State Route 66 and Interstate 215 Roadway Rehabilitation, and Pedestrian Facilities and Bridge Upgrading

SAN BERNARDINO COUNTY, CALIFORNIA
DISTRICT 8 - SBD - 66 (PM 20.1 to S23.2) & SBD - 215 (PM 14.9)
EA 08-1G66U/PN 0821000054

Initial Study with Proposed Mitigated Negative Declaration

Prepared by the
State of California, Department of Transportation

March 2022

General Information about This Document

What's in this document:
The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of the alternatives being considered for the proposed project located in San Bernardino County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Attend the virtual (online) public hearing at 6PM on Wednesday, April 27, 2022, at https://dot.ca.gov/caltrans-near-me/district-8/district-8-news/.
- We'd like to hear what you think. If you have any comments about the proposed project, please attend the online public hearing and/or send your written comments via postal mail or email to Caltrans by the deadline.
- Send comments via postal mail to:
  Shawn Oriaz, Senior Environmental Planner
  California Department of Transportation
  464 West 4th Street, MS 827
  San Bernardino, CA 92401
- Send comments via email to: Shawn.Oriaz@dot.ca.gov
- Be sure to send comments by the deadline: Monday, May 16, 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 obtained, Caltrans could design and construct all or part of the project.

Alternative Formats:
For individuals with sensory disabilities, this document can be made 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 Department of Transportation, Attn: Natasha Walton, Environmental Studies C, 464 West 4th Street, San Bernardino, CA 92401; (909)260-4891 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

08-SBD-66-PM 20.1/S23.2 & SBD-215-PM14.9
EA 08-1G66U
PN 0821000054

State Route 66 and Interstate 215 Roadway Rehabilitation, and Pedestrian Facilities and Bridge Upgrading State Route 66, from Pepper Ave. (Postmile 20.1) to H Street (Postmile S23.2) & Interstate 215 at Little League Drive Overcrossing (Postmile 14.9)

INITIAL STUDY with Proposed Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agency: California Transportation Commission

3/24/2022
Date

Kurt Heidelberg
CW
Kurt Heidelberg
Deputy District Director
California Department of Transportation

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

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PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to rehabilitate the roadway, and upgrade the pedestrian facilities and bridges along State Route 66 (SR-66) from Pepper Ave. (postmile [PM] 20.1) to H Street (PM S23.2) and Interstate 215 at Little League Drive Overcrossing (PM 14.9) in San Bernardino County.

The purpose of this project is to rehabilitate the roadway, upgrade and expand pedestrian facilities, and widen and upgrade bridges.

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 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 agriculture and forest resources, energy, land use planning, population and housing, public services, and tribal cultural resources.

In addition, the proposed project would have less than significant effects to aesthetics, air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous material, mineral resources, noise, recreation, transportation, utilities and service systems, and wildlfire.

With the following mitigation measures incorporated, the proposed project would have less than significant effects to geology and soils, and hydrology, water quality and biological resources.

GEO-1: Subsurface Investigations. Subsurface investigations shall be performed during the design phase of the project to determine if additional foundation options for the bridges and/or mitigation strategies would be required to stabilize the material on the project site.

HYDRO-1: Bridge Deck Drainage. The bridge deck drainage systems for the Lytle Creek Channel Bridge and East Branch Lytle Creek Bridge shall be modified/built to redirect stormwater into a treatment best management practice (BMP) before the water is allowed to drain into either branch of Lytle Creek.

Project impacts to jurisdictional areas will be mitigated and coordinated with the USACE, RWQCB, and CDFW and shall include all permit conditions as deemed appropriate by the respective resource agencies.

_____ _____

Kurt Heidelberg
Deputy District Director
District 8
California Department of Transportation

Date

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List of Tables and Figures

Chapter 1 – Proposed Project

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.

Introduction

Historically, State Route (SR-66) was a transcontinental highway called US-66 that extended from Chicago, Illinois, to Los Angeles, California. Currently in San Bernardino County, SR-66 primarily functions as a local principal arterial road serving local commercial and residential traffic, and no longer functions as a major travel corridor. Most of the jurisdiction of SR-66 in San Bernardino County has been relinquished by the California Department of Transportation (Caltrans) to local jurisdictions.

The remaining portion of SR-66 under Caltrans jurisdiction in San Bernardino County is an east-west oriented four-lane conventional highway, beginning at its intersection with Pepper Ave. (postmile [PM] 20.1) and terminating at its intersection with H St. (PM 23.2), just east of Interstate 215. The route is approximately 3.1 miles in length with its western section also known as Foothill Blvd. and its eastern section also known as West 5th Ave. The route lies entirely within the City of San Bernardino and traverses areas zoned for residential, commercial, and open space areas.

Interstate 215 (I-215) is 55.0 miles long and begins at the southerly junction of Interstate 15 (I-15) in the City of Murrieta in Riverside County and terminates at the northerly junction with I-15 in the City of Devore in San Bernardino County. The entire route is constructed to full freeway standards and varies from two to five lanes in each direction. I-215 traverses urbanized areas of Riverside and San Bernardino counties including the cities of Temecula, Sun City, Perris, Moreno Valley, Riverside, Grand Terrace, Colton, and San Bernardino. The route also traverses undeveloped rural areas in southern Riverside County.

Caltrans is currently proposing a project that would rehabilitate the roadway, and upgrade the pedestrian facilities and bridges along State Route 66 (SR-66) from Pepper Ave. (PM 20.1) to H Street (PM S23.2), and on Interstate 215 at Little League Drive Overcrossing (PM 14.9) in San Bernardino County. This project is needed because the proposed project area has the following: a severely damaged roadway, limited pedestrian facilities that are not up to current accessibility standards, and bridges that do not meet current crash and safety standards.

The proposed project is located within the San Bernardino South and San Bernardino North, California, United States Geological Survey (USGS) 7.5-minute quadrangles. The elevation in the project area ranges from approximately 340 to 550 meters (1,110 to 1,800 feet) above mean sea level.

The proposed project is in an urban area of San Bernardino County with a well-developed road and street network. The project areas are mainly residential, with some light industrial and commercial buildings. The portion of the project on I-215 at PM 14.9 is in a more rural area that is becoming increasingly filled with new residential developments.

The proposed project would receive both state and federal funding. The project is currently programmed to receive state funding through the 2020 State Highway Operation and Protection Program (SHOPP) under the 201.121/HA22 Minor Pavement Rehabilitation Program and 201.112/HA21 Bridge Rail Replacement and Upgrade Program for delivery in the 2023/2024 fiscal

year. This project is also included in the 2021 Federal Statewide Transportation Improvement Program (FSTIP) for federal funding as two previously separate projects, 1G660 and 1F400 (Appendix D)

Figure 1-1. Location of San Bernardino County in California

Figure 1-2. Limits of The Proposed Project along State Route 66 (San Bernardino-66 [SBD-66]) and on Interstate 215 (San Bernardino-215 [SBD-215])

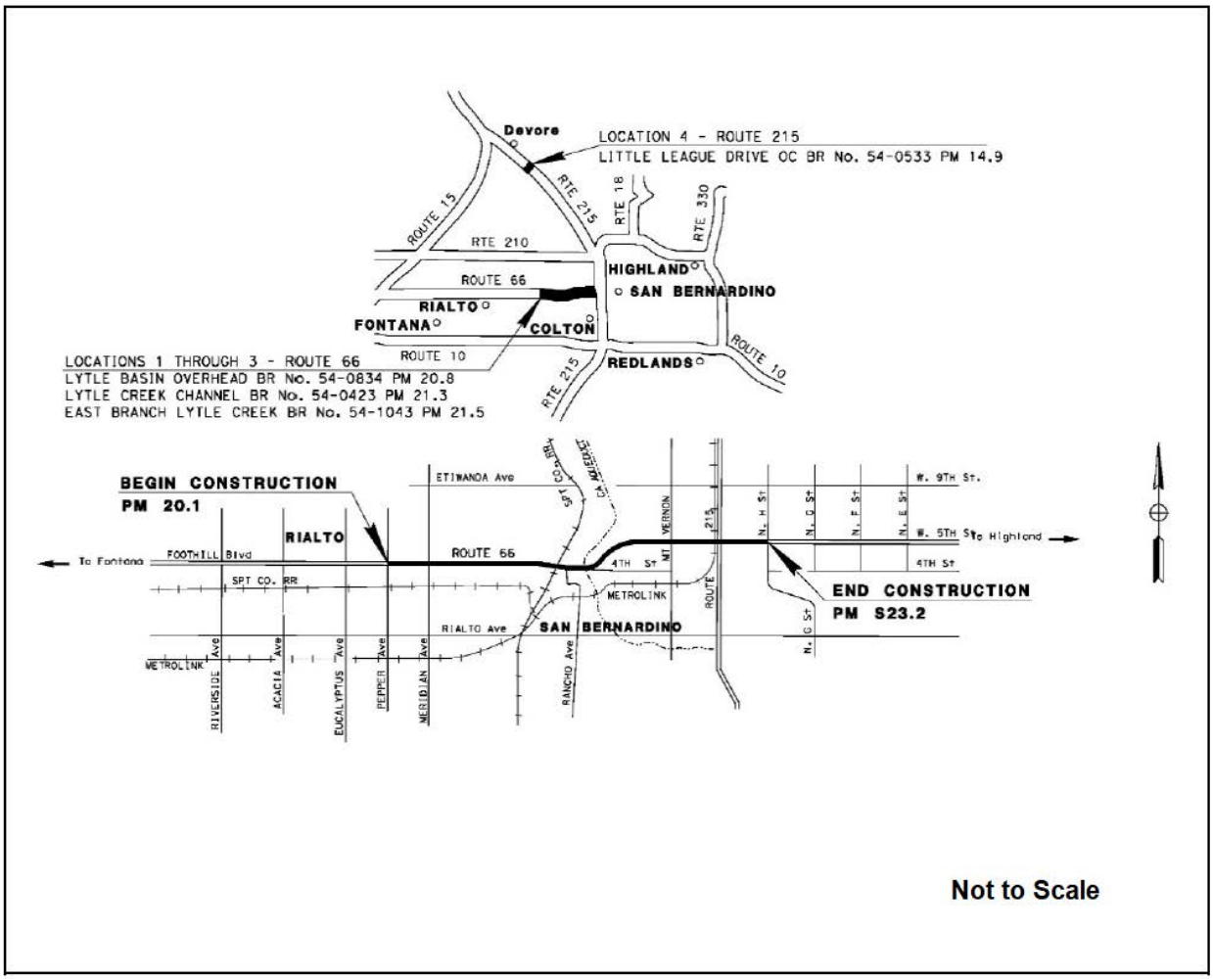

Figure 1-3. Proposed Project Vicinity Maps: Bridge Locations (top) and State Route 66 Construction Limits (bottom).

Purpose and Need

The project 'purpose' is a set of objectives that the proposed project intends to meet. The project 'need' is the transportation deficiency for which the proposed project was initiated to address.

Purpose

The purpose of the proposed project is to complete the following work:

- Repair damaged pavement to improve ride quality, and to preserve and extend the life of the current pavement.

- Upgrade and expand pedestrian facilities to meet several goals of Caltrans' Complete Street policies to provide safe and accessible options for people walking and taking public transit, and to meet current standards of the Americans with Disabilities Act (ADA) and Caltrans' 2017 Design Information Bulletin (DIB) 82-06, Pedestrian Accessibility Guidelines for Highway Projects.

- Upgrade bridge rails and widen bridges to meet current crash and safety standards, and pedestrian accessibility standards.

Need

The needs in the proposed project area are as follows:

- The pavement within the project limits is showing severe damage and unacceptable ride quality, which if left uncorrected will deteriorate further and require more major repair work than what is currently planned in the proposed project.

- Along SR-66, large gaps exist between the stretches of current sidewalk, and the current curb ramps do not meet current standards of the ADA and Caltrans' 2017 DIB 82-06 for pedestrian accessibility for highway projects.

- The following bridges do not have standard shoulders and sidewalks: Lytle Creek Basin Overhead (bridge no. 54-0834), Lytle Creek Channel Bridge (bridge no. 54-0423), East Branch Lytle Creek Bridge (bridge no. 54-1043), and Little League Drive Overcrossing (bridge no. 54-0533).

- The following bridges have rails that are degraded and do not meet current crash and safety standards: Lytle Creek Channel Bridge (bridge no. 54-0423) and Little League Drive Overcrossing (bridge no. 54-0533). According to a Caltrans March 2014 Replacement and Improvement Needs Report, the bridge railings on both of these bridges show cracks in their balusters and on the tops of their railings and are subject to active deterioration.

Project Description

Build Alternative

The proposed Build Alternative is the project being proposed by Caltrans to rehabilitate the roadway, and upgrade the pedestrian facilities and bridges along State Route 66 (SR-66) from Pepper Ave. (PM 20.1) to H Street (PM S23.2), and on Interstate 215 at Little League Drive Overcrossing (PM 14.9) in San Bernardino County. This proposed project includes the following roadway, pedestrian facility, and bridge improvements:

Roadway and Pedestrian Facility Improvements Along SR-66

- Removal (cold planing) of the surface of the pavement and the subsequent placement of an asphalt overlay.

- Repair of severely damaged asphalt concrete pavement by digging out and repairing the damaged area with asphalt concrete.

- Narrow widening of the roadway to accommodate sidewalks and other pedestrian facilities.

- Construction of sidewalk along the north side of SR-66 where sidewalk does not currently exist.

- Installation of a retaining wall to allow for the construction of part of the new sidewalk along the north side of SR-66.

- Upgrade of curb ramps to meet current ADA and Caltrans 2017 DIB 82-06 standards, such as placing detectable warning surfaces.

- Installation of accessible pedestrian signals, which are signals that communicate information about the “walk” and “don’t walk” intervals at signalized intersections in non-visuals formats, such as audible tones.

- Construction of new bus pads, which are highly durable areas of roadway surface at bus stops.

- Upgrade of guardrails.

- Relocation of overhead utilities between Macy Street and Flores Street.

- Improve impacted drainage facilities.

Bridge Improvements

Lytle Creek Basin Overhead (bridge no. 54-0834)

- Removal of the existing asphalt concrete and subsequent placement of a polyester concrete overlay, with methacrylate treatment, on the deck.

- Installation of a sidewalk with a barrier separation on the north side of the bridge.

- Upgrade of a bridge rail on the north side of the bridge.

Lytle Creek Channel Bridge (bridge no. 54-0423)

- Removal of the existing asphalt concrete and subsequent placement of an asphalt concrete overlay on the deck.

- Treatment of the bridge deck with methacrylate.

- Widening of both sides of the bridge to provide a sidewalk, shoulder, and median.

- Upgrade of the bridge rail on both sides of the bridge.

East Branch Lytle Creek Bridge (bridge no. 54-1043)

- Widening of the north side of the bridge to provide a sidewalk and shoulder.

- Upgrade of the bridge rail on the north side of the bridge.

Little League Drive Overcrossing (bridge no. 54-0533)

- Treatment of the bridge deck with methacrylate.

- Widening of both sides of the bridge to provide shoulders on both sides and a sidewalk on the south side.

- Upgrade of the bridge rail on both sides of the bridge.

- Improvement on the I-215 median drainage inlet under the bridge.

The proposed Build Alternative would require notices to utility owners and utility agreements. The following utility companies/agencies and facilities are within the proposed project limits:

Utility Companies/Agencies

Southern California Edison	City of San Bernardino Sewer
Southern California Gas	Riverside Highland Water
Verizon	California Department of Water Resources
San Bernardino Municipal Water Department	Terrace Water Company
Charter Communications	Time Warner Cable
Sprint	A&T - Transmission

Utility Facilities

Electric (underground and overhead)	Fiber Optic	
Gas (underground)	Water	
Telephone	Sewer	Cable TV

The proposed Build Alternative includes construction work on the Lytle Basin Overhead (bridge no. 54-0834) which crosses over a set of railroad tracks operated by the Union Pacific Railroad. Thus,

Caltrans expects that the proposed project would require a right of entry to the railroad property, and a construction and maintenance agreement with UPRR prior to the beginning of any proposed construction work on this bridge.

Most of the work for the proposed Build Alternative would occur within the Caltrans right of way; however, about 44 private parcels would be partially impacted by pedestrian facility installations or upgrades. As a result, Caltrans would need to obtain a temporary construction easement for all of these parcels and right of way acquisition for about 32 of these parcels

No-Build Alternative

The No-Build Alternative proposes no rehabilitative activities to improve the roadway, pedestrian facilities, or bridges along State Route 66 (SR-66) from Pepper Ave. (postmile 20.1) to H Street (postmile S23.2), or on Interstate 215 at Little League Drive Overcrossing (postmile 14.9) in San Bernardino County. This alternative does not meet the purpose and need, and thus is not a practical alternative.

Preferred Alternative

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

Permits and Approvals Needed

The following permits, licenses, agreements, and certifications (PLACs) would be expected for the proposed project construction:

Agency	PLAC	Status
United States Army Corps of Engineers	Rivers and Harbors Section 408 Permit, Clean Water Act (CWA) Section 404 Permit, & Preliminary Jurisdictional Determination (PJD), and CWA Section 401 Permit	Applications for Sections 408 and 404 permits expected after final environmental document (FED) approval. PJD may be requested after final environmental document (FED) approval.
California Department of Fish and Wildlife	1602 Streambed Alteration Agreement	Application for permit expected after FED approval.
Santa Ana Regional Water Quality Control Board	Waste Discharge Requirements and Water Quality Certification	Application for permit expected after FED approval.
State Historic Preservation Officer	Memorandum of Agreement (MOA)	MOA expected following the circulation of draft environmental document (DED).
California State Water Resources Control Board	Construction General Permit	Storm Water Pollution Prevention Plan (SWPPP) would be completed prior to project construction.
United States Environmental Protection Agency	National Pollutant Discharge Elimination System (NPDES) Permit	Storm Water Data Report (SWDR) would be prepared and updated at approval of the FED and at each subsequent phase of the project.

Chapter 2 – California Environmental Quality Act (CEQA) Evaluation

This chapter is used to document and discuss Caltrans' significance determinations under CEQA. According to CEQA Guidelines, Section 15064(b), "the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban area may be significant in a rural area."

CEQA Environmental Checklist

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 impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

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?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Regulatory Setting

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

CEQA Significance Determinations for Aesthetics

a) No Impact

The proposed project would not have a substantial adverse impact on a scenic vista because the project area does not include any scenic vistas.

b) No Impact

SR-66 are I-215 are both not designated as state scenic highways and are not noted in the County of San Bernardino 2006 General Plan Program as a county-designated scenic route.

c) Less Than Significant

According to the February 17, 2022, Caltrans District 8 Scenic Resource Evaluation Memorandum for the proposed project, the proposed project would only impact the visual environment of the project site by removing existing vegetation, such large oaks trees, and by adding a retaining wall. However, the proposed project would minimize its visual impacts by including the replacement of

trees at a ratio of 1:1 (visual impact [VIS] measure VIS-1) and other revegetation in the project area (VIS-5), as well as aesthetic treatments on the retaining wall to diminish its perceived height (VIS-2). Thus, the impacts of the proposed project are anticipated to be less than significant.

d) No Impact

The project would not implement or create any new sources of light or glare that would adversely affect day or nighttime views in the area.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard Best Management Practices (BMPs), the BMPs in the stormwater pollution prevention plan (SWPPP), and 2018 Caltrans Standard Specifications (or latest version) will be implemented to minimize effects during construction.

VIS-1: Tree Replacement. Any removal of trees shall be allocated a replacement in kind with a minimum ratio of 1:1 with a 48-inch box to achieve a comparable landscape to what was existing prior to construction. Upon further evaluation of the project by the district landscape architect during the design phase, this ratio may be adjusted.

VIS-2: Wall Aesthetics. Wall aesthetics shall be provided to diminish the perceived height of the retaining wall and improve compatibility with pedestrians.

VIS-3: Erosion Control. Erosion control shall be provided for all disturbed soil areas per water board guidelines or as determined by the district landscape architect.

VIS-4: Invasive Plant Species Removal. All invasive plant species found within the project limits shall be removed.

VIS-5: Revegetation. Revegetation shall be maximized to provide biologically appropriate habitats for the regional ecology.

VIS-6: Minimization of Vegetation Removal and Ground Work. Vegetation and tree removal (especially for larger trees), trenching, and impacts caused by grading and sloping shall be minimized.

AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:	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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Regulatory Setting

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

CEQA Significance Determinations for Agriculture and Forest Resources

a) No Impact

According to the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) (accessed February 12, 2022) pursuant to Section 65570 of the California Government Code, there are no farmlands or vacant lands that are designated as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance within the vicinity of the proposed project. The FMMP indicates that the project impact area only incudes land designated as urban and built-up land, grazing land, and other land. Due to the absence of farmlands, farmland conversion would not occur; therefore no impact related to this issue would result from the proposed project.

b) No Impact

According to the City pf San Bernardino (2005), there are no parcels under a Williamson Act contract within the proposed project limits.

c & d) No Impact

There are no forest or timberlands within the proposed project limits.

e) No Impact

There are no other changes anticipated to farmland or forest land.

Avoidance, Minimization, and/or Mitigation Measures
None

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?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Regulatory Setting

The Federal Clean Air Act as amended, is the primary federal law that governs air quality while the California Clean Air Act is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency and the California Air Resources Board, set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards. NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide, nitrogen dioxide (NO2), ozone (O3), particulate matter (PM)—which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM10) and particles of 2.5 micrometers and smaller (PM2.5)—and sulfur dioxide (SO2). In addition, national and state standards exist for lead (Pb), and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H2S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition. Regulatory Setting

CEQA Significance Determinations for Air Quality

The Caltrans District 8 Environmental Engineering Studies March March 11, 2022 Air Quality Memorandum and March 11, 2022, Transportation Air Quality Conformity Findings Checklist for the proposed project were used to make the following CEQA significance determinations.

a, b, & c) No Impact

The proposed project location is in the South Coast Air Basin, within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The SCAQMD is the primary agency responsible for writing the Air Quality Management Plan (AQMP) in cooperation with the Southern California Association of Governments (SCAG), local

governments, and the private sector. The AQMP provides the blueprint for meeting state and federal ambient air quality standards.

This proposed project is not a capacity-increasing transportation project; therefore, 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. According to the table 1 of the Caltrans Carbon Monoxide Protocol and table 2 of the Code of Federal Regulations (CFR) 93.126, this project is also exempt from all emissions analysis. Thus, the proposed project would 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 would be less than significant.

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 (air quality [AQ] measure AQ-1). Impacts would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard Best Management Practices (BMPs), the BMPs in the stormwater pollution prevention plan (SWPPP), and 2018 Caltrans Standard Specifications (or latest version) will be implemented to minimize effects during construction.

AQ-1: Air Quality. The proposed project shall comply with Caltrans Standard Specifications Section 14-9, Air Quality, which requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality.

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?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Regulatory Setting

Wetlands and Other Waters

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the US, including wetlands. Waters of the US include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. The lateral limits of jurisdiction over non-tidal water bodies extend to the ordinary high water mark (OHWM), in the absence of adjacent wetlands. When adjacent wetlands are present, CWA jurisdiction extends beyond the OHWM to the limits of the adjacent wetlands. To classify wetlands for the purposes of

the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the US Army Corps of Engineers (USACE) with oversight by the US Environmental Protection Agency (US EPA).

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

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with US EPA's Section 404(b)(1) Guidelines (40 Code of Federal Regulations [CFR] 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the US EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the US) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a "least environmentally damaging practicable alternative" (LEDPA) to the proposed discharge that would have lesser effects on waters of the US, and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, EO 11990 states that a federal agency, such as FHWA and/or the Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Alternative Finding must be made.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs) and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or

exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the US. This is most frequently required in tandem with a Section 404 of the CWA permit request.

Plant Species

The US Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA).

This section of the document discusses all other special-status plant species, California Native Plant Society (CNPS) rare plants.

The regulatory requirements for FESA can be found at 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Caltrans projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), found at California Public Resources Code, Sections 21000-21177.

Animal Species

Many state and federal laws regulate impacts to wildlife. The US Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the following sections. All other special-status animal species are also discussed here.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 3503 and 3503.5 of the California Fish and Game Code

- Sections 4150 and 4152 of the California Fish and Game Code

Threatened and Endangered Species

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA) (and Caltrans, as assigned), are required to consult with the US Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement or a Letter of Concurrence. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2080 of the California Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFW. For species listed under both FESA and CESA requiring a Biological Opinion under Section 7 of FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Invasive Species

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State's invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

Biological Setting

The February 10, 2022, Caltrans District 8 Natural Environment Study (Minimal Impacts) [NESMI] for the proposed project includes the following information and was used to make the following CEQA significance determinations.

The proposed project lies within the San Bernardino South and San Bernardino North, California United States Geological Survey (USGS) 7.5-minute quadrangles. The surrounding terrain along SR-66 is relatively flat, with elevation ranging from approximately 1,061 feet above mean sea level (AMSL) to 1,215 feet AMSL, with a gradual ascent in a westerly direction, and the feet AMSL is 1,800 at the I-215 Little League Overcrossing. Average annual precipitation is approximately 22.61 inches, which falls primarily as rain.

The proposed project is located within the San Bernardino Mountains region of the Southwestern California Province. The natural vegetation of the region is characterized primarily of Riversidian alluvial fan sage scrub alliances, consisting of scattered shrubs with large inter-shrub spaces, and nonnative annual grassland. Jurisdictional waters that cross the project limits are Lytle Creek and East Branch Lytle Creek.

Three (3) sensitive natural communities, forty-three (43) special-status plant species, and forty (40) special-status animal species could potentially be found within the proposed project vicinity, a two-mile radius of the project site (Appendix B, Table 1). These species and natural communities were compiled from the USFWS Information Planning and Conservation (IPaC) system (2021) (see Chapter 4, Public Agency Consultation section), CDFW California Natural Diversity Database (2021), and California Native Plant Society botanical records (2021).

A variety of surveys were conducted to access the biological resources within the biological study area (BSA), which consists of the project limits and a 500-feet buffer area. A Google Earth Pro virtual 'windshield survey' was conducted on December 20, 2020. The following field surveys were conducted during 2021 under fair weather conditions. Caltrans qualified staff conducted a general habitat assessment and bat habitat suitability assessment surveys at Lytle Creek Basin Overhead, Lytle Creek Channel, and East Branch Lytle Creek bridges on February 12, 2021, and at Little League Drive Overcrossing Bridge on May 13, 2021. Subsequent bat habitat suitability assessment survey were conducted on October 27, 2021, by an ECORP Consulting, Inc. bat biologist, along with Caltrans qualified staff, at Lytle Creek Basin Overhead, Lytle Creek Channel, East Branch Lytle Creek, and Little League Drive Overcrossing bridges. On November 28, 2021, Caltrans qualified staff also conducted a general habitat assessment survey on an old and open agricultural property on the northwest corner of SR-66 and Terrace Road.

The biological conditions of the BSA primarily consist of development and remaining natural communities of perennial scrub associated with Lytle Creek Wash and Channel. Habitat types found in the BSA include disturbed/developed habitat, ruderal habitat, coastal scrub, and Riversidian alluvial fan sage scrub habitat.

A total of seventeen (17) animal species were either directly observed or detected through the presence of signs within the BSA. These included the following fourteen (14) bird species: red-tailed hawk (*Buteo jamaicensis*), killdeer (*Charadrius vociferus*), mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*) , California scrub jay (*Aphelocoma californica*), cliff swallow (*Petrochelidon pyrrhonota*), ruby-crowned kinglet (*Regulus calendula*), northern mockingbird (*Mimus polyglottos*), European starling* (*Sturnus vulgaris*), yellow-rumped warbler (*Setophaga coronate*), white-crowned sparrow (*Zonotrichia leucophrys*), house finch (*Haemorhous mexicanus*), lesser goldfinch (*Spinus psaltria*), and house sparrow* (*Passer domesticus*). These also included the following three (3) mammal species: unidentified bat species (suborder Microchiroptera), Botta's pocket gopher (*Thomomys bottae*), and California ground squirrel (*Otospermophilus beecheyi*).

A total of twenty-three (23) plant species were observed within the BSA and included the following plant species: elderberry spp. (*Sambucus* spp.) white goosefoot (*Chenopodium album*), Peruvian

pepper tree* (*Schinus molle*), Mexican fan palm* (*Washingtonia robusta*), rubber rabbitbrush (*Ericameria nauseosa*), telegraph weed (*Heterotheca grandiflora*), Russian thistle* (*Salsola tragus*), deerweed (*Acmispon glaber*), Bauhinia tree* (*Buahinia* spp.), coast live oak (*Quercus agrifolia*), vinegar weed (*Trichostema lanceolatum*), avocado tree* (*Persea americana*), red gum* (*Eucalyptus* species), Aleppo pine (*Pinus halepensis*), stone pine (*Pinus pinea*), western sycamore (*Platanus racemosa*), slender wild oat* (*Avena fatua*), ripgut grass* (*Bromus diandrus*), foxtail chess* (*Bromus madritensis* ssp*. rubens*), California buckwheat (*Eriogonum fasciculatum*), puncture vine (*Tribulus terrestris*), Bermuda grass (*Cynodon dactylon*), and fountain grass* (*Pennisetum setaceum*).

*Non-native species

CEQA Significance Determinations for Biological Resources

a) Less Than Significant Impact

Special-Status Plant Species

Fourteen (14) special-status plants have suitable habitat in the biological study area (Appendix B, Table 1) consisting of Riversidian alluvial fan sage scrub habitat, coastal scrub habitat, sandy and gravelly soils, and an ephemeral wash (Lytle Creek) that are capable of supporting these species. Although no special-status plants were observed in the biological study area (BSA) during the general habitat assessment survey, at least 115 plants of Santa Ana River woolly-star were observed in the BSA in 2012.

