mountain Center, CA 92561                 | Richard & Alice Hull<br>26720 Girard St<br>Hemet, CA 92544                       |
| Lisa Huston<br>32233 Green Hill Dr<br>Castaic, CA 91384                              | Matthew & Christine Nunn<br>P.O. Box 3231<br>Idyllwild, CA 92549                 |
| Donna & Samuel Kelly<br>2268 Tevis Ave<br>Long Beach, CA 90815                       | Oscar & Mercedes Ramirez<br>P.O. Box 2275<br>Idyllwild, CA 92549                 |

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| David & Ruth Padilla<br>53750 Toll Gate Rd<br>Idyllwild, CA 92549         | Jorge & Ruth Vargas<br>6208 Eckleson St<br>Lakewood CA 90713  |
| Russell & Tracy Burkett<br>50751 Los Palos Rd<br>Indio, CA 92201          | Church of Jesus Christ of Latter-Day Saints<br>50 E North Temple St, 22 <sup>nd</sup> Floor<br>Salt Lake City, UT 84150 |
| Christine Deholanda<br>P.O. Box 3027<br>Homeland, CA 92548                | Aaron & Brandy Rhoades<br>53875 Marian View Dr<br>Idyllwild, CA 92549   |
| Michael Politiski<br>P.O. Box 2351<br>Idyllwild, CA 92549                 | Rajiv & Anjali Panchal<br>P.O. Box 3149<br>Idyllwild, CA 92549  |
| Ronald & Kay Shell<br>118 Grimes Pass Rd<br>Idaho City, ID 83631          | Matthew & Carolina Szen<br>7331 Draper Ave<br>La Jolla, CA 92037  |
| Gary Agner<br>P.O. Box 331<br>Idyllwild, CA 92549                         | Alan & Wilma Harvey<br>816 Cypress Dr<br>Vista, CA 92084  |
| Donald & Maritha Lamp<br>P.O. Box 3256<br>Idyllwild, CA 92549             | Hemet Unified School District<br>2350 E Latham Ave<br>Hemet, CA 92545   |
| Hemet Unified School District<br>1791 W. Acacia Avenue<br>Hemet, CA 92545 | Idyllwild Pines Camp & Conference Center<br>P.O. Box 425<br>Idyllwild, CA 92549   |
| William & Talene Beuche<br>P.O. Box 3271<br>Idyllwild, CA 92549           | Ronald Arnaiz<br>802 Stevens Ave<br>Solana Beach, CA 92075  |
| Lee & Cherie Beyer<br>P.O. Box 251<br>Idyllwild, CA 92549                 | Mark & Lauren Bilecky<br>P.O. Box 3078<br>Idyllwild, CA 92549   |
| Jeffrey Crider<br>P.O. Box 16678<br>San Diego, CA 92176                   | Kenna Dahleen<br>P.O. Box 3094<br>Idyllwild, CA 92549   |
| Constance & Bailey Mitchell<br>P.O. Box 1483<br>Idyllwild, CA 92549       | Catherine Dearing<br>P.O. Box 344<br>Idyllwild, CA 92549  |
| Nam Park<br>P.O. Box 3143<br>Idyllwild, CA 92549                          | Calfamvest<br>PMB 192<br>Hemet, CA 92544  |
| NMB Enterprises<br>25996 Monte Carlo Way<br>Mission Viejo, CA 92692       | Shane Stewart<br>P.O. Box 243<br>Idyllwild, CA 92549  |
| Walter & Geraldine John<br>P.O. Box 83<br>Idyllwild, CA 92549             | Michael & Jennifer Morton<br>P.O. Box 492<br>Idyllwild, CA 92549  |
| Anne Cox<br>P.O. Box 1276<br>Idyllwild, CA 92549                          | Arthur Mason & Liv Kellgren<br>P.O. Box 374<br>Idyllwild, CA 92549  |
| Kellen & Luke Barats<br>P.O. Box 2346<br>Idyllwild, CA 92549              | Jim Huntoon<br>P.O. Box 3753<br>Kingman, AZ 86402   |
| Tenacity<br>P.O. Box 243<br>Idyllwild, CA 92549                           | South Circle Idyllwild LLC<br>P.O. Box 4429<br>Idyllwild, CA 92549  |

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| David & Heater Landeros<br>2436 E 4 <sup>th</sup> St #218<br>Long Beach, CA 90814 | Brandi Thomas<br>P.O. Box 1184<br>Idyllwild, CA 92549                      |
| Johnathan & Meghan Obrien<br>P.O. Box 4429<br>Idyllwild, CA 92549                 | Philip Burgess<br>16110 Old Guejito Grade Rd<br>Escondido, CA 92027        |
| Keven & Jody Hopper<br>P.O. Box 1425<br>Idyllwild, CA 92549                       | James & Louwanna McLean<br>54120 S Circle Dr<br>Idyllwild, CA 92549        |
| Gerhart Grenz & Karen Sheets<br>2601 Mt Shart Rd<br>Wimberley, TX 78676           | Gary Grenz & Karen Sheets<br>4230 E Theresa St<br>Long Beach, CA 90814     |
| John & Monterey Xepoleas<br>241 Loch Lomond Rd<br>Rancho Mirage, CA 92270         | Idyllwild Resort<br>P.O. Box 147<br>Idyllwild, CA 92549                    |
| Marc Kassouf<br>P.O. Box 247<br>Idyllwild, CA 92549                               | Thomas Strobbe & Dolores Gonzales<br>2940 Ariane Dr<br>San Diego, CA 92117 |
| Idyllwild Help Center<br>P.O. Box 660<br>Idyllwild, CA 92549                      | Kevin Makowski<br>7821 Torreyson Dr<br>Los Angeles, CA 90046               |
| Richard & Susan Rafter<br>3354 Ryan Dr<br>Escondido, CA 92025                     | C & B Shea Properties<br>6412 Ruby Way<br>Carlsbad, CA 92011               |
| John & Joan Wolden<br>1597 Brentwood Ave<br>Upland, CA 91786                      | Michael Underwood<br>26531 Don Juan Cir<br>Hemet, CA 92544                 |
| Joan & John Morrow<br>33345 Greenwood Dr<br>Lake Elsinore, CA 92530               | Charlotte & Joyce Bixler<br>11189 Newport Ave<br>Santa Ana, CA 92705       |
| Michael & Carol McCann<br>756 Ridgeside Dr.<br>Monrovia, CA 91016                 | Latimer Rabens LLC<br>28382 Tricia Pl<br>Escondido, CA 92026               |
| Gene Berg<br>20125 Sedona Dr<br>Riverside, CA 92508                               | Eric & Ashley Bean<br>1012 E Brockton Ave<br>Redlands, CA 92374            |
| Christina Tellado<br>4820 La Roda Ave<br>Los Angeles, CA 90041                    | Dan & Cynthia Rodgers<br>3832 Marwick Ave<br>Long Beach, CA 90808          |
| Douglas & Ellen Crews<br>309 Del Flora St<br>Oceanside, CA 92058                  | RSI Management LLC<br>10010 Sophia Ave<br>North Hills, CA 91343            |
| Marilyn Kemple<br>P.O. Box 36<br>97Idyllwild, CA 92549                            | Trevor & Laurie Roots<br>5503 Chelsea Ave<br>La Jolla, CA 92037            |
| Rebecca York<br>1312 Western Ave<br>Glendale, CA 91201                            | Lisa & Norman Deesing<br>33468 Lansford St<br>Yucaipa, CA 92399            |
| San Jacinto Mountain Community Center<br>P.O. Box 1770<br>Idyllwild, CA 92549     | C & B Shea Prop<br>6412 Ruby Way<br>Carlsbad, CA 92011                     |
| Nicholas & Nancy Schouten<br>895 Chase St<br>San Jacinto, CA 92582                | Idyllwild Dev.<br>P.O. Box 928590<br>San Diego, CA 92192                   |

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| David & Barbara Hunt<br>P.O. Box 112<br>Idyllwild, CA 92549                                     | Price & Marjorie Diehl<br>73435 San Nicholas Ave<br>Palm Desert, CA 92260  |
| WWSD LLC<br>P.O. Box 243<br>Idyllwild, CA 92549   | Charles Burk & Diane Darcy<br>P.O. Box 1005<br>Idyllwild, CA 92549         |
| Lara Barrett<br>3105 Pine St<br>Riverside, CA 92501   | Anthony & Maygen Sandrini<br>P.O. Box 3446<br>Idyllwild, CA 92549          |
| John Jacobs<br>P.O. Box 1160<br>Idyllwild, CA 92549   | Harold & Meghan Carey<br>P.O. Box 1011<br>Idyllwild, CA 92549              |
| Janet Woods<br>P.O. Box 1640<br>Idyllwild, CA 92549   | Lois & David Butterfield<br>P.O. Box 928590<br>San Diego, CA 92192         |
| General Telephone Co. of California<br>P.O. Box 152206<br>Irving, TX 75015                      | Ziemkowski Enterprises<br>P.O. Box 567<br>Idyllwild, CA 92549              |
| Delobo Enterprises Inc.<br>730 Zaphiro Ct<br>San Jacinto, CA 92583                              | Suburban Propane<br>240 State Route 10<br>Whippany, NJ 07981               |
| JHY 243<br>P.O. Box 3120<br>Idyllwild, CA 92549   | Village Center Partners<br>3118 Sylvan Ave<br>Idyllwild, CA 92549          |
| 9735 Wilshire Blvd<br>Beverly Hills, CA 90212   | Jay Johnson<br>P.O. Box 322<br>Idyllwild, CA 92549                         |
| Mathas Barbara J Trust<br>P.O. Box 403<br>Idyllwild, CA 92549                                   | Warren & Andrea Lipson<br>2542 Royal View Rd<br>Escondido, CA 92027        |
| George Kretsinger<br>P.O. Box 911<br>Idyllwild, CA 92549  | LaJuana Cross<br>45500 Stonebrook Ct<br>La Quinta, CA 92253                |
| Jacob & Theresa Teel<br>P.O. Box 803<br>Idyllwild, CA 92549                                     | Oscar Pineiro<br>3080 W Ramsey St<br>Banning, CA 92220                     |
| Renee Bliss<br>P.O. Box 455<br>Grayland, WA 98547   | Sanders Chase<br>7809 Melrose Ave<br>Los Angeles, CA 90046                 |
| Southern California Edison<br>2131 Walnut Grove Ave 2 <sup>nd</sup> Floor<br>Rosemead, CA 91770 | Dennis Dejarnette<br>P.O. Box 248<br>Idyllwild, CA 92549                   |
| Vincent & Patricia Pietrok<br>P.O. Box 1215<br>Idyllwild, CA 92549                              | Marc Grundfor<br>10178 W Roxbury Ave<br>Littleton, CO 80127                |
| Idyllwild Fire<br>P.O. Box 397<br>Idyllwild, CA 92549   | County of Riverside<br>P.O. Box 1180<br>Riverside, CA 92502                |
| US Dept. of Agriculture<br>10845 Rancho Bernardo Rd Ste 200<br>San Diego, CA 92127              | Glen Ordinario & Caitlin McCann<br>3125 Altura St<br>Los Angeles, CA 90031 |
| Brett & Lisa Buyan<br>1420 La Paz Dr<br>Ojai, CA 93023  | Jeff Tabor<br>3750 E Florida Ave Ste D<br>Hemet, CA 92544                  |