The proposed project impact area itself would be confined to the paved travel way with disturbed soils void of suitable habitat for these special-status plant species. However, avoidance and minimization measures would still be implemented and include rare plant preconstruction surveys and fencing to avoid impacts to adjacent potential habitat (environmental commitment measure Bio-Plant-1, Bio-General-7, and Bio-General-8). Thus, the proposed project would have a less than significant impact on these special-status plant species.

Special-Status Animal Species

Twenty-two (22) special-status animal species have suitable or marginal habitat in the BSA (Appendix B, Table 1). These special-status species, including one (1) insect species, five (5) reptile species, six (6) bird species, and ten (10) mammal species, could exist in one or more of the habitats that exist in the BSA. The potential habitats of these special-status species include fallow fields, annual grassland, coastal scrub, Riversidian alluvial fan sage scrub, trees, and man-made structures like bridges. In particular, some of the Riversidian alluvial fan sage scrub within the BSA includes USFWS-designated critical habitat for the San Bernardino kangaroo rat.

Previous small mammal trapping efforts in the Riversidian alluvial fan sage scrub within the BSA yielded thirty-five (35) Los Angeles pocket mice in 2002, and nine (9) San Bernardino Kangaroo rats in 2016. The Los Angeles pocket mouse is a state-designated species of special concern, and the San Bernardino kangaroo rat is a federally-listed endangered species and a candidate for state endangered species status. Although no trapping efforts were made and no special-status rodents were observed more recently in the BSA during the biological resources review for this project, avoidance and minimization measures would be implemented to protect San Bernardino kangaroo rats and all other special-status species that could be using this Riversidian alluvial fan sage scrub

habitat (environmental commitment measures Bio-Plant-1, Bio-General-8, Bio-General-9, Bio-General-11, and Bio-General-PSM-17).

The project impact area itself would be confined to the paved travel way with disturbed soils void of suitable habitat for many of these special-status animal species. However, avoidance and minimization measures (such as bird and bat preconstruction surveys, and protective fencing) would be implemented to avoid impacts to the species themselves and their potential habitat (environmental commitment measures Bio-Avian-1, Bio-Avian-2, Bio-General-2, Bio-General-7, Bio-General-8, Bio-General-PSM-17, Bio-General- PSM-18, Bio-Bat-PSM-2, Bio-Bat-PSM-3, and Bio-Plant-1).

With these avoidance and minimization measures in place, Caltrans has made the following determinations. Pursuant to Section 7(a)(2) of the Federal Endangered Species Act (FESA), the proposed project would have 'no effect' on federally-listed species or their designated critical habitats. Pursuant to the California Endangered Species Act (CESA), the proposed project would result in 'no take' to state-listed or candidate species, and would not cause species of special concern and rare species to trend towards becoming listed. Thus, the project will not require a Section 2081(b) incidental take permit from the California Department of Fish and Wildlife (CDFW).

The proposed project would have a less than significant impact on these special-status animal species.

Fisheries

Although the proposed project is located within a National Marine Fisheries Service jurusdictional area, the proposed project would have 'no effect' on National Marine Fisheries Service listed species or 'essential fish habitat.' Thus, 'essential fish habitat' consultation with the National Marine Fisheries Service would not be required and the proposed project would have no impact on fisheries.

b) Less Than Significant Impact

The BSA has minimal riparian habitat, with only a few shrubs and trees, and contains only one sensitive natural community, Riversidian alluvial fan sage scrub, which is located in Lytle Creek. Riversidian alluvial fan sage scrub habitat has a state rank of S1.1, which means it is at 'high risk of extinction or elimination,' and it has a 'very threatened status.' The project impact area itself would be confined to the paved travel way with disturbed soils void of this sensitive natural community. However, avoidance and minimization measures would still be implemented to avoid impacts to any Riversidian alluvial fan sage scrub (biological resource [Bio] measures Bio-Plant-1, Bio-General-7, and Bio-General-8). Thus, the proposed project would have a less than significant impact on riparian habitat or other sensitive natural communities.

c) No Impact

The biological study area (BSA) of the proposed project is under jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB). The BSA is located within the Santa Ana River Watershed and the Upper Santa Ana River sub-watershed.

According to the December 20, 2021 Jurisdictional Delineation Report completed as part of the 2022 NESMI for this project, the proposed project would impact Waters of the State and Waters of the U.S. The BSA and project impact area contain two (2) jurisdictional drainages pursuant to the Porter

Cologne Water Quality Control Act, Section 1602 of the California Fish and Game Code, and Clean Water Act (CWA) Sections 401, 404, and 408. These drainages include Lytle Creek and East Branch Lytle Creek, which are channelized intermittent streams that cross underneath two bridges along SR-66 at postmiles (PM) 21.3 and 21.5 respectively. This evaluation is considered preliminary and would not be considered final until concurrence has been obtained by the agencies with jurisdiction over the resources which include the following: USACE, CDFW, and SARWQCB. For the proposed project work, the following permits are anticipated: Waste Discharge Requirements from the SARWQCB, a Section 1602 Streambed Alteration Agreement from CDFW, and a CWA Section 401 Water Quality Certification from SARWQCB. A Preliminary Jurisdictional Delineation (PJD) from the USACE may be requested during the project's design phase.

The drainage facility improvements on I-215 near the Little League Drive Overcrossing would not require USACE 404, RWQCB 401, and CDFW 1602 permits. However, according to the preliminary evaluation in the 2022 NESMI, this drainage facility is a potential Waters of the State and could be subject to SARWQCB Waste Discharge Requirements.

However, no jurisdictional wetlands or wetland indicator features were identified in the BSA. Thus, the proposed project would not impact any state- or federally-protected wetlands.

d) Less Than Significant Impact

Transportation facilities, particularly freeways and roadways, pose an inherent barrier to wildlife and habitat connectivity. However, the proposed project would occur on the existing interstate and state route alignments, and thus would pose no risk of reducing or worsening the existing levels of habitat connectivity. Although the project work would be occurring in the Lytle Creek Channel and the East Branch Lytle Creek, and both of these water are potential wildlife movement corridors, the channels themselves would not be significantly affected by the proposed project. Thus, the proposed project would not affect any migratory wildlife corridors or the movement of any native resident or migratory fish or wildlife species.

The proposed project would include work on four bridges, all of which have potential to house nesting birds or bat maternity colonies. Avoidance and minimization measures would be implemented and include bird and bat preconstruction surveys to avoid impacts to nesting birds and bat maternity colonies (environmental commitment measures Bio-Avian-1, Bio-Avian-2, Bio-General-2, Bio-General-7, Bio-General-PSM-17, Bio-Bat-PSM-2, Bio-Bat-PSM-3, and Bio-General-PSM-18). Thus, the proposed project would have a less than significant impact on wildlife nursery sites.

e) No Impact

The proposed project would include the removal of several native trees, including several mature coast live oaks and an elderberry tree. To minimize the loss of trees being removed due to the project, Caltrans would be replacing these trees in kind at a 1:1 ratio with a 48-inch box (visual impact measure VIS-1).

Tree removal at the scale required by this project is permissible in the City of San Bernardino. However, if tree removal exceeds five (5) trees on more than one acre within a 36 month period, Caltrans would apply for a tree removal permit from the city per San Bernardino Municipal Code Section 19.28.100 (biological resource [Bio] measure Bio-General-12).

The proposed project would not conflict with local policies or ordinances protecting biological resources.

f) No Impact

The proposed 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/or Mitigation Measures

Caltrans Standard Best Management Practices (BMPs), the BMPs in the stormwater pollution prevention plan (SWPPP), and 2018 Caltrans Standard Specifications (or latest version) will be implemented to minimize effects during construction.

Bio-Avian-1: Preconstruction Nesting Bird Survey. If project activities cannot avoid the nesting season, generally regarded as Feb. 1 – Sept 30, then preconstruction nesting bird surveys must be conducted 3-days prior to construction by a qualified 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 qualified biologist and/or monitored until the young have fledged or the nest is no longer active.

Bio-Avian-2: Pre-Construction Burrowing Owl Survey. Two burrowing owl preconstruction surveys must be performed: one survey 14-30 days prior to project activities, and one survey 24 hours prior to project activities within and adjacent to suitable habitat areas (e.g. staging areas, fallow fields, annual grassland).

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

Bio-General-2: Temporary Artificial Lighting Restrictions. Artificial lighting must be directed at the work site to minimize light spillover outside of the construction footprint if project activities occur at night.

Bio-General-7: Worker Environmental Awareness Program (WEAP). A qualified biologist must present a biological resource information program/WEAP for Riversidian alluvial fan sage scrub habitat and special-status species found within the BSA 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-General-8: Biological Monitor. The qualified biologist must monitor project activities weekly to ensure that measures are being implemented and documented at the following location: Lytle Creek Channel Bridge (SBD-66-PM 21.5), East Branch Lytle Creek Channel Bridge (SBD-66-PM 21.3), and Little League Drive Overcrossing Bridge (SBD-215-PM 14.9).

Bio-General-Project Specific Measure (PSM)-18: Removal of Nests Prior to Nesting Season. Weekly inspection of the project site for cliff swallow nest building activity shall begin by February 15. If cliff swallows (*Hirundo pyrrhonta*) begin colonizing the bridge prior to beginning bridge work, all nest precursors (mud placed by swallows for construction of nests) shall be washed down at least once daily until swallow's cease trying to construct nests. This activity shall not result in harm or death to adult swallows. If intact cliff swallow nests must be removed, they should be removed prior to nesting

season (October 1 to January 31) under the direct supervision of a biologist with a Memorandum of Understanding from CDFW to handle bats, and in such a way that the nest is kept intact and not dropped to the ground until it can be inspected by the qualified bat biologist. A qualified bat biologist is required for removal of cliff swallow nests due to documented occurrences of bat roosting behavior within swallow nests.

Bio-General-9: Environmentally Sensitive Area (ESA). To address impacts to Riversidian alluvial fan sage scrub habitat, San Bernardino Kangaroo Rat designated critical habitat, and special-status species delineate the construction access road as shown on the plans and/or described in the specifications at the following location: Lytle Creek Bridge Access Road (SBD-66-PM 21.5).

Bio-General-11: Environmentally Sensitive Area (ESA) Fence Removal. All fencing must be removed as a last order of work. During removal, a qualified biologist must be present.

Bio-General-12: Tree Removal Permit. If tree removal exceeds five (5) trees on more than one acre within a 36-month period, Caltrans shall apply for a tree removal permit from the city per San Bernardino Municipal Code Section 19.28.100.

Bio-Bat-PSM-2: Preconstruction Bat Emergence Surveys. To avoid impacts to special-status and regulatory bat species, preconstruction bat emergence surveys must be conducted fourteen (14) days prior to construction by a qualified bat biologist to locate and avoid roosting bats at the following locations: Lytle Creek Basin OH Bridge, Lytle Creek Channel Bridge, East Branch Lytle Creek Channel Bridge, Little League Drive OC Bridge, I-215 drainage facility near the Little League Drive OC. Surveys shall be conducted by a qualified bat biologist under appropriate weather conditions and moon phase. Project activities may proceed as planned if no evidence of bat occupation of the structure is identified during the surveys and the biologist determines that roosting bats are unlikely to be affected by the project activities slated to occur. Project activities at a given structure must begin within 14 days of the nighttime survey or the survey will need to be repeated. The project bat biologist will identify the bats to the species level and evaluate the colony to determine its size and significance if evidence of bat occupation is identified during surveys. The biologist will then provide additional measures to avoid impacts to roosting bats and/or as recommended by CDFW. Measure provided would be specific to the individual roost situation, species present, and proposed construction activities, and may include, but not be limited to the following: a) postponement of project activities within 300-feet of the roost must occur outside of the maternity season if a maternity colony is identified to be occupying the structure, and b) monitoring of project activities by a qualified bat biologist. Project activities that do not produce noise or vibrations substantially higher than ambient conditions may be conducted during the maternity season if necessary, at the biologist's discretion and/or as recommended by CDFW. If the biological monitor determines that roosting bats are disturbed by construction activities, construction activities in the vicinity shall cease immediately and additional avoidance measures (e.g., installation of a noise shroud or sound curtain) and/or agency coordination shall be required before activities within the vicinity resume.

Bio-Bat-PSM-3: Tree Removal. If impacts to trees are unavoidable the following steps would be required. Caltrans will identify specific trees to be modified or removed and notify the qualified bat biologist. The qualified bat biologist will assess the potential of each tree to house a maternity colony. If crevice and/or cavity features are present, summer night-time surveys will be conducted to determine if a maternity colony is present. If a maternity colony is present, tree removal and/or modification must occur in the fall (after flightless young have become volant) and under the supervision of a designated bat biologist. If no crevice and/or cavity features are present, the designated bat biologist will supervise the two-step process of tree removal to avoid direct mortality of foliage-roosting species.

Bio-General-Project Specific Measure (PSM)-17: Night Access Restriction. To avoid impacts to San Bernardino kangaroo rat and its designated critical habitat, work is only allowed two hours after sunrise to two hours before sunset at the following location: Lytle Creek Bridge Access Road (SBD-66-PM 21.5). If work within the no-work exclusionary timeframe is necessary, a stop-work order will be enforced until such time as Caltrans can work with the U.S. Fish and Wildlife Service to identify whether a section 7 permit is necessary. This stop-work order may last for 135 calendar days or more, with the contractor responsible for all standby costs in the interim period.

Project impacts to jurisdictional areas will be mitigated and coordinated with the USACE, RWQCB, and CDFW and shall include all permit conditions as deemed appropriate by the respective resource agencies.

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?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

Regulatory Setting

The California Environmental Quality Act (CEQA) requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as "unique" archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j). In 2014, Assembly Bill 52 (AB 52) added the term "tribal cultural resources" to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

PRC Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the National Register of Historic Places (NRHP) listing criteria. It further requires Caltrans to inventory state-owned structures in its right of way.

Cultural Resources Setting

Caltrans uses a single process to fulfill its CEQA, PRC 5024, and National Historic Preservation Act (NHPA) Section 106 responsibilities for projects on which Caltrans is the Lead Agency. This process a is typically documented in a Caltrans Historic Property Survey Report (HPSR). Information in this section of the IS was taken from the Caltrans District 8 Historic Property Survey Report (HPSR) approved for the project on November 11, 2021.

The HPSR documents Caltrans Professionally Qualified Staff (PQS) efforts to identify, evaluate, and assess effects on Historic Properties / Historical Resources within the APE that may be affected by the project. These efforts included development of the APE, or the area in which the project has the potential to affect historical resources, consultation with interested parties such as local historical societies and Native American Tribes, a record search of previously identified cultural resources in the project area, a field survey of the APE, and an effects assessment.

These efforts determined that six (6) properties within the APE are considered eligible for inclusion in the National Register of Historic Places (NRHP). Historic properties eligible for the NRHP are also considered to be Historical Resources eligible for the California Register of Historical Resources (CRHR) and therefore are considered to be Historical Resources for the purposes of CEQA:

- CA-SBR-002910/Route 66: Route 66 in its entirety from Chicago to Los Angeles has been determined eligible for NRHP by the Keeper of the Register (March 2012). In addition, a MPDF for Route 66 in California was prepared in September 2011. The section of Route 66 in the APE is a State-Owned Historical Resource on the Master List.

- Wigwam Village No. 7: An NRHP nomination form was prepared for the Wigwam Motel or "Wigwam Village No. 7" (located at 2728 W. Foothill Blvd.) in 2011 and the property was subsequently listed on the NRHP in January 2012. This property is not a State-Owned Historical Resource.

- Terrace Motel: This property is assumed to be eligible for the NRHP under Criterion A for its association with Route 66 in California under the context of Commercial/Motels under the theme of Auto and Tourism Businesses on Route 66 in California as outlined in the Route 66 in California Multiple Property District Form (MPDF)(2012). The period of significance for this property is between 1955 and 1974.

- San Bernardino Motel: This property is assumed to be eligible for the NRHP under Criterion A for its association with Route 66 in California under the context of Commercial/Motels under the theme of Auto and Tourism Businesses on Route 66 in California as outlined in the Route 66 in California MPDF (2012). The period of significance for this property is between 1955 and 1974.

- The Route 66 Foothill Motel: This property is assumed to be eligible for the NRHP under Criterion A for its association with Route 66 in California under the context of Commercial/Motels under the theme of Auto and Tourism Businesses on Route 66 in California as outlined in the Route 66 in California MPDF (2012). The period of significance for this property is between 1955 and 1974.

- Old Orchard/Citrus Ranch on Terrace Road: This property is assumed to be eligible under Criterion D for the data potential of its historic debris and potential of its buried subsurface features. Should subsurface deposits be located on the property, they may be able to answer a number of research questions. The period of significance for this property is from approximately 1928 to 1960.

No prehistoric archaeological sites were identified within or adjacent to the APE for the Project.

CEQA Significance Determinations for Cultural Resources

a & b) Less Than Significant Impact

As part of the HPSR documentation process, Caltrans PQS also prepared a Finding of Effect (FOE) assessment to assess the effects of the project on the six identified Historic Properties / Historical Resources potentially affected by the project. Caltrans determined that the project would not have an Adverse Effect on any of the subject Historic Properties / Historical Resources as follows:

Summary Findings of Effect

PROPERTY	AFFECT FINDING	AVOIDANCE/MINIMAL IMPACT
Route 66/Foothill Blvd.	No Adverse Effect	All proposed work will take place within existing facilities. No additional disturbances outside previous disturbances.
Wig Wam Village No. 7	No Adverse Effect	All proposed work will take place within existing facilities. No additional disturbances outside previous disturbances. No work will involve contributing features that have been identified for the property. Sidewalk and driveway work may require removal of part of low retaining wall at front of property (to be replaced) as well as a portion of modern planters that flank the double driveway.
Terrace Motel	No Adverse Effect	No work proposed at this location.
San Bernardino Motel	No Adverse Effect	All work will take place within existing facilities. New sidewalk installation and driveway work will not impact any features that contribute to the property; triangular sign base to be avoided.
Route 66 Foothill Motel	No Adverse Effect	All work will take place within existing facilities. New sidewalk work many require removal of part or all of modern block planter at east section of frontage. Work will not impact any features that contribute to the historic property.
Old Orchard/Citrus Ranch Site	No Adverse Effect	All work will take place within the existing facilities. Installation of new sidewalks will require slope removal and replacement of existing driveway and installation of new higher retaining wall. No features that contribute to the historic site will be impacted by the proposed work. No features that have the potential to contribute to the site will be impacted by the proposed project. Orchard and agricultural uses of the parcel were not located at or immediately adjacent to the frontage of the parcel which consists of modern concrete driveway and low retaining wall and slope.

To ensure that there would be no adverse effects / Significant impacts to any of the Historic Properties / Historical Resources, Caltrans will implement cultural resources measures CR-1 though CR-4 listed at the end of this section.

Caltrans, in accordance with its responsibilities under Section 106 PA Stipulation X.B.2 and as applicable PRC 5024 MOU Stipulation X.B.2.a, has determined a Finding of No Adverse Effect is appropriate for this project, and requested the State Office of Historic Preservation (SHPO) concurrence in this finding. The SHPO concurred with Caltrans findings via letter February 7, 2022. Subsequently, Caltrans determined that the proposed project would cause a less than significant change in the significance of a historical or archaeological resource pursuant to section 15064.5.

As noted above, no prehistoric archaeological sites were identified within the proposed project's APE.

c) No Impact

The proposed project would not disturb any human remains, including those interred outside of dedicated cemeteries.

Avoidance, Minimization, and/or Mitigation Measures

CR-1: Buried Cultural Resources. 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: Human Remains. 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 Native American Heritage Commission (NAHC), which will then notify the most likely descendent (MLD). At this time, the person who discovered the remains will contact 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: Environmentally Sensitive Areas. There shall be designated environmentally sensitive areas (ESAs), where all project related activities or inadvertent disturbances shall be prohibited.

CR-4: Archaeological Monitors. An archaeological monitor is assigned to monitor job site activities within the archaeological monitoring area (AMA). Do not work within the AMA unless the archaeological monitor is present. If archaeological resources are discovered within an AMA, comply with Caltrans Standard Plans Section 14-2.02.

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?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Regulatory Setting

The California Environmental Quality Act (CEQA) Guidelines Section 15126.2(b) and Appendix F, Energy Conservation, require an analysis of a project's energy use to determine if the project could result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

CEQA Significance Determinations for Energy

a) No Impact

Caltrans would implement greenhouse gas (GHG) measures GHG-1 to GHG-3, a transportation management plan (transportation measure TR-1), and best management practices (BMPs) to prevent wasteful, inefficient, or unnecessary consumption of resources during construction or operation of the proposed project. Thus, the proposed project would have no impact on the environment due to wasteful, inefficient, or unnecessary consumption of energy resources.

b) No Impact

The proposed project does not conflict with any known state or local plan for renewable energy or energy efficiency. Thus, the project would have no impact on any such plans.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard Best Management Practices (BMPs) and 2018 Caltrans Standard Specifications (or latest version) will be implemented to minimize effects during construction.

GHG-1: Emissions Reductions. The proposed project shall comply with Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reductions, which require contractors to comply with all laws applicable to the project and to certify that they are aware of and will comply with all California Air Resources Board (ARB) emission reduction regulations.

GHG-2: Energy-Efficient Lighting. The proposed project shall incorporate the use of energy-efficient lighting, such as light-emitting diode (LED) pedestrian signals, to help reduce the project's CO_2 emissions.

GHG-3: Recycling. The proposed project would recycle construction debris as practicable.

TR-1: Traffic Management Plan (TMP). Prior to construction, a TMP will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction.

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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Regulatory Setting

Topographic and geologic features are protected under the California Environmental Quality Act (CEQA).

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using the Caltrans Seismic Design Criteria (SDC).

CEQA Significance Determinations for Geology and Soils

a) (i) Less Than Significant Impact

Portions of the proposed project site, particularly the Lytle Creek Channel Bridge and East Branch Lytle Creek Bridge, are located within an Alquist-Priolo Earthquake Fault Zone (SBCLUS 2021). According to Caltrans professionally qualified staff, the Lytle Creek Channel Bridge would not require seismic retrofitting for widening; however a seismic analysis of the East Branch Lytle Creek Bridge would occur for both the existing and widened structure to determine if seismic retrofitting would be required. The other two bridges, Lytle Creek Basin and Little League Drive Overcrossing bridges are located over 0.25 miles and 0.5 miles, respectively, from an earthquake fault zone. The new retaining wall at Terrace Road would be just outside of the fault zone at just over 0.1 miles away. However, since all bridge structures and the retaining wall would be designed using Caltrans Seismic Design Criteria (SDC), the proposed project would be expected to cause less than significant adverse impacts as the result of an earthquake.

a) (ii) Less Than Significant Impact

The proposed project would not cause any strong seismic ground shaking, such as pile driving, and no other sources of human-made strong seismic ground shaking are anticipated in the proposed project area. The only types of strong seismic ground shaking expected would be natural earthquakes; however all bridges would be designed using Caltrans Seismic Design Criteria. Thus, the proposed project would be expected to cause less than significant adverse impacts as the result of strong seismic ground shaking.

a (iii), a (iv), c, & d) Less Than Significant Impact with Mitigation Incorporated

The soils within the proposed project area are sandy or expected to be sandy. According to the Caltrans Water Quality Tool (2022), the proposed project is located entirely in a geologic area with rock types consisting of alluvium, lake, playa, and terrace deposits that are unconsolidated and consolidated. At the Little League Drive Overcrossing Bridge site at I-215, PM 14.9, soils down to 5 feet consist of 81 to 96% sand, 2 to 17% silt, and 3% clay. Although the soil type is not mapped in SR-66 from PM 20.1 to S23.2 in the Caltrans Water Quality Tool (2022), the soil within one mile north and uphill/upstream of this location consists of more than 67% sand with approximately equal parts of silt and clay; thus the SR-66 location soil is expected to have similarly high levels of sand as well.

Although the project site is not located in an area of ‘generalized landslide susceptibility,’ portions of the project site are located in areas with generalized liquefaction susceptibility and liquefaction could cause landslides on the slopes where the bridges are located. In particular, the East Branch Lytle Creek Bridge is located in an area with a ‘medium’ level of ‘generalized liquefaction susceptibility’ and Little League Drive Overcrossing Bridge is located in an area with a ‘high’ level of ‘generalized liquefaction susceptibility’ (SBCLUS 2021).

Since there would be a risk of liquefaction at the proposed project site and the soil within the project site has not yet been analyzed for stability and expansive qualities, subsurface investigations would be performed during the design phase of the project to determine if additional foundation options for the bridges and/or mitigation strategies would be required to stabilize the material on the project site (GEO-1). Thus, the proposed project would be expected to cause a less than significant impact with mitigation incorporated as the result of liquefaction, landslides, unstable soil or geologic unit, or expansive soil.

a) Less Than Significant Impact

State jurisdiction requires that an approved Storm Water Pollution Prevention Plan (SWPPP) be prepared for projects that involve greater than one acre of disturbance. Because the proposed project would disturb 1.2 acres of land due to construction activities, a SWPPP would be completed and implemented for this project. The SWPPP would specify best management practices (BMPs) that would minimize erosion and keep all products of erosion from moving off site into receiving waters.

Earthwork in the project area would be performed in accordance with the most current edition of the Caltrans Standard Specifications, the project SWPPP, and the requirements of applicable government agencies (visual impact measure VIS-3). Thus, the proposed project would create a less than significant impact on soil erosion or the loss of topsoil.

e) No Impact

The proposed project would not require the need for any waste water disposal systems so neither the project nor the soil would impact the use of a waste water disposal system.

f) No Impact

The proposed project is expected to only require a maximum excavation of about four to five feet in previously-disturbed soil. Thus, the proposed project would not impact a unique paleontological resource or site or unique geologic feature.

Avoidance, Minimization, and/or Mitigation Measures
Caltrans Standard Best Management Practices (BMPs), the BMPs in the stormwater pollution prevention plan (SWPPP), and 2018 Caltrans Standard Specifications (or latest version) will be implemented to minimize effects during construction.

GEO-1: Subsurface Investigations. Subsurface investigations shall be performed during the design phase of the project to determine if additional foundation options for the bridges and/or mitigation strategies would be required to stabilize the material on the project site.

VIS-3: Erosion Control. Erosion control shall be provided for all disturbed soil areas per the California State Water Resources Board guidelines or as determined by the district landscape architect.

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?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

CEQA Significance Determinations for Greenhouse Gas Emissions

a) Less Than Significant Impact

While the proposed project would result in greenhouse gas (GHG) emissions during construction, Caltrans anticipates that the project would not result in any increase in operational GHG emissions. To reduce GHG emissions during and after construction, greenhouse gas measures GHG-1, GHG-2, GHG-3, air quality (AQ) measure AQ-1, transportation (TR) measure TR-1, and visual (VIS) impact measures VIS-1 and VIS-5 would be implemented. With these measures, the impact of the project's generation of GHG emissions on the environment would be less than significant (see Climate Change section for more details).

b) No Impact

The project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard best management practices (BMPs) and 2018 Caltrans Standard Specifications (or latest version) will be implemented to minimize effects during construction.

GHG-1: Emissions Reductions. The proposed project shall comply with Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reductions, which require contractors to comply with all laws applicable to the project and to certify that they are aware of and will comply with all California Air Resources Board (ARB) emission reduction regulations.

GHG-2: Energy-Efficient Lighting. The proposed project shall incorporate the use of energy-efficient lighting, such as light-emitting diode (LED) pedestrian signals, to help reduce the project's CO_2 emissions.

GHG-3: Recycling. The proposed project would recycle construction debris as practicable.

AQ-1: Air Quality. The proposed project shall comply with Caltrans Standard Specifications Section 14-9, Air Quality, which requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality.

TR-1: Traffic Management Plan. Prior to construction, a traffic management plan will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction.

VIS-1 Tree Replacement: Any removal of trees shall be allocated a replacement in kind with a minimum ratio of 1:1 with a 48-inch box to achieve a comparable landscape to what was existing prior to construction. Upon further evaluation of the project by the district landscape architect during the design phase, this ratio may be adjusted.

VIS-5 Revegetation: Revegetation shall be maximized to provide biologically appropriate habitats for the regional ecology.

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?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include

Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

CEQA Significance Determinations for Hazards and Hazardous Materials

The Caltrans District 8 Environmental Engineering Studies March 15, 2022, Initial Site Assessment Checklist for the proposed project was used to make the following CEQA "a," "b," "c," and "d" significance determinations.

a) Less Than Significant Impact

Although the proposed project may require the transportation and disposal of hazardous materials, such as treated wood waste and lead, appropriate hazardous material (HAZ) measures (HAZ-1 through HAZ-6) would be implemented to minimize exposure of these materials to workers, the public, and the environment. Thus, the proposed project would have a less than significant impact on the public or the environment through the routine transport, use, or disposal of hazardous materials.

b) Less Than Significant Impact

Caltrans professionally qualified staff conducted a search of the following selected governmental databases to identify sites of potential concern located within one mile of the project area: Cortese List databases (2021), Geotracker database (2021), and Envirostore database (2021). These databases are provided by the California Environmental Protection Agency, State Water Resources Control Board, and Department of Toxic Substances Control respectively. None of these databases indicated the presence of any known hazardous material sites in or near the proposed project area.