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| Christopher & Donna Brightman<br>1714 Starlight Cir<br>Newport Beach, CA 92660        | William & Carolyn Thomason<br>12631 Beach St<br>Cerritos, CA 90703                 |
| Renate Caine<br>P.O. Box 3367<br>Idyllwild, CA 92549                                  | Idyllwild Bible Church<br>P.O. Box 1029<br>Idyllwild, CA 92549                     |
| Sarkis Agajanian<br>P.O. Box 4370<br>Idyllwild, CA 92549                              | Robert & Jane Miller<br>P.O. Box 74<br>Idyllwild, CA 92549                         |
| Mark & Kjersten Hendrickson<br>P.O. Box 1327<br>Idyllwild, CA 92549                   | Rustic Rentals<br>P.O. Box 243<br>Idyllwild, CA 92549                              |
| Suzanne Abate<br>25625 Oakwood St<br>Idyllwild, CA 92549                              | Kelly & Pamela McMakin<br>1641 Hollow Pl<br>El Cajon, CA 92019                     |
| Gary & Joan Gray<br>P.O. Box 3335<br>Idyllwild, CA 92549                              | Joseph Tatum<br>16832 Goodvale Rd<br>Canyon Country, CA 91387                      |
| Aerie Eagle<br>28801 Birkdale Ct<br>Tehachapi, CA 93561                               | Stephen & Erqin Baker<br>14471 Morning Glory Rd<br>Tustin, CA 92780                |
| Daniel & Carolyn Phelan<br>6180 Rancho Giegueno<br>Del Mar, CA 92014                  | Michael Collier & Louise Hildebrand<br>P.O. Box 9<br>Fairbanks, IN 47849           |
| Chris Mueller<br>2220 Ocean Park Blvd Apt C<br>Santa Monica, CA 90405                 | Robert & Evelyn Staples<br>P.O. Box 190<br>Idyllwild, CA 92549                     |
| Frances Lee<br>2 Acorn<br>Irvine, CA 92604  | Richard & Delores Fernandez<br>60750 Devils Ladder Rd<br>Mountain Center, CA 92561 |
| Advent Christian Conf. of Southern California<br>P.O. Box 1736<br>Idyllwild, CA 92549 | Raj Hospitality<br>P.O. Box 3149<br>Idyllwild, CA 92549                            |
| Jana Steele<br>P.O. Box 1577<br>Idyllwild, CA 92549                                   | Steve Tuma<br>P.O. Box 9118<br>Michigan City, IN 46361                             |
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| Ted Baumgart & Cathryn Williams<br>2425 Mountain Ave<br>La Crescenta, CA 91214        | Michael Diganci<br>30250 Via Corsica<br>Temecula, CA 92591                         |
| Eric Leimberg<br>2391 Colorado Blvd.<br>Los Angeles, CA 90041                         | Mosswood Holdings<br>20 Mosswood Rd<br>Berkeley, CA 94704                          |
| Fernando & January Suarez<br>4023 Sequoia St Apt B<br>San Diego, CA 92109             | Stewart & Erica Clair<br>P.O. Box 1287<br>Idyllwild, CA 92549                      |
| Kathleen Morgan<br>4931 Logan Ave Ste 205<br>San Diego, CA 92113                      | Eliza Kong<br>1316 S Manhattan Pl<br>Los Angeles, CA 90019                         |
| Jeffrey & Suzanne Carnal<br>6461 E Harco St<br>Long Beach, CA 90808                   | Rob Greenlea<br>P.O. Box 1524<br>Idyllwild, CA 92549v                              |

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| Robert Oross<br>1440 E Maricopa Dr<br>Palm Springs, CA 92264                                | George & Nicola Watts'<br>3307 N Rancho El Encino Dr<br>Covina, CA 91724 |
| Gall Spiegel<br>P.O. Box 1344<br>Idyllwild, CA 92549  | Mitsuko & Joseph Groner<br>14030 Honeysuckle Ln<br>Whittier, CA 90604    |
| Carol Gage<br>1712 Kingham Way<br>Fullerton, CA 92833                                       | Carl Hohlweck & Donald Steffes<br>P.O. Box 3685<br>Idyllwild, CA 92549   |
| Kirk Brown<br>P.O. Box 974<br>Idyllwild, CA 92549   | Julee & Patrick Brooks<br>2941 Sycamore Ave<br>La Crescenta, CA 91214    |
| David Mantik & Patricia James<br>513 Desert West Dr<br>Rancho Mirage, CA 92270              | Garry Brown<br>5719 Old Rancho Rd<br>Riverside, CA 92504                 |
| Riverside County Regional Park & Open Space<br>4600 Crestmore Rd<br>Jurupa Valley, CA 92509 | Maureen Gunton & Gary Di Fiore<br>P.O. Box 1342<br>Idyllwild, CA 92549   |
| Zona Wahrenbrock<br>2439 Romney Rd<br>San Diego, CA 92109                                   | Roland & Mary Perales<br>P.O. Box 631<br>Idyllwild, CA 92549             |
| Gary & Susan Draper<br>9125 Coachman Ave<br>Whittier, CA 90605                              | David Salk<br>25130 Foster Lake Rd<br>Idyllwild, CA 92549                |
| Michael Whitlow<br>1542 S Beverly Glen Blvd<br>Los Angeles, CA 90024                        | Gary Spizzirri<br>15751 Caminito Atico<br>San Diego, CA 92128            |
| Jeremy & Claire Schembri<br>39165 Steeplechase Ln<br>Temecula, CA 92591                     | Brandon Gilbert<br>2528 Langdale Ave<br>Los Angeles, CA 90041            |
| Steven Quintanilla<br>69295 Woodside Ave<br>Cathedral City, CA 92234                        | Jan Smith<br>4501 Cedros Ave Unit 325<br>Sherman Oaks, 91403             |
| Robert & Leonor Howard<br>20938 Callaway Ave<br>Lakewood, CA 90715                          | Cheryl Konyn<br>2250 Black Oak Pl<br>Riverside, CA 92506                 |
| Juana & Maria Valadez<br>68698 Calle Prado<br>Cathedral City, CA 92234                      | Rebecca Smith<br>1080 Park Blvd. Unit 1016<br>San Diego, CA 92101        |
| Dale & Louanne Sheneman<br>P.O. Box 3396<br>Idyllwild, CA 92549                             | Doff II LLC<br>2445 Morena Blvd Ste 202<br>San Diego, CA 92110           |
| Alfredo Donoso & Angelica Sifuentes<br>35 Canyon Rim Rd<br>Pomona, CA 91766                 | Greta Dockum<br>2989 Zane Grey Ter<br>Altadena, CA 91001                 |
| Dale & Linda Lee<br>1956 Flume Dr<br>El Cajon, CA 92021                                     | Richard & Janet Goldberg<br>25487 Cedar Glen Dr<br>Idyllwild, CA 92549   |
| Benjamin & Virginia Robinson<br>4833 Canterbury Dr<br>San Diego, CA 92116                   | Imelda Ramirez<br>142 Elivo Ct<br>San Ysidro, CA 92173                   |

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| Frank & Judith Cassity<br>78094 Red Hawk Ln<br>La Quinta, CA 92253    | Patty Thibault<br>3386 S Upper Truckee Rd<br>South Lake Tahoe, CA 96150     |
| Kent Busher<br>P.O. Box 1081<br>Idyllwild, CA 92549                   | Mark & Elizabeth Wilson<br>1027 Calle Juca Dr<br>La Habra Heights, CA 90631 |
| David & Judith Oltman<br>249 S Franklin St<br>Hemet, CA 92543         | Christina & Andrea Moser<br>P.O. Box 4070<br>Idyllwild, CA 92549            |
| Glenn & Bette McIntire<br>P.O. Box 424<br>Idyllwild, CA 92549         | John Rinaldi<br>2358 University Ave # 175<br>San Diego, CA 92104            |
| John & Shelly Toombs<br>6626 Salizar St<br>San Diego, CA 92111        | Richard & Janet Goldberg<br>25487 Cedar Glen Dr<br>Idyllwild, CA 92549      |
| Mary Rider<br>P.O. Box 924<br>Idyllwild, CA 92549                     | Gilbert & Catherine Gillogy<br>P.O. Box 224<br>Idyllwild, CA 92549          |
| David & Laura Wilson<br>P.O. Box 2124<br>Idyllwild, CA 92549          | Thomas & Erica Dillon<br>P.O. Box 3520<br>Idyllwild, CA 92549               |
| Richard & Sandra Austin<br>P.O. Box 4460<br>Idyllwild, CA 92549       | Brent & Tara Sechrest<br>P.O. Box 361<br>Idyllwild, CA 92549                |
| Mark Blitstein<br>620 Academy Woods Dr.<br>Lake Forest, IL 60045      | Nicholas & Erica Levin<br>801 Cornell Dr.<br>Burbank, CA 91504              |
| Frances & Michael Orr<br>759 S State St<br>Hemet, CA 92543            | Michael & Janet Ottonello<br>12774 Vicente View Dr<br>Lakeside, CA 92040    |
| Richard & Carolyn Levitski<br>P.O. Box 1556<br>Idyllwild, CA 92549    | Karen Buss<br>7358 W 83 <sup>rd</sup> St<br>Los Angeles, CA 90045           |
| Ben & Virginia Robinson<br>4833 Canterbury Dr.<br>San Diego, CA 92116 | Mark & Elizabeth Wilson<br>1027 Calle Juca Dr<br>La Habra Heights, CA 90631 |
| Robert & Sherry Edwards<br>P.O. Box 96<br>Idyllwild, CA 92549         | Roy Bell<br>6105 La Jolla Scenic Dr<br>La Jolla, CA 92037                   |
| Brett Gilbert<br>12 Old Hollow Ln<br>East Hampton, NY 11937           | David & Jennifer Folino<br>2169 Paseo Noche<br>Camarillo, CA 93012          |
| Juan Carlos & Bertha Tafoya<br>11705 Bryant Rd<br>El Monte, CA 91732  | Steve Miller<br>4625 Ledge Ave<br>Toluca Lake, CA 91602                     |
| Buckhorn Camp Inc.<br>P.O. Box 398<br>Idyllwild, CA 92549             | Bryan & Debra Goodhead<br>P.O. Box 1383<br>Idyllwild, CA 92549              |
| Eric Metzler<br>5358 Natick Ave<br>Sherman Oaks, CA 91411             | Idyllwild Water District<br>P.O. Box 397<br>Idyllwild, CA 92549             |

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| Pine Cove County Water District<br>P.O. Box 2296<br>Idyllwild, CA 92549     | David & Barbara Gardner<br>1220 Johnson Dr. Spc 23<br>Ventura, CA 93003           |
| Roger & Susan Wade<br>P.O. Box 732<br>Idyllwild, CA 92549                   | William Meister & Theresa Venturini<br>P.O. Box 533<br>Idyllwild, CA 92549        |
| Alyse Grodt<br>602 Archwood Ave<br>Brea, CA 92821                           | Bryan Rivera<br>32573 Ritter Ct<br>Temecula, CA 92592                             |
| Charles & Suzanne Kitzman<br>P.O. Box 1866<br>Ramona, CA 92065              | David & Gary Borrow West<br>1107 5 <sup>th</sup> Ave #1106<br>San Diego, CA 92101 |
| John Ellard<br>P.O. Box 4081<br>Idyllwild, CA 92549                         | Malcom & Arlene Oakes<br>4 Sanchez CV<br>Hot Springs Village, AR 71909            |
| Donna Elliot<br>P.O. Box 3558<br>Idyllwild, CA 92549                        | Jerry Kulczyk<br>1684 W Recreo Plz<br>Anaheim, CA 92802                           |
| James Quenzler<br>P.O. Box 932<br>Idyllwild, CA 92549                       | Kevin & Bo Carney<br>1701 N Avenue 56<br>Los Angeles, CA 90042                    |
| Wiley S Boulder Resort LLC<br>1266 Nwarchie Briggs Road<br>Bend, OR 97703   | Galal & Gloria Gough<br>P.O. Box 155<br>Idyllwild, CA 92549                       |
| Laura Emery<br>17105 Gamble Ave<br>Riverside, CA 92504                      | John Shadrach<br>P.O. Box 10449<br>Palm Desert, CA 92255                          |
| Daniel & Mary Hirst<br>78950 Sunrise Mountain View<br>Palm Desert, CA 92211 | Doron Ofir<br>7250 Franklin Ave Unit 1011<br>Los Angeles, CA 90046                |
| Paul Kallmes<br>675 Oak Run Trail Unit 402<br>Oak Park, CA 91377            | Eugene Hubbard<br>1650 Emerald St Apt 16<br>San Diego, CA 92109                   |
| Ruth Olmsted<br>1722 Reyes Ln<br>Beaumont, CA 92223                         | Thomas & Marlene Pierce<br>P.O. Box 3162<br>Idyllwild, CA 92549                   |
| Floyd Tobais<br>P.O. Box 3349<br>Idyllwild, CA 92549                        | Mark Pejcha & Magali Sojit<br>3905 State St Ste 7<br>Santa Barbara, CA 93105      |
| Cicero & Cheree Rodriguez<br>17550 Hada Dr<br>San Diego, CA 92127           | Barbara Rayliss<br>P.O. Box 4187<br>Idyllwild, CA 92549                           |
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| Marina Worsley<br>9631 NE Pine St<br>Bainbridge Island, WA 98110             | Jame Quenzler<br>P.O. Box 932<br>Idyllwild, CA 92549                |
| Barbara Jones<br>P.O. Box 1455<br>Idyllwild, CA 92549                        | James & Maria Harrigan<br>12746 Via Grimaldi<br>Del Mar, CA 92014   |
| Ian & Christine Popoff<br>630 Brae Mar Ct<br>Encinitas, CA 92024             | Darren Schilling<br>P.O. Box 3602<br>Idyllwild, CA 92549            |
| Charles & Charlotte Bird<br>4655 Executive Dr Ste 700<br>San Diego, CA 92121 | Frederick Schmidt<br>P.O. Box 480<br>Idyllwild, CA 92549            |
| Matthew & Regina Harrigan<br>12746 Via Grimaldi<br>Del Mar, CA 92014         | James & Marla Harrigan<br>4118 Lark St<br>San Diego, CA 92103       |
| Jason Watters<br>68022 Grandview Ave<br>Cathedral City, CA 92234             | Joon Lee<br>4724 E 26 <sup>th</sup> St<br>Vernon, CA 90058          |
| Kai & Julie Nylander<br>25 Marigold<br>Aliso Viejo, CA 92656                 | Marja Liski<br>1193 Mapuana St<br>Kailua, HI 96734                  |
| Brian & Alberta Gareau<br>442 Shadow Tree Dr.<br>Oceanside, CA 92058         | Kenneth & Helen Garrett<br>2853 Dove St<br>San Diego, CA 92103      |
| Tapio & Martha Johola<br>8341 California Ave<br>Whittier, CA 90605           | Stanley & Janice Stoltz<br>631 Brookwood St<br>Brea, CA 92821       |
| Connie Vanpelt<br>600 Autumn Way<br>Banning, CA 92220                        | Donald & Lynda Hart<br>P.O. Box 218<br>Idyllwild, CA 92549          |
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| Donald Wopperer<br>25370 Scenic View Dr<br>Idyllwild, CA 92549               | Carla & Ralph Mann<br>P.O. Box 798<br>Idyllwild, CA 92549           |
| Lorenzon Valdevit<br>8 Wharton Ct<br>Irvine, CA 92617                        | Zhanna Georgievskaya<br>41568 Pescara St<br>Indio, CA 92203         |
| Dina Silver<br>361 21 <sup>st</sup> St<br>Santa Monica, CA 90402             | Michael & Susan Donnelly<br>91 Kunehi St #1011<br>Kapolei, HI 96707 |
| Chris & Laurel Stanley<br>3406 Buffalo Rd<br>Allegany, NY 14706              | James Cioffi<br>2121 E Tahquitz Way Ste 3<br>Palm Springs, CA 92262 |
| John Weidner<br>3081 Conner Way<br>San Diego, CA 92117                       | Patricia Jacks<br>5790 Friars Rd<br>San Diego, CA 92110             |

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| Kurt Schuette<br>1833 Neale St<br>San Diego, CA 92103                         | Arthur Cummings<br>P.O. Box 9359<br>Marina Del Rey, CA 90295           |
| Frank Hungerford<br>P.O. Box 123<br>Claremont, CA 91711                       | David Ritchie<br>4315 E Vermont St<br>Long Beach, CA 90814             |
| America Valle<br>25255 Lakeview Dr<br>Idyllwild, CA 92549                     | Ian Schoelneber<br>P.O. Box 3062<br>Idyllwild, CA 92549                |
| Adriaan Van Zyl<br>23555 Westwood Blvd #309<br>Los Angeles, CA 90064          | Gabriel Kitinski<br>439 S Hobart Blvd Apt 201<br>Los Angeles, CA 90020 |
| Cyril McCormick<br>95 Schubert Ct<br>Irvine, CA 92617                         | Mary Mansfield<br>10015 W Royal Oak Road Apt 275<br>Sun City, AZ 85351 |
| Barry Solof<br>925 W Panorama Rd<br>Palm Springs, CA 92262                    | Nancy Jensen<br>1286 University Ave #220<br>San Diego, CA 92103        |
| Chu Nguyen<br>P.O. Box 536<br>Garden Grove, CA 92342                          | Donna & Tyler Eide<br>24561 Lakeview Dr<br>Idyllwild, CA 92549         |
| Timothy McTavish<br>587 S Vista Oro<br>Palm Springs, CA 92264                 | Amit & Noah Cohen<br>802 Masselin Ave<br>Los Angeles, CA 90036         |
| Palekona Prop<br>6755 Mira Mesa Blvd Ste 123<br>San Diego, CA 92121           | Tony & Deborah Briant<br>29521 Branwin St<br>Murrieta, CA 92563        |
| Anthony & Cynthia Massaro<br>24660 Ponderosa Dr<br>Idyllwild, CA 92549        | Helen Vaught<br>252 S Thornhill Rd Apt 4<br>Palm Springs, CA 92264     |
| Theresa Larkin<br>P.O. Box 500<br>Idyllwild, CA 92549                         | Dane Holweger<br>3957 Franklin Ave<br>Los Angeles, CA 90027            |
| Janell & Michael Plumlee<br>24639 Ponderosa Dr<br>Idyllwild, CA 92549         | Richard & Gaye Limon<br>13644 Terrace Pl<br>Whittier, CA 90601         |
| Christopher & Maria<br>7935 W 81 <sup>st</sup> St<br>Playa Del Rey, CA 90293  | Wayne & Laurie Donaldson<br>7754 Greenridge Way<br>Fair Oaks, CA 92628 |
| Richard & Jeanne Bauer<br>7760 Highgate Ln<br>La Mesa, CA 91942               | Elmer & Joan Cain<br>14611 Jalisco Rd<br>La Mirada, CA 90638           |
| Devils Night Inc.<br>1411 Linda Rosa Ave<br>Los Angeles, CA 90041             | John Bradford<br>36 Rollingwood Dr<br>Rolling Hills Estates, CA 90274  |
| Kimberly Weiss<br>50705 Grand Traverse Ave<br>La Quinta, CA 92253             | Jessica Cohn<br>1543 Council St Apt 7<br>Los Angeles, CA 90026         |

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| Kelly Jenkins<br>14655 Deerwood St<br>Poway, CA 92064                              | Lewis Mann<br>2275 W 25 <sup>th</sup> St Spc 76<br>San Pedro, CA 90732 |
| Ronald & Just Holte<br>22629 Canyon Club Dr<br>Canyon Lake, CA 92587               | Donald & Sally Martin<br>52980 Avenida Vallejo<br>La Quinta, CA 92253  |
| Charles Clayton<br>P.O. Box 696<br>Idyllwild, CA 92549                             | Charles & Rose Venard<br>P.O. Box 1672<br>Idyllwild, CA 92549          |
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| Frank & Vickil Jakubac<br>P.O. Box 2245<br>Idyllwild, CA 92549                     | Vernon & Maria Dinkel<br>P.O. Box 4<br>Idyllwild, CA 92549             |
| Peg Hole Square<br>P.O. Box 243<br>Idyllwild, CA 92549                             | Michael & Francis Schlosser<br>43155 Jason Ct<br>Hemet, CA 92544       |
| Vickie Mayfield<br>33114 Terrace Dr<br>Temecula, CA 92593                          | Sundari Dadant<br>425 Cheserfiedl Dr<br>Cardiff, CA 92007              |
| Daniel Dever<br>P.O. Box 724<br>Idyllwild, CA 92549                                | Robert Brahm<br>6185 Magnolia Ave #21<br>Riverside, CA 92506           |
| Richard & Nancy Paine<br>66120 14 <sup>th</sup> St<br>Desert Hot Springs, CA 92240 | John Wheels<br>175 Yorba St<br>Tustin, CA 92780                        |
| Sophia Dawes<br>P.O. Box 609<br>Idyllwild, CA 92549                                | Kenneth Lee<br>P.O. Box 1715<br>Idyllwild, CA 92549                    |
| Emilee Heaton<br>13078 S Pheasant Haven Ct<br>Draper, UT 84020                     | Gerald Hendon<br>2413 Sylvian Ln<br>La Verne, CA 91750                 |
| Kenneth & Patricia Jester<br>4065 Linda Dr<br>Oceanside, CA 92056                  | Kathryn McDermott<br>1722 Redcliff St<br>Los Angeles, CA 90026         |
| Charlotte Myers<br>29770 Santa Rosa Glen Dr<br>Murrieta, CA 92562                  | Gregory & Denise Koeller<br>15306 Kornblum Ave<br>Lawndale, CA 90260   |
| Donna Tucker<br>4162 Del Mar Ave<br>Long Beach, CA 90807                           | Joan Tucker<br>5812 W 76 <sup>th</sup> St<br>Los Angeles, CA 90045     |
| Denise Mooney<br>227 N Dillon Ave<br>San Jacinto, CA 92583                         | Arthur Bailey<br>1881 Cindy Cir<br>Corona, CA 92882                    |