Exposure to lead can be a concern during transportation construction projects since lead can be found in soils and a variety of construction materials, such as paints. The presence of aerially deposited lead (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 before 1992. Since soil would be displaced during construction of the sidewalks and widening of the bridges, and no previous ADL studies in the area had been conducted, an ADL field investigation would be required for the proposed project. This ADL investigation would be performed before project construction to determine if ADL is present in the soil within the proposed project construction area and within the new right of way area. If the soil at the proposed project site is found to contain lead, a lead compliance plan would be required and implemented (measure HAZ-2). Field investigations would also be required to test for the lead content in striping, pavement markings, and any paint found on bridge rails. If lead is found in any of these materials, measures would be implemented to safely remove and dispose of these hazardous materials (measure HAZ-3)

The proposed project would also include field investigations for asbestos-containing material (ACM) in bridges prior to construction. If asbestos is found at regulated levels in any of these materials, measures would be implemented to safely remove and dispose of this hazardous material (HAZ-4)

With the implementation of measures HAZ-1 through HAZ-6, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c) Less Than Significant Impact

Several schools are within 0.25 miles of the proposed project site and include Romona-Alessandro, Casey, and Quanita B. Jones elementary schools near SR-66 and Cesar Chavez Middle School near Little League Drive Overcrossing. However, with the implementation of measures HAZ-1 through HAZ-6, the proposed project would not be expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d) No Impact

No potential hazardous materials sites were identified from the California Environmental Protection Agency Cortese List databases, which are compiled pursuant to Government Code Section 65962.5, within 0.5 mile of the proposed project site. Thus, the project is expected to create no hazard or impact to the public or the environment regarding the disturbance of any previously identified hazardous material sites.

e) No Impact

The proposed project is not within two miles of an airport or an airport use plan. Thus, the project would not result in a safety hazard or excessive noise for any people residing or working near the project area.

f) Less Than Significant Impact

During construction, the proposed project would require several temporary lane closures along SR-66, and full road closures on the Little League Drive Overcrossing and full directional road closures at PM 14.9 on I-215. However, a traffic management plan (transportation measure TR-1) would be prepared and coordinated with local emergency responders; the plan would include only minor temporary detours for limited hours over only a few days to minimize impacts to traffic during the project construction. In addition, the project itself would include road widening is expected to allow for improved traffic management, emergency access, and emergency response times. Thus, the proposed project would have a less than significant impact on the implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan.

g) No Impact

The proposed project area includes one location, Little League Drive Overcrossing Bridge at PM 14.9 on I-215, that is located within a ‘very high fire hazard severity zone’ as designated by the California Department of Forestry and Fire Protection (Cal Fire 2022), whereas the portion of the project along SR-66 is located in a local responsibility area with no state fire hazard designation. To prevent any construction-related fire at the Little League Drive site, the proposed project would follow Cal Fire guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when fire hazard conditions are elevated as specified under Caltrans Standard Special Provision 7-1.02M(2) (wildfire measure WF-1).

The proposed project itself would not introduce any new structures to the area that would increase the risk of wildfire. In addition, the project would include road widening which is expected to allow for improved traffic management and emergency access that is expected to result in improved emergency response times.

Thus, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard Best Management Practices (BMPs), the BMPs in the stormwater pollution prevention plan (SWPPP), and 2018 Caltrans Standard Specifications (or latest version) will be implemented to minimize effects during construction.

HAZ-1: Treated Wood Waste. Until disposal, treated wood waste from the guardrail and signposts shall be stored in metal containers approved by the United States Department of Transportation (US DOT) for the transportation and temporary storage of hazardous waste. Treated wood waste shall be managed under Health & Safety Code §25230 et seq. Treated wood waste shall be disposed of at one of the following: 1) an approved California disposal site operating under a regional water quality control board (RWQCB) permit that includes acceptance of treated wood waste, or 2) a California disposal site operating under a Department of Toxic Substances Control (DTSC) permit that includes acceptance of treated wood waste.

HAZ-2: Aerially Deposited Lead (ADL). An ADL investigation shall be performed prior to construction to determine if ADL is present in the soil within the proposed project construction area and new right of way acquisitions. The ADL contamination level in the soil will be determined and classified per the 2016 ADL agreement between the Department of Toxic Substance Control (DTSC) and the California Department of Transportation (Caltrans). If the soil is classified as non-regulated or regulated soil, the methods of soil handling and disposal will be implemented and a lead compliance plan will be required for health and safety.

HAZ-3: Lead Striping/Markings/Paint. A lead investigation shall be performed prior to construction to determine the lead content of pavement striping, pavement markings, and bridge paint, if found on the bridge railing. If any of these materials are found to contain lead, then proper handling and disposal of these materials shall be implemented.

HAZ-4: Asbestos in Bridges. An asbestos investigation shall be performed prior to construction to evaluate the asbestos-containing material (ACM) in bridges. If ACM is found at regulated levels, then proper handling of these materials shall be implemented.

HAZ-5: Use of Local Material. For local material, such as rock, gravel, earth, structure backfill, pervious backfill, imported borrow, and culvert bedding, obtained from a (1) noncommercial source, or (2) source not regulated under California jurisdiction, a local material plan shall be submitted for each material at least 60 days before placing the material and comply with Caltrans Standard Provision 6-1.03B.

HAZ-6: Electrical Equipment. The contractor for the project shall properly manage the removal and disposal of all electrical equipment containing hazardous material as specified under Caltrans Revised Standard Specifications 14-11.15 and 87-21.03A.

TR-1 Traffic Management Plan: Prior to construction, a traffic management plan will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction.

WF-1: Wildfire Prevention. At the Little League Drive Overcrossing project location, I-215 PM 14.9, the contractor for the project shall follow Cal Fire guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when fire hazard conditions are elevated as specified under Caltrans Standard Special Provision 7-1.02M(2).

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?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☒	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☒	☐	☐

Regulatory Setting

Water Quality and Stormwater Runoff

Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the Clean Water Act (CWA) of 1972 and regulates discharges to waters of the state. Waters of the state include more than just waters of the US, like groundwater and surface waters are not considered waters of the US. Additionally, it prohibits discharges of "waste" as defined, and this definition is broader than the CWA definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be

required even when the discharge is already permitted or exempt under the CWA.State Water Resources Control Board and Regional Water Quality Control Boards.

The State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (RWQCBs) are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with these water quality standards. The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, Total Maximum Daily Loads (TMDLs), and National Pollutant Discharge Elimination System (NPDES) permits. RWCQBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System (NPDES) Program

Municipal Separate Storm Sewer Systems (MS4)

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

The Caltrans MS4 Permit, Order No. 2012-0011-DWQ (adopted on September 19, 2012 and effective on July 1, 2013), as amended by Order No. 2014-0006-EXEC (effective January 17, 2014), Order No. 2014-0077-DWQ (effective May 20, 2014) and Order No. 2015-0036-EXEC (conformed and effective April 7, 2015) has three basic requirements:

1. Caltrans must comply with the requirements of the Construction General Permit (see below);
2. Caltrans must implement a year-round program in all parts of the state to effectively control storm water and non-storm water discharges; and
3. Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) best management practices (BMPs), to the maximum extent practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

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

proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Construction General Permit

Construction General Permit, Order No. 2009-0009-DWQ (adopted on September 2, 2009 and effective on July 1, 2010), as amended by Order No. 2010-0014-DWQ (effective February 14, 2011) and Order No. 2012-0006-DWQ (effective on July 17, 2012). The permit regulates storm water discharges from construction sites that result in a disturbed soil area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop Storm Water Pollution Prevention Plans (SWPPPs) to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

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

Section 401 Permitting

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

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

Hydrology and Floodplain

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

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

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

Affected Environment

The February 10, 2022, Caltrans District 8 Natural Environment Study (Minimal Impacts) [NESMI] and March 17, 2022, Caltrans District 8 Scoping Questionnaire for Water Quality Issues for the proposed project include much of the following information.

The proposed project is located within the San Bernardino South and San Bernardino North, California, United States Geological Survey (USGS) 7.5-minute quadrangles. The elevation in the project area ranges from approximately 340 meters (1,110 feet) above mean sea level along SR-66 to 550 meters (1,800 feet) above mean sea level at the Little League Drive Overcrossing Bridge. The average annual precipitation is approximately 22.61 inches, which falls primarily as rain. The proposed project is located within an arid region; therefore, there is little natural perennial surface water. The hydrologic regime for the area follows the general Mediterranean climate, with cool, wet winters and warm, dry summers.

The entire proposed project area lies within the Santa Ana River Watershed and the Upper Santa Ana River sub-watershed. The Santa Ana River Watershed begins in the San Bernardino Mountains and flows through Riverside and San Bernardino counties, through the Santa Ana mountains, and ultimately to Orange County, where it flows into the Pacific Ocean. The Santa Ana River is the primary waterway within this watershed

There are several main drainages near and within the proposed project site. The main drainage feature within 0.5 miles of the Little League Drive Overcrossing Bridge at I-215 PM 14.9 is Cable Creek, which drains into Cajon Wash and subsequently Lytle Creek Wash. The main drainage features within 0.5 miles of SR-66 from PM 20.1 to S23.2 is Lytle Creek Wash, Lytle Creek Channel, and East Branch Lytle Creek; Lytle Creek Wash branches into Lytle Creek Channel and East Branch Lytle Creek, which both drain into Warm Creek, which subsequently drains into the Santa Ana River. All of these drainages generally flow southward from the proposed project locations. Because the drainages found within 0.5 miles of the project are located within urbanized areas, these channels are subject to urban runoff and can receive water flows outside of the wet season.

According to the Federal Emergency Management Agency National Flood Hazard Layer (FEMA 2022), most of the project area lies within zone X (unshaded), which is an area outside of the 0.2% annual chance floodplain. However, areas adjacent to and including the Lytle Creek Channel Bridge, East Branch Lytle Creek Bridge, and Little League Drive Overcrossing are located within several different floodplain zones (FEMA 2022).
The Lytle Creek Channel Bridge spans the Lytle Creek Channel, a 40 ft-wide concrete channel, and the East Branch Lytle Creek Bridge spans East Branch Lytle Creek, a 195 ft-wide concrete channel. These two bridges, along with two small sections of SR-66 located immediately east and west of the

Lytle Creek Channel Bridge, lie within special flood hazard areas (zones A and AE respectively) which are subject to inundation by a 1% annual chance flood (100-year flood) (FEMA 2022).

One small section along SR-66, immediately west of the East Branch Lytle Creek Bridge, and the Little League Drive Overcrossing (OC) on I-215 lie within zone X (shaded) (FEMA 2022); Little League Drive OC is within a few hundred feet of Cable Creek. Zone X (shaded) consists of the following areas: areas with a 0.2% annual chance flood, areas of a 1% annual chance flood with an average depth of less than one foot or with a drainage area of less than one square mile, and areas protected by levees from a 1% annual chance flood.

The Water Quality Control Plan for the Santa Ana River Basin (Region 8) (SARWQCB 1995), is designed to protect the beneficial uses of all regional ground and surface waters in the region. This plan identifies the following beneficial uses for Cable Creek: ground water recharge, municipal and domestic water supply, water contact recreation, non-contact water recreation, cold freshwater habitat, and wildlife habitat. The plan identifies the following beneficial uses for Lytle Creek in the groundwater management zone: municipal and domestic water supply, agricultural water supply, industrial service water supply, and industrial process water supply. The plan also identifies the following beneficial uses for the south, middle, and north forks of Lytle Creek: ground water recharge, municipal and domestic water supply, agricultural water supply, industrial service water supply, industrial process water supply, hydropower generation, water contact recreation, non-contact water recreation, cold freshwater habitat, wildlife habitat, and rare, threatened, and endangered wildlife habitat.

CEQA Significance Determinations for Hydrology and Water Quality

a) Less Than Significant Impact with Mitigation Incorporated

Lytle Creek Channel and East Branch Lytle Creek drain into Warm Creek, which is a listed as an impaired water under Section 303(d) of the Clean Water Act. As such, this creek has a pollutant reduction target, total maximum daily load (TMDL), established for indicator bacteria. Therefore, the existing and new bridge deck drainage systems in the proposed project that cross over Lytle Creek Channel or East Branch Lytle Creek would be modified/built to redirect stormwater into a treatment BMP before the water is allowed to drain into either branch of Lytle Creek (hydrology [HYDRO] measure HYDRO-1). Furthermore, additional BMPs would be implemented to control sediment, erosion, and pollution as required under the Caltrans MS4 Permit and Construction General Permit for the project. Thus, the proposed project would have a less than significant impact with mitigation incorporated on any water quality standards or waste discharge requirements, and the project would not substantially degrade surface or ground water quality.

b) Less Than Significant Impact

The area of new impervious surfaces for the proposed project would be approximately 1.14 acres, which is a minimal increase of impervious surface along the length of about 3.2 miles. In addition, BMPs would be implemented to direct water drainage as required under the Caltrans MS4 Permit and Construction General Permit for the project (HYDRO-1). Also, according to the California Department of Water Resources (2022), the ground water depth near the proposed project site, within approximately one mile of the both the Little League Drive OC and the SR-66 project locations, varies from approximately 110 feet below ground surface (bgs) to 360 feet bgs. The excavation depth of the project would be expected to be a maximum of five (5) feet, so no direct impact to groundwater would be expected from the project excavation.

Thus, the proposed project would have a less than significant impact on decreasing ground water supplies or interfering substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

c) Less Than Significant Impact

As previously mentioned, the area of new impervious surfaces for the proposed project would be approximately 1.14 acres, which is a minimal increase along the length of about 3.2 miles. In addition, BMPs would be implemented to prevent erosion (visual impact measure VIS-3) and direct water drainage (including HYDRO-1) as required under the Caltrans MS4 Permit and Construction General Permit for the project. Thus the proposed project would have a less than significant impact on the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows.

d) Less Than Significant Impact with Mitigation

No portion of the proposed project lies within a tsunami or seiche zone, and most of the project area lies within zone X (unshaded), which is an area outside of the 0.2% annual chance floodplain (FEMA 2022). On the other hand, areas adjacent to and including the Lytle Creek Channel Bridge, East Branch Lytle Creek Bridge, and Little League Drive OC are located within several different floodplain zones (FEMA 2022). Although portions of the project area are located within floodplain zones, the structures and roadways themselves are above the grade of the water channel that they are adjacent to. In addition, BMPs (including HYDRO-1) would be implemented to direct water drainage to prevent flooding and pollution as required under the Caltrans MS4 Permit and Construction General Permit for the project. Thus, the proposed project would have a less than significant impact on the release of pollutants due to project inundation in a flood hazard zone.

e) Less Than Significant Impact with Mitigation

Best management practices (BMPs), including HYDRO-1, would be implemented to direct water drainage to prevent pollution and flooding as required under the Caltrans MS4 Permit and Construction General Permit for the proposed project. Thus, the proposed project would have a less than significant impact with mitigation on the implementation of a water quality control plan or sustainable groundwater management plan.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard Best Management Practices (BMPs), the BMPs in the stormwater pollution prevention plan (SWPPP), and 2018 Caltrans Standard Specifications (or latest version) will be implemented to minimize effects during construction.

HYDRO-1: Bridge Deck Drainage. The bridge deck drainage systems for the Lytle Creek Channel Bridge and East Branch Lytle Creek Bridge shall be modified/built to redirect stormwater into a treatment best management practice (BMP) before the water is allowed to drain into either branch of Lytle Creek.

VIS-3: Erosion Control. Erosion control shall be provided for all disturbed soil areas per water board guidelines or as determined by the district landscape architect.

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

CEQA Significance Determinations for Land Use and Planning

a) No Impact

The proposed project site is located in the established community of the City of San Bernardino. Since limited pedestrian facilities exist in the project area, the project's new sidewalks and upgraded pedestrian facilities would provide more safety and connectivity for pedestrians in the community. The project's plan for repaving and widening of the roadway, and the addition of bus pads would also provide improved movement for vehicles and public transit throughout the community without adding more roads. Thus, the proposed project would not divide an established community.

b) No Impact

Although the proposed project would require the addition of right of way for the construction of sidewalks, the sidewalks would not conflict with any applicable land use, plan, policy, or regulation.

Avoidance, Minimization, and/or Mitigation Measures
No avoidance, minimization, or mitigation measures are required for land use and planning.

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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Regulatory Setting

The Surface Mining and Reclamation Act (SMARA) was framed to address the loss of regionally substantial material deposits to land uses that preclude mining. SMARA mandates a two-phased mineral resource conservation process called classification-designation. The California Division of Mines and Geology (CDMG) is responsible under SMARA for carrying out the classification phase of the process. The State Mining and Geology Board is responsible for the second phase, which allows the State Mining and Geology Board to designate areas in production-consumption region that contain substantial deposits of Portland cement concrete grade aggregate (valued for its importance in construction and versatility) that may be needed to meet the region's future demand.

CEQA Significance Determinations for Mineral Resources

a) Less Than Significant Impact

According to the California Geological Survey (2022) the proposed project is located on mineral land with a classification for Portland cement concrete aggregate. However, the amount of new land being acquired for construction of sidewalks for the proposed project is minimal. Thus, the proposed project would have a less than significant impact on this known state mineral resource.

b) No Impact

No known locally-important mineral resource recovery site is delineated within 0.5 miles of the project site locations on a local general plan, specific plan, or other land use plan.. Thus, the proposed project would have no impact on the availability of a locally-important mineral resource recovery site.

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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Regulatory Setting

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significance noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible.

Caltrans also conducts a noise analysis on a project if it would require a noise analysis under the National Environmental Protection Act (NEPA) 23 Code of Federal Regulations Part 772 (23 CFR 772).

CEQA Significance Determinations for Noise

a) Less Than Significant Impact.

According to the Caltrans District 8 Environmental Engineering February 16, 2022, Noise Memorandum for the proposed project, the project is expected to be categorized as a Type III project under 23 Code of Federal Regulations (CFR) 772.7; therefore, a noise study report would not be required for the project.

Although there are many sensitive noise receptors (such as habitable residences, schools, places of worship, and medical clinics) within 0.5 miles of the proposed project, the project would not generate any permanent noise levels above the current noise levels and temporary noise levels would be minimal since the project would comply with Caltrans Standard Specifications and all local noise standards (NOI-1). Thus, the proposed project would not expose people to or generate temporary or permanent noise levels in excess of standards established in a general plan or noise ordinance, or other applicable standards.

b) No Impact

Any groundborne noise or vibration would be limited to a construction period of about one year and a half years and not be excessive within the vicinity of the proposed project.

c) No Impact

The proposed project is not located within two miles of an airport or an airport land use plan. Thus. the project would not result in excessive noise for any people residing or working near both an airport and within the project area.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard Best Management Practices (BMPs) and 2018 Caltrans Standard Specifications (or latest version) will be implemented to minimize effects during construction. NOI-1: Noise Control. The proposed project must comply with Caltrans Standard Specification Section 14-8.02 and all local noise standards.

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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Regulatory Setting

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

CEQA Significance Determinations for Population and Housing

a) No Impact

The proposed project would only improve the current roadway and bridges, and provide updated and new pedestrian facilities; no new homes, businesses, or roads are being proposed. Thus, the proposed project would not induce substantial unplanned population growth in an area directly or indirectly in the project area.

b) No Impact

Although the proposed project would require some right of way acquisition to build blocks of sidewalk along SR-66, these land acquisitions would not take away or any residences in the project area. Thus, the proposed project would have no impact on displacing substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Avoidance, Minimization, and/or Mitigation Measures
No measures are required.

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?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Regulatory Setting

In accordance with CEQA Guidelines, Environmental Checklist Form, Appendix G (XIII. Public Services), the effects of a project are evaluated to determine if they will result in a substantial adverse impact on the environment. A substantial impact would occur if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which could cause substantial environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services including fire protection, police protection, or other public facilities.

CEQA Significance Determinations for Public Services

a) No Impact

The proposed project would not be providing new or physically altered governmental facilities and would not be requiring new or physically altered governmental facilities. Thus, there would be no construction of government facilities associated with the proposed project that could cause significant environmental impacts. A traffic management plan (transportation measure TR-1) would be prepared for the project and would include only minor temporary detours for limited hours over only a few days to minimize impacts to traffic during the project construction

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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Regulatory Setting

In accordance with CEQA Guidelines, Environmental Checklist Form, Appendix G (XIV. Recreation), the effects of a project are evaluated to determine if they will result in a substantial adverse impact on the environment. A substantial impact would occur if the project would result in an increase in use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Impacts would also occur if the project were to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect of the environment.

CEQA Significance Determinations for Recreation

a) Less Than Significant Impact

A variety of parks and other recreational facilities are located within 0.5 miles of the proposed project site. These facilities include Sand Hills, Nunez, La Plaza, Bobby Vega, and Pioneer parks near SR-66, and Guhin, Verdemont, and Ronald Reagan parks, and the Legends IE Soccer Complex and Little League Western Regional Headquarters near Little League Drive Overcrossing. Although the pedestrian facilities upgrades and additional sidewalks provided by the proposed project could encourage local residents and visitors to frequent parks in the project area more often than before, the proposed project would not significantly increase the use of any existing neighborhood parks, regional parks, or other recreational facilities such that substantial physical deterioration of these facilities would occur.

b) No Impact

The proposed project would not include recreational facilities or the construction of recreational facilities. Thus the project would have no adverse physical impact on the environment due to the construction or expansion of recreational facilities.

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?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

Regulatory Setting

The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act (CEQA). Environmental impact thresholds as indicated in Appendix G of the CEQA Guidelines were also used in this analysis. The project would create a substantial impact if it would do one of the following: Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrians and bicycle paths and mass transit, conflict with applicable congestion management program, result in a change to air traffic patterns, increase hazards due to a design feature, result in inadequate emergency access, or conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

CEQA Significance Determinations for Transportation

a) Less Than Significant Impact

The proposed project would enhance pedestrian facilities in the City of San Bernardino and thus, contribute to both the San Bernardino County Active Transportation Plan (SBCTA 2020a), adopted in 2020, and the City of San Bernardino Active Transportation Plan (SB 2022), which is currently being developed.

During construction, the proposed project would require several temporary lane closures along SR-66, and full road closures on the Little League Drive Overcrossing and full directional road closures at PM 14.9 on I-215. However, a traffic management plan (transportation measure TR-1) would be prepared for the project and would include only minor temporary detours for limited hours over only a few days to minimize impacts to traffic during the project construction. Thus, the proposed project would have a less than significant impact on any program, plan, ordinance or policy addressing the circulation system.

b) No Impact

The project is not a capacity-increasing project and would not increase the “vehicle miles traveled.” Thus, the proposed project does not anticipate to conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b).

c) No Impact

The proposed project would not be altering the geometric design of the roadway or creating incompatible uses. Thus, the project would have not substantially increase hazards due to geometric design or incompatible uses.

c) Less Than Significant Impact

During construction, the proposed project would require several temporary lane closures along SR-66, and full road closures on the Little League Drive Overcrossing and full directional road closures at PM 14.9 on I-215. However, a traffic management plan (transportation measure TR-1) would be prepared and coordinated with local emergency responders; the plan would include only minor temporary detours for limited hours over only a few days to minimize impacts to traffic during the project construction. In addition, the project itself would include road widening is expected to allow for improved traffic management, emergency access, and emergency response times. Thus, the proposed project would have a less than significant impact on emergency access.

Avoidance, Minimization, and/or Mitigation Measures

TR-1 Traffic Management Plan: Prior to construction, a traffic management plan shall be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction.

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	☐	☐	☐	☒
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.	☐	☐	☐	☒

Regulatory Setting

The California Environmental Quality Act (CEQA) requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as 'unique' archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j). In 2014, Assembly Bill 52 (AB 52) added the term "tribal cultural resources" to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

PRC Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the NRHP listing criteria. It further requires Caltrans to inventory state-owned structures in its right of way.

Tribal Cultural Resources Setting

Caltrans Native American Consultation efforts for the proposed project are documented in the November 11, 2021 Historic Property Survey Report (HPSR). Caltrans Professionally Qualified Staff (PQS) sent a request to the Native American Heritage Commission (NAHC) on July 15, 2021 to review *Sacred Lands File* (SLF) and determine if any sacred lands were present or adjacent to the Project APE. The NAHC responded on July 30, 2021 that the results of the SLF search was completed with positive results. The NAHC letter requested that the Gabrieleno Band of Mission Indians-Kizh Nation

and the San Manuel Band of Mission Indians be contacted regarding the positive sacred lands file results.

Caltrans PQS conducted Section 106 PA and AB52 consultation with four tribes between July 2021 and November 2021. In addition to the Gabrieleno Band of Mission Indians-Kizh Nation and the San Manuel Band of Mission Indians, Caltrans also consulted with Serrano Nation and Soboba Band of Luiseño Indians.

No responses to date have been received by Caltrans from the Serrano Nation and Soboba Band of Luiseño Indians. Both the Gabrieleno Band of Mission Indians-Kizh Nation and San Manual Band of Mission Indians requested technical documents from Caltrans to review. A copy of the project's Archaeological Survey Report (ASR) was sent to both tribes on November 1, 2021. No responses to date have been received by Caltrans from wither Tribe.

CEQA Significance Determinations for Tribal Cultural Resources

a) and b) No Impact

As documented in the Cultural Resources Section of this Initial Study and in the November 11 HPSR, Caltrans identification efforts did not identify any prehistoric archaeological sites within the proposed project's APE. Similarly, Caltrans Native American Consultation efforts did not identify any Tribal Cultural Resources within the Project Area. Thus, the proposed project would have no impact on any designated historical California Native American resources.

Avoidance, Minimization, and/or Mitigation Measures

CR-1: Buried Cultural Resources. 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: Human Remains. 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 Native American Heritage Commission (NAHC), which will then notify the most likely descendent (MLD). At this time, the person who discovered the remains will contact 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: Environmentally Sensitive Areas. There shall be designated environmentally sensitive areas (ESAs), where all project related activities or inadvertent disturbances shall be prohibited.

CR-4: Archaeological Monitors. An archaeological monitor is assigned to monitor job sites activities within the archaeological monitoring area (AMA). Do not work within the AMA unless the archaeological monitor is present. If archaeological resources are discovered within an AMA, comply with Caltrans Standard Plans Section 14-2.02.

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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals??	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

CEQA Significance Determinations for Utilities and Service Systems

a) Less Than Significant Impact

Various types of utility facilities, such as electric, gas, and water facilities, are currently located within the proposed project limits. Caltrans would send notices to owners of these utilities about the project and enter into utility agreements with them as required. All utilities within the project impact area would be either protected in place, relocated, and/or improved within the Caltrans right of way. Thus, the construction or relocation of any utility facility associated with the proposed project would have a less than significant impact on the environment.

b) No Impact

After construction, the proposed project would not require a water supply. Thus, the proposed project would have no impact on water supplies.

c) No Impact

The proposed project scope includes improving drainage facilities impacted by the proposed project. Caltrans would ensure in its drainage improvement plans that the wastewater treatment provider has adequate capacity to serve the project's projected demand in addition to the provider's existing

commitments. Thus, the proposed project would have no negative impact on wastewater treatment facilities.

d & e) No Impact

The proposed project would implement a Stormwater Pollution Prevention Plan and Storm Water Management Plan. Both plans would incorporate temporary and permanent best management practices for preventing stormwater pollution, which includes solid waste. In addition, the project would recycle construction debris as practicable (greenhouse gas measure GHG-3). Thus the proposed project would not 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; the project would also comply with federal, state, and local management and reduction statutes and regulations related to solid waste

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?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Affected Environment

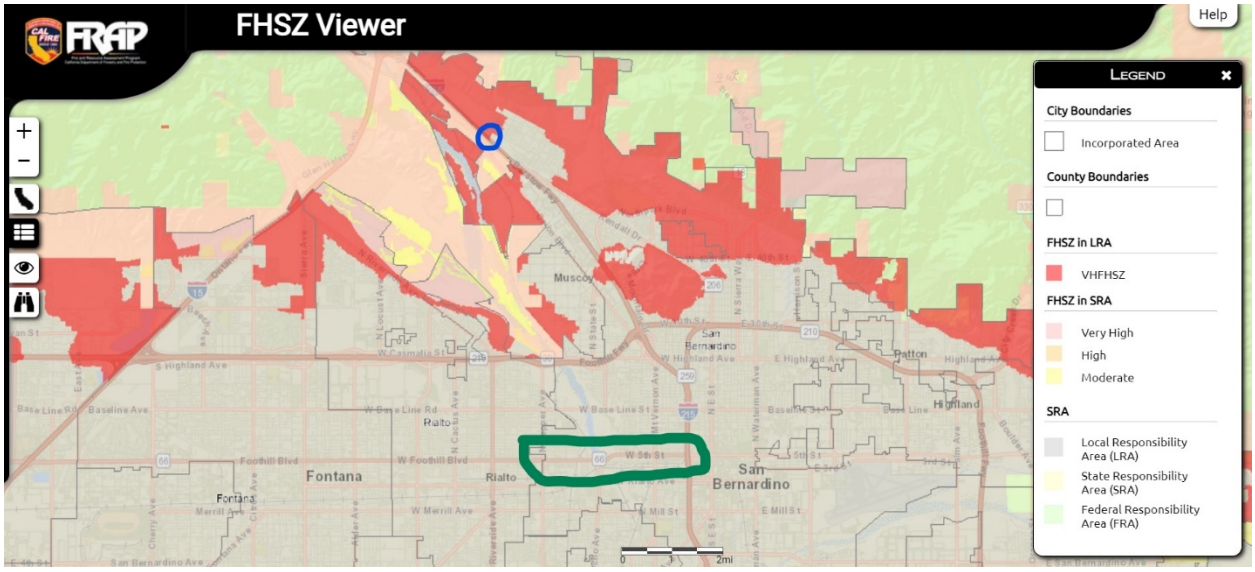

Figure 2-1. Fire Hazard Severity Zone (FHSZ) Viewer Map of the Proposed Project Area Along SR-66 from PM201.1 to S23.2 (circled in green) and on I-215 at PM14.9 (circled in blue) (Cal Fire 2022).

The proposed project area includes one location, Little League Drive Overcrossing Bridge on I-215 at PM 14.9, that is located within a 'very high fire hazard severity zone (VHFHSZ)' as designated by the California Department of Forestry and Fire Protection, whereas the portion of the project along SR-66 is located in a local responsibility area with no state fire hazard designation (Cal Fire 2022).