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| Ralph Pixley<br>5945 San Miguel Rd<br>Bonita, CA 91902                | Old Rabbit Mine<br>29720 Cove Rd<br>Lucerne Valley, CA 92356              |
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| Sharon Lilly<br>659 Oleander Dr<br>Los Angeles, CA 90042              | Brian Leuchtenburg<br>2800 Neilson Way Apt 1412<br>Santa Monica, CA 90405 |
| Patrick & Eileen Gerety<br>392 Lucinda Ter<br>Beaumont, CA 92223      | Henry Negrete<br>P.O. Box 962<br>Idyllwild, CA 92549                      |
| James & Shirley Walter<br>52835 Sugar Pine Dr<br>Idyllwild, CA 92549  | Mary Nelson<br>82146 Bliss Ave<br>Indio, CA 92201                         |
| Thomas & Joan Bates<br>1262 Simeon Pl<br>Escondido, CA 92029          | Dolores Fend<br>1411 Yost Dr<br>San Diego, CA 92109                       |
| Michael & Susan Loutzenhiser<br>25004 Lake St<br>Hemet, CA 92544      | Michael Gutierrez<br>8710 Delgany Ave Unit 25<br>Playa Del Rey, CA 90293  |
| Arline Citrowski<br>P.O. Box 343<br>Idyllwild, CA 92549               | GTG Management LLC<br>P.O. Box 950241<br>Mission Hills, CA 91395          |
| Christopher & Rita Connick<br>6249 Roundhill Dr<br>Whittier, CA 90601 | Julia & Richard Sturdevant<br>P.O. Box 1579<br>Idyllwild, CA 92549        |
| Edgar Gonzalez<br>P.O. Box 1395<br>Idyllwild, CA 92549                | Pablo & Eva Lua<br>82911 54 <sup>th</sup> Ave<br>Thermal, CA 92274        |
| Robbin & John Lockie<br>4352 Calavo Dr.<br>La Mesa, CA 91941          | Daniel Rykowski<br>P.O. Box 3699<br>Idyllwild, CA 92549                   |
| James & Wendy Tepner<br>4760 Jessie Ave<br>La Mesa, CA 91942          | Property Owner<br>10589 Boulder Canyon Rd<br>Rancho Cucamonga, CA 91737   |
| Barry Trailer<br>1256 E San Lorenzo Rd<br>Palm Springs, CA 92264      | Chris & Danielle Gatt<br>52885 Cedar Crest Dr<br>Idyllwild, CA 92549      |
| Dimitri Simakis<br>52880 Cedar Crest Dr<br>Idyllwild, CA 92549        | Jeffrey & Donna Bullen<br>7417 Cardillo Trl<br>Yucca Valley, CA 92284     |
| Michael & Luann Drury<br>1120 Orangewood Dr<br>Brea, CA 92821         | Tim Hornsey<br>P.O. Box 1083<br>Idyllwild, CA 92549                       |
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| Justin Andrews<br>68345 Tortuga Rd<br>Cathedral City, CA 92234        | James Piaskowski<br>564 Ramona Ave<br>Laguna Beach, CA 92651              |
| Lisle Emerson<br>31280 Geary St<br>Menifee, CA 92584                  | Henry Negrete<br>P.O. Box 962<br>Idyllwild, CA 92549                      |

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| Michael & Robert Taylor<br>10399 Tivoli Way<br>Yucaipa CA, 92399    | Jeremy Dmello<br>4223 Canoga Dr<br>Woodland Hills, CA 91364              |
| Arthur & Kirsten Torrez<br>41890 Stetson Ave<br>Hemet, CA 92544     | Ian & Lauren Weeks<br>251 Fieldrush St.<br>Hemet, CA 92543               |
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| John & Linda Denver<br>27230 El Pico Ln<br>Menifee, CA 92586        | Javon Browning<br>P.O. Box 1467<br>Idyllwild, CA 92549                   |
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| Louis & Annamarie Padula<br>7927 Barton Dr<br>Lemon Grove, CA 91945 | James & Sandra Paiz<br>P.O. Box 134<br>Thousand Palms, CA 92276          |
| Ulda Jimenez<br>79820 Trinidad Dr<br>Bermuda Dunes, CA 92203        | Rehabbers, LLC<br>842 San Antonio Pl<br>Upland, CA 91786                 |
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| Haplin Hills<br>3671 Pringle St<br>San Diego, CA 92110              | Wasily & Valerie Demichow<br>34317 Northhaven Dr<br>Winchester, CA 92596 |
| Tracey Rovelli<br>26192 Avendia Deseo<br>Mission Viejo, CA 92691    | Joyce Moody<br>24900 Marino Ridge Dr<br>Idyllwild, CA 92549              |
| Mark Dean<br>P.O. Box 1621<br>Idyllwild, CA 92549                   | Michael Roukes<br>1420 San Pasqual St<br>Pasadena, CA 91106              |
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| Timothy Hammons<br>3610 Jetty Pt<br>Carlsbad, CA 92010                              | Michael Gladstone<br>11095 Toyon Hill Dr<br>Lakeside, CA 92040       |
| Catherine Meadows<br>78550 Saguano Dr<br>La Quinta, CA 92253                        | Robert & Roberta Martinolich<br>P.O. Box 3653<br>Idyllwild, CA 92549 |
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| Charles Latimer<br>12391 Darkwood Rd<br>San Diego, CA 92129                         | Chester Roistacher<br>880 Navajo Dr<br>Riverside, CA 92507           |
| Richard Williams<br>2268 Midlothian Dr<br>Altadena, CA 91001                        | Catherine Meadows<br>78550 Saguaro Rd<br>La Quinta, CA 92253         |
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| Deborah Flint<br>78365 Highway 111 #331<br>La Quinta, CA 92253                      | Brant & Brenda Miller<br>2464 Turquoise Cir<br>Chino Hills, CA 91709 |
| Matthew & Jennifer Gudernatch<br>1635 N Martel Ave Apt 301<br>Los Angeles, CA 90046 | Linda Briggs<br>4756 Biona Dr<br>San Diego, CA 92116                 |
| Kathryn Holldber<br>22960 Banning Idyllwild Rd<br>Idyllwild, CA 92549               | Ralph & Mary Horn<br>161 Preakness Dr<br>Placentia, CA 92870         |
| Walter Giacomazzi<br>66412 San Juan Rd<br>Palm Springs, CA 92264                    | Dimitri Koroleff<br>P.O. Box 5405<br>Beverly Hills, CA 90209         |
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| Jeffrey & Yvonne Smith<br>P.O. Box 2449<br>Idyllwild, CA 92549                      | Steven Moll<br>24815 Logan Creek Rd<br>Idyllwild, CA 92549           |
| Modesty Silva<br>1368 Huckleberry Ln<br>San Jacinto, CA 92582                       | Bernard Char<br>15313 Arcturus Ave<br>Gardena, CA 90249              |
| Joanne & Dennis Keiter<br>5935 Buena Suerte Rd<br>Yucca Valley, CA 92284            | Rudolph Berthold<br>546 Moreno Ave<br>Los Angeles, CA 90049          |
| David & Sarah Prosor<br>8151 Aldea Ave<br>Lake Balboa, CA 91406                     | James Kent<br>P.O. Box 940<br>Idyllwild, CA 92549                    |
| Jason & Jennifer Enoch<br>P.O. Box 1493<br>Idyllwild, CA 92549                      | Alejandro Pinedo<br>11349 Gaviota Ave<br>Granada Hills, CA 91344     |

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| Joel & Scott Agron<br>15515 Ocotillo Rd<br>Whitewater, CA 92282                          | Cathy Mangold<br>5601 W Slauson Ave Ste 276<br>Culver City, CA 90230                          |
| Joshua & Timmi Goldstein<br>3604 Via La Selva<br>Palos Verdes Estates, CA 90274          | Robert Hewitt<br>P.O. Box 4418<br>Idyllwild, CA 92549   |
| Daniel & Heatherleigh Hodous<br>11020 Briar Knoll Ct<br>Riverside, CA 92505              | Dennis Radke<br>30405 Moise Rd<br>Hemet, CA 92544   |
| Jonathan & Lynda Bell<br>936 Intracoastal Dr Apt 15A<br>Fort Lauderdale, FL 33304        | Jerry Holldber<br>P.O. Box 2151<br>Idyllwild, CA 92549  |
| Marina Cole<br>7350 N Via Paseo Del Sur Apt N201<br>Scottsdale, AZ 85258                 | Daniel & Helen Norton<br>2005 N Ross St<br>Santa Ana, CA 92706                                |
| Ralph & Mary Horn<br>161 Preakness Dr<br>Placentia, CA 92870                             | Kathryn Holldber<br>22960 Banning Idyllwild Rd<br>Idyllwild, CA 92549                         |
| Christopher Gerwin<br>866 Avenue B<br>Redondo Beach, CA 90277                            | Riverside Co Regional Park Open Space District<br>3133 Mission Inn Ave<br>Riverside, CA 92507 |
| Jeremy Simmons<br>3871 Udell Ct<br>Los Angeles, CA 90027                                 | Chad Christopher<br>451 S Detroit St Apt 203<br>Los Angeles, CA 90036                         |
| Jan & Christine Goldsmith<br>25 Kingston Ct E<br>Coronado, CA 92118                      | John & Judith Missett<br>2460 Impala Dr<br>Carlsbad, CA 92010                                 |
| Andrew Hanna<br>71411 Cholla Way<br>Palm Desert, CA 92260                                | John & Anne Stone<br>1343 Bitterbush Ln<br>El Cajon, CA 92019                                 |
| Anthony Hunter & Jennifer Price<br>4578 Vista De La Patria<br>Del Mar, CA 92014          | Afshin Levy<br>1760 E 15 <sup>th</sup> St<br>Los Angeles, CA 90021                            |
| Mark & Lynnette Kampe<br>4232 Glenwood Ave<br>Los Angeles, CA 90065                      | Rafael & Susana Cuellar<br>6347 Paseo Cerro<br>Carlsbad, CA 92009                             |
| Edward & Barbara Bennett<br>22470 Banning Idyllwild Panoramic Hwy<br>Idyllwild, CA 92549 | Dede Reimer<br>P.O. Box 1713<br>Idyllwild, CA 92549   |
| James Howell<br>70482 Placerville Rd<br>Rancho Mirage, CA 92270                          | Ryan Klausner<br>P.O. Box 1120<br>Idyllwild, CA 92549   |
| Bryan & Kimberly Carlton<br>42830 Jolle Ct<br>Temecula, CA 92592                         | Michael Quintal<br>P.O. Box 1111<br>La Quinta, CA 92247                                       |
| Angela Colson<br>P.O. Box 355<br>Idyllwild, CA 92549                                     | James & Consuelo Woodhead<br>500 Prospect Blvd<br>Pasadena, CA 91103                          |

|  |  |
|--|--|
| Angelina Deayala & Elise Salcedo<br>2127 Thoreau St<br>Los Angeles, CA 90047 | Alhatti Corp<br>25085 Bonnet Cir<br>Menifee, CA 92584                    |
| Juan & Brandon Garcia<br>3832 E Cesar E Chavez Ave<br>Los Angeles, CA 90063  | Jay Mulder<br>P.O. Box 2162<br>Idyllwild, CA 92549                       |
| Carl & Penelope Stoehr<br>26462 Avenida Deseo<br>Mission Viejo, CA 92691     | James Mckenna<br>611 S Palm Springs Dr #7-543<br>Palm Springs, CA 92264  |
| Fred Bailey<br>P.O. Box 826<br>Idyllwild, CA 92549                           | Joseph Pulici<br>23101 Los Condonia Ave<br>Torrance, CA 90505            |
| Richard Carlson<br>1920 N Main St<br>Los Angeles, CA 90031                   | Alandale Water Co<br>1455 W Acacia Ave<br>Hemet, CA 92543                |
| State of California<br>P.O. Box 1799<br>Sacramento, CA 95812                 | State of California<br>650 Howe Ave<br>Sacramento, CA 95825              |
| David & Lois Butterfield<br>P.O. Box 928590<br>San Diego, CA 92192           | David & Lois Butterfield<br>P.O. Box 676351<br>Rancho Santa Fe, CA 92067 |
| Robert Myers & Linda Sullivan<br>2921 Virginia Ave<br>Santa Monica, CA 90404 | David & Mary Knad<br>17 Briarwood Ln<br>Aliso Viejo, CA 92656            |
| Jack & Rebecca Clark<br>P.O. Box 1855<br>Idyllwild, CA 92549                 | Christopher & Martha Sanchez<br>P.O. Box 415<br>Idyllwild, CA 92549      |
| Ginana Tweedie<br>P.O. Box 501<br>Idyllwild, CA 92549                        | Timothy & Amanda Conerty<br>4765 Aberdeen St<br>San Diego, CA 92117      |
| Lorine & Lawrence Larson<br>20178 Ochoa Rd<br>Apple Valley, CA 92307         | Jane Bubar<br>576 W Avenida De Las Flores<br>Thousand Oaks, CA 91360     |
| Marvin Huguley<br>P.O. Box 156<br>Spring Valley, CA 91976                    | Frederick Fox<br>230 Strong Dr<br>Collierville, TN 38017                 |
| Providence Sapient<br>2375 Jefferson St<br>Carlsbad, CA 92880                | Anthony Rossetti<br>2430 Piedmont Dr<br>Riverside, CA 92506              |
| Lawrence Yu<br>1344 Douglas St<br>Los Angeles, CA 90026                      | Barth & Bethany Swanson<br>P.O. Box 1312<br>Idyllwild, CA 92549          |
| Sass Family Trust<br>9473 Oak Creek Rd<br>Cheery Valley, CA 92223            | John Choi<br>2944 Treeview Pl<br>Fullerton, CA 92835                     |
| Don Dossey<br>40 N French Broad Ave<br>Asheville, NC 28801                   | Daniel Marienthal<br>4617 S Jackson Ave<br>Joplin, MO 64804              |
| Jess & Sally Tena<br>P.O. Box 2357<br>Idyllwild, CA 92549                    | Larry Lord<br>P.O. Box 1000<br>Colton, CA 92324                          |
| Theresa & Erich Rempel<br>P.O. Box 8505<br>Alta Loma, CA 91701               | Kalene Kulbin<br>1711 Vasili Ln<br>Beaumont, CA 92223                    |

|   |  |
|---|--|
| <p>Callie Squires<br/>P.O. Box 4343<br/>Idyllwild, CA 92549</p> | <p>Pine Cove Property Owners Associations<br/>Attn: Richard Schwartz<br/>P.O. Box 2274<br/>Idyllwild, CA 92549</p> |
|---|--|

## **List of Appendices**

Appendix A. Section 4(f)

Appendix B. Title VI Policy Statement

Appendix C. Avoidance, Minimization and/or Mitigation Summary

Appendix D. List of Technical Studies

## **Appendix A. Section 4(f) Evaluation**

### **Applicable Technical Reports**

- Riverside County General Plan (December 2015)
- Historic Property Survey Report (October 2021)
- Historical Resources Evaluation Report (October 2021)

### **Introduction**

This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. The Federal Highway Administration's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

In fulfilling its responsibility under 23 USC 326 and 327, Caltrans has evaluated publicly-owned lands of a public park, recreation area or wildlife and waterfowl refuge of national, State, or local significance within half a mile of the project area. Caltrans also analyzed archaeological and historic sites within the Section 106 Area of Potential Effects (APE), to determine whether any are protected Section 4(f) properties.

### **Project Description**

The California Department of Transportation (Caltrans) proposes to rehabilitate the pavement on State Route 243 (SR-243), from 0.75 miles south of Forest Service Road to 0.5 miles south of Wilson Street, Post Mile (PM) 0.0 to PM 29.7, in Riverside County.

The project is an asset management roadway rehabilitation project under the Caltrans Pavement Rehabilitation Program in the State Highway Operation and Protection Program (SHOPP). Project improvements would include minor pavement rehabilitation, culvert repair or replacement, Midwest guardrail system (MGS) upgrades, sign panel replacement, lighting rehabilitation, curb ramp upgrades, and roadside safety improvements.

## **Project Purpose and Need**

### Project Purpose

The purpose of this project is to restore the facility to a state of good repair, improve the ride quality, improve the roadside worker safety, and upgrade other highway facilities and appurtenances that are worn out or functionally obsolete.

### Project Need

The project area has deficiencies in the pavement condition due to the heavy and continuous traffic that has resulted in excessive cracking and poor ride quality that are beyond routine maintenance. In addition, the project area lacks worker safety elements, and has areas where stormwater runoff and erosion need to be addressed.

## **Project Alternatives**

Two alternatives, a No-Build (No-Action) Alternative and Build Alternative, are being considered.

### *Alternative 1: No-Build (No Action) Alternative*

This alternative would maintain the facility in its existing condition. No improvements would be made to the existing pavement or culverts and the existing facility would continue to deteriorate. In addition, lighting and sign panels would continue to not meet current standards, curb ramps would not meet ADA standards, and roadside safety would not be improved. There are no costs associated with this alternative and this alternative does not meet the project purpose and need.

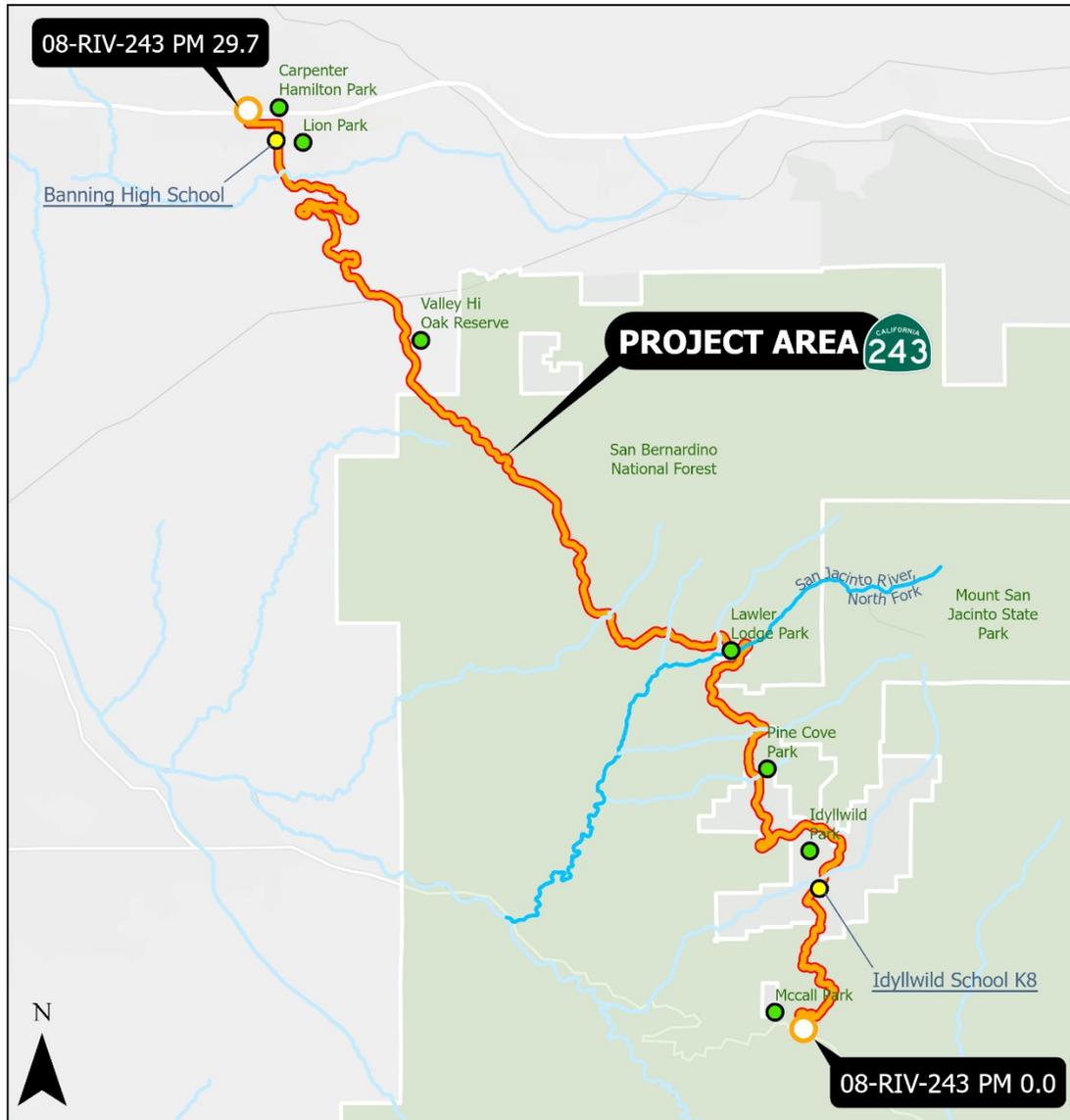
### *Alternative 2: Build Alternative*

This alternative consists of the improvements described above, which include rehabilitating pavement; repairing or replacing culverts; upgrading existing guardrail to MGS; upgrade lighting and sign panels to current standards; upgrading curb ramps to meet ADA standards; and improving roadside safety by installing Maintenance Vehicle Pullouts (MVPs) and concrete under existing guardrail to control vegetation growth.

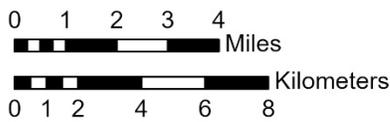
## **Resources Evaluated Relative to the Requirements of Section 4(f)**

Resources subject to Section 4(f) consideration include publicly owned lands consisting of a public park/recreational area; public wildlife and waterfowl refuges of national, State, or local significance, or historic sites of national, state or local significance, whether publicly or privately owned.

This section describes potential Section 4(f) resources within half a mile of the project area. The resources include historic properties and publicly-owned parkland and recreational facilities that are open to the public. Resources considered for Section 4(f) protection are depicted in Figure A-1.



Service Layer Credits: Riverside County Office of Education (RCOE), Riverside County Mapping Portal, RWQCB Staff, SAWPA Staff



## SECTION 4(F) RESOURCES

RIV 243 Mill and Overlay Pavement

08-RIV-243 PM 0.0/29.7

EA 08-1J450

### Legend

- Postmile
- State/National Park
- River
- Public School
- Project Area
- Wild and Scenic River
- Park/Recreation Area

**Figure A-1**

Table A-1 identifies resources considered in this analysis that are within half a mile of the project area.