CEQA Significance Determinations for Wildfire

a) Less Than Significant Impact

During construction, the proposed project would require several temporary lane closures along SR-66, and full road closures on the Little League Drive Overcrossing and full directional road closures at PM 14.9 on I-215. However, a traffic management plan (transportation measure TR-1) would be prepared and coordinated with local emergency responders; the plan would include only minor temporary detours for limited hours over only a few days to minimize impacts to traffic during the project construction. In addition, the project itself would include road widening is expected to allow for improved traffic management, emergency access, and emergency response times. Thus, the proposed project would have a less than significant impact on the implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan.

b) Less Than Significant Impact

To prevent any construction-related fire at the Little League Drive Overcrossing site, the proposed project would follow Cal Fire guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when fire hazard conditions are elevated as specified under Caltrans Standard Special Provision 7-1.02M(2) (wildfire [WF] measure WF-1). However, the proposed project itself would not introduce any new structures to the area that would increase the risk of wildfire. Thus, the proposed project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a fire.

c) No Impact

The proposed project would only consist of repaving current roadway, widening current bridges, and adding pedestrian facilities, including sidewalks. Thus the project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

d) Less Than Significant Impact

A stormwater pollution prevention plan (which includes erosion control), revegetation, and the minimization of tree removal and ground work is planned for the proposed project (visual impact measures VIS-1, VIS-3, VIS-5, and VIS-6). Thus, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

WF-1: Wildfire Prevention. At the Little League Drive Overcrossing project location, I-215 PM 14.9, the contractor for the project shall follow Cal Fire guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when when fire hazard conditions are elevated as specified under Caltrans Standard Special Provision 7-1.02M(2).

TR-1 Traffic Management Plan: Prior to construction, a traffic management plan will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction.

VIS-1: Tree Replacement: Any removal of trees shall be allocated a replacement in kind with a minimum ratio of 1:1 with a 48-inch box to achieve a comparable landscape to what was existing prior to construction. Upon further evaluation of the project by the district landscape architect during the design phase, this ratio may be adjusted.

VIS-3: Erosion Control. Erosion control shall be provided for all disturbed soil areas per water board guidelines or as determined by the district landscape architect.

VIS-5: Revegetation. Revegetation shall be maximized to provide biologically appropriate habitats for the regional ecology.

VIS-6: Minimization of Vegetation Removal and Ground Work. Vegetation and tree removal (especially for larger trees), trenching, and impacts caused by grading and sloping shall be minimized.

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?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

CEQA Significance Determinations for Mandatory Findings of Significance

a) Less Than Significant Impact

The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal species. Avoidance and/or minimization measures would be implemented to ensure the proposed project would result in less-than-significant impacts.

b) No Impact

The proposed project would not result in cumulatively considerable effects when combined with past, present, and reasonably foreseeable future projects. Thus, the proposed project would have no impact on cumulative impacts.

c) No Impact

The proposed project would have no environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. As such, the proposed project would have no adverse impacts on human beings.

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth’s atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, “mitigation” involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. “Adaptation” is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

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.

The federal government has taken steps 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) as amended by the Energy Independence and Security Act (EISA) of 2007; and Corporate Average Fuel Economy (CAFE) Standards. This act established fuel economy standards for on-road motor vehicles sold in the United States. The U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) sets and enforces the CAFE standards based on each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation’s energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014).

U.S. EPA published a final rulemaking on December 30, 2021, that raised federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026, increasing in stringency each year. This rulemaking revised lower emissions standards that had been previously established for model years 2021 through 2026 in the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part Two in June 2020. The updated standards will result in avoiding more than 3 billion tons of GHG emissions through 2050 (U.S. EPA 2021a).

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 ($MMTCO_2e$). [GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent," or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.] 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, 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.”

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 traveled, 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.

ENVIRONMENTAL SETTING

The proposed project is in an urban area of San Bernardino County with a well-developed road and street network. The project areas are mainly residential, with some light industrial and commercial buildings. The portion of the project on I-215 at PM 14.9 is in a more rural area that is becoming increasingly filled with new residential developments. A metropolitan or regional transportation plan RTP/sustainable communities strategy (SCS) by the Southern California Association of Governments guides transportation and housing development in the project area. The San Bernardino County Regional Greenhouse Gas Reduction Plan addresses GHGs in the project area.

GHG Inventories

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. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. 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_2, 10 percent were CH_4, and 7 percent were N_2O; the balance consisted of fluorinated gases. CO_2 emissions in 2019 were 2.2 percent less than in 2018, but 2.8 percent more than in 1990. As shown on Figure 2.2, the transportation sector accounted for 29 percent of U.S. GHG emissions in 2019 (U.S. EPA 2021b, 2021c).

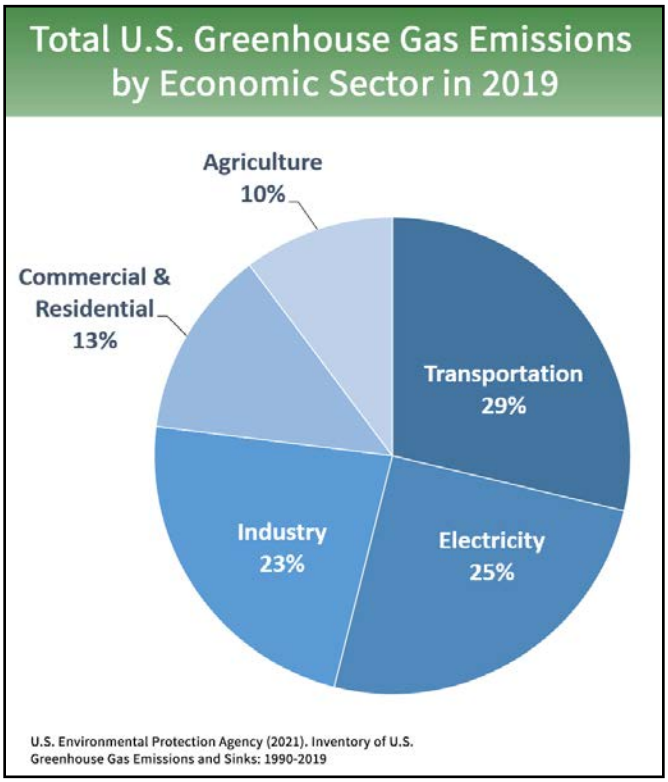

Figure 2-2. U.S. 2019 Greenhouse Gas Emissions (Source: U.S. EPA 2021d)

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 2021 edition of the GHG emissions inventory reported emissions trends from 2000 to 2019. It found total California emissions were 418.2 $MMTCO_2e$ in 2019, a reduction of 7.2 $MMTCO_2e$ since 2018 and almost 13 $MMTCO_2e$ below the statewide 2020 limit of 431 $MMTCO_2e$. The transportation sector (including intrastate aviation and off road sources) was responsible for about 40 percent of direct GHG emissions, a 3.5 $MMTCO_2e$ decrease from 2018 (Figure 2.3). Overall statewide GHG

emissions declined from 2000 to 2019 despite growth in population and state economic output (Figure 2.3) (ARB 2021a).

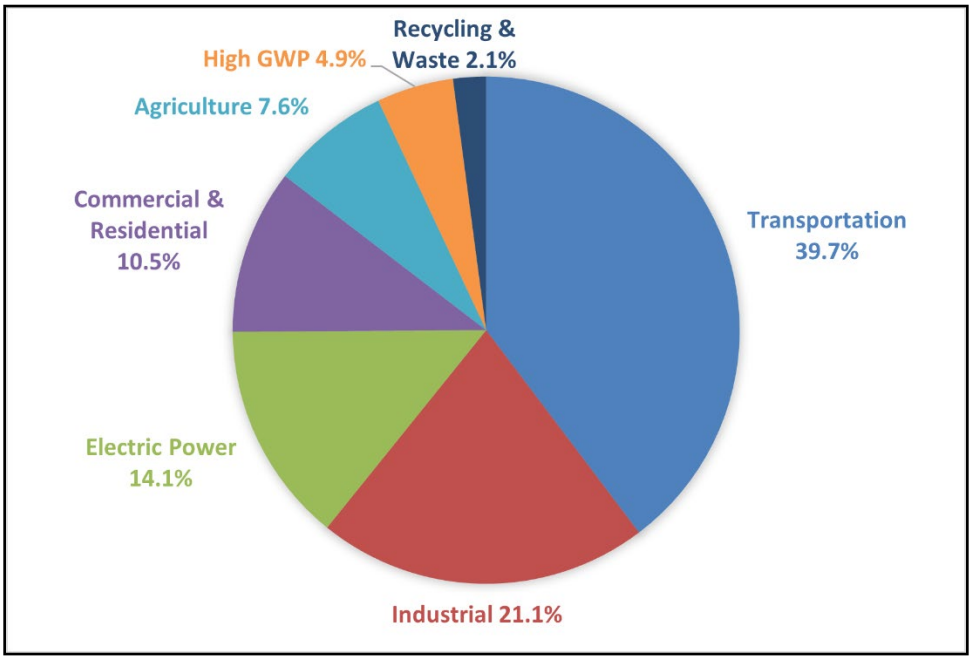

Figure 2.3. California 2019 Greenhouse Gas Emissions by Economic Sector (Source: ARB 2021a)

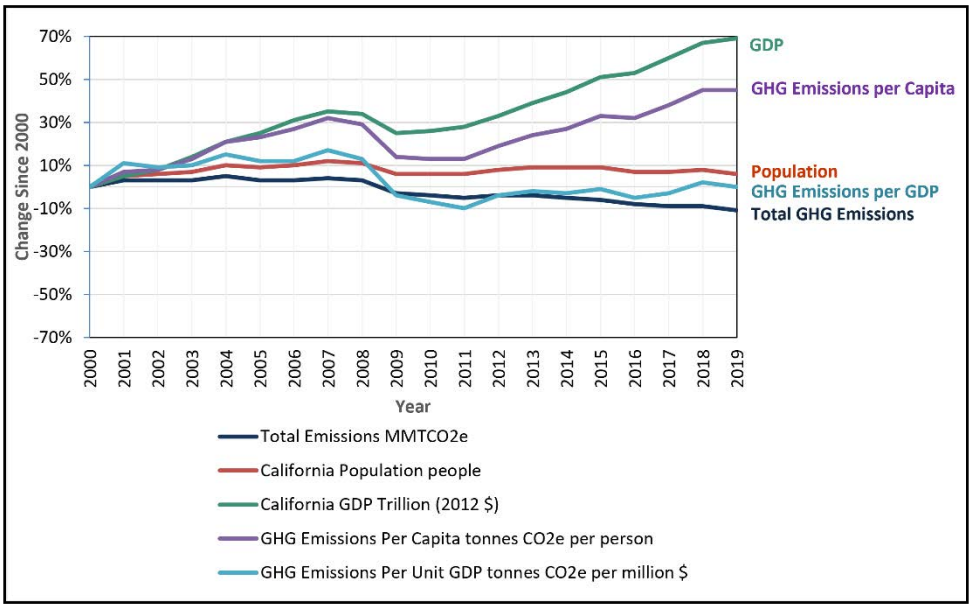

Figure 2-4. Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2021a)

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 GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The regional reduction target for the Southern California Association of Governments (SCAG) is 19 percent by 2035 (ARB 2019c).

Connect SoCal, the RTP/SCS for the SCAG region, reflects the region's commitment to improve the region's mobility, sustainability, and economy. The Connect SoCal goals for GHG reduction include the following: improve mobility, accessibility, reliability, and travel safety for people and goods; enhance the preservation security, and resilience of the regional transportation system; increase person and goods movement and travel choices within the transportation system; and reduce greenhouse gas emissions and improve air quality (SCAG 2020).

Title	GHG Reduction Policies or Strategies
San Bernardino County Transportation Authority (SBCTA) Inland Empire Comprehensive Multimodal Corridor Plan,	• Active Transportation • Intelligent Transportation System/Incident Management • Zero Emission Vehicle and Alternative Fuel Programs • Transportation Demand Management • Multi Modal Corridor Planning
San Bernardino County Transportation Authority (SBCTA) Non-Motorized Transportation Plan	• Development of a comprehensive system of cycling facilities, pathways, and trails.
San Bernardino County Regional Greenhouse Gas Reduction Plan	• Encourage use of mass transit, carpooling, ridesharing and telecommuting. • Signal synchronization • Expand bike routes

Table 2-1. Regional and Local Greenhouse Gas Reduction Plans

PROJECT ANALYSIS

GHG emissions from transportation projects can be divided into those produced during operation of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal

combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also 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 proposed project is to rehabilitate roadway pavement, upgrade pedestrian facilities to meet current standards for pedestrian accessibility, add sidewalks, and upgrade bridges to current crash and safety standards and will 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 66 or on Little League Drive, no increase in vehicle miles traveled (VMT) would occur. 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 and transportation, 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.

Use of long-life pavement, improved traffic management plans, and changes in materials, can also help offset emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Construction of the proposed project would result in GHG emissions from fuel combustion associated with off-road and on-road construction equipment and vehicles. The anticipated GHG construction activity emissions were calculated using the Caltrans Construction Emissions Tool (CAL-CET). Construction of the proposed project is expected to last 380 days and would result in the estimated daily greenhouse gas emissions of 6,161 lb/day of CO_2e (CO_2 equivalent) and a total of 802.47 ton/year of CO_2e for the duration of project construction.

The proposed project would comply with all rules and regulations of the South Coast Air Quality Management District.

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7 1.02C, Emissions Reduction, requires 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. Section 14-9.02, Air Pollution Control, 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 would result in GHG emissions during construction, it is anticipated that the project would not result in any increase in operational GHG emissions. The proposed project would 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

In response to AB 32, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors, to take California into a sustainable, low-carbon and cleaner future, while maintaining a robust economy (ARB 2022).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor’s Office of Planning and Research identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the State’s energy mix to at least 50 percent by 2030; (2) Reducing petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and (5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015).

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). Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions 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 crises 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. To support this order, the California Natural Resources Agency released *Natural and Working Lands Climate Smart Strategy Draft* for public comment in October 2021.

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.

Climate Action Plan for Transportation Investments

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

California Transportation Plan (CTP 2040)

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

CALTRANS STRATEGIC 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).

CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a Department policy to ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions and identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Departmental and State goals.

Project-Level GHG Reduction Strategies

The proposed project itself would provide facilities that promote mobility for pedestrians, particularly the sidewalks along SR-66 and Little League Drive Overcrossing. By improving the mobility of pedestrians, Caltrans anticipates the need for vehicles along these roadways to decrease along with GHG emissions.

The following measures would also be implemented for the project to reduce GHG emissions and potential climate change impacts from the project.

AQ-1: Air Quality. The proposed project shall comply with Caltrans Standard Specifications Section 14-9, Air Quality, which requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality.

GHG-1: Emissions Reductions. The proposed project shall comply with Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reductions, which require contractors to comply with all laws applicable to the project and to certify that they are aware of and will comply with all California Air Resources Board (ARB) emission reduction regulations.

GHG-2: Energy-Efficient Lighting. The proposed project shall incorporate the use of energy-efficient lighting, such as light-emitting diode (LED) pedestrian signals, to help reduce the project's CO_2 emissions.

GHG-3: Recycling. The proposed project would recycle construction debris as practicable.

TR-1: Traffic Management Plan. Prior to construction, a traffic management plan will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction.

VIS-1 Tree Replacement: Any removal of trees shall be allocated a replacement in kind with a minimum ratio of 1:1 with a 48-inch box to achieve a comparable landscape to what was existing prior to construction. Upon further evaluation of the project by the district landscape architect during the design phase, this ratio may be adjusted.

VIS-5 Revegetation: Revegetation shall be maximized to provide biologically appropriate habitats for the regional ecology.

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 *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."

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. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) is the state's effort to "translate the state of climate science into useful information for action." It provides information that will help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The State's approach recognizes that the consequences of climate change occur at the intersections of people, nature, and infrastructure. The Fourth Assessment reports that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience a 2.7 to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures, with impacts on agriculture, energy demand, natural systems, and public health; a two-thirds decline in water supply from snowpack and water shortages that will impact agricultural production; a 77% increase in average area burned by wildfire, with consequences for forest health and communities; and large-scale erosion of up to 67% of Southern California beaches and inundation of billions of dollars' worth of residential and commercial buildings due to sea level rise (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

In 2008, then-governor Arnold Schwarzenegger recognized the need when he issued EO S-13-08, focused on sea level rise. Technical reports on the latest sea level rise science were first published in 2010 and updated in 2013 and 2017. The 2017 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. This EO also gave rise to the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan), which addressed the full range of climate change impacts and recommended adaptation strategies. The Safeguarding California Plan was updated in 2018 and again in 2021 as the *California*

Climate Adaptation Strategy, incorporating key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio,* and the CAPTI (described above). Priorities in the 2021 California Climate Adaptation Strategy include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, nature-based climate solutions, use of best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2021).

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 in addition to 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.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group to help actors throughout the state address the findings of California's Fourth Climate Change Assessment. It released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*, in 2018. 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 (Climate Change Infrastructure Working Group 2018).

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

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 guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

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.

PRECIPITATION AND FLOODING

A climate-change risk analysis for precipitation and floodplains and associated impacts to transportation facilities involves uncertainties related to the timing and intensity of potential risks. In addition, climate stressors (such as extreme temperatures, heavy precipitation, and sea level rise) on floodplains are also factors to consider when determining disruptions to the State Highway System. More intense storm events, combined with other changes in land use and land cover, can increase the risk of damage or loss from flooding.

The entire proposed project area lies within the Santa Ana River Watershed and according to the Federal Emergency Management Agency National Flood Hazard Layer (FEMA 2022), most of the project area lies within zone X (unshaded), which is an area outside of the 0.2% annual chance floodplain. However, areas adjacent to and including the Lytle Creek Channel Bridge, East Branch Lytle Creek Bridge, and Little League Drive Overcrossing are located within several different floodplain zones (FEMA 2022).

The Lytle Creek Channel Bridge and East Branch Lytle Creek Bridge span the Lytle Creek Channel, a 40 ft-wide concrete channel, and the East Branch Lytle Creek, a 195 ft-wide concrete channel, respectively. These two bridges, along with two small sections of SR-66 located immediately east and west of the Lytle Creek Channel Bridge, lie within special flood hazard areas (zones A and AE respectively) which are subject to inundation by a 1% annual chance flood (100-year flood) (FEMA 2022).

One small section along SR-66, immediately west of the East Branch Lytle Creek Bridge, and the Little League Drive Overcrossing (OC) on I-215 lie within zone X (shaded) (FEMA 2022); Little League Drive OC is within a few hundred feet of Cable Creek. Zone X (shaded) consists of the following areas: areas with a 0.2% annual chance flood, areas of a 1% annual chance flood with an average depth of less than one foot or with a drainage area of less than one square mile, and areas protected by levees from a 1% annual chance flood.

The Caltrans Climate Change Vulnerability Assessment for District 8 (2019) assesses and maps changes in the 100-year storm precipitation depth in the district. According to this assessment, the 100-year precipitation depth within the proposed project area is anticipated to increase by up to 12.8% in 2055 and10.5% through 2085.

The design for the upgraded pedestrian facilities, additional sidewalks, road rehabilitation, and upgraded bridges will consider elevations and materials to build resilience into the project

WILDFIRE

A climate-change risk analysis for wildfires and associated impacts to transportation facilities involves uncertainties related to the timing and intensity of potential risks. In addition, climate stressors, such as extreme temperatures, are also factors to consider when determining wildfire disruptions to the State Highway System. Climate change models predict that temperatures will continue to increase, thereby leading to longer heat waves and potentially more severe drought events.

The proposed project area includes one location, Little League Drive OC Bridge on I-215 at PM14.9, that is located in a 'very high fire hazard severity zone (VHFHSZ)' as designated by the California Department of Forestry and Fire Protection (Cal Fire 2022). This same bridge is also located within a high 'future level of wildfire concern' for years 2025, 2055, and 2085 according to Caltrans Climate Change Vulnerability Assessment for District 8 (2019).

Although the Little League Drive OC project location would be located in an area highly vulnerable to wildlfire, the following features and measures would decrease its vulnerability. The bridge, roadway, and sidewalk of the project itself would consist of fire-resistant materials such as asphalt, concrete, and metal. During the design and construction phase of the project, additional fire-resistant materials would also be considered. During construction, the contractor for the project would be required to follow Cal Fire guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when fire hazard conditions are elevated as specified under Caltrans Standard Special Provision 7-1.02M(2) (wildfire measure WF-1). In addition, the widened roadway of the Little League Drive OC bridge is anticipated to result in improved response times and better traffic management during wildfire emergencies.

TEMPERATURE

The District 8 Climate Change Vulnerability Assessment (Caltrans 2019) does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices.

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Chapter 3 – Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. Coordination helps planners determine the following in regards to the proposed project: the necessary scope of environmental documentation and level of analysis required; potential environmental impacts; and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been or will be accomplished through a variety of formal and informal methods, including interagency coordination meetings, public meetings, public notices, 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.

Public Agency Coordination

Native American Heritage Commission

On July 15, 2021, Caltrans Cultural Studies sent a letter to the Native American Heritage Commission (NAHC) requesting a search of the Sacred Lands File. On July 30, 2021, Caltrans received a response stating that sacred lands are present within and/or adjacent to the area of potential effect (APE) for the proposed project. The NAHC also provided a list of local Native American tribes that should be contacted.

These Native American contacts were informed of the proposed project. From July through November 2021, Caltrans corresponded with the following tribes: the Gabrieleno Band of Mission Indians-Kizh Nation, San Manuel Band of Mission Indians, Serrano Nation, and Soboba Band of Luiseño Indians.

National Park Service

In June 2021, Caltrans Cultural Studies initiated consultation with the National Park Service (NPS) Route 66 Corridor Management Program. The NPS Route 66 Corridor Management Program asked to be a consulting party on this and all Caltrans projects on State Route 66. Thus, Caltrans sent the November 2021 Historic Property Survey Report and finding of effect (FOE) for the proposed project to them for review.

Local Historical Societies/Historic Preservation Groups

In June 2021, Caltrans Cultural Studies contacted the California Route 66 Association and San Bernardino Historical and Pioneer Society to inform them of the proposed project. No responses have been received to date.

In October 2021, Caltrans Cultural Studies obtained contact information, in person, for the Wigwam Motel, San Bernardino Motel, and Route 66 Foothill Motel for possible follow-up regarding questions that the owners may have regarding the project.

United States Fish and Wildlife Service

Two official US Fish and Wildlife Service (USFWS) lists of federally threatened, endangered, and proposed species, critical habitat, and candidate species that may be affected by the project were

requested and received on November 1, 2021, using the USFWS IPaC website. These letters are included at the end of this Public Agency Coordination section.

Caltrans District 8 Biological Studies conducted early coordination in with USFWS in March 2021 to determine measures that would help protect designated critical habitat for the San Bernardino kangaroo rat.

California Department of Fish and Wildlife

Caltrans District 8 Biological Studies conducted early coordination in with the California Department of Fish and Wildlife (CDFW) in November 2021 to determine measures that would help protect designated critical habitat for the San Bernardino kangaroo rat.

Other Public Agencies

All anticipated environmental permits and approvals are currently being coordinated with the appropriate public agencies and Caltrans anticipates that all necessary permits and approvals would be received by February 15, 2024.

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Carlsbad Fish And Wildlife Office 2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901
http://www.fws.gov/carlsbad/

In Reply Refer To: November 01, 2021

Consultation Code: 08ECAR00-2022-SLI-0112

Event Code: 08ECAR00-2022-E-00297

Project Name: 1G660/1F400 SR-66 & I-125 Overlay and Bridge Widening

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require

development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

(760) 431-9440

Project Summary

Consultation Code: 08ECAR00-2022-SLI-0112

Event Code: Some(08ECAR00-2022-E-00297)

Project Name: 1G660/1F400 SR-66 & I-125 Overlay and Bridge Widening

Project Type: TRANSPORTATION

Project Description: The California Department of Transportation (Caltrans) District 8 proposes to cold plane and overlay pavement, upgrading curb ramps to ADA Standards, installing and/or replacing detectable warning surface (DWS), adding sidewalk and bus pads, improving drainage facilities, upgrading bridge railings and widening bridges (Stat Route-66 [SR-66]: Lytle Basin Overhead, Lytle Creek Channel, East Branch Lytle Creek Channel, Interstate 215 [I-215]: Little League Drive Overcrossing).

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@34.1074906,-117.32693234884832,14z

Counties: San Bernardino County, California

Endangered Species Act Species

There is a total of 12 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
San Bernardino Merriam's Kangaroo Rat Dipodomys merriami parvus	Endangered
There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2060	
Stephens' Kangaroo Rat Dipodomys stephensi (incl. D. cascus)	Endangered
No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3495	

Birds

NAME	STATUS
Coastal California Gnatcatcher Polioptila californica californica	Threatened
There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8178	
Least Bell's Vireo Vireo bellii pusillus	Endangered
There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5945	
Southwestern Willow Flycatcher Empidonax traillii extimus	Endangered
There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6749	

Fishes

NAME	STATUS
Santa Ana Sucker Catostomus santaanae	Threatened
Population: 3 CA river basins	

There is final critical habitat for this species. The location of the critical habitat is not available.
Species profile: https://ecos.fws.gov/ecp/species/3785

Insects

NAME	STATUS
Delhi Sands Flower-loving Fly Rhaphiomidas terminatus abdominalis No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1540	Endangered
Monarch Butterfly Danaus plexippus No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Flowering Plants

NAME	STATUS
Gambel's Watercress Rorippa gambellii No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4201	Endangered
San Diego Ambrosia Ambrosia pumila There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8287	Endangered
Santa Ana River Woolly-star Eriastrum densifolium ssp. sanctorum No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6575	Endangered
Slender-horned Spineflower Dodecahema leptoceras No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4007	Endangered

Critical habitats

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
San Bernardino Merriam's Kangaroo Rat Dipodomys merriami parvus https://ecos.fws.gov/ecp/species/2060#crithab	Final

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Carlsbad Fish And Wildlife Office 2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901
http://www.fws.gov/carlsbad/

In Reply Refer To: November 01, 2021

Consultation Code: 08ECAR00-2022-SLI-0113

Event Code: 08ECAR00-2022-E-00299

Project Name: 1G660/1F400 SR-66 & I-125 Overlay and Bridge Widening (I-215 site)

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to

determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require

development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

(760) 431-9440

Project Summary

Consultation Code: 08ECAR00-2022-SLI-0113

Event Code: Some(08ECAR00-2022-E-00299)

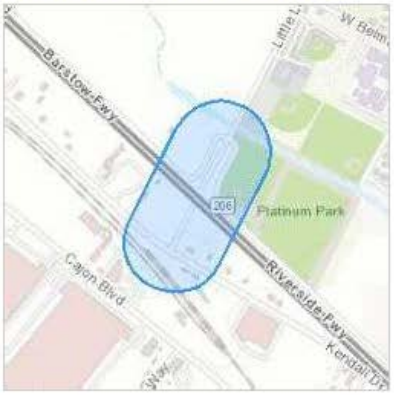
Project Name: 1G660/1F400 SR-66 & I-125 Overlay and Bridge Widening (I-215 site)

Project Type: TRANSPORTATION

Project Description: The California Department of Transportation (Caltrans) District 8 proposes to cold plane and overlay pavement, upgrading curb ramps to ADA Standards, installing and/or replacing detectable warning surface (DWS), adding sidewalk and bus pads, improving drainage facilities, upgrading bridge railings and widening bridges (Stat Route-66 [SR-66]: Lytle Basin Overhead, Lytle Creek Channel, East Branch Lytle Creek Channel, Interstate 215 [I-215]: Little League Drive Overcrossing).

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@34.19912185,-117.37192038931914,14z



Counties: San Bernardino County, California

Endangered Species Act Species

There is a total of 8 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
San Bernardino Merriam's Kangaroo Rat Dipodomys merriami parvus	Endangered

There is final critical habitat for this species. Your location overlaps the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/2060

Birds

NAME	STATUS
California Condor Gymnogyps californianus	Endangered

Population: U.S.A. only, except where listed as an experimental population
There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8193

Coastal California Gnatcatcher Polioptila californica californica	Threatened

There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8178

Least Bell's Vireo Vireo bellii pusillus	Endangered

There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5945

Southwestern Willow Flycatcher Empidonax traillii extimus	Endangered

There is final critical habitat for this species. The location of the critical habitat is not available.
Species profile: https://ecos.fws.gov/ecp/species/6749

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus	Candidate

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/9743

Flowering Plants

NAME	STATUS
Santa Ana River Woolly-star Eriastrum densifolium ssp. sanctorum	Endangered

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/6575

Thread-leaved Brodiaea Brodiaea filifolia	Threatened

There is final critical habitat for this species. The location of the critical habitat is not available.
Species profile: https://ecos.fws.gov/ecp/species/6087

Critical habitats

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
San Bernardino Merriam's Kangaroo Rat Dipodomys merriami parvus https://ecos.fws.gov/ecp/species/2060#crithab	Final

Chapter 4 – List of Preparers

The following Caltrans staff contributed to the preparation of this Initial Study:

Shawn Oriaz, Branch Chief, Environmental Studies

Natasha Walton, Environmental Planner, Generalist

Paul Phan, Branch Chief, Environmental Engineering

Carola Acurio, Transportation Engineer Civil, Air and Noise Specialist

Neil Azzu, Transportation Engineer Civil, Hazardous Waste Specialist

Nancy Frost, Branch Chief, Biological Studies and Surveys

Elmer Llamas, Associate Environmental Planner, Biologist

Adam Compton, Branch Chief, Biological Permits

Chun-Sheng Wang, Associate Environmental Planner, Permit Coordinator

Andrew Walters, Branch Chief, Cultural Studies

Victoria Stosel, Associate Environmental Planner, Archaeologist

Mary K. Smith, Associate Environmental Planner, Architectural Historian

Antonia Toledo, Branch Chief, Environmental Studies

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Tatiana Torres, Associate Environmental Planner, Generalist

Jeanine Gray, Associate Environmental Planner, Generalist

Almabeth Anderson, Senior Landscape Architect

Camille Trujillo, Landscape Associate

Chapter 5 – Distribution List

Utilities

SOUTHERN CALIFORNIA GAS, ATTN: GEARY AMBERS
1981 W LUGONIA AVE, REDLANDS, CA 92374

SOUTHERN CALIFORNIA EDISON DISTRIBUTION, C/O CYNTHIA WAGNER
300 N PEPPER AVE, BLDG B, RIALTO, CA 92376

DANIELLE SAMANIEGO, SR NETWORK ENGINEER, FRONTIER COMMUNICATIONS
9 SOUTH 4TH ST, REDLANDS, CA, 92373

SPECTRUM, ATTN: DAVID ANDERSON
7337 CENTRAL AVE, RIVERSIDE, CA, 92504

SPRINT COMMUNICATIONS COMPANY L.P., ATTN: NATIONAL LEASE ADMINISTRATION
12920 SE 38TH ST, BELLEVUE, WA. 98006

SPRINT COMMUNICATIONS COMPANY L.P., ATTN: MANAGING ATTORNEY – REAL ESTATE
12920 SE 38TH ST, BELLEVUE, WA. 98006

CITY OF SAN BERNARDINO PUBLIC WORKS
201 NORTH E ST, 2ND FL, SAN BERNARDINO, CA, 92401

RIVERSIDE HIGHLAND WATER COMPANY
12374 MICHIGAN ST, GRAND TERRACE, CA 92313

CALIFORNIA DEPARTMENT OF WATER RESOURCES - SOUTHERN DISTRICT
770 FAIRMONT AVE., GLENDALE, CA, 91203

AT&T CALIFORNIA, C/O DARLENE RUSSO
1452 EDINGER AVE 3RD FL, TUSTIN, CA 92780

JOSEPH FORKET, INQUIRIES, FORKERT ENGINEERING & SURVEYING, INC.
22311 BROOKHURST ST, STE 203, HUNTINGTON BEACH, CA, 92646

TERRACE WATER COMPANY
1095 STEVENSON ST, PO BOX 640, COLTON, CA 92324

Public Agencies/Organizations

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
1170 W 3RD ST, 2ND FL, SAN BERNARDINO, CA, 92410

CITY OF SAN BERNARDINO, PLANNING DIVISION
290 NORTH D ST, SAN BERNARDINO, CA, 92401

CITY OF SAN BERNARDINO, PARKS, RECREATION, & COMMUNITY SERVICES
290 NORTH D ST, SAN BERNARDINO, CA, 92401

SAN BERNARDINO POLICE DEPARTMENT
710 NORTH D ST, SAN BERNARDINO, CA, 92401

SAN BERNARDINO UNIFIED SCHOOL DISTRICT
777 NORTH E ST, SAN BERNARDINO, CA 92410

SAN BERNARDINO COUNTY MUSEUM
2024 ORANGE TREE LN, REDLANDS, CA, 92374-4560

NORMAN F FELDHEYM CENTRAL LIBRARY
555 W 6TH ST, SAN BERNARDINO, CA, 92410

FIFTH ST SENIOR CENTER
600 W 5TH ST, SAN BERNARDINO, CA, 92410

CITY OF RIALTO, PLANNING DIVISION
150 S PALM AVE, RIALTO, CA, 92376

RIALTO POLICE DEPARTMENT
128 N WILLOW AVE, RIALTO, CA, 92376

Community Organizations

VETERANS OF FOREIGN WARS
2018 W FOOTHILL BLVD, RIALTO, CA, 92410

CALIFORNIA HISTORIC ROUTE 66 ASSOCIATION
13782 BEAR VALLEY RD, STE D-3 #267 VICTORVILLE, CA, 92392

SAN BERNARDINO HISTORICAL & PIONEER SOCIETY
PO BOX 875, SAN BERNARDINO, CA, 92402

LITTLE LEAGUE WEST REGION HEADQUARTERS
6707 LITTLE LEAGUE DR, SAN BERNARDINO, CA, 92407

LEGENDS INLAND EMPIRE SOCCER
3496 W LITTLE LEAGUE DR, SAN BERNARDINO, CA, 92407

INLAND EMPIRE COMMUNITY FOUNDATION
198 N ARROWHEAD AVE, SAN BERNARDINO, CA, 92408

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE
3840 SUNNYHILL DR, JURUPA VALLEY, CA, 92509

INLAND EMPIRE BIKING ALLIANCE
1000 NEW YORK ST, STE L, REDLANDS, CA, 92375

SIERRA CLUB SAN GORGONIO CHAPTER
PO BOX 5425, RIVERSIDE, CA, 92517

SAN BERNARDINO VALLEY AUDUBON SOCIETY
PO BOX 11956, SAN BERNARDINO, CA, 92403-997

Property Owners Along State Route 66*

LUPE VALDEZ, SR DIRECTOR, PUBLIC AFFAIRS, UNION PACIFIC
13181 CROSSROADS PKWY N, CITY OF INDUSTRY, CA, 91746

*Street addresses of individual owners are omitted.

ALBA, ARMANDO
SAN BERNARDINO, CA, 92410

SALINAS, MIGUEL M
SAN BERNARDINO, CA, 92410

INLAND MAPLE PARTNERS LLC
539 N H ST, SAN BERNARDINO, CA, 92410

GATEWAY SB LLC
796 W 5TH ST, SAN BERNARDINO, CA ,92410

IN-N-OUT BURGERS
795 W 5TH ST, SAN BERNARDINO, CA, 92410

SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT
DEPARTMENT OF PUBLIC WORKS
825 E. 3RD ST, SAN BERNARDINO, CA, 92415

NORTHEN, BURLINGTON
SAN BERNARDINO, CA, 92410

CITY OF SAN BERNARDINO MUNICIPAL WATER DEPARTMENT
1350 S E ST, SAN BERNARDINO, CA, 92408

KGI-IV TRUST
350 N RANCHO AVE, SAN BERNARDINO, CA, 92410

CITY OF SAN BERNARDINO
290 N D ST, SAN BERNARDINO, CA 92401

ROUTE 66 TRUCK TERMINAL LLC
1820 SAN VINCENTE BLVD, SANTA MONICA, CA, 90402

SEQUOIA PARK PLAZA
2505 FOOTHILL BLVD, SAN BERNARDINO, 92410

SOTO, MARIA
SAN BERNARDINO, CA 92410

FOOTHILL MOTEL LLC
2512 FOOTHILL BLVD, SAN BERNARDINO, CA 92410

SUNNY ROCK LLC
2528 FOOTHILL BLVD, SAN BERNARDINO, CA 92410

HSU, YIN PEN KO
SAN BERNARDINO, CA 92410

INTER RAIL TRANSPORT INC
1685 SANTA FE WAY, SAN BERNARDINO 92410

PATEL HARIVADAN & HANSA LIV TR
2606 FOOTHILL BLVD, SAN BERNARDINO, CA 92410

INVESTED 2 GAIN LLC
2618 FOOTHILL BLVD, SAN BERNARDINO, CA 92410

VICTORIA PLAZA INC
2672 FOOTHILL BLVD, SAN BERNARDINO, CA 92410

ROUTE 66 MANAGEMENT INC
2715 W FOOTHILL BLVD, RIALTO, CA 92376

GUTIERREZ, EFRAIN S
RIALTO, CA 92376

PATEL, JAGDISH
RIALTO, CA 92376

FOUR SAC SELF STORAGE CORP
2775 W FOOTHILL BLVD, RIALTO, CA 92376

EL COMPA REVOCABLE LIVING TR (11/05) /1
2793 W FOOTHILL BLVD, RIALTO, CA 92376

KEVINPRO CORP
2794 W FOOTHILL BLVD, RIALTO, CA 92736

SARWAR, SALEH MOHAMMED
RIALTO, CA 92376

2850 FOOTHILL BLVD LLC
2850 W FOOTHILL BLVD, RIALTO, 92376

SHL ASSOCIATES LTD
850 E FOOTHILL BLVD, RIALTO, CA, 92376

ANDREA 885 LLC
885 E FOOTHILL BLVD, RIALTO, CA 92376

WILLSHARE GROUP LLC
912 E FOOTHILL BLVD, RIALTO, CA 92376

RIALTO MJR LLC
918 E FOOTHILL BLVD, RIALTO, CA 92376

AMARIKWA, LINUS C
SAN BERNARDINO, CA, 92410

A H D LIMITED PARTNERSHIP
2226 FOOTHILL BLVD, SAN BERNARDINO, CA, 92410

ROBLES, RUBEN P
SAN BERNARDINO, CA, 92410

MONTANO, FRANK C
SAN BERNARDINO, CA, 92410

BV STORAGE LLC
2325 FOOTHILL BLVD, SAN BERNARDINO, CA 92410

CALDERON, JUAN CARLOS
SAN BERNARDINO, CA 92410

ESTRADA, FRANCISCO V
SAN BERNARDINO, CA 92410

MARTINEZ, MICHAEL
SAN BERNARDINO, CA, 92410

TREMINIO, RAMON
SAN BERNARDINO, CA, 92410

MERCADO-ZAMORA, LUPE
SAN BERNARDINO, CA, 92410

QIAN, MIN
SAN BERNARDINO, CA, 92410

MUNOZ, SALVADOR
SAN BERNARDINO, CA, 92410

SPSSM INVESTMENTS LP
2226 GREENWOOD ST, SAN BERNARDINO, CA, 92410

JALISCO TRUST
2216 GREENWOOD ST, SAN BERNARDINO, CA, 92410

TORRES, ALBERTO
SAN BERNARDINO, CA, 92410

GERHARD, GARY
SAN BERNARDINO, CA, 92410

LOPEZ, IVAN
SAN BERNARDINO, CA, 92410

WYATT, RANDY HOLLIS
SAN BERNARDINO, CA, 92410

BNSF RAILWAY COMPANY
1450 W. RIALTO AVE, SAN BERNARDINO, CA, 92410

VASADI, VASILE
SAN BERNARDINO, CA, 92410

DANIEL, RALPH E
SAN BERNARDINO, CA, 92411

VAGHASHIA FAMILY LIMITED PTNSHP
2943 OLNEY PL, BURBANK, CA, 91504

KELLEY, SHANNON B
SAN BERNARDINO, CA, 92410

SOUTHERN CALIFORNIA EDISON COMPANY
7951 REDWOOD AVE, FONTANA, CA,92336

ZHOU, HUI
SAN BERNARDINO, CA, 92411

INIGUEZ SEPULVEDA, JESSE JUAREZ
SAN BERNARDINO, CA, 92411

K HARRINGTON INVESTMENTS, LLC
1825 GALINDO ST #321, CONCORD, CA, 94520

ALEJANDRE, ADRIANA
SAN BERNARDINO, CA, 92411

ULLOA, MANUELA
SAN BERNARDINO, CA, 92411

ARRIETA, HELENA IRENE
SAN BERNARDINO, CA, 92411

THE SANCHEZ FAMILY REVOCABLE TRUST
1594 W 5TH ST, SAN BERNARDINO, CA, 92411

SANCHEZ, ROBERT R
SAN BERNARDINO, CA, 92411

BECERRA, PAUL SANCHEZ
SAN BERNARDINO, CA, 92411

ARCOS, GRACIELA
SAN BERNARDINO, CA, 92411

BISHOP OF THE DIOCESE OF SAN BERNARDINO DIOCESE
1201 E HIGHLAND AVE, SAN BERNARDINO, CA, 92404-4607

ROSAS, YESENIA
SAN BERNARDINO, CA, 92411,

RAMOS, ROQUE G
SAN BERNARDINO, CA, 92411

HUDSON, RONALD D
SAN BERNARDINO, CA, 92411

RUIZ, JORGE
SAN BERNARDINO, CA, 92411

LOPEZ, HECTOR MANUEL
SAN BERNARDINO, CA, 92411

CHAVEZ, LAURA
SAN BERNARDINO, CA, 92411

HODGES, ROSE MARIE
SAN BERNARDINO, CA, 92411

CARDONA, MARCO TULIO LOPEZ
SAN BERNARDINO, CA, 92411

JIMENEZ TONY & ELEANOR G FAM TR 1-2
1551 W 5TH ST, SAN BERNARDINO, CA, 92411

JUAREZ, RENE R
SAN BERNARDINO, CA, 92411

AGUILAR, ANASTACIO
SAN BERNARDINO, CA, 92411

MARTINEZ, ARISTEO SANCHEZ
SAN BERNARDINO, CA, 92411

DELGADO, RICHARD CHARLES
SAN BERNARDINO, CA, 92411

PINEDA, MARIO
SAN BERNARDINO, CA, 92411

NUNEZ, VICTOR E
AN BERNARDINO, CA, 92411

GONZALEZ, DANIEL
SAN BERNARDINO, CA, 92411

OCA, ILMER JOEL HERNANDEZ MONTES DE
SAN BERNARDINO, CA, 92411

GARCIA, WALBERTO
SAN BERNARDINO, CA, 92411

VILLEGAS, PETRA
SAN BERNARDINO, CA, 92411

PENALOZA-ALEMAN, JUVENTINO
SAN BERNARDINO, CA, 92411

YANEZ, RODRIGO
SAN BERNARDINO, CA, 92411

MUNOZ IGNACIO G-EST, OF
SAN BERNARDINO, CA, 92411

SERNA, GABRIEL ROSALES
SAN BERNARDINO, CA, 92411

ANDRADE RAYMOND JR & LYDIA Q REV LI
SAN BERNARDINO, CA, 92411

OUR LADY OF GUADALUPE CATHOLIC
CHURCH 1430 W 5TH ST, SAN BERNARDINO,
CA, 92411

GOMEZ, MATILDE
SAN BERNARDINO, CA, 92411

CHIANG, CHUNG I
SAN BERNARDINO, CA, 92411

WANG, ROBERT
SAN BERNARDINO, CA, 92411

YANEZ, RODRIGO
SAN BERNARDINO, CA, 92411

GUTIERRREZ, JOE T
SAN BERNARDINO, CA, 92411

IBARRA, JUAN ANTONIO CABRERA
SAN BERNARDINO, CA, 92411

CRUZ, LUIS E DE LA
SAN BERNARDINO, CA, 92411

GUARDADO, ESTEBAN
SAN BERNARDINO, CA, 92411

MORELOS, ADRIAN
SAN BERNARDINO, CA, 92411

GUTIERREZ, JOSE
SAN BERNARDINO, CA, 92411

BNSF RAILWAY COMPANY
1407 W 5TH ST, SAN BERNARDINO, CA 92411

ERE INVESTENTS LLC
4242 LOUISE AVE, ENCINO, CA, 91316

RENTERIA, SHAWNA IRENE
SAN BERNARDINO, CA, 92411O

IBARRA, RUBEN JAURIGUE
SAN BERNARDINO, CA, 9241route

ROSALES, ANTONIO
SAN BERNARDINO, CA, 92411

LOMELI MORENO, SINDY J
SAN BERNARDINO, CA, 92411

UM, CHAN HO
SAN BERNARDINO, CA, 92411

LAS VEGAS PAWN INC
1305 W 5TH ST, SAN BERNARDINO, CA, 92411

OLMOS DEVELOPMENT LLC
1293 W 5TH ST, SAN BERNARDINO, CA, 92411

BARBOSA, ANA M
SAN BERNARDINO, CA, 92411

DURGA TRUST
1257 W 5TH ST, SAN BERNARDINO, CA, 92411

LOPEZ, GUILLERMO G
SAN BERNARDINO, CA, 92411

QUINTERO, EVANGELINA
SAN BERNARDINO, CA, 92411

MENDEZ, BENJAMIN
SAN BERNARDINO, CA, 92411

OMNITRANS
1700 W 5TH ST, SAN BERNARDINO, CA, 92411

FIFTH STREET PLAZA LLC
1788 W 5TH ST, SAN BERNARDINO, CA, 92411

RAMIREZ, JOSE
SAN BERNARDINO, CA, 92411

RIVERA, LUIS M
SAN BERNARDINO, CA, 92411

COBRA 28 NO 2 LP
4900 SANTA ANITA AVE, STE 2C, EL MONTE, CA, 91731

SAUNIER, PATRICK
SAN BERNARDINO, CA, 92411, , CA, 92411

NOYOLA, DAVID ESPARZA
SAN BERNARDINO, CA, 92411

HERNANDEZ, FRANCO
SAN BERNARDINO, CA, 92411

NAKKOUD, KAIS
SAN BERNARDINO, CA, 92411

QUINTERO, EVANGELINA
SAN BERNARDINO, CA, 92411

SOTO, MARIA TERESA
SAN BERNARDINO, CA, 92411

ESPINO, JOSE L
SAN BERNARDINO, CA, 92411

ARROWHEAD PROPERTIES LTD
157 N RANCHO AVE, SAN BERNARDINO, CA 92410

ALARCON, JOSE
SAN BERNARDINO, CA, 92411

ESTRADA, MARCO ANTONIO
SAN BERNARDINO, CA, 92411

VAZQUEZ, MIGUEL ANGEL PINEDA
SAN BERNARDINO, CA, 92411

QUIEL, JORGE O
SAN BERNARDINO, CA, 92411

ROSTAI, TAMIM
SAN BERNARDINO, CA, 92411

LOPEZ, HECTOR MORALES
SAN BERNARDINO, CA, 92411

GUERRERO, GONZALO
SAN BERNARDINO, CA, 92411

MORALES, HECTOR
SAN BERNARDINO, CA, 92411

MARTINEZ, RUDOLPH
1080 W 5TH ST, SAN BERNARDINO, CA, 92411

SHARP, JOE
SAN BERNARDINO, CA, 92411

RIOS, MARIA
SAN BERNARDINO, CA, 92411

QIDWAI, MUBASHIR MUSHIR
RANCHO CUCAMONGA, CA, 91730-4028

TABARES, GILBERTO E
SAN BERNARDINO, CA, 92411

IGLESIA TEBERNACULO DE AMOR
279 E 46TH ST, SAN BERNARDINO, CA, 92411

DENTMAN, VALERIE
SAN BERNARDINO, CA, 92411

LOPEZ, JOSE D
SAN BERNARDINO, CA, 92411

VERON, JUAN A
SAN BERNARDINO, CA, 92411

APPENDICES

Appendix A. Maps

NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND

- TEMPORARY CONSTRUCTION EASEMENT LINE
- EXISTING R/W LINE
- SIDEWALK
- SHOULDER
- TEMPORARY IMPACTED AREA

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	215		X	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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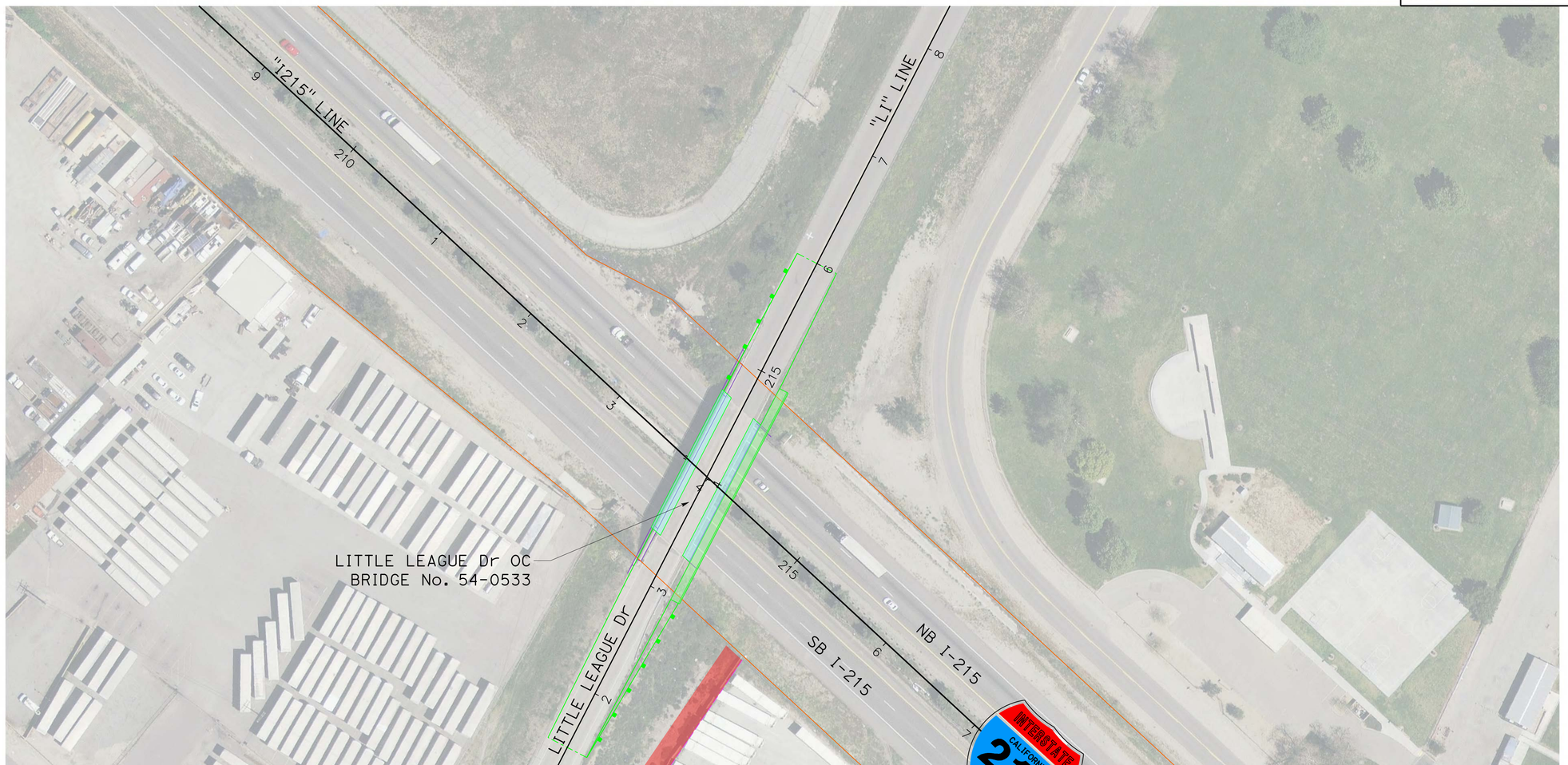

ROUTE 215 IMPROVEMENT
LITTLE LEAGUE DRIVE BRIDGE

FOR PROJECT STUDY ONLY NOT FOR CONSTRUCTION

SCALE: 1"=50'

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: DESIGN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION DATE PLOTTED => 23-MAR-2022
08-24-21 TIME PLOTTED => 13:26

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DGN FILE => 08210000054EnvExh-big-noXS.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT -

PROJECT NUMBER & PHASE -

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND

- PROPOSED R/W LINE
- EXISTING R/W LINE
- TEMPORARY CONSTRUCTION EASEMENT LINE
- SAWCUT LINE
- PAVEMENT IMPACT AREA
- BUS PAD
- SIDEWALK
- TEMPORARY IMPACT AREA
- CURB RAMP
- ACCESSIBLE PEDESTRIAN SIGNAL (APS)
- SHOULDER
- DRIVEWAY

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	66		X	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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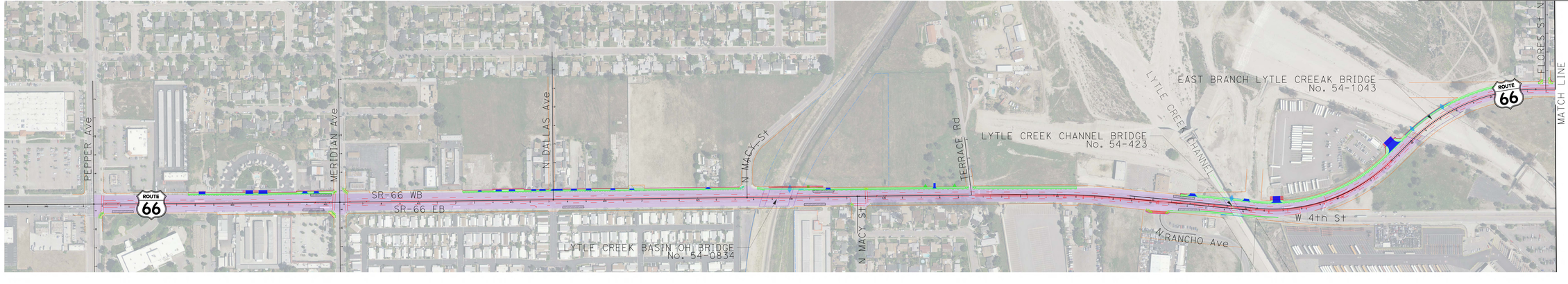

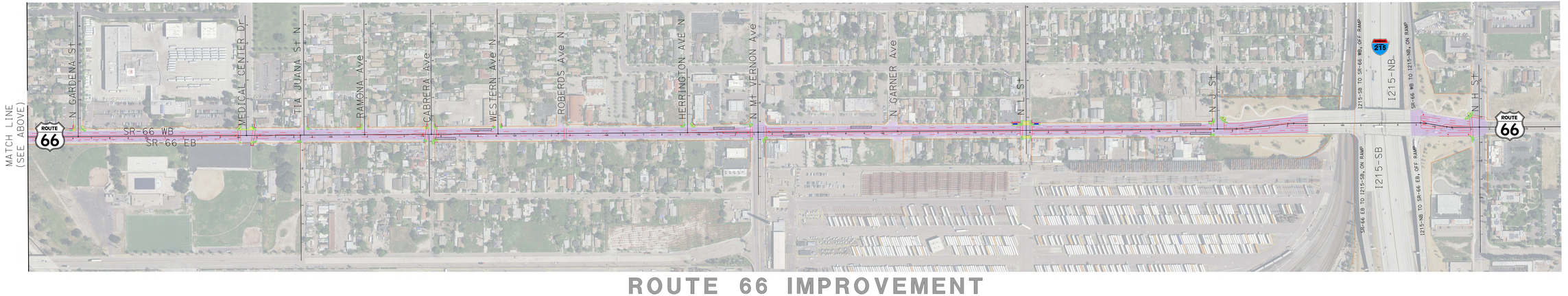

ROUTE 66 IMPROVEMENT
FROM PEPPER Ave TO H St

FOR PROJECT STUDY ONLY NOT FOR CONSTRUCTION

SCALE: 1"=200'

REVISED BY | DATE REVISED

CALCULATED/ DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

DESIGN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

BORDER LAST REVISED 7/2/2010

USERNAME => s148551
DGN FILE => 0821000054EnvExh-big-noXS.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT -

PROJECT NUMBER & PHASE -

LAST REVISION DATE PLOTTED => 23-MAR-2022
TIME PLOTTED => 08:52
08-24-21

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	66		X	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LEGEND

- PROPOSED R/W LINE
- EXISTING R/W LINE
- TEMPORARY CONSTRUCTION EASEMENT LINE
- SAWCUT LINE
- PAVEMENT IMPACT AREA
- BUS PAD
- SIDEWALK
- TEMPORARY IMPACT AREA
- CURB RAMP
- ACCESSIBLE PEDESTRIAN SIGNAL (APS)
- SHOULDER
- DRIVEWAY

FOR PROJECT STUDY ONLY NOT FOR CONSTRUCTION

ROUTE 66 IMPROVEMENT
FROM PEPPER Ave TO H St

SCALE: 1"=100' **1 OF 7**

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

DESIGN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION | DATE PLOTTED => 23-MAR-2022
08-24-21 | TIME PLOTTED => 14:14

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1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	66		X	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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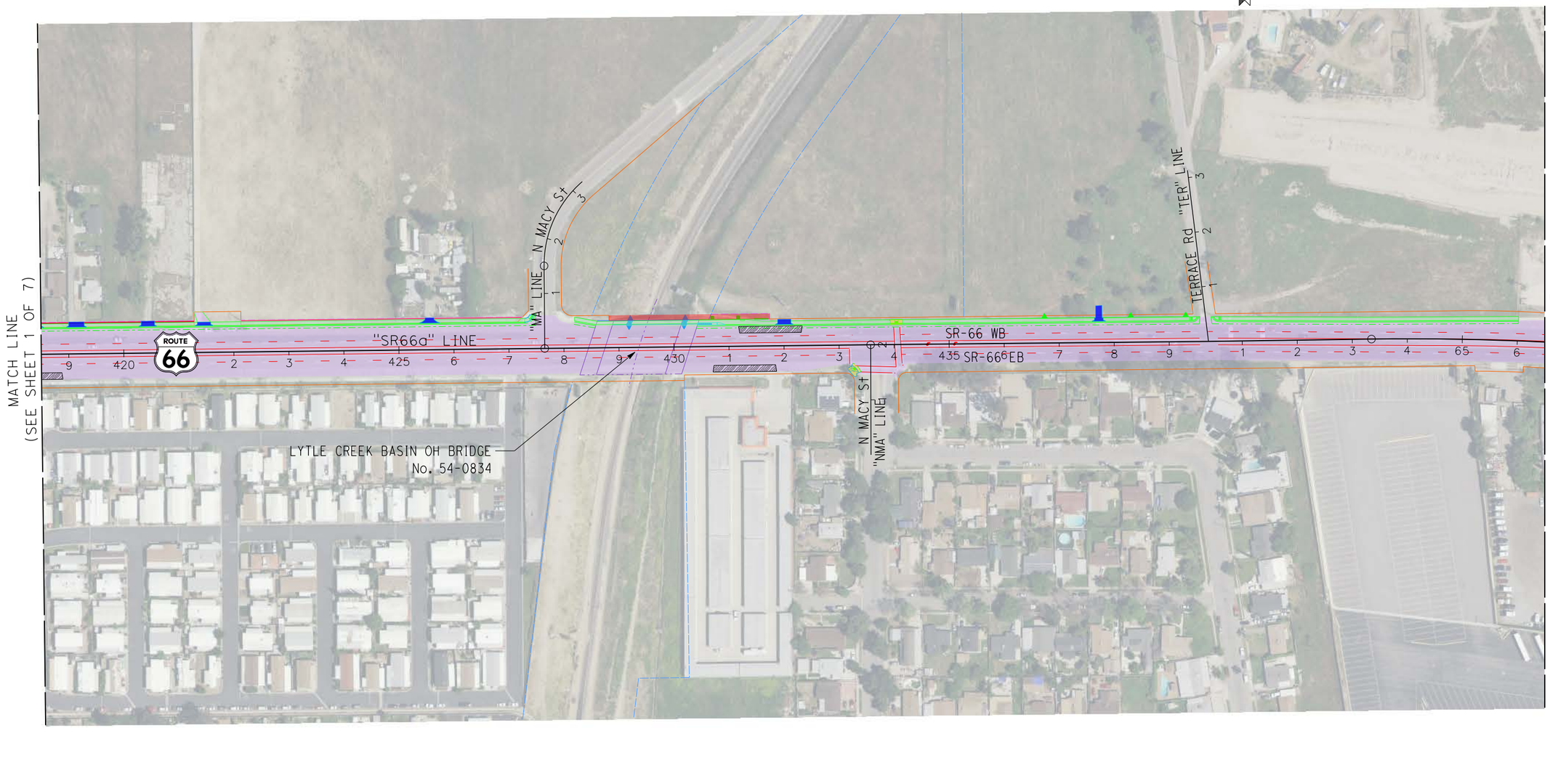