**Table A-1. Section 4(f) Properties within the Project Study Area**

| No. | Property Name                                   | Jurisdiction                               | Location  | Approximate Distance from the Project | Type                    | Amenities  |
|-----|---|--|---|---------------------------------------|-------------------------|--|
| 1.  | Idyllwild School                                | Riverside County                           | 26700 Highway 243, Idyllwild                                      | 0.1                                   | School w/ play area     | K-8 Public School with enclosed fields and playgrounds.  |
| 2.  | Banning High School                             | Riverside County                           | 100 Westward Ave., Banning  | 0.1                                   | School w/ play area     | High School with enclosed fields.  |
| 3.  | Lake Fulmor Picnic Area                         | San Bernardino National Forest             | Community of Pine Cove/Riverside County                           | 0.1                                   | Recreation              | This site provides access to fishing and picnicking.   |
| 4.  | Idyllwild Park                                  | Riverside County                           | 54000 Riverside County Playground Rd, Idyllwild                   | 0.3                                   | Regional Park           | Walking trails, hiking trails, biking trails, 88 campsites, picnic area, restrooms, and showers.   |
| 5.  | Lawler Lodge Park                               | Riverside County                           | 19751 CA-243 Idyllwild-Pine Cove                                  | 0.1                                   | Regional Park           | Lodging hiking, and a field for activities and sports.   |
| 6.  | North Fork San Jacinto CA Wild and Scenic River | San Bernardino National Forest             | N/A   | 0.3                                   | Recreation              | This wild and scenic river system flows through the center of several recreational facilities. The Pacific Crest National Scenic Trail crosses its upper reaches, and there is access to picnic areas and fishing.   |
| 7.  | San Bernardino National Forest                  | USFS                                       | Idyllwild-Pine Cove   | Project within facility               | Open space & recreation | Recreation.  |
| 8.  | Mount San Jacinto State Park                    | California State Parks                     | 25905 CA-243, Idyllwild   | 0.1                                   | State Park              | Historical/Cultural site, museums, Hiking trails, horseback riding, campsites, picnic areas, restrooms/showers, nature trail, RV sites, and the Palm Springs Aerial Tramway Station.   |
| 9.  | State Route 243                                 | Caltrans                                   | PM 0.0-29.7 (Between Idyllwild-Pine Cove and the City of Banning) | Project within facility               | Scenic Highway          | SR-243 is a connector route between SR 74 and I-10. SR-243 is designated as a Scenic Highway. It is a two-lane highway. Beginning at its junction with SR 74, SR-243 traverses north through the community of Idyllwild. The highway continues through the San Bernardino National Forest past Mount Jacinto State Park before descending into the City of Banning and terminating its junction with I-10. |
| 11. | Lake Fulmor Site                                | State Historic Preservation Officer (SHPO) | N/A   | Within 0.5 mile of the Project        | Archaeological Site     | Prehistoric resource.  |
| 12. | Mountain Center Site                            | State Historic Preservation Officer (SHPO) | N/A   | Within 0.5 mile of the Project        | Archaeological Site     | Prehistoric resource.  |

Source: Riverside County General Plan (Dec 2015); Land Use Element (June 2021); Multipurpose Open Space Element (Dec 2015) and Riverside Extended Mountain Area Plan (Dec 2015); HPSR (Caltrans 2021)

The properties are described below, with an explanation of why they would not be adversely affected.

| No. | Property Name                                   | Jurisdiction                               | Type                    | Determination   |
|-----|---|--|-------------------------|---|
| 1   | Idyllwild School                                | Riverside County                           | School w/ play area     | Not eligible for Sec. 4(f) protection.                          |
| 2   | Banning High School                             | Riverside County                           | School w/ play area     | Not eligible for Sec. 4(f) protection.                          |
| 3   | Lake Fulmor Picnic Area                         | San Bernardino National Forest             | Recreation              | No impact.  |
| 4   | Idyllwild Park                                  | Riverside County                           | Regional Park           | No impact.  |
| 5   | Lawler Lodge Park                               | Riverside County                           | Regional Park           | No impact.  |
| 6   | North Fork San Jacinto CA Wild and Scenic River | San Bernardino National Forest             | Recreation              | No impact.  |
| 7   | San Bernardino National Forest                  | USFS                                       | Open space & recreation | No impact.  |
| 8   | Mount San Jacinto State Park                    | California State Parks                     | State Park              | No impact.  |
| 9   | State Route 243                                 | Caltrans                                   | Scenic Highway          | Exempt from Sec. 4(f) protection per 23 CFR Section 774.13 (a). |
| 10  | Lake Fulmor Site                                | State Historic Preservation Officer (SHPO) | Archaeological Site     | No impact.  |
| 11  | Mountain Center Site                            | State Historic Preservation Officer (SHPO) | Archaeological Site     | No impact.  |

## Park, Recreation, Open Space Facilities

### 1. Idyllwild School

Idyllwild School is a K-8<sup>th</sup> grade public school adjacent to the project, in the unincorporated community of Idyllwild. The school has enclosed fields and a playground for use during school hours. Since the recreational facilities are closed to the public, the provisions of Section 4(f) are not triggered.

### 2. Banning High School

Banning High School is located close to the westerly limits of and adjacent to the project, in the city of Banning. The school has enclosed fields and playgrounds that are not open to the public. Therefore, the provisions of Section 4(f) are not triggered.

### 3. Lake Fulmor Picnic Area

This recreational facility is adjacent to the project, in the San Bernardino National Forest. This site provides access to fishing and picnicking. Although the project is located adjacent to this facility, all work is proposed to occur within the Caltrans right of way. To minimize potential short-term adverse impacts related to noise, Measure N-1, referenced in Section XIII, Noise, of this Initial Study (IS), and Measure TRF-1, Transportation, of this IS, would be implemented during construction of the Build Alternative. Therefore, a use under Section 4(f) would not occur.

#### **4. Idyllwild Park**

This recreational facility is adjacent to the project. This site provides walking trails, hiking trails, biking trails, 88 campsites, picnic area, restrooms, and showers. Although the project is located adjacent to this facility, all work is proposed to occur within the Caltrans right of way. To avoid and/or minimize potential short-term adverse impacts related to noise, Measure N-1, referenced in Section XIII, Noise, of this Initial Study (IS), and Measure TRF-1, Transportation, of this IS, would be implemented during construction of the Build Alternative. Therefore, a use under Section 4(f) is not expected.

#### **5. Lawler Lodge Park**

This recreational facility is adjacent to the project. This site provides lodging and hiking, and a field for activities and sports. Although the project is located adjacent to this facility, all work is proposed to occur within the Caltrans right of way. To minimize potential short-term adverse impacts related to noise, Measure N-1, referenced in Section XIII, Noise, of this Initial Study (IS), and Measure TRF-1, Transportation, of this IS, would be implemented during construction of the Build Alternative. Therefore, a use under Section 4(f) would not be triggered.

#### **6. North Fork San Jacinto River**

The project spans the North Fork San Jacinto River, which is a Wild and Scenic River. A field visit verified that there are no locations directly impacting any of the culverts within this waterway.

The project would not impact or require right of way acquisition of park lands or recreational facilities since work would be completed within the Caltrans right of way. Therefore, the project would not adversely affect the activities, features, or attributes that qualify these resources for protection under Section 4(f).

#### **7. San Bernardino National Forest**

The project area is located within the boundaries of the United States Forest Service (USFS), San Bernardino National Forest, which is classified as federal land and includes various recreational opportunities near the project area including hiking trails and campgrounds, as well as recreational day use areas and fishing access.

The project would not impact or require right of way acquisition of park lands or recreational facilities since work would be completed within Caltrans right of way. Therefore, the project would not adversely affect the activities, features, and attributes that qualify these resources for protection under Section 4(f).

#### **8. Mount San Jacinto State Park**

The project area is also located near the Mount San Jacinto State Park, which is classified as State land and includes various recreational opportunities such as drive-in campgrounds and where most of the park is a designated wilderness area enjoyed by hikers and backpackers.

The project would not impact or require right of way acquisition of park lands or recreational facilities since work would be completed within Caltrans right of way. Therefore, the project would not adversely affect the activities, features, and attributes that qualify these resources for protection under Section 4(f).

## **Historic Properties**

A historic site is defined as on, or eligible for listing in the National Register of Historic Places (NRHP). Caltrans has determined that there are three Historic Properties in the project area that are considered to be Section 4(f) resources.

- Banning-Idyllwild Panoramic Highway (SR-243)
- Mountain Center Site
- Lake Fulmor Site

The Historical Resources Evaluation Report (HRER) evaluates one built environment linear resource for NRHP eligibility. Caltrans has determined that the resource is eligible for the NRHP:

### **9. SR-243**

The Banning-Idyllwild Panoramic Highway (SR-243) is located between Route 74 in Mountain Center (PM 0.0) and Wesley Street (approx. PM 28.35) in Banning. The resource is eligible for listing under National Register of Historic Places (NRHP) Criterion A for its role in the facilitation of recreation and tourism in the San Bernardino Mountains at the local level. The period of significance established for the resource is 1936-1950.

The project would not require vegetation removal (other than minor concrete vegetation control for weed abatement and roadside safety) and the project would not introduce new vertical structures that would affect views along the scenic byway. Project features, such as rehabilitated pavement and upgrades to worn or obsolete facilities, would be similar in visual character to the existing facilities.

The project's only qualifying criteria for Section 4(f) protection is that it is a road that was built over 50 years ago. Since its primary function is transportation, it is exempt from Section 4(f) protection per 23 CFR Section 774.13 (a).

In addition to the above-referenced resource, Caltrans intends to consider the following archaeological sites, within the APE, eligible for inclusion in the NRHP for the purposes of this project only:

## **Archaeological**

### **10. Mountain Center Site**

The Mountain Center site is recorded as a Prehistoric seasonal gathering and processing site. The site is considered significant under Criterion D for its potential to yield data regarding seasonal occupation, procurement strategies and resource

processing mechanisms specific to this mountain region of southern California. The period of significance covers the prehistoric period (pre-Columbian period).

### **11. Lake Fulmor Site**

The Lake Fulmor Site is recorded as a grinding area and a series of “bedrock mortars” oriented perpendicular to the APE. The site is considered significant under Criterion D for its potential to yield data regarding seasonal occupation, procurement strategies and resource processing mechanisms specific to this mountain region of southern California. The period of significance covers the prehistoric period (pre-Columbian period).

There would be no work outside the prism of the road within the boundaries of the Mountain Center Site or the Lake Fulmor Site; and with the establishment of Environmentally Sensitive Areas (ESA’s) and Archaeological Monitoring Areas (AMAs), the undertaking would not cause alterations to these sites. The project would not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f).

It has been determined that the undertaking would not adversely affect any of the resources within the APE for the following reasons:

- The project does not constitute the removal of a property from its historic location.
- The project does not involve change of the character of the property’s use or of physical feature.
- The project does not involve introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant features.
- The project does not involve neglect of a property that causes its deterioration, etc.
- The project does not involve the transfer, lease, or sale of a property out of Federal ownership or control, etc.