FOR PROJECT STUDY ONLY NOT FOR CONSTRUCTION

ROUTE 66 IMPROVEMENT
FROM PEPPER Ave TO H St

SCALE: 1"=100' **2 OF 7**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
FUNCTIONAL SUPERVISOR
DESIGN
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => 23-MAR-2022
08-24-21 TIME PLOTTED => 15:02

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NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	66		X	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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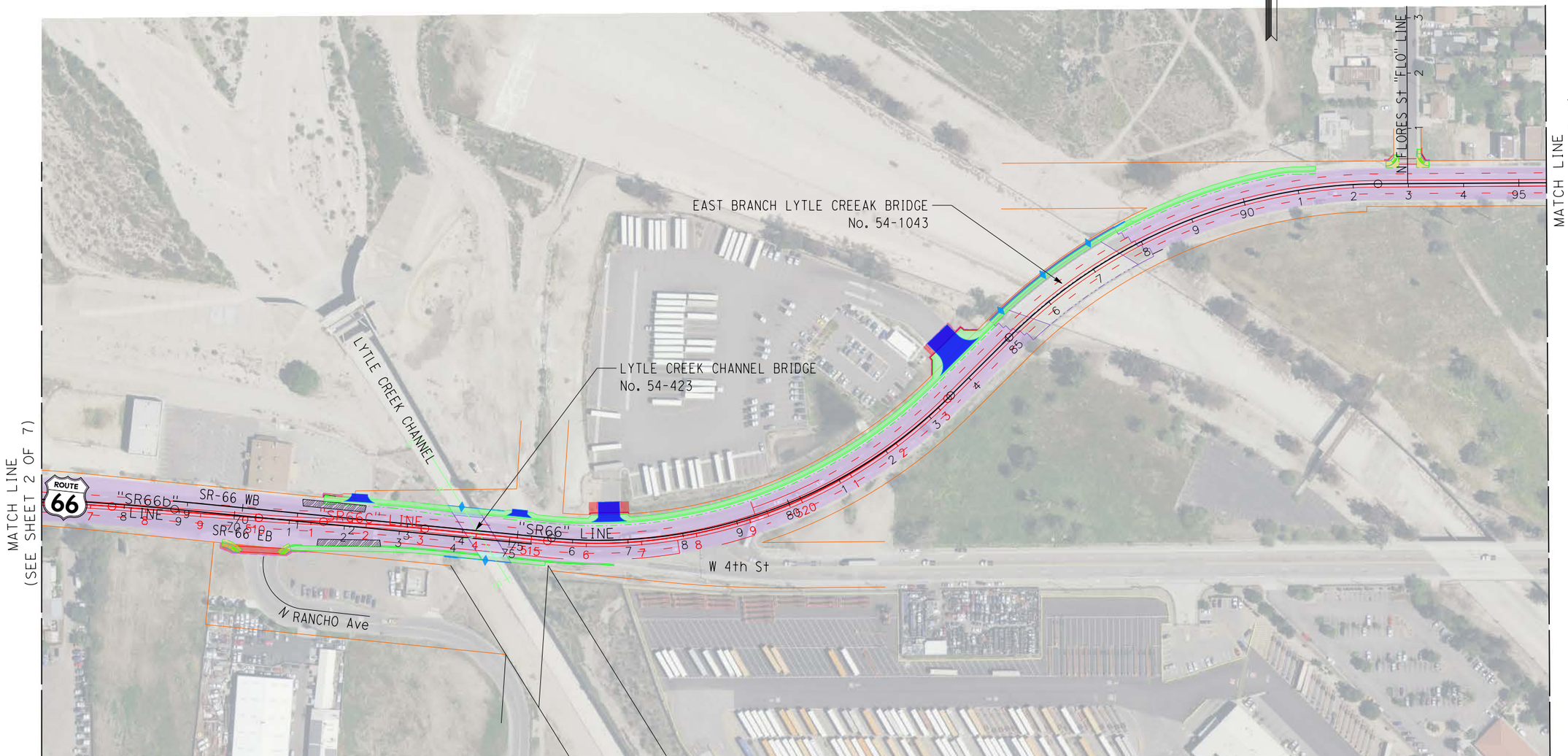

ROUTE 66 IMPROVEMENT
FROM PEPPER Ave TO H St

FOR PROJECT STUDY ONLY NOT FOR CONSTRUCTION

SCALE: 1"=100' **3 OF 7**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR: DESIGN

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CHECKED BY

QUALITY CONTROL BY

REVISED BY | DATE REVISED

LAST REVISION 08-24-21

DATE PLOTTED => 23-MAR-2022

TIME PLOTTED => 15:05

BORDER LAST REVISED 7/2/2010

USERNAME => s148551

DGN FILE => 0821000054EnvExh-003.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT -

PROJECT NUMBER & PHASE -

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	66		X	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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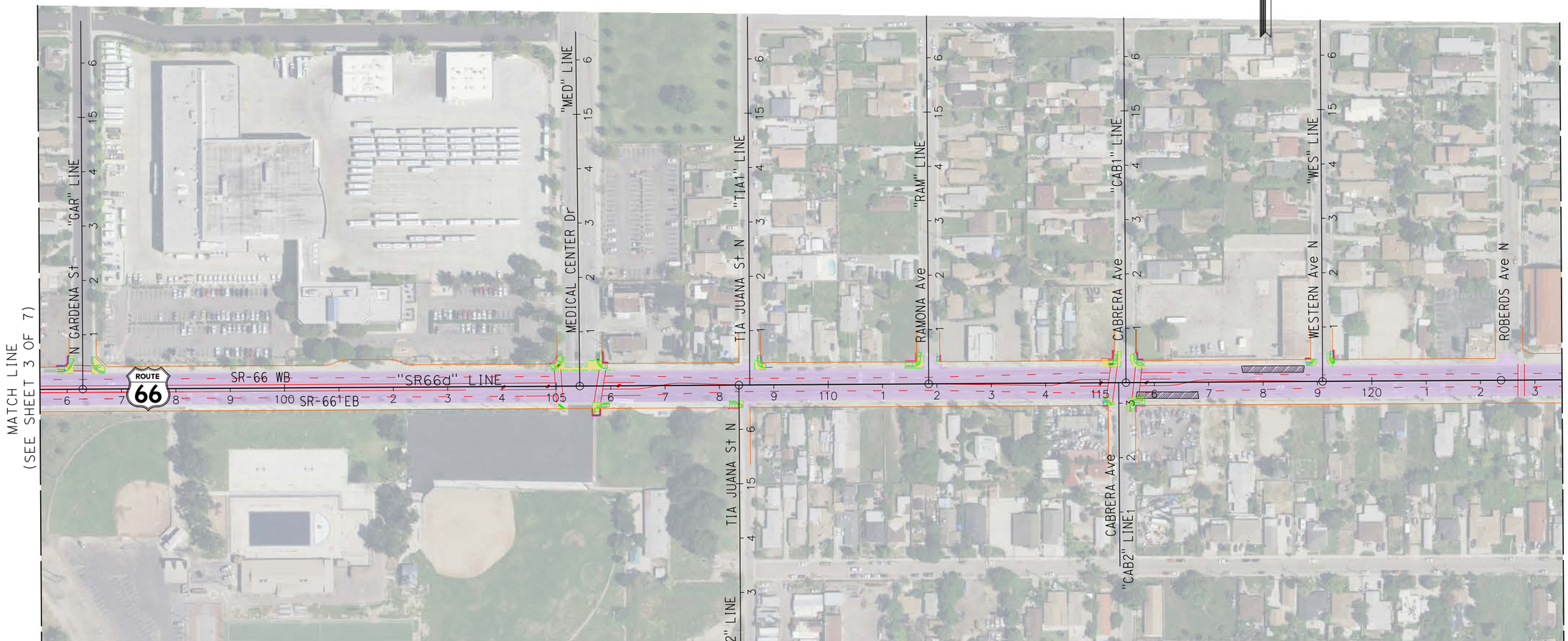

FOR PROJECT STUDY ONLY NOT FOR CONSTRUCTION

ROUTE 66 IMPROVEMENT
FROM PEPPER Ave TO H St

SCALE: 1"=100' **4 OF 7**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
FUNCTIONAL SUPERVISOR: DESIGN
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 08-24-21
DATE PLOTTED => 23-MAR-2022
TIME PLOTTED => 15:15

BORDER LAST REVISED 7/2/2010
USERNAME => s148551
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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT -
PROJECT NUMBER & PHASE -

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	66		X	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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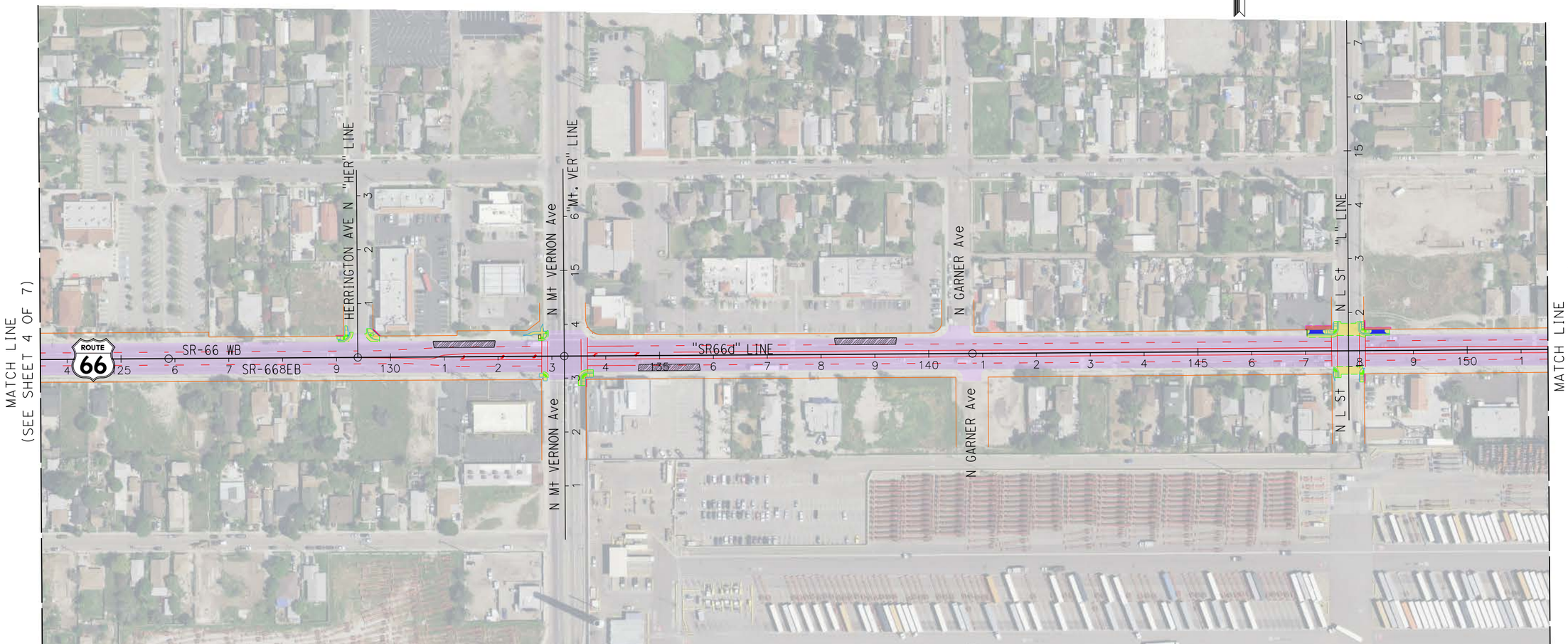


FOR PROJECT STUDY ONLY NOT FOR CONSTRUCTION

ROUTE 66 IMPROVEMENT
FROM PEPPER Ave TO H St

SCALE: 1"=100' **5 OF 7**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR: DESIGN

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION 08-24-21

DATE PLOTTED => 23-MAR-2022
TIME PLOTTED => 15:41

BORDER LAST REVISED 7/2/2010

USERNAME => s148551
DGN FILE => 0821000054EnvExh-005.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT -

PROJECT NUMBER & PHASE -

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

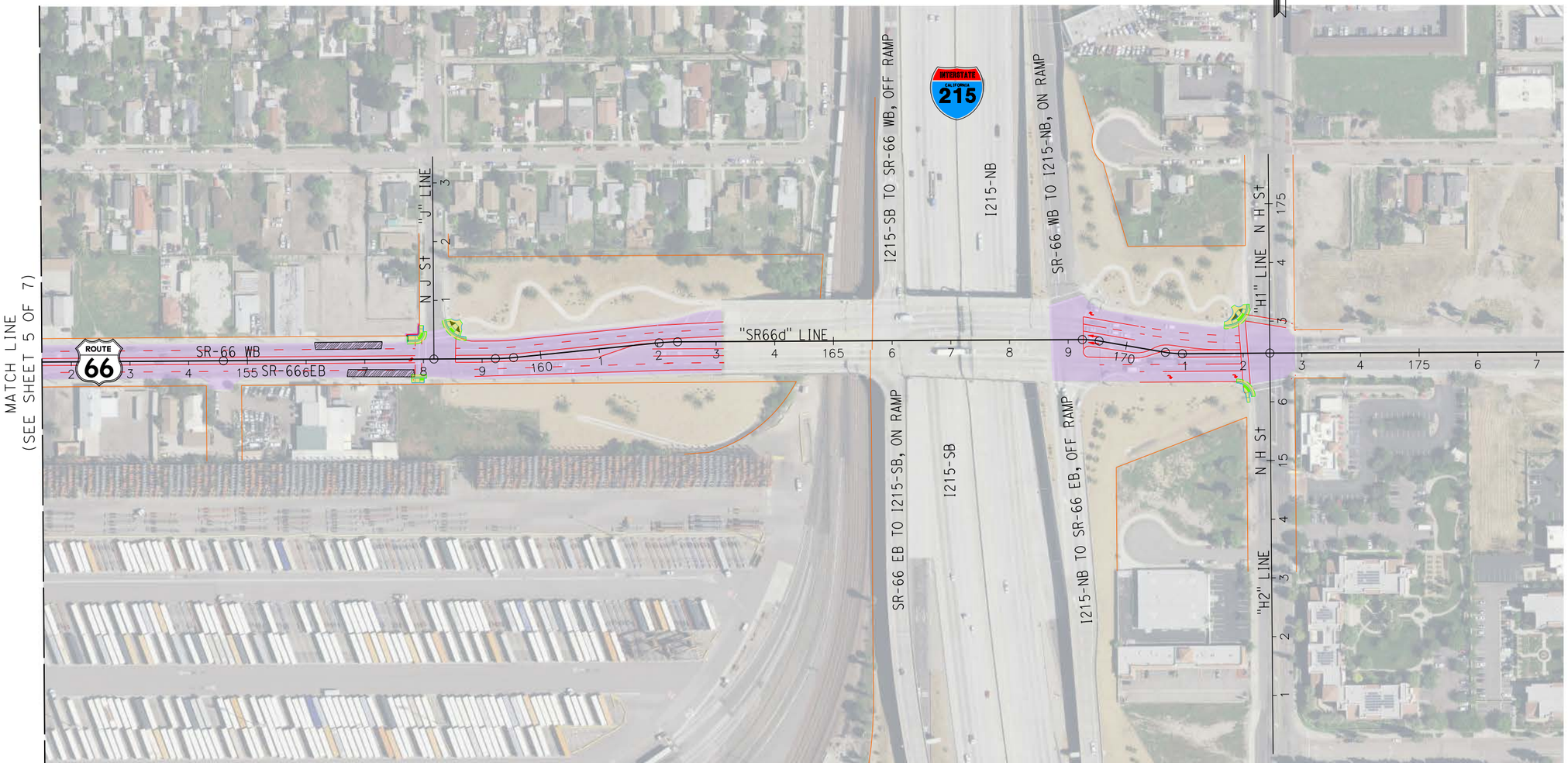
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	66		X	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



FOR PROJECT STUDY ONLY NOT FOR CONSTRUCTION

ROUTE 66 IMPROVEMENT FROM PEPPER Ave TO H St

SCALE: 1"=100' **6 OF 7**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR St | DESIGN | CALCULATED BY St | DESIGNED BY | CHECKED BY | REVISED BY | DATE REVISED

LAST REVISION 08-24-21 | DATE PLOTTED => 23-MAR-2022 | TIME PLOTTED => 15:55

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NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND

- TEMPORARY CONSTRUCTION EASEMENT LINE
- EXISTING R/W LINE
- SIDEWALK
- SHOULDER
- TEMPORARY IMPACTED AREA

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	215		X	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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FOR PROJECT STUDY ONLY NOT FOR CONSTRUCTION

ROUTE 215 IMPROVEMENT
LITTLE LEAGUE DRIVE BRIDGE

SCALE: 1"=50' **7 OF 7**

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: DESIGN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 08-24-21 | DATE PLOTTED => 23-MAR-2022 | TIME PLOTTED => 14:41

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Appendix B. Biological Table

Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area (February 2022 Natural Environment Study [Minimal Impacts])

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
Natural Communities					
Riversidian alluvial fan sage scrub	N/A	S1.1	Holland Classification Code: 32700 Sawyer-Keeler-Wolf equivalent: *Artemisia californica* - *Eriogonum fasciculatum* Shrubland Alliance Alluvial fan sage scrub is a threatened and rare natural community. A sub-type of coastal sage scrub, this habitat is found on alluvial fans and flood plains of the coastal side of the San Gabriel San Bernardino Mountains. Significant areas now occur only in San Bernardino County and include the Etiwanda Fan, Lytle Creek, Cajon Creek, and the Santa Ana River. Climatic conditions are similar to those for coastal sage scrub, but frequency and intensity of surface flooding occurs within the habitat. Soils include a complex, unsorted	HP	The BSA contains Riversidian alluvial fan sage scrub habitat. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.

			structure of alluvium composed of boulders, rocks and sands. Vegetation is less dense than coastal sage scrub when in river channels thar are subject to frequent flooding. The primary indicator plant is scale-broom (*Lepidospartum squamatum*). Alluvial Fan Sage Scrub communities have been severely altered by flood control activities that circumvent periodic flooding, leading to gradual conversion.		
Southern Cottonwood Willow Riparian Forest	N/A	S3.2	Holland Classification Code: 61330 Sawyer-Keeler-Wolf equivalent: Populus fremontii - Fraxinus velutina - Salix gooddingii Forest Alliance	A	The BSA does not contain suitable southern cottonwood willow riparian forest habitat.
Southern Riparian Scrub	N/A		This Habitat type has the same potential species composition as riparian forest, but at a younger successional stage, either because of a more recent disturbance or more frequent flooding (Faber and Keller 1985). In addition to the species listed in the description of riparian forest such as willow species, riparian scrub also may include mulefat.	A	The BSA does not contain southern riparian scrub habitat.

Plants					
Marsh sandwort	*Arenaria paludicola*	FE, SE, CNPS 1B.1	Inhabits freshwater marsh, marsh and swamp, and wetland habitats. Species grows through dense mats of Typha, Juncus, Scirpus, etc. in freshwater marsh and sandy soils at 3-170 meters (~10-558 feet) in elevation.	A	The BSA does not contain suitable freshwater marsh or wetland habitats capable of supporting this species.
Horn's milk-vetch	*Astragalus hornii* var. *hornii*	CNPS 1B.1	Inhabits alkali sink, and wetland-riparian habitats. Bloom Time: May to October	A	The BSA does not contain suitable alkali sink or wetland-riparian habitats capable of supporting this species.
bristly sedge	*Carex comosa*	CNPS 2B.1	Found on lake margins and wet places within coastal prairie; freshwater marsh; marsh and swamps; valley and foothill grasslands; and wetlands at -5-1,010 meters (~-15-3,320 feet) in elevation. One site is below sea level on a Delta island. Bloom Time: May to September	A	The BSA contains no marsh, swamp, or suitable wetland habitats capable of supporting this species.
smooth tarplant	*Centromadia pungens* ssp. *laevis*	CNPS 1B.1	Found in alkali playa; chenopod scrub; meadow and seep; riparian woodland; valley and foothill grassland; wetlands; and disturbed	A	The BSA does not contain suitable alkali playa, alkali sink, chenopod scrub, meadow, seep, riparian, and wetland habitats capable of supporting this species.

			habitats at 5 to 1,170 meters (~ 16-3,839 feet) in elevation. Bloom Time: April to September		
salt-marsh bird's beak	*Chloropyron maritimum* ssp. *maritimum*	FE. SE. CNPS 1B.2	Limited to higher zones of salt marsh habitat; species can be found in coastal dunes, marshes and swamp, salt marsh, and wetland habitats at 0-10 meters (~0-33 feet) in elevation. Bloom Time: May to October	A	The BSA does not contain suitable coastal salt marsh, dunes, and wetland habitats capable of supporting this species, and is above the species elevational range.
Parry's spineflower	*Chorizanthe parryi* var. *parryi*	CNPS 1B.1	Found in coastal scrub; chaparral; cismontane woodland; and valley and foothill grassland habitats, as well as dry and sandy-soiled slopes and flats, sometimes at the interface of 2 vegetation types such as chaparral and oak woodland, at 90-1,220 meters (~ 295-4,003 feet) in elevation. Bloom Time: May to June	HP	The BSA contains suitable coastal scrub habitat. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
Peruvian dodder	*Cuscuta obtusiflora* var. *glandulosa*	CNPS 2B.2	Inhabits marshes and swamps (freshwater), freshwater marsh, and	A	The BSA does not contain suitable freshwater marsh and wetland habitats capable of supporting this species.

			wetlands at 15-280 meters in elevation. Bloom Time: July to October		
slender-horned spineflower	*Dodecahema leptoceras*	FE, SE, CNPS 1B.1	Found in chaparral, cismontane woodland, and alluvial fan sage scrub habitats, as well as flood-deposited terraces and washes with sandy soils. Associated vegetation includes *Encelia*, *Dalea*, *Lepidospartum*, etc. at 200-765 meters (~656-2,510 feet) in elevation. Bloom Time: May to June	HP	The BSA contains suitable alluvial fan sage scrub habitat and flood deposited terraces. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
Santa Ana River woolly-star	*Eriastrum densifolium* ssp. *sanctorum*	FE, SE, CNPS 1B.1	Inhabits coastal scrub and chaparral habitats in sandy soils, river floodplains, or terraced fluvial deposits at 180-705 meters (~591-2,313 feet) in elevation. Bloom Period: May to September	HP	The BSA contains suitable coastal scrub, floodplains, and terraced fluvial deposits. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
Alvin meadow bedstraw	*Galium californicum* ssp. *primum*	CNPS 1B.2	Inhabits chaparral and lower montane coniferous forest habitats. Species grows in the shade of trees and shrubs at the lower	A	The BSA does not contain suitable habitat and is below the species elevational range.

			edge of the pine belt, in pine forest-chaparral ecotone. Occurs in granitic, sandy soils at 1,460-1,830 (4,800-6,000 feet) meters in elevation. Bloom Time: May to July		
Los Angeles sunflower	*Helianthus nuttallii* ssp. *parishii*	CNPS 1A	Occurs in marshes and swamps (coastal salt and freshwater) and wetlands at 35-1,525 (115-5,000 feet) meters in elevation.	A	The BSA does not contain suitable coastal salt and freshwater marsh and wetland habitats capable of supporting this species.
mesa horkelia	*Horkelia cuneata* var. *puberula*	CNPS 1B.1	Found on sandy or gravelly sites within chaparral, cismontane woodland, and coastal scrub habitats at 15-1,645 meters (~ 49-5,397 feet) in elevation. Bloom Time: March to July	HP	The BSA contains potentially suitable coastal scrub habitat. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
Robinson's pepper-grass	*Lepidium virginicum* var. *robinsonii*	CNPS 4.3	Found in chaparral and coastal sage scrub habitats with dry soils at 4-1,435 meters (~ 13-4,708 feet) in elevation. Bloom Time: March to June	HP	The BSA contains potentially suitable coastal scrub habitat. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
Parish's desert-thorn	*Lycium parishii*	CNPS 2B.3	Inhabits coastal scrub and Sonoran Desert scrub at -3-570 meters (~ -10-1,870 feet) in elevation.	HP	The BSA contains potentially suitable coastal scrub habitat. The PIA consists of the paved travel way, concrete lined channels and access roads, and

			Bloom Time: March to April		previously disturbed areas and contains no suitable habitat.
Parish's bush-mallow	*Malacothamnus parishii*	CNPS 1A	Inhabits coastal scrub and chaparral habitats. Bloom Time: June to July	HP	The BSA contains potentially suitable coastal scrub habitat. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
Pringle's monardella	*Monardella pringlei*	CNPS 1A	Inhabits coastal sage scrub habitat. Range is mainly confined to southwestern San Bernardino County, CA. Bloom Time: May to June	HP	The BSA contains potentially suitable coastal scrub habitat. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
Gambel's water cress	*Rorippa gambellii*	FE, ST, CNPS 1B.1	Known from southern California in Los Angeles, San Bernardino, San Luis Obispo, Santa Barbara, and Ventura counties. Found in undisturbed, lake margins, streams, swamps, marshes, ponds, and wetlands. Bloom Time: April-October	A	The BSA does not contain suitable marsh and wetland habitats capable of supporting this species.
Parish's gooseberry	*Ribes divaricatum* var. *parishii*	CNPS 1A	Found in wetland-riparian and coastal sage scrub habitats. Bloom Time: February to April	HP	The BSA contains potentially suitable coastal scrub habitat. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.

chaparral ragwort	*Senecio aphanactis*	CNPS 2B.2	Inhabits chaparral, cismontane woodland, and coastal scrub habitats on drying alkaline flats at 20-1,020 meters (~66-3,346 feet) in elevation. Bloom Time: February to May	A	The BSA does not contain suitable drying alkaline flats capable of supporting this species.
salt spring checkerbloom	*Sidalcea neomexicana*	CNPS 2B.2	Occurs within playas; chaparral; coastal scrub; lower montane coniferous forest; wetlands; and Mojavean desert scrub, especially within alkali springs and marshes at 3-2,380 (~10-7,800 Feet) meters in elevation. Bloom Time: April to June	A	The BSA does not contain suitable playas, wetland, and alkali springs and marshes capable of supporting this species.
prairie wedge grass	*Sphenopholis obtusata*	CNPS 2B.2	Occurs in cismontane woodland, meadows, seeps, along rivers and springs and alkaline desert seeps at 15-2,625 meters (~10-8,625 feet) in elevation. Bloom Time: April to July	A	The BSA does not contain suitable cismontane woodland, meadows, and alkaline seeps and springs capable of supporting this species.
San Bernardino aster	*Symphyotrichum defoliatum*	CNPS 1B.2	Inhabits meadows and seeps, cismontane woodland, coastal scrub, lower montane coniferous forest, marshes and swamps,	A	The BSA does not contain suitable meadows, seeps, marshes, and wetland habitats capable of supporting this species.

			and valley and foothill grassland habitats. Occurs in vernally mesic grassland or near ditches, streams and springs, and disturbed areas at 3-2,045 meters (~10-6,709 feet) in elevation. Bloom Time: July to November		
San Diego ambrosia	*Ambrosia pumila*	FE, CNPS 1B.1	Occurs in the valleys of chaparral, coastal scrub, and valley and foothill grassland habitats within sandy loam, clay, and (sometimes) alkaline soils. Found on margins or near vernal pools or artificially disturbed areas at 3-580 meters (~10-11,745 feet) in elevation. Bloom Time: April to October	HP	The BSA contains potentially suitable coastal scrub habitat and artificially disturbed areas. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
thread-leaved brodiaea	*Brodiaea filifolia*	FT, SE, CNPS 1B.1	Found in chaparral (openings); cismontane woodland; coastal scrub; playas; valley and foothill grassland; vernal pool; and wetland habitats but is typically	HP	The BSA contains potentially suitable coastal scrub habitat and artificially disturbed areas. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.

			associated with annual grassland and vernal pools. Often surrounded by shrubland habitats in openings on clay soils at 15-1,030 meters (~49-3,379 feet) in elevation. Bloom Time: March to June		
western spleenwort	*Asplenium vespertinum*	CNPS 4.2	Planted in soil or on rocks. Found in shaded, moist, calcareous rock outcrops, such as limestone, dolomite, or shale cliffs, and talus slopes, escarpments, and boulder-strewn woodlands at (200-1000 meters) in elevation. Bloom Time: February to June	A	No suitable habitat is present within the BSA. The historic record does not indicate any observed records in the BSA.
Nevin's barberry	*Berberis nevinii*	FE, SE, CNPS 1B.1	Found on steep, north-facing slopes or in low grade sandy washes. Inhabits chaparral, cismontane woodland, coastal scrub, and riparian scrub (CNDDB 2019); species naturally occurs at elevations below 650 meters in elevation (Jepson Interchange 2012).	HP	The BSA contains potentially suitable coastal scrub habitat and artificially disturbed areas. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.

			Bloom Time: March to May		
Catalina mariposa lily	*Calochortus catalinae*	CNPS 4.2	Inhabits valley and foothill grassland, chaparral, coastal scrub, and cismontane woodland habitats in heavy soils, open slopes, and openings in brush at 15-700 meters (~49-2,297 feet) in elevation. Bloom Time: March to May	HP	The BSA contains potentially suitable coastal scrub habitat and artificially disturbed areas. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
Palmer's mariposa-lily	*Calochortus palmeri var. palmeri*	CNPS 1B.2	Inhabits meadows and seeps, chaparral, and lower montane coniferous forest habitats in vernally moist places within yellow-pine forest and chaparral at 195-2,530 meters (~640-7,710 feet) in elevation. Bloom Time: May to July	A	The BSA does not contain suitable meadows, seeps, chaparral and lower montane coniferous forest habitats capable of supporting this species.
Plummer's mariposa-lily	*Calochortus plummerae*	CNPS 4.2	Occurs in coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, and lower montane coniferous forest habitat on rocky and sandy	HP	The BSA contains potentially suitable coastal scrub habitat and artificially disturbed areas. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.

			sites, usually of granitic or alluvial material at 60-2,500 meters (~197-8,202 feet) in elevation. Can be very common after fire. Bloom Time: May to July		
La Panza mariposa-lily	*Calochortus simulans*	CNPS 1B.3	Found in sand (often granitic), grassland to yellow-pine forest at < 1100 meters in elevation. Bloom Time: April to June	A	The historic records do not indicate any observed species to occur within the BSA. Suitable habitat is absent within the BSA.
San Bernardino Mountains owl's-clover	*Castilleja lasiorhyncha*	CNPS 1B.2	Inhabits chaparral, meadows and seeps, pebble plain, pavement plain, upper montane coniferous forest, riparian woodland, and wetland habitats. Can be found in Mesic to drying soils in open areas of stream and meadow margins or in vernally wet areas at 1,140-2,320 meters (~3,740-7,612 feet) in elevation. Bloom Time: May to August	A	The BSA does not contain suitable meadows, seeps, chaparral, riparian woodland and wetland habitats capable of supporting this species.

Peninsular spineflower	*Chorizanthe leptotheca*	CNPS 4.2	Occurs in chaparral, coastal scrub, lower montane coniferous forest habitats on granitic soils within alluvial fans at 300-1,900 meters (~984-6,234 feet) in elevation. Bloom Time: May to August	HP	The BSA contains potentially suitable coastal scrub habitat and artificially disturbed areas. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
Southern Sierra woolly sunflower	*Eriophyllum lanatum var. obovatum*	CNPS 4.3	Found in open conifer forest; at 1300--2500 meters in elevation. Bloom Time: June to July	A	The BSA does not contain suitable open conifer forest habitat capable of supporting this species.
hot springs fimbristylis	*Fimbristylis thermalis*	CNPS 2B.2	Found in wet mineralized soils near hot springs and in seepage meadows; at 110--1340 meters in elevation. Bloom Time: July to September	A	The BSA does not contain suitable hot spring habitat capable of supporting this species.
Pine green-gentian	*Frasera neglecta*	CNPS 4.3	Found in dry, open woodland; at 1400--2500 meters in elevation. Bloom Time: May to July	A	The BSA does not contain suitable habitat capable of supporting this species.
California satintail	*Imperata brevifolia*	CNPS 2B.1	Occurs in coastal scrub; chaparral; riparian	A	The BSA does not contain suitable meadows, seeps, and wetland habitats capable of supporting this species.

			scrub; Mojavean desert scrub; meadows and seeps (alkali); riparian scrub; and wetland habitats. Found in mesic sites, alkali seeps, and riparian areas at 3-1,495 meters in elevation. Bloom Time: September to May		
southern California black walnut	*Juglans californica*	CNPS 4.2	Chaparral, coastal scrub, cismontane woodland, and riparian woodland on slopes, canyons, and alluvial habitats at 50-900 meters (~164-2,953 feet) in elevation. Bloom Time: March to May	A	The BSA does not contain suitable habitat capable of supporting this species.
Duran's rush	*Juncus duranii*	CNPS 4.3	Occurs in creek banks, wet places, in montane conifer forest; at 1800--2750 meters in elevation. Bloom Time: July to August	A	The BSA does not contain suitable habitat capable of supporting this species.
ocellated Humboldt lily	*Lilium humboldtii ssp. ocellatum*	CNPS 4.2	Found in oak canyons, chaparral, yellow-pine forest; at < 1800 meters in elevation.	A	The BSA does not contain suitable oak canyons habitats capable of supporting this species.

			Bloom Time: March to August		
California muhly	*Muhlenbergia californica*	CNPS 4.3	Usually found near streams or seeps within coastal scrub, chaparral, lower montane coniferous forest, and meadows and seeps at 100-2,000 meters (~328-6,562 feet) in elevation. Bloom Time: June to September	A	The BSA does not contain suitable habitat capable of supporting this species. The historic record does not indicate species to occur within the BSA.
black bog-rush	*Schoenus nigricans*	CNPS 2B.2	Inhabits alkaline marshes, swamps, and wetlands at 120-1,525 meters (~394-5,003 feet) in elevation. Bloom Time: August to September	A	The BSA does not contain suitable alkaline marshes, swamps and wetland habitats capable of supporting this species.
Laguna Mountains jewel flower	*Streptanthus bernardinus*	CNPS 4.3	Inhabits chaparral, lower montane coniferous forest, and upper montane coniferous forest within clay or decomposed granite soils, sometimes in disturbed areas such as streamsides or roadcuts, at 1,440-2,500 meters (~4,724-8,202 feet) in elevation.	A	The BSA does not contain suitable habitat capable of supporting this species.

			Bloom Time: June to August		
southern jewelflower	*Streptanthus campestris*	CNPS 1B.3	Found within open, rocky areas in chaparral lower montane coniferous forest, and pinyon and juniper woodlands at 605-2,590 meters (~1,985-8,497 feet) in elevation. Bloom Time: May to June	A	The BSA does not contain suitable habitat capable of supporting this species.
Invertebrates					
Crotch bumble bee	*Bombus crotchii*	SCE	Inhabits coastal California, east to the Sierra-Cascade crest, and south into Mexico. Food preference includes *Antirrhinum, Phacelia, Clarkia, Dendromeco, Eschscholzia*, and *Eriogonum* species.	HP	The BSA contains suitable coastal scrub habitat primarily composed of CA buckwheat. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
quino checkerspot butterfly	*Euphydryas editha quino*	FE	Found in chaparral and coastal sage shrub habitats in parts of Riverside and San Diego counties, especially within sunny openings and a high density of Plantago erecta, P. insularis, and Orthocarpus purpurescens.	A	The BSA is outside of the species current range.
Delhi Sands flower-loving fly	*Rhaphiomidas terminatus abdominalis*	FE	Inhabits interior dunes. Found only in areas of the Delhi Sands formation in southwestern San Bernardino and	A	The BSA does not contain suitable interior dunes composed of Delhi Sands formation capable of supporting this species.

			northwestern Riverside counties. Requires fine, sandy soils, often with wholly or partly consolidated dunes and sparse vegetation. Oviposition requires shade.		
Monarch butterfly	*Danaus plexippus*	FC	It inhabits open fields and meadows with milkweed. The iconic black and orange monarch butterfly is known for its astonishing long-distance annual migration and reliance on milkweed as its obligate larval host plant.	A	The BSA does not contain the obligate larval host plant. Suitable habitat is absent from the BSA.
White cuckoo bee	*Neolarra alba*	No Formal Status	Known only from localities in Southern California, this species is cleptoparasitic in the nests of perdita bees (CNDDB 2020). Neolarra is a genus of small bees. It historically occurs from Southern California east to Tennessee and Georgia, and from Alberta south to northern Mexico. Habitat includes xeric conditions of southwestern and midwestern United States (Shanks 1977).	A	The BSA does not contain suitable habitat capable of supporting this species.
Fish					
Santa Ana sucker	*Catostomus santaanae*	FT	Found in aquatic, south coast flowing waters. Endemic to Los Angeles Basin south coastal streams. A habitat	A	Perennial waters necessary for obligate-aquatic fish species, fish passage, and/or spawning habitat are absent from the BSA.

			generalist that prefers sand-rubble-boulder bottoms, cool, clear water, and algae.		
arroyo chub	*Gila orcuttii*	SSC	An aquatic species that inhabits South coast flowing waters. It is native to streams from Malibu Creek to the San Luis Rey River basin. Introduced into streams in Santa Clara, Ventura, Santa Ynez, Mojave & San Diego river basins. Can be found in slow water stream sections with mud or sand bottoms. Feeds heavily on aquatic vegetation and associated invertebrates.	A	Perennial waters necessary for obligate-aquatic fish species, fish passage, and/or spawning habitat are absent from the BSA.
steelhead southern California DPS	*Oncorhynchus mykiss irideus* pop. 10	FE	An aquatic species that inhabits South coast flowing waters. Federal listing refers to populations from Santa Maria River south to southern extent of range (San Mateo Creek in San Diego County). Southern steelhead likely have greater physiological tolerances to warmer water and more variable conditions.	A	Perennial waters necessary for obligate-aquatic fish species, fish passage, and/or spawning habitat are absent from the BSA.

Amphibians					
western spadefoot	*Spea hammondii*	SSC	Inhabits cismontane woodland; coastal scrub; valley & foothill grassland; vernal pools; and wetland habitats. Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	A	The BSA does not contain suitable aquatic breeding vernal pool and wetland habitats capable of supporting this species.
Reptiles					
Southern California legless lizard	*Anniella stebbinsi*	SSC	Found in a variety of habitats including broadleaved upland forest; chaparral; and coastal scrub habitats, south of the Transverse Range and extending to northwestern Baja California. Occurs in moist, sandy, or loose loamy soils under sparse vegetation. Soil preference is high moisture soils.	HP	The BSA contains suitable coastal scrub habitat. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
California glossy snake	*Arizona elegans occidentalis*	SSC	Patchily distributed in the southern San Joaquin Valley, Transverse and Peninsular ranges, and south to Baja California.	HP	The BSA contains suitable grassland and coastal scrub habitats. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.

			Species is a generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.		
orange-throated whiptail	*Aspidoscelis hyperythra*	WL	Inhabits low-elevation coastal scrub; chaparral; cismontane woodland; and valley-foothill hardwood habitats. Prefers washes and other sandy areas with patches of brush and rocks. Perennial plants are necessary for termites, its main food source.	HP	The BSA contains suitable coastal scrub habitat. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
coastal whiptail	*Aspidoscelis tigris stejnegeri*	SSC	Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland & riparian areas within firm, sandy, or rocky substrate.	HP	The BSA contains suitable coastal scrub and riparian areas. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
San Diego banded gecko	*Coleonyx variegatus abbotti*	SSC	Inhabits coastal and cismontane habitats in southern California. Found in granite or rocky outcrops in coastal scrub and chaparral habitats.	A	The BSA does not contain suitable coastal scrub or chaparral habitats with granite or rocky outcrops capable of supporting this species. The BSA is generally regarded as outside of the species range.
red-diamond rattlesnake	*Crotalus ruber*	SSC	Occurs in chaparral; Mojavean desert scrub; Sonoran Desert scrub; woodland; grassland; and desert areas, often	A	The BSA is generally regarded as outside of the species range, suitable habitat features lacking.

			in rocky and dense vegetation, from coastal San Diego County to the eastern slopes of the mountains. Needs rodent burrows, cracks in rocks or surface cover objects.		
coast horned lizard	*Phrynosoma blainvillii*	SSC	Frequents a variety of habitats, including chaparral; cismontane woodland; coastal bluff scrub; coastal scrub; desert wash; pinon & juniper woodlands; riparian scrub; riparian woodland; and valley & foothill grassland habitats. Most common in lowlands along sandy washes with scattered low bushes.	HP	The BSA contains suitable coastal scrub, grassland, and riparian habitats. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
southern rubber boa	*Charina umbratica*	ST	Found within meadow and seep, riparian forest, riparian woodland, wetland, and upper montane coniferous forest habitats. Known from the San Bernardino and San Jacinto mountains. Species is found in a variety of montane forest habitats, including in the vicinity of streams or wet meadows.	A	The BSA does not contain suitable habitat to support this species.

			Species requires loose, moist soil for burrowing; seeks cover in rotting logs, rock outcrops, and under surface litter (CNDDB 2019).		
southern mountain yellow-legged frog	*Rana muscosa*	FE, SE	Highly aquatic; species is always encountered within a few feet of water. Tadpoles may require 2 - 4 years to complete their aquatic development.	A	No suitable habitat within the Proposed Project limits.
Birds					
tricolored blackbird	*Agelaius tricolor*	ST, SSC	Largely endemic to California. Inhabits freshwater marsh, marsh and swamp, swamp, and wetland habitats. Species is highly colonial and most numerous in the Central Valley & vicinity. Species requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.	A	The BSA does not contain suitable freshwater marsh and wetland habitats capable of supporting this species.
southern California rufous-crowned sparrow	*Aimophila ruficeps canescens*	WL	A resident in Southern California coastal sage scrub and sparse mixed chaparral habitat. Frequents relatively steep, often rocky	HP	The BSA contains marginally suitable coastal scrub habitat (low potential). The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.

			hillsides with grass and forb patches.		
Bell's sage sparrow	*Artemisiospiza belli belli*	WL	Primarily nests in chaparral habitat dominated by fairly dense stands of chamise. Found in coastal sage scrub in south of range. Species is a ground-nester that nests beneath shrubs or in a shrub 6-18 inches above ground. Territories are about 50 yards apart.	HP	The BSA contains marginally suitable coastal scrub habitat (low potential). The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
burrowing owl	*Athene cunicularia*	SSC, BLM Sensitive	Found within coastal prarie; coastal scrub; Great Basin grassland; Great Basin scrub; Mojavean desert scrub; Sonora desert scrub; and valley and foothill grassland, often within dry annual or perennial grasslands, deserts, and scrublands with low-growing vegetation; depends on other mammal burrows, particularly the California ground squirrel.	HP	The BSA contains suitable coastal scrub and grassland habitats. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat. California ground squirrels were observed in the BSA near Terrace Road, burrowing owl is known for using ground squirrel burrows for shelter and nesting.
Swainson's hawk	*Buteo swainsoni*	ST	Inhabits Great Basin grassland, riparian forest, riparian woodland, and valley	HP	The BSA contains suitable grassland habitat. Nesting potential low as BSA is considered within its historic range. The PIA consists of the paved travel way, concrete lined channels and access roads, and

			and foothill grassland habitats. Species breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.		previously disturbed areas and contains no suitable habitat.
western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	FT, SE, WL	Found within riparian forest. A riparian forest nester that nests along broad, lower flood-bottoms of larger river systems. Species nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	A	The BSA does not contain suitable riparian forest capable of supporting this species.
southwestern willow flycatcher	*Empidonax traillii extimus*	FE, SE	Occurs within riparian woodlands of Southern California.	A	The BSA does not contain suitable riparian woodland habitat capable of supporting this species.
merlin	*Falco columbarius*	WL	Found within estuary, Great Basin grassland, and valley and foothill grassland habitats. Can be found near the seacoast, tidal estuaries, open	HP	The BSA contains suitable grassland habitat. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.

			woodlands, savannahs, edges of grasslands and deserts, and farms & ranches. Clumps of trees or windbreaks are required for roosting in open country.		
California black rail	*Laterallus jamaicensis coturniculus*	ST, WL, FP	Inhabits brackish marsh, freshwater marsh, marsh and swamp, salt marsh, and wetland habitats. Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	A	The BSA does not contain suitable marsh and wetland habitats capable of supporting this species. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
coastal California gnatcatcher	*Polioptila californica californica*	FT, SSC	Found in low, coastal sage scrub or coastal bluff scrub within arid washes on top of mesas and slopes. An obligate, permanent resident of coastal sage scrub below 2,500 feet in Southern California. Not all areas classified as coastal sage scrub are occupied.	HP	The BSA contains marginal coastal scrub habitat (low potential). The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
least Bell's vireo	*Vireo bellii pusillus*	FE, SE	A summer resident of Southern California	A	The BSA does not contain suitable riparian habitat capable of supporting this species.

			within riparian forest, riparian scrub, or riparian woodland habitats; nests are along margins of bushes or twigs projecting into pathways, usually willow, *Baccharis*, or mesquite species, in low riparian in vicinity of water or in dry river bottoms below 2,000 feet in elevation.		
California Condor	*Gymnogyps californianus*	FE, SE, FP	Inhabits chaparral and valley and foothill grassland habitats. It requires vast expanses of open savannah, grasslands, and foothill chaparral in mountain ranges of moderate altitude. Deep canyons containing clefts in the rocky walls provide nesting sites. Condors forage up to 100 miles from the nest.	A	The BSA does not contain suitable nesting habitat capable of supporting this species.
Mammals					
northwestern San Diego pocket mouse	*Chaetodipus fallax fallax*	SSC	A western San Diego county resident, inhabits coastal scrub, chaparral, grassland, sagebrush, and other habitat types with sandy, herbaceous	HP	The BSA contains potentially suitable coastal scrub and grassland habitats. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.

			areas associated with rocks or coarse gravel.		
San Bernardino kangaroo rat	*Dipodomys merriami parvus*	FE, SCE, SSC	Found within coastal sage scrub and alluvial scrub vegetation on sandy loam substrates that is characteristic of alluvial fans and floodplains. Needs early to intermediate seral stages.	HP, CH	The BSA contains suitable alluvial scrub habitat and CNDDB documented occurrences. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
Stephen's kangaroo rat	*Dipodomys stephensi*	FE, ST	Occurs primarily in coastal scrub and valley and foothill grassland habitat, as well as sagebrush with sparse canopic cover. Prefers buckwheat, chamise, brome grass and filaree species. Will burrow into firm soil.	HP	The BSA contains marginal coastal scrub habitat (low potential). The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
western mastiff bat	*Eumops perotis californicus*	SSC	Found in many open, semi-arid to arid habitats, including conifer & deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees, and tunnels.	HP	The BSA contains suitable coastal scrub and grassland habitats. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.

western yellow bat	*Lasiurus xanthinus*	SSC	Found in many open, semi-arid to arid habitats, including conifer & deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees and tunnels.	HP	The BSA contains suitable coastal scrub and grassland habitats. The PIA consists of the paved travel way, concrete lined channels and access roads, previously disturbed areas, tree removal, and may include fan palms due to close proximity to the PIA at Little League Drive OC Bridge. Western yellow bat is known for roosting within palm skirts.
San Diego black-tailed jackrabbit	*Lepus californicus bennettii*	SSC	Inhabits coastal sage scrub habitats in Southern California. Intermediate canopy stages of shrub habitats, open shrub/herbaceous, and tree/herbaceous edges.	HP	The BSA contains suitable coastal scrub habitat. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
pocketed free-tailed bat	*Nyctinomops femorosaccus*	SSC	Inhabits a variety of arid areas in Southern California, including pinyon-juniper woodlands, Sonoran Desert scrub, palm oasis, desert wash, desert riparian, Joshua tree woodland, and riparian scrub habitats.	HP	The BSA contains potentially suitable riparian and Riversidian alluvial fan sage scrub habitats. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
southern grasshopper mouse	*Onychomys torridus ramona*	SSC	Found in chenopod scrub, preferably low to moderate shrub cover, within desert areas, especially with friable soils for digging. Feeds almost exclusively on arthropods, especially scorpions and orthopteran insects.	HP	The BSA contains potentially suitable coastal scrub habitat (low potential). The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.

Los Angeles pocket mouse	*Perognathus longimembris brevinasus*	SSC	Occurs in coastal scrub habitat, lower elevation grasslands, and coastal sage communities within the Los Angeles Basin. Prefers open ground with fine, sandy soils. May not dig extensive burrows and hides under weeds and dead leaves instead.	HP	The BSA contains suitable coastal scrub and grassland habitats and CNDDB documented occurrences. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.
American badger	*Taxidea taxus*	SSC	Found in a variety of habitats. Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	HP	The BSA contains suitable coastal scrub, riparian, and grassland habitats. The PIA consists of the paved travel way, concrete lined channels and access roads, and previously disturbed areas and contains no suitable habitat.

Absent [A] - no habitat present and no further work needed. Critical Habitat [CH]- USFWS critical habitat is present. Habitat Present [HP] - habitat is or may be present. The species may be present. Status: Federal Endangered (FE); State Candidate Endangered (SCE); State Candidate Threatened (SCT); State Endangered (SE); State Watch List (WL); Fully Protected (FP); State Species of Special Concern (SSC); California Native Plant Society (CNPS): 1A- plants presumed extirpated in CA and either rare or extinct elsewhere, 1B- plants rare, threatened, or endangered in CA and elsewhere, 2A- plants presumed extirpated in CA, but more common elsewhere, 2B- plants rare, threatened, or endangered in CA, but more common elsewhere, 3- plants about which more information is needed-CNPS review list, 4- plants of limited distribution.

Appendix C. Avoidance, Minimization and/or Mitigation Summary

Permit Type	Agency	Date Received	Expiration	Notes
WDR	Santa Ana Regional Water Quality Control Board			
NPDES	United States Environmental Protection Agency			
Construction General Permit	California State Water Resources Control Board			
1602	California Department of Fish & Wildlife			
408	United States Army Corps of Engineers			
404	United States Army Corps of Engineers			
401	United States Army Corps of Engineers			

Date of ECR:03/23/22
Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 66 and Interstate 215 Roadway Rehabilitation, and
Pedestrian Facilities and Bridge Upgrading

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 for significant impacts under CEQA?	
							Date / Initials	YES	NO
CR-1: Buried Cultural Resources. If cultural materials are discovered	N/A	District Environmental Cultural	District Cultural Studies/	Design/ Construction					

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.		Resources Historic Property Survey Report (November 5, 2021)	District Design/ Resident Engineer/ Contractor						
CR-2: Human Remains. 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 Native American Heritage Commission (NAHC), which will then notify the most likely descendent (MLD). At this time, the person who discovered the remains will contact 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	N/A	District Environmental Cultural Resources Historic Property Survey Report (November 5, 2021)	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construction					

Section 5097.98 are to be followed as applicable.									
CR-3: Environmentally Sensitive Areas. There shall be designated environmentally sensitive areas (ESAs), where all project related activities or inadvertent disturbances shall be prohibited	N/A	District Environmental Cultural Resources Historic Property Survey Report (November 5, 2021)	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construction					
CR-4: Archaeological Monitors. An archaeological monitor is assigned to monitor job site activities within the archaeological monitoring area (AMA). Do not work within the AMA unless the archaeological monitor is present. If archaeological resources are discovered within an AMA, comply with Caltrans Standard Plans Section 14-2.02.	N/A	District Environmental Cultural Resources Historic Property Survey Report (November 5, 2021)	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construction					
Bio-General-1: Equipment Staging, Storing & Borrow Sites. All equipment staging, storing, and borrow sites require the approval of the Caltrans biologist.		Natural Environment Study (Minimal Impacts) (February 10, 2022)	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					

Bio-General-2: Temporary Artificial Lighting Restrictions. Artificial lighting must be directed at the work site to minimize light spillover outside of the construction footprint if project activities occur at night.		Natural Environment Study (Minimal Impacts) (February 10, 2022)	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					
Bio-General-7: Worker Environmental Awareness Program (WEAP). A qualified biologist must present a biological resource information program/WEAP for Riversidian alluvial fan sage scrub habitat and special-status species found within the BSA prior to Project activities to all personnel that will be present within the Project limits for longer than 30 minutes at any given time.		Natural Environment Study (Minimal Impacts) (February 10, 2022)	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					
Bio-General-8: Biological Monitor. The qualified biologist must monitor project activities weekly to ensure that measures are being implemented and documented at the following location: Lytle Creek Channel Bridge (SBD-66-PM 21.5), East Branch Lytle Creek Channel Bridge (SBD-66-PM 21.3), and Little League Drive		Natural Environment Study (Minimal Impacts) (February 10, 2022)	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					

Overcrossing Bridge (SBD-215-PM 14.9).									
Bio-General-9: Environmentally Sensitive Area (ESA). To address impacts to Riversidian alluvial fan sage scrub habitat, San Bernardino Kangaroo Rat designated critical habitat, and special-status species delineate the construction access road as shown on the plans and/or described in the specifications at the following location: Lytle Creek Bridge Access Road (SBD-66-PM 21.5).		Natural Environment Study (Minimal Impacts) (February 10, 2022)	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					
Bio-General-11: Environmentally Sensitive Area (ESA) Fence Removal. All fencing must be removed as a last order of work. During removal, a qualified biologist must be present.		Natural Environment Study (Minimal Impacts) (February 10, 2022)	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					
Bio-General-12: Tree Removal Permit. If tree removal exceeds five (5) trees on more than one acre within a 36-month period, Caltrans shall apply for a tree removal permit from the city per San		Natural Environment Study (Minimal Impacts) (February 10, 2022)	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					

Bernardino Municipal Code Section 19.28.100.									
Bio-Avian-1: Preconstruction Nesting Bird Survey. If project activities cannot avoid the nesting season, generally regarded as Feb. 1 – Sept 30, then preconstruction nesting bird surveys must be conducted 3-days prior to construction by a qualified 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 qualified biologist and/or monitored until the young have fledged or the nest is no longer active.		Natural Environment Study (Minimal Impacts) (February 10, 2022)	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					
Bio-Avian-2: Pre-Construction Burrowing Owl Survey. Two burrowing owl preconstruction surveys must be performed: one survey 14-30 days prior to project activities, and one survey 24 hours prior to project activities within and adjacent to suitable habitat areas (e.g. staging areas, fallow fields, annual grassland).		Natural Environment Study (Minimal Impacts) (February 10, 2022)	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					

Bio-General-Project Specific Measure (PSM)-18: Removal of Nests Prior to Nesting Season. Weekly inspection of the project site for cliff swallow nest building activity shall begin by February 15. If cliff swallows (Hirundo pyrrhonta) begin colonizing the bridge prior to beginning bridge work, all nest precursors (mud placed by swallows for construction of nests) shall be washed down at least once daily until swallow's cease trying to construct nests. This activity shall not result in harm or death to adult swallows. If intact cliff swallow nests must be removed, they should be removed prior to nesting season (October 1 to January 31) under the direct supervision of a biologist with a Memorandum of Understanding from CDFW to handle bats, and in such a way that the nest is kept intact and not dropped to the ground until it can be inspected by the qualified bat biologist. A qualified bat biologist is required for		Natural Environment Study (Minimal Impacts) (February 10, 2022)	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction				

removal of cliff swallow nests due to documented occurrences of bat roosting behavior within swallow nests									
Bio-Bat-PSM-2: Preconstruction Bat Emergence Surveys. To avoid impacts to special-status and regulatory bat species, preconstruction bat emergence surveys must be conducted fourteen (14) days prior to construction by a qualified bat biologist to locate and avoid roosting bats at the following locations: Lytle Creek Basin OH Bridge, Lytle Creek Channel Bridge, East Branch Lytle Creek Channel Bridge, Little League Drive OC Bridge, I-215 drainage facility near the Little League Drive OC. Surveys shall be conducted by a qualified bat biologist under appropriate weather conditions and moon phase. Project activities may proceed as planned if no evidence of bat occupation of the structure is identified during the surveys and the biologist determines that roosting bats are unlikely to be affected by the project activities slated to occur.		Natural Environment Study (Minimal Impacts) (February 10, 2022)	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					

Project activities at a given structure must begin within 14 days of the nighttime survey or the survey will need to be repeated. The project bat biologist will identify the bats to the species level and evaluate the colony to determine its size and significance if evidence of bat occupation is identified during surveys. The biologist will then provide additional measures to avoid impacts to roosting bats and/or as recommended by CDFW. Measure provided would be specific to the individual roost situation, species present, and proposed construction activities, and may include, but not be limited to the following: a) postponement of project activities within 300-feet of the roost must occur outside of the maternity season if a maternity colony is identified to be occupying the structure, and b) monitoring of project activities by a qualified bat biologist. Project activities that do not produce noise or vibrations substantially higher than ambient conditions may be conducted during the maternity season if									

necessary, at the biologist's discretion and/or as recommended by CDFW. If the biological monitor determines that roosting bats are disturbed by construction activities, construction activities in the vicinity shall cease immediately and additional avoidance measures (e.g., installation of a noise shroud or sound curtain) and/or agency coordination shall be required before activities within the vicinity resume.									
Bio-Bat-PSM-3: Tree Removal. If impacts to trees are unavoidable the following steps would be required. Caltrans will identify specific trees to be modified or removed and notify the qualified bat biologist. The qualified bat biologist will assess the potential of each tree to house a maternity colony. If crevice and/or cavity features are present, summer night-time surveys will be conducted to determine if a maternity colony is present. If a maternity colony is present, tree removal and/or modification must occur in the		Natural Environment Study (Minimal Impacts) (February 10, 2022)	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					

fall (after flightless young have become volant) and under the supervision of a designated bat biologist. If no crevice and/or cavity features are present, the designated bat biologist will supervise the two-step process of tree removal to avoid direct mortality of foliage-roosting species.									
Bio-General-Project Specific Measure (PSM)-17: Night Access Restriction. To avoid impacts to San Bernardino kangaroo rat and its designated critical habitat, work is only allowed two hours after sunrise to two hours before sunset at the following location: Lytle Creek Bridge Access Road (SBD-66-PM 21.5). If work within the no-work exclusionary timeframe is necessary, a stop-work order will be enforced until such time as Caltrans can work with the U.S. Fish and Wildlife Service to identify whether a section 7 permit is necessary. This stop-work order may last for 135 calendar days or more, with the contractor		Natural Environment Study (Minimal Impacts) (February 10, 2022)	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					

responsible for all standby costs in the interim period.									
TR-1 Traffic Management Plan: Prior to construction, a traffic management plan will be prepared and coordinated with local emergency responders and implemented to minimize traffic delays and associated idling emissions during construction.			District Design / District Traffic Management / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction					
VIS-1 Tree Replacement: Any removal of trees shall be allocated a replacement in kind with a minimum ratio of 1:1 with a 48-inch box to achieve a comparable landscape to what was existing prior to construction. Upon further evaluation of the project by the district landscape architect during the design phase, this ratio may be adjusted.		Scenic Resource Evaluation and Visual Impact Assessment Memorandum (February 17, 2022)	District Design / District Landscape Architecture /District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction					
VIS-2 Wall Aesthetics: Wall aesthetics shall be provided to diminish the perceived height of the retaining wall and improve compatibility with pedestrians.		Scenic Resource Evaluation and Visual Impact Assessment Memorandu	District Design / District Landscape Architecture /District Environmental Planning / Resident	Final Design, Construction					

		m (February 17, 2022)	Engineer / Contractor						
VIS-3 Erosion Control: Erosion control shall be provided for all disturbed soil areas per water board guidelines or as determined by the district landscape architect.		Scenic Resource Evaluation and Visual Impact Assessment Memorandum (February 17, 2022)	District Design / District Landscape Architecture /District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction					
VIS-3 Erosion Control: Erosion control shall be provided for all disturbed soil areas per water board guidelines or as determined by the district landscape architect.		Scenic Resource Evaluation and Visual Impact Assessment Memorandum (February 17, 2022)	District Design / District Landscape Architecture /District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction					
VIS-4 Invasive Plant Species Removal: All invasive plant species found within the project limits shall be removed.		Scenic Resource Evaluation and Visual Impact Assessment Memorandum (February 17, 2022)	District Design / District Landscape Architecture /District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction					