The Section 106 process has resulted in a no adverse effect to historic properties, and SHPO has been informed of Caltrans’ intent to make a de minimis finding based on their written concurrence in the Section 106 determination.

The Division of Environmental Analysis, Cultural Studies Office submitted a Finding of No Adverse Effect to the State Historic Preservation Officer on October 12, 2021 and indicated that “Caltrans, as assigned by FHWA, intends to make a de minimis finding for Section 4(f) use of a historic property based on SHPO’s concurrence on the Section 106 effect finding, pursuant to Section 6009(a) of SAFETEA-LU.” On December 20, 2021 SHPO provided concurrence on Caltrans’ de minimis determination.

## Appendix B. Title VI Policy Statement

### DEPARTMENT OF TRANSPORTATION

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Making Conservation  
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August 2020

### NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:  
<https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at [<Title.VI@dot.ca.gov>](mailto:Title.VI@dot.ca.gov).

Original signed by  
Toks Omishakin  
Director

## ***Appendix C. Avoidance, Minimization and/or Mitigation Summary***

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

| Permit Type | Agency                                   | Date Received | Expiration | Notes             |
|-------------|--|---------------|------------|-------------------|
| 1600        | California Department of Fish & Wildlife |               |            | Needed by 12/6/23 |
| 401         | Regional Water Quality Control Board     |               |            | Needed by 12/6/23 |
| 404         | US Army Corps of Engineers               |               |            | Needed by 12/6/23 |

Date of ECR: December 2021

Date: December 2021 of IS

Project Phase:

PA/ED (DED/FED)

PS&E Submittal \_\_\_\_\_ %

Construction

| Avoidance, Minimization, and/or Mitigation Measures   | Page | Environmental Analysis Source             | Responsible for Development and/or Implementation of Measure              | Timing/ Phase              | SSP or NSSP: | Action(s) Taken to Implement Measure/if checked No, add Explanation here | PS&E Task Complete | Mitigation under CEQA? |    |
|---|------|---|---|----------------------------|--------------|--|--------------------|------------------------|----|
|   |      |   |   |                            |              |  | Date / Initials    | YES                    | NO |
| <b>CR-1:</b> If cultural materials are discovered during construction, all earthmoving activity within 60 feet of the discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.   | N/A  | District Environmental Cultural Resources | District Cultural Studies/ District Design/ Resident Engineer/ Contractor | Design/ Construction       |              |  |                    |                        | X  |
| <b>CR-2:</b> If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the MLD. At this time, the person who discovered the remains will contact the District 8 Native American Coordinator Gary Jones at (909) 261-8157 so that they may work with the MLD on the respectful treatment and disposition of the remains. Further | N/A  | District Environmental Cultural Resources | District Cultural Studies/ District Design/ Resident Engineer/ Contractor | Final Design, Construction |              |  |                    |                        | X  |

Date of ECR: December 2021

Date: December 2021 of IS

Project Phase:

PA/ED (DED/FED)

PS&E Submittal \_\_\_\_\_ %

Construction

| Avoidance, Minimization, and/or Mitigation Measures   | Page              | Environmental Analysis Source             | Responsible for Development and/or Implementation of Measure              | Timing/ Phase              | SSP or NSSP: | Action(s) Taken to Implement Measure/if checked No, add Explanation here | PS&E Task Complete | Mitigation under CEQA? |    |
|---|-------------------|---|---|----------------------------|--------------|--|--------------------|------------------------|----|
|   |                   |   |   |                            |              |  | Date / Initials    | YES                    | NO |
| provisions of PRC Section 5097.98 are to be followed as applicable.   |                   |   |   |                            |              |  |                    |                        |    |
| <b>CR-3:</b> The Establishment of Environmentally Sensitive Areas (ESAs) and barriers within the Mountain Center sites and Lake Fulmor Site shall protect elements of these resources in place for the duration of the Project. The ESAs will be marked on Plans and delineated in the field by an Archaeologist from the Department. | N/A               | District Environmental Cultural Resources | District Cultural Studies/ District Design/ Resident Engineer/ Contractor | Final Design, Construction |              |  |                    |                        | X  |
| <b>CR-4:</b> The Establishment of Archaeological Monitoring Areas (AMA). Archaeological Monitor(s) as assigned by the Caltrans shall monitor all ground disturbing construction related activities within Mountain Center sites and Lake Fulmor Site.   | N/A               | District Environmental Cultural Resources | District Cultural Studies/ District Design/ Resident Engineer/ Contractor | Final Design, Construction |              |  |                    |                        | X  |
| <b>BIO-1:</b> Equipment Staging, Storing & Borrow Sites: All staging, storing,  | Ch. 4, pgs. 44-71 | NES                                       | District Design / District Environmental                                  | Final Design, Construction |              |  |                    | X                      |    |

Date of ECR: December 2021

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Construction

| Avoidance, Minimization, and/or Mitigation Measures   | Page              | Environmental Analysis Source | Responsible for Development and/or Implementation of Measure                       | Timing/ Phase              | SSP or NSSP: | Action(s) Taken to Implement Measure/if checked No, add Explanation here | PS&E Task Complete | Mitigation under CEQA? |    |
|---|-------------------|-------------------------------|--|----------------------------|--------------|--|--------------------|------------------------|----|
|   |                   |                               |  |                            |              |  | Date / Initials    | YES                    | NO |
| and borrow sites require the approval of the Caltrans biologist.  |                   |                               | Planning / Resident Engineer / Contractor  |                            |              |  |                    |                        |    |
| <b>BIO-2:</b> Environmentally Sensitive Area (ESA): To address impacts to south coast live oak riparian forests and special status plant species, delineate this area as an ESA as shown on the plans and/or described in the specifications.   | Ch. 4, pgs. 44-71 | NES                           | District Design / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    | X                      |    |
| <b>BIO-3:</b> Environmentally Sensitive Area (ESA) Fence Monitoring: Integrity inspections of south coast live oak riparian forest fencing and enclosures (onsite cleared areas) must occur throughout the duration of the project 30 days prior to commencing project activities and after activities are completed. If during construction, the fence fails, work must stop until it is repaired, and the Caltrans-approved biologist inspects (and clears the job site). For BIO-3, it is recommended to use a rope and stake delineator instead | Ch. 4, pgs. 44-71 | NES                           | District Design / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    | X                      |    |

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|---|-------------------|-------------------------------|--|----------------------------|--------------|--|--------------------|------------------------|----|
|   |                   |                               |  |                            |              |  | Date / Initials    | YES                    | NO |
| of installing fencing in highly vegetated areas to reduce the impact and disturbance on the ESA.  |                   |                               |  |                            |              |  |                    |                        |    |
| <b>BIO-4:</b> Environmentally Sensitive Area (ESA) Fence Removal: All fencing must be removed as a last order of work. During removal, a Caltrans-approved biologist must be present.   | Ch. 4, pgs. 44-71 | NES                           | District Design / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    | X                      |    |
| <b>BIO-5:</b> Species Avoidance: If during project activities a WR-MSHCP plant is discovered within the project site, all construction activities must stop within 10 ft and the Caltrans biologist and Resident Engineer must be notified. Coordination with USFS and/or USFWS may be required prior to restarting activities. | Ch. 4, pgs. 44-71 | NES                           | District Design / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    | X                      |    |
| <b>BIO-6:</b> Worker Environmental Awareness Program (WEAP): A Caltrans-approved biologist must present a biological resource information program/WEAP for special status species prior to project activities to all personnel that   | Ch. 4, pgs. 44-71 | NES                           | District Design / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    | X                      |    |

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|--|-------------------|-------------------------------|--|----------------------------|--------------|--|--------------------|------------------------|----|
|  |                   |                               |  |                            |              |  | Date / Initials    | YES                    | NO |
| will be present within the project limits for longer than 30 minutes at any given time.  |                   |                               |  |                            |              |  |                    |                        |    |
| <b>BIO-7:</b> Invasive Weed Control: To address impacts to special status plant species and monarch butterfly habitat, a Caltrans-approved biologist must identify cheat grass and other invasive species within 100 feet of the PIA during culvert replacement. Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.  | Ch. 4, pgs. 44-71 | NES                           | District Design / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    | X                      |    |
| <b>BIO-8:</b> Rare Plant Surveys, Flagging, and Fencing: Within 3 days prior to construction, a preconstruction survey must be conducted by a Caltrans-approved biologist for the Mojave tarplant, San Jacinto Mountains bedstraw, lemon lily, and chickweed oxytheca within the project PIA. These species must be flagged for visual identification to construction personnel for work avoidance. Any of these species | Ch. 4, pgs. 44-71 | NES                           | District Design / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    | X                      |    |

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|--|-------------------|-------------------------------|--|----------------------------|--------------|--|--------------------|------------------------|----|
|  |                   |                               |  |                            |              |  | Date / Initials    | YES                    | NO |
| detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.   |                   |                               |  |                            |              |  |                    |                        |    |
| <b>BIO-9:</b> Temporary Artificial Lighting Restrictions: To address impacts to special status species, artificial lighting must be directed at the job site to minimize light spillover onto BSA if project activities occur at night.  | Ch. 4, pgs. 44-71 | NES                           | District Design / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    | X                      |    |
| <b>BIO-10:</b> Preconstruction Surveys: Preconstruction southern mountain yellow-legged frog, small mammals, and monarch butterfly habitat surveys must be conducted by a Caltrans-approved biologist 3 days prior to project activities within the BSA. Monarch butterfly and milkweed surveys must be completed along the entirety of SR-243 within 100 feet of the PIA. Small mammal surveys must be conducted within 100 feet of the PIA at PM 27.9. Yellow-legged frog surveys must be conducted within 100 feet of | Ch. 4, pgs. 44-71 | NES                           | District Design / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    | X                      |    |

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|---|-------------------|-------------------------------|--|----------------------------|--------------|--|--------------------|------------------------|----|
|   |                   |                               |  |                            |              |  | Date / Initials    | YES                    | NO |
| the PIA from PM 13.1 to PM 12.1. If a special-status amphibian species, small mammal species, milkweed, or monarch butterfly is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.   |                   |                               |  |                            |              |  |                    |                        |    |
| <b>BIO-11:</b> Animal Sheltering: To prevent inadvertent harm of special-status amphibian species during project activities, all construction materials, including but not limited to culverts and sections of pipe, must be inspected for the presence of wildlife sheltering in them prior to use or movement of those materials. Sheltering animals must be released by the Caltrans-approved biologist. | Ch. 4, pgs. 44-71 | NES                           | District Design / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    | X                      |    |
| <b>BIO-12:</b> Predator Prevention: Project personnel are prohibited from feeding wildlife or bringing pets onto the job site.  | Ch. 4, pgs. 44-71 | NES                           | District Design / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    | X                      |    |

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|---|-------------------|-------------------------------|--|----------------------------|--------------|--|--------------------|------------------------|----|
|   |                   |                               |  |                            |              |  | Date / Initials    | YES                    | NO |
| <b>BIO-13:</b> Preconstruction Nesting Bird Survey: If project activities cannot avoid the nesting season, generally regarded as February 1 – September 30, then preconstruction nesting bird surveys must be conducted up to the limit of the BSA no later than 3 days prior to construction by a Caltrans-approved biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer may be established and monitored by the Caltrans Stewardship Biologist or Caltrans-approved biologist until the young have fled. |                   |                               | District Design / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    | X                      |    |
| <b>BIO-14:</b> Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing: No more than 3 days prior to the project activities, a Caltrans-approved biologist must perform a preconstruction survey for rare insect host plants. Should any rare insect host plants be found, the Resident Engineer and Caltrans  | Ch. 4, pgs. 44-71 | NES                           | District Design / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    | X                      |    |

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|---|------|---------------------------------------|--|----------------------------|--------------|--|--------------------|------------------------|----|
|   |      |                                       |  |                            |              |  | Date / Initials    | YES                    | NO |
| must be contacted, and host plants must be flagged by the Caltrans-approved biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmental Sensitive Area (ESA) temporary fencing. |      |                                       |  |                            |              |  |                    |                        |    |
| <b>TRF-1:</b> Prior to construction, a Traffic Management Plan (TMP) will be developed by Caltrans to minimize potential impacts on emergency services and commuters during construction.   | N/A  | District Traffic Operations Resources | District Design / District Traffic Management / District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    |                        | X  |
| <b>VIS-1:</b> Caltrans Landscape Architect to work with Caltrans Design to minimize impacts to natural, scenic, and visual resources. At guardrail/vegetation control   | N/A  | VIA Memo                              | District Design / District Landscape Architecture /District  | Final Design, Construction |              |  |                    |                        | X  |

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|--|------|-------------------------------|---|----------------------------|--------------|--|--------------------|------------------------|----|
|  |      |                               |   |                            |              |  | Date / Initials    | YES                    | NO |
| installation locations, protect existing trees in place if feasible.   |      |                               | Environmental Planning / Resident Engineer / Contractor   |                            |              |  |                    |                        |    |
| <b>VIS-2:</b> Caltrans Landscape Architect to work with Caltrans Design to consider different design options, details, or locations where feasible to reduce/eliminate impact to visual resources. | N/A  | VIA Memo                      | District Design / District Landscape Architecture /District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    |                        | X  |
| <b>VIS-3:</b> Salvage (as possible) and replace-in-kind any visual resource impacted by project scope.   | N/A  | VIA Memo                      | District Design / District Landscape Architecture /District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    |                        | X  |

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|--|------|-------------------------------|---|----------------------------|--------------|--|--------------------|------------------------|----|
|  |      |                               |   |                            |              |  | Date / Initials    | YES                    | NO |
| <b>VIS-4:</b> Any removal of trees or shrubs shall be allocated replacement with a minimum ratio of 3:1. Upon further evaluation in the PS&E phase of the project, per District Landscape Architect (DLA), this ratio may be adjusted. | N/A  | VIA Memo                      | District Design / District Landscape Architecture /District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    |                        | X  |
| <b>VIS-5:</b> Any invasive species removed shall be replaced with appropriate native species in the region.  | N/A  | VIA Memo                      | District Design / District Landscape Architecture /District Environmental Planning / Resident Engineer / Contractor | Final Design, Construction |              |  |                    |                        | X  |
| <b>VIS-6:</b> Maximize revegetation and weed control in the project work area to provide biologically appropriate habitats for ecology in the region.  | N/A  | VIA Memo                      | District Design / District Landscape Architecture /District Environmental   | Final Design, Construction |              |  |                    |                        | X  |

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| Avoidance, Minimization, and/or Mitigation Measures  | Page | Environmental Analysis Source    | Responsible for Development and/or Implementation of Measure            | Timing/ Phase              | SSP or NSSP: | Action(s) Taken to Implement Measure/if checked No, add Explanation here | PS&E Task Complete | Mitigation under CEQA? |    |
|--|------|----------------------------------|---|----------------------------|--------------|--|--------------------|------------------------|----|
|  |      |                                  |   |                            |              |  | Date / Initials    | YES                    | NO |
|  |      |                                  | Planning / Resident Engineer / Contractor                               |                            |              |  |                    |                        |    |
| <b>WQ-1:</b> Prior to the start of construction a SWPPP shall be developed by the contractor and approved by Caltrans to avoid and/or minimize potential impacts to water quality.   | N/A  | District Water Quality Resources | District Design / District Storm Water / Resident Engineer / Contractor | Final Design, Construction |              |  |                    |                        | X  |
| <b>WQ-2:</b> 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. | N/A  | District Water Quality Resources | District Design / District Storm Water / Resident Engineer / Contractor | Final Design, Construction |              |  |                    |                        | X  |
| <b>WQ-3:</b> The contractor shall be required to comply with water pollution control provisions and SWPPP and conform to the requirements of the Department's  | N/A  | District Water Quality Resources | District Design / District Storm Water / Resident Engineer / Contractor | Final Design, Construction |              |  |                    |                        | X  |

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|--|------|---|---|----------------------------|--------------|--|--------------------|------------------------|----|
|  |      |   |   |                            |              |  | Date / Initials    | YES                    | NO |
| Standard Specification Section 13 "Water Pollution Control".   |      |   |   |                            |              |  |                    |                        |    |
| <b>WQ-4:</b> 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.   | N/A  | District Water Quality Resources              | District Design / District Storm Water / Resident Engineer / Contractor               | Final Design, Construction |              |  |                    |                        | X  |
| <b>NOI-1:</b> The project would comply with Caltrans Standard Specifications, Section 14-8.02 Noise Control, which states that noise from construction work would not exceed 86 decibels (dBA) at 50 feet from the job site from 9:00 pm to 6:00 am.                                 | N/A  | Memo from District Env. Engineering for Noise | District Design / District Environmental Engineering / Resident Engineer / Contractor |                            | SSP 14-8.02  |  |                    |                        | X  |
| <b>HAZ-1:</b> A Lead Compliance Plan shall be prepared during final design (PS&E) and prior to construction and shall include provisions regarding the use and handling of earth material containing non-hazardous concentrations of aeri ally deposited lead (ADL), and lead paint. | N/A  | ISA Checklist                                 | District Design / District Environmental Engineering / Resident Engineer / Contractor | Final Design, Construction |              |  |                    |                        | X  |

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|--|------|-------------------------------|---|----------------------------|--|--|--------------------|------------------------|----|
|  |      |                               |   |                            |  |  | Date / Initials    | YES                    | NO |
| <b>HAZ-2:</b> Sampling and testing of paint on the paved roads for lead chromate.  | N/A  | ISA Checklist                 | District Design / District Environmental Engineering / Resident Engineer / Contractor | Final Design, Construction |  |  |                    |                        | X  |
| <b>HAZ-3:</b> Asbestos Survey and Lead-Based Paint Survey shall be conducted on the bridge railings and culverts prior to construction start. If bridges within the project limits test positive for asbestos, an asbestos-compliance plan will be prepared to address the handling and disposal of the contaminated material.               | N/A  | ISA Checklist                 | District Design / District Environmental Engineering / Resident Engineer / Contractor | Final Design, Construction |  |  |                    |                        | X  |
| <b>HAZ-4:</b> For the removal of yellow traffic stripes & pavement marking, and depending on the method of removal, the project may need one or more of the following SSPs: SSP 14-11.12: Remove Yellow Traffic Stripe and pavement markings with hazardous waste residue (requires proper management of hazardous waste residue and a lead- | N/A  | ISA Checklist                 | District Design / District Environmental Engineering / Resident Engineer / Contractor | Final Design, Construction | SSP 14-11.12<br>SSP 36-4<br>SSP 84-9.03B |  |                    |                        | X  |

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|--|------|-------------------------------|---|----------------------------|--|--|--------------------|------------------------|----|
|  |      |                               |   |                            |  |  | Date / Initials    | YES                    | NO |
| compliance plan); SSP 36-4: Residue containing lead from paint and thermoplastic (requires a lead compliance plan when the residue is definitely non-hazardous); SSP 84-9.03B: Remove Traffic Stripes and Pavement Markings containing lead (requires a lead compliance plan when the residue is definitely non-hazardous).  |      |                               |   |                            |  |  |                    |                        |    |
| <b>HAZ-5:</b> The following will be included in the Project Plans, Specifications and Estimate (PS&E) package:<br><ul style="list-style-type: none"> <li>• SSP 6-1.03B: Conditions for use of local material.</li> <li>• SSP 7-1.02K(6)(j)(iii) for earth material containing no-hazardous concentrations of aerially deposited lead.</li> <li>• SSP 14-11.14: for the removal and disposal of Treated Wood Waste (TWW) from signposts and/or guardrail posts; add bid item 141120 for TWW.</li> </ul> | N/A  | ISA Checklist                 | District Design / District Environmental Engineering / Resident Engineer / Contractor | Final Design, Construction | SSP 6-1.03B<br>SSP 7-1.02(6)(j)(iii)<br>SSP 14-11.14<br>NSSP 14-11.16<br>NSSP 14-11.17<br>SSP 14-09.02<br>SSP 14-11.12 |  |                    | X                      |    |

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|---|------|---|---|----------------------------|--------------------------|--|--------------------|------------------------|----|
|   |      |   |   |                            |                          |  | Date / Initials    | YES                    | NO |
| <ul style="list-style-type: none"> <li>• NSSP 14-11.16: for asbestos-containing construction material in bridges, use if new MGS terminal systems will be installed at bridges; requires Headquarters approval.</li> <li>• NSSP 14-11.17: for asbestos-containing construction material in culverts and pipe culverts (ACP); requires Headquarters approval.</li> <li>• SSP 14-09.02: for asbestos NESHAP notification.</li> <li>• SSP 14-11.12: Remove Yellow Traffic Stripe and pavement markings with hazardous waste residue.</li> <li>• SSP 84-9.03B Remove Traffic Stripes and Pavement Markings Containing Lead.</li> <li>• SSP 36-4 Residue Containing Lead from Paint and Thermoplastic material.</li> </ul> |      |   |   |                            | SSP 84-9.03B<br>SSP 36-4 |  |                    |                        |    |
| <b>AIR-1:</b> The project would be constructed in compliance with Caltrans' Standard Specifications, Section 14-9 "Air Quality" and Caltrans' specifications for the  | N/A  | Memo from District Env. Engineering for Air Quality | District Design / District Environmental Engineering / Resident | Final Design, Construction | SSP14-9                  |  |                    |                        | X  |

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|--|------|-------------------------------|--|---------------|--------------|--|--------------------|------------------------|----|
|  |      |                               |  |               |              |  | Date / Initials    | YES                    | NO |
| control of construction-generated emissions. Additional measures may be developed in coordination with the South Coast Air Quality Management District (SCAQMD) to minimize potential impacts. |      |                               | Engineer / Contractor  |               |              |  |                    |                        |    |

## ***Appendix D. List of Technical Studies***

Natural Environment Study (Minimal Impacts) (September 2021, Caltrans)

Historic Property Survey Report (HPSR) (October 2021, Caltrans)

Archaeological Survey Report (ASR) (October 2021, Caltrans)

Historical Resources Evaluation Report (HRER) (October 2021, Caltrans)

Finding of Effect (FOE) (October 2021, Caltrans)

ISA Checklist (March 2021, Caltrans)

Scoping Questionnaire for Water Quality Issues (June 2021, Caltrans)

Visual Impact Assessment (VIA) Memo (July 2021, Caltrans)