VIS-5 Revegetation: Revegetation shall be maximized to provide biologically appropriate habitats for the regional ecology.		Scenic Resource Evaluation and Visual Impact Assessment Memorandum (February 17, 2022)	District Design / District Landscape Architecture /District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction					
VIS-6 Minimization of Vegetation Removal and Ground Work: Vegetation and tree removal (especially for larger trees), trenching, and impacts caused by grading and sloping shall be minimized.		Scenic Resource Evaluation and Visual Impact Assessment Memorandum (February 17, 2022)	District Design / District Landscape Architecture /District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction					
HYDRO-1: Bridge Deck Drainage. The bridge deck drainage systems for the Lytle Creek Channel Bridge and East Branch Lytle Creek Bridge shall be modified/built to redirect stormwater into a treatment best management practice (BMP) before the water is allowed to drain into either branch of Lytle Creek.		Location Hydraulic Study (January 5, 2022)	District Design / District Hydraulics / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					

AQ-1 Air Quality: The proposed project shall comply with Caltrans Standard Specifications Section 14-9, Air Quality, which requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality.		Air Quality Memorandum (March 11, 2022)	District Design / District Paleontological Studies / Resident Engineer / Contractor	Final Design, Construction					
HAZ-1: Treated Wood Waste. Until disposal, treated wood waste from the guardrail and signposts shall be stored in metal containers approved by the United States Department of Transportation (US DOT) for the transportation and temporary storage of hazardous waste. Treated wood waste shall be managed under Health & Safety Code §25230 et seq. Treated wood waste shall be disposed of at one of the following: 1) an approved California disposal site operating under a regional water quality control board (RWQCB) permit that includes acceptance of treated wood waste, or 2) a California disposal site operating under a Department of Toxic Substances Control (DTSC) permit that includes		Initial Site Assessment Checklist (March 15, 2022)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction					

acceptance of treated wood waste.									
HAZ-2: Aerially Deposited Lead (ADL). An ADL investigation shall be performed prior to construction to determine if ADL is present in the soil within the proposed project construction area and new right of way acquisitions. The ADL contamination level in the soil will be determined and classified per the 2016 ADL agreement between the Department of Toxic Substance Control (DTSC) and the California Department of Transportation (Caltrans). If the soil is classified as non-regulated or regulated soil, the methods of soil handling and disposal will be implemented and a lead compliance plan will be required for health and safety		Initial Site Assessment Checklist (March 15, 2022)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction					
HAZ-3: Lead Striping/Markings/Paint. A lead investigation shall be performed prior to construction to determine the lead content of pavement striping, pavement markings, and bridge paint, if found on		Initial Site Assessment Checklist (March 15, 2022)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction					

the bridge railing. If any of these materials are found to contain lead, then proper handling and disposal of these materials shall be implemented.									
HAZ-4: Asbestos in Bridges. An asbestos investigation shall be performed prior to construction to evaluate the asbestos-containing material (ACM) in bridges. If ACM is found at regulated levels, then proper handling of these materials shall be implemented.		Initial Site Assessment Checklist (March 15, 2022)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction					
HAZ-5: Use of Local Material. For local material, such as rock, gravel, earth, structure backfill, pervious backfill, imported borrow, and culvert bedding, obtained from a (1) noncommercial source, or (2) source not regulated under California jurisdiction, a local material plan shall be submitted for each material at least 60 days before placing the material and comply with Caltrans Standard Provision 6-1.03B.		Initial Site Assessment Checklist (March 15, 2022)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	Standard Provision 6-1.03B.				
HAZ-6: Electrical Equipment. The contractor for the project		Initial Site Assessment	District Design / District Environmental	Final Design,	Standard				

shall properly manage the removal and disposal of all electrical equipment containing hazardous material as specified under Caltrans Revised Standard Specifications 14-11.15 and 87-21.03A.		Checklist (March 15, 2022)	Engineering / Resident Engineer / Contractor	Construction	Specifications 14-11.15 and 87-21.03A.				
WF-1: Wildfire Prevention. At the Little League Drive Overcrossing project location, I-215 PM 14.9, the contractor for the project shall follow Cal Fire guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when fire hazard conditions are elevated as specified under Caltrans Standard Special Provision 7-1.02M(2).			District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					
GHG-1: Emissions Reductions. The proposed project shall comply with Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reductions, which require contractors to comply with all laws applicable to the project and to certify that they are aware of and will comply with all California Air Resources Board (ARB)			District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					

emission reduction regulations.									
GHG-2: Energy-Efficient Lighting. The proposed project shall incorporate the use of energy-efficient lighting, such as light-emitting diode (LED) pedestrian signals, to help reduce the project's CO2 emissions.			District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					
GHG-3: Recycling. The proposed project would recycle construction debris as practicable.			District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction					
GEO-1: Subsurface Investigations. Subsurface investigations shall be performed during the design phase of the project to determine if additional foundation options for the bridges and/or mitigation strategies would be required to stabilize the material on the project site.		Location Hydraulic Study (January 5, 2022)	District Design	Final Design					
NOI-1: Noise Control. The proposed project must comply with Caltrans Standard		Noise Memorandum (February 16, 2022)	District Design / Resident Engineer / Contractor	Final Design, Construction	Standard Specification				

Specification Section 14-8.02 and all local noise standards.					Section 14-8.02				

Appendix D. Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
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Making Conservation a California Way of Life.

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 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at <Title.VI@dot.ca.gov>.

Original signed by
Toks Omishakin
Director

Appendix E. List of Caltrans Technical Studies

Aerially Deposited Lead Study (To be performed)

Air Quality Memorandum (March 11, 2022)

Asbestos-Containing Material Study (To be performed)

Community Impact Assessment Scoping Assessment – Scoping Checklist (March 21, 2022)

Floodplain Evaluation Report Summary (January 5, 2022) – One for each of three of the project bridges (no. 54-0423, no. 54-1043, & no. 54-0533)

Historic Property Survey Report (November 5, 2021)

Initial Site Assessment Checklist (March 15, 2022)

Location Hydraulic Study (January 5, 2022) – One for each of three of the project bridges (no. 54-0423, no. 54-1043, & no. 54-0533)

Natural Environment Study (Minimal Impacts) (February 10, 2022)

Noise Memorandum (February 16, 2022)

Paleontological Resources Memorandum (March 4, 2022)

Scenic Resource Evaluation and Visual Impact Assessment Memorandum (February 17, 2022)

Scoping Questionnaire for Water Quality Issues (March 13, 2022)

Supplemental Historic Property Survey Report (February 2, 2022)

Traffic Management Plan Data Sheet (September 20, 2021)

Transportation Air Quality Conformity Findings Checklist (March 11, 2022)

Visual Impact Questionnaire (February 17, 2022)

Appendix F. Federal Transportation Improvement Program Project Listing

FOUND 31 PROJECTS

2021 Federal Transportation Improvement Program
San Bernardino County
State Highway - Project Listing
Including Amendments 1 - 16
(In $000`s)

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190009	CALTRANS	San Bernardino	NON-EXEMPT	MDAB	$16,734	2016A319	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAY60 - BRIDGE RESTORATION & REPLACEMENT- LN ADDITIONS: GM	From Bridge Structure to Bridge Structure Post Miles: Begin 14.20 End 15.20	YES	21-00

DESCRIPTION

From Lone Pine Intersection to Junction I-15: Widen two BNSF Bridge Structures from 2-4 lanes. Construct retaining walls.

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
ROW	AGENCY	$0	$200	$0	$0	$0	$0	$0	$0	$200
CON	AGENCY	$0	$16,534	$0	$0	$0	$0	$0	$0	$16,534
TOTAL	TOTAL	$0	$16,734	$0	$0	$0	$0	$0	$0	$16,734

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS01	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	$146,730	REG0701	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
SHP04 - SAFETY		NO	21-08

DESCRIPTION

GROUPED PROJECTS FOR SAFETY IMPROVMNTS - SHOPP COLLISION REDUCTION PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 & 3 CATEGORIES -RAILROAD/HIWAY XING, SAFER NON-FED AID SYSTEM ROADS, SHOULDER IMPROVMTS, TRAFFIC CONTRL DEVICES & OPER ASSIST OTHER THAN SIGNALIZATION PROJECTS @ INDIVIDUAL INTERSECTIONS, PAVEMT MARKING DEMOS, TRUCK CLIMBING LNS O/S THE URBANIZED AREA

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	$0	$45,415	$71,097	$18,748	$11,470	$0	$0	$0	$146,730
TOTAL	TOTAL	$0	$45,415	$71,097	$18,748	$11,470	$0	$0	$0	$146,730

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS011	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	$21,129	REG0701	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
SHP03 - ROADWAY REHABILITATION		NO	21-08

DESCRIPTION

GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MANDATES PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 CATEGORIES-RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL AID SYSTEM ROADS. SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS. INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, PAVEMENT MARKING

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	$0	$2,510	$18,619	$0	$0	$0	$0	$0	$21,129
TOTAL	TOTAL	$0	$2,510	$18,619	$0	$0	$0	$0	$0	$21,129

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS02	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	$267,123	REG0701	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
SHP03 - ROADWAY REHABILITATION		NO	21-08

DESCRIPTION

GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM-PROJECTS ARE CONSISTENT W/40 CFR PART 93.126 EXEMPT TABLES 2-PAVEMENT RESURFACING AND/OR REHAB. EMERGENCY RELIEF (23 U.S.C.125) WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDL TRAVEL LANES)

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	$0	$34,667	$27,581	$67,036	$137,839	$0	$0	$0	$267,123
TOTAL	TOTAL	$0	$34,667	$27,581	$67,036	$137,839	$0	$0	$0	$267,123

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS03	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	$59,971	REG0701	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
SHP02 - ROADSIDE REHABILITATION		NO	21-01

SBDLS02	Exempt Grouped Projects for Pavement Resurfacing and/or Pavement Rehabilitation - SHOPP Roadway Preservation Program							2021 FTIP Amendment #21-08
Agency	**County**	**District EA**	**Notes**	**Project Description**	**Program Year (FFY)**	**Federal Funds**	**State Funds**	**Total Project Cost (in $1000's)**
Caltrans	SBd	0G691	2020 SHOPP Carryover from 2018 SHOPP. Funding change per SHOPP Amendment #18H-016, approved by CTC May 13-14, 2020.	SR-18 in and near Arrowhead, from 48th Street to Route 138. Repair, reline and replace culverts. PA&ED is the only authorized phase- all other phases future funding in 2021/22. Also see Resolution FP-17-13 approved by CTC October 18-19, 2017 allocation of PA&ED. PS&E and RW Sup Only.	2020/21	$1,012	$0	$1,012
Caltrans	SBd	0G690	2020 SHOPP Carryover from 2018 SHOPP. Funding change per SHOPP Amend #18H-017 approved by CTC May 13-14, 2020.	On SR-18 near Big Bear and Lucerne Valley, at various locations, from Route 38 at Big Bear Lake Dam to Artic Canyon Wash. Reline or replace culverts. SHOPP Amendment #18H-000 approved by CTC March 21-22, 2018. PS&E and R/W Support Funding Only.	2020/21	$3,193	$0	$3,193
Caltrans	SBd	1G520	2020 SHOPP Carryover from 2018 SHOPP, approved by CTC May 13-14, 2020.	On SR-18 in and near Adelanto, from Route 395 Junction to Los Angeles County line. Cold plane pavement and place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt (RHMA) pavement. SHOPP Amendment #18H-000 approved by CTC March 21-22, 2018 PS&E and R/W Support Authorized Only.	2020/21	$18,808	$0	$18,808
Caltrans	SBd	1J300	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-18 in Apple Valley and Victorville, from Apple Valley Inn Road/Dale Evans Parkway to Route 15. Rehabilitate pavement, rehabilitatate drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade signs. PA&ED Only.	2020/21	$1,867	$0	$1,867
Caltrans	SBd	1J720	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On I-40 in and near Barstow, from Route 15 to 3.4 miles west of National Trails Highway; also on Main Street spur (PM S0.0/S0.8). Pavement rehabilitation, upgrade signs and lighting, upgrade curb ramps to Americans with Disabilities Act (ADA) standards, and upgrade safety devices. PA&ED Only.	2020/21	$1,132	$0	$1,132
Caltrans	SBd	1G660	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-66 in San Bernardino, from Pepper Avenue to H Street (PM20.14/23.156). Rehabilitate pavement and upgrade facilities to Americans with Disabilities Act (ADA) standards. PA&ED Only.	2020/21	$1,073	$0	$1,073
Caltrans	SBd	1J280	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-83 in Ontario, fom south of Cedar Street to Route 10. Rehabilitate pavement and upgrade facilities to Americans with Diabilities Act (ADA) standards. PA&ED Only.	2020/21	$3,342	$0	$3,342
Caltrans	SBd	1J630	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On I-215 in the cities of Colton and San Bernardino, from south of Route 10 to Mill Street. Rehabilitatate pavement, upgrade safety devices, upgrade facilities to Americans with Disabilities Act (ADA) standards, and enhance highway worker safety. PA&ED Only.	2020/21	$645	$0	$645
Caltrans	SBd	1J270	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-247 in and near Yucca Valley, from Route 62 to north of Gin Road. Rehabilitate pavement and widen shoulders. PA&ED Only.	2020/21	$1,494	$0	$1,494

SBDLS02			Exempt Grouped Projects for Pavement Resurfacing and/or Pavement Rehabilitation - SHOPP Roadway Preservation Program			2021 FTIP Amendment #21-08		
Agency	**County**	**District EA**	**Notes**	**Project Description**	**Program Year (FFY)**	**Federal Funds**	**State Funds**	**Total Project Cost (in $1000's)**
Caltrans	SBd	1J310	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-18 near Big Bear Lake, from Arrowbear Drive to Route 38. Rehabilitate culverts and install Changeable Message Sign (CMS). PS&E and RW Sup Only.	2021/22	$1,283	$0	$1,283
				FY 2021-22 100% SHOPP AC funded	**Subtotal**	**$27,581**	**$0**	**$27,581**
Caltrans	SBd	1G660	Project cost increase per PCR, October 21-22, 2020 CTC approval.	On SR-66 in San Bernardino, from Pepper Avenue to H Street (PM20.14/23.156). Rehabilitate pavement and upgrade facilities to Americans with Disabilities Act (ADA) standards. PS&E and RW Sup Only.	2022/23	$3,864	$0	$3,864
Caltrans	SBd	1J280	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-83 in Ontario, fom south of Cedar Street to Route 10. Rehabilitate pavement and upgrade facilities to Americans with Diabilities Act (ADA) standards. PS&E and RW Sup Only.	2022/23	$7,325	$0	$7,325
Caltrans	SBd	1J630	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On I-215 in the cities of Colton and San Bernardino, from south of Route 10 to Mill Street. Rehabilitatate pavement, upgrade safety devices, upgrade facilities to Americans with Disabilities Act (ADA) standards, and enhance highway worker safety. RW CAp and CON CAp/Sup Only.	2022/23	$17,770	$0	$17,770
Caltrans	SBd	1G640	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On US-395 in and near Hesperia, Victorville, and Adelanto, from Route 15 to 3,1 miles north of Route 58. Rehabilitate pavement (PM R3.98/11.2 and PM 16.6/35.5), install Changeable Message Signs (CMS), upgrade guardrail and sign panels, and upgrade facilities to Americans with Disabilities Act (ADA) standards. RW Cap and CON Cap/Sup Only.	2022/23	$38,077	$0	$38,077
				FY 2022-23 100% SHOPP AC funded	**Subtotal**	**$67,036**	**$0**	**$67,036**
Caltrans	**SBd**	**1J300**	**PCR SHOPP Amendment #20H-008, CTC June 23-24, 2021 approval.**	**On SR-18 in Apple Valley and Victorville, from Apple Valley Inn Road/Dale Evans Parkway to Route 15. Rehabilitate pavement, rehabilitatate drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade signs. RW Cap and CON Cap/Sup Only**	**2023/24**	**$20,320**	**$0**	**$20,320**
Caltrans	SBd	1J720	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On I-40 in and near Barstow, from Route 15 to 3.4 miles west of National Trails Highway; also on Main Street spur (PM S0.0/S0.8). Pavement rehabilitation, upgrade signs and lighting, upgrade curb ramps to Americans with Disabilities Act (ADA) standards, and upgrade safety devices. RW Cap and CON Cap//Sup Only	2023/24	$45,151	$0	$45,151
Caltrans	SBd	1G660	Project cost increase per PCR, October 21-22, 2020 CTC approval.	On SR-66 in San Bernardino, from Pepper Avenue to H Street (PM20.14/23.156). Rehabilitate pavement and upgrade facilities to Americans with Disabilities Act (ADA) standards. RW Cap and CON Cap/Sup Only.	2023/24	$14,675	$0	$14,675
Caltrans	SBd	1J280	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-83 in Ontario, fom south of Cedar Street to Route 10. Rehabilitate pavement and upgrade facilities to Americans with Diabilities Act (ADA) standards. RW Cap and CON Cap/Sup Only.	2023/24	$29,892	$0	$29,892
Caltrans	SBd	1J270	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-247 in and near Yucca Valley, from Route 62 to north of Gin Road. Rehabilitate pavement and widen shoulders. RW Cap and CON Cap/Sup Only.	2023/24	$20,619	$0	$20,619

DESCRIPTION

GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS - SHOPP ROADSIDE PRESERVATION PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 CATEGORY -PAVEMENT RESURFACING AND OR REJABILITATION. EMMERGENCY RELIEF (23U.S.C. 125) WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDLT TRAVEL LANES

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	$0	$1,780	$2,859	$39,372	$15,960	$0	$0	$0	$59,971
TOTAL	TOTAL	$0	$1,780	$2,859	$39,372	$15,960	$0	$0	$0	$59,971

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS04	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	$61,758	REG0701	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
SHP01 - OPERATIONS		NO	21-16

DESCRIPTION

GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MOBILITY PROGRAM-PROJECTS ARE CONSISTENT W/40 CFR PART 93.126 EXEMPT TABLES 2 & 3-RAILROAD/HIWAY XING, SAFER NON-FED AID SYSTEM ROADS, SHOULDER IMPRVMTS,TRAFFIC CONTROL DEV., &OPERATING ASSIST OTHER THAN SIGNALIZATION PROJECTS, INTERSECT SIGNALIZATION PROJS AT INDIVIDUAL INTERSECTS, PAVEMENT MARKING DEMOS,TRUCK CLIMBING LNS OUTSIDE URBAN AREA, LIGHT

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	$0	$8,184	$3,164	$50,410	$0	$0	$0	$0	$61,758
TOTAL	TOTAL	$0	$8,184	$3,164	$50,410	$0	$0	$0	$0	$61,758

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS05	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	$31,303	REG0701	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
SHP03 - ROADWAY REHABILITATION		NO	21-16

DESCRIPTION

GROUPED PROJECTS FOR SAFETY IMPROVEMENTS, SHOULDER IMPROVEMENTS, PAVEMENT RESURF AND/OR OTHER REHAB - (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 & 3) R/R/HIWAY XING, SAFER NON FED-AD SYSTEM ROADS, SHOULDER IMPROVMENTS, TRAFFIC CONTROL DEVICES&OPERATING ASSIST OTHER THAN SIGNALIZATION PROJECTS OR PROJECTS AT INDIVIDUAL SIGNALS, PAVEMT. MARK DEMOS, TRUCK CLIMBING LNS OUTSIDE UR

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	$0	$16,031	$15,272	$0	$0	$0	$0	$0	$31,303
TOTAL	TOTAL	$0	$16,031	$15,272	$0	$0	$0	$0	$0	$31,303

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS07	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	$79,827	REG0702	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
SHP01 - OPERATIONS		NO	21-16

DESCRIPTION

GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - SHOPP PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.123 EXEMPT TABLES 2 CATEGORY WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES)

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	$0	$4,925	$39,602	$7,605	$27,695	$0	$0	$0	$79,827
TOTAL	TOTAL	$0	$4,925	$39,602	$7,605	$27,695	$0	$0	$0	$79,827

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS09	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	$45,466	REG0701	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
SHP04 - SAFETY		NO	21-10

DESCRIPTION

GROUPED PROJECTS FOR EMERGENCY RESPONSE PROJECTS AT VARIOUS LOCATIONS IN SAN BERNARDINO COUNTY (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126,127,128 EXEMPT)

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	$0	$36,364	$9,102	$0	$0	$0	$0	$0	$45,466
TOTAL	TOTAL	$0	$36,364	$9,102	$0	$0	$0	$0	$0	$45,466

SBDLS07			Exempt Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Bridge Preservation Program					2021 FTIP Amendment #21-16
Agency	**County**	**District EA**	**Notes**	**Project Description**	**Program Year (FFY)**	**Federal Funds**	**State Funds**	**Total Project Cost (in $1000's)**
Caltrans	SBd	1G830	PCR per SHOPP Amendment 20H-004, CTC December 2-3, 2020 approval. 2020 SHOPP Carryover from 2018 SHOPP, approved by CTC May 13-14, 2020.	On I-40 near Needles, at the Halfway Hills Wash Bridge No. 54-0799L/R. Replace bridges, replace and expand Rock Slope Protection (RSP) limits. SHOPP Amendment #18H-000 approved by CTC March 21-22, 2018 PA&ED and R/W Support Funding Only.	2020/21	$1,958	$0	$1,958
Caltrans	SBd	1J210	2018 SHOPP Amendment #18H-016 approved by CTC May 13-14, 2020. Update project description and project cost per PCR.	On SR-60 in Chino, at Ramona Avenue Overcrossing No. 54-0745 (PM R1.37). Improve freight corridor movement by removing vertical clearance constraint. PA&ED is the only authorized phase in FY 17/18, all others FY 20/21 and FY 21/22. Resolution FP-17-13 approved by CTC October 18-19, 2017 allocation of PA&ED. PS&E and RW Sup Only.	2020/21	$1,430	$0	$1,430
Caltrans	SBd	1F400	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-66 in the city of San Bernardino, at Lytle Creek Channel Bridge No. 54-0533 (PM 14.9). Upgrade bridge rails and widen bridges. PA&ED Only.	2020/21	$697	$0	$697
Caltrans	SBd	1J540	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On I-15 in Ontario, at S15-E10 Connector Overcrossing No. 54-0910F. Seismic retrofit and bridge rail upgrade to make standard. PA&ED Only.	2020/21	$840	$0	$840
				FY 2020-21 100% SHOPP AC funded	**Subtotal**	**$4,925**	**$0**	**$4,925**
Caltrans	SBd	1G830	PCR per SHOPP Amendment 20H-004, CTC December 2-3, 2020 approval. 2020 SHOPP Carryover from 2018 SHOPP, approved by CTC May 13-14, 2020.	On I-40 near Needles, at the Halfway Hills Wash Bridge No. 54-0799L/R. Replace bridges, replace and expand Rock Slope Protection (RSP) limits. SHOPP Amendment #18H-000 approved by CTC March 21-22, 2018 Construction Funding Only.	2021/22	$20,656	$0	$20,656

SBDLS07			Exempt Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Bridge Preservation Program					2021 FTIP Amendment #21-16
Agency	**County**	**District EA**	**Notes**	**Project Description**	**Program Year (FFY)**	**Federal Funds**	**State Funds**	**Total Project Cost (in $1000's)**
Caltrans	SBd	1J210	2018 SHOPP Amendment #18H-016 approved by CTC May 13-14, 2020. Update project description and project cost per PCR.	On SR-60 in Chino, at Ramona Avenue Overcrossing No. 54-0745 (PM R1.37). Improve freight corridor movement by removing vertical clearance constraint. PA&ED is the only authorized phase in FY 17/18, all others FY 20/21 and FY 21/22. Resolution FP-17-13 approved by CTC October 18-19, 2017 allocation of PA&ED. RW Cap and CON Cap/Sup Only.	2021/22	$11,510	$0	$11,510
Caltrans	SBd	1F400	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-66 in the city of San Bernardino, at Lytle Creek Channel Bridge No. 54-0533 (PM 14.9). Upgrade bridge rails and widen bridges. PS&E and RW Sup Only.	2021/22	$2,557	$0	$2,557
Caltrans	SBd	1J540	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On I-15 in Ontario, at S15-E10 Connector Overcrossing No. 54-0910F. Seismic retrofit and bridge rail upgrade to make standard. PS&E and RW Sup Only.	2021/22	$1,982	$0	$1,982
Caltrans	**SBd**	**1M590**	**New. SHOPP Amendment #20H-012. CTC December 8-9, 2021 Approval.**	**On I-15 in Hesperia, at Joshua Street Overcrossing No. 54-0666; also on Route 40 near Barstow at Nebo Street Undercrossing No. 54-0662L; also on Route 40 near Needles at Fenner Iverhead No. 54-1270L. Apply polyester concrete overlay to bridge decks and replace bridge rails. PA&ED Only.**	**2021/22**	**$570**	**$0**	**$570**
				FY 2021-22 100% SHOPP AC funded	**Subtotal**	**$39,602**	**$0**	**$39,602**
Caltrans	SBd	0R380	PCR SHOPP Amendment #20H-009, CTC June 23-24, 2021 approval.	On I-40 near Needles, from Park Moabi Road to Topock Road at the Colorado River Bridge No. 54-0415. Bridge rehabilitation and/or replacement. Caltrans will be the lead agency and will share half of all costs with Arizona Department of Transportation (ADOT) as indicated via a signed Letter of Intent. (Long Lead Project). PA&ED is the only authorized phase (Prior Year). PS&E $3,759 and RW Sup $431 are preliminary estimates for information only for FY 22/23. All other phases are preliminary estimates for information only for FY 25/26: RW Cap $169, and CON Cap $28,800 and CON Sup $8,332 = Total $37,301.	2022/23	$4,190	$0	$4,190
Caltrans	**SBd**	**1M590**	**New. SHOPP Amendment #20H-012. CTC December 8-9, 2021 Approval.**	**On I-15 in Hesperia, at Joshua Street Overcrossing No. 54-0666; also on Route 40 near Barstow at Nebo Street Undercrossing No. 54-0662L; also on Route 40 near Needles at Fenner Iverhead No. 54-1270L. Apply polyester concrete overlay to bridge decks and replace bridge rails. PS&E, RW and CON Cap/Sup Only.**	**2022/23**	**$3,415**	**$0**	**$3,415**
				FY 2022-23 100% SHOPP AC funded	**Subtotal**	**$7,605**	**$0**	**$7,605**
Caltrans	SBd	1F400	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-66 in the city of San Bernardino, at Lytle Creek Channel Bridge No. 54-0533 (PM 14.9). Upgrade bridge rails and widen bridges. RW Cap and CON Cap/Sup Only.	2023/24	$10,175	$0	$10,175
Caltrans	SBd	1J540	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On I-15 in Ontario, at S15-E10 Connector Overcrossing No. 54-0910F. Seismic retrofit and bridge rail upgrade to make standard. RW Cap and CON Cap/Sup Only.	2023/24	$17,520	$0	$17,520

Appendix G. Initial Site Assessment Checklist

INITIAL SITE ASSESSMENT (ISA) CHECKLIST - ESR Rev. #3

DATE: **03/15/2022**

PROJECT INFORMATION: **TWO LOCATIONS**

District	**08**	County	**SBd**	Route	**66**	Postmile	**20.1/23.2**	EA	**1G66U**	PN	**0821000054**
District	**08**	County	**SBd**	Route	**215**	Postmile	**14.9/14.9**	EA	**1G66U**	PN	**0821000054**

Description of Work:

The project scope includes cold plane and overlay pavement, upgrading curb ramps to ADA Standards, installing and/or replacing detectable warning surface (DWS), adding sidewalk and bus pads, improving drainage facilities, upgrading bridge railings and widening bridges (SR-66: Lytle Creek Basin OH, East Branch Lytle Creek, Lytle Creek Channel, I-215: Little League Dr. OC), inlcuding pier and abutments modification and extension, structural pile modification and extension, and relocating 30" drainage pipe, relocating OH utilities to underground, upgrading existing bridge end treatments to the latest standards, for example Crash Cushion. ESR Rev. #1 suggests that the proposed ROW acquisition and TCE limits have been updated. In addition, conceptual structure plans have been developed and potential equipment staging areas are identified. ESR Rev. #2 added a 7-foot sidewalk in addition to the standard shoulder widening on the south side of Little League Drive OC, it has been determined that pile driving would not be required for this project. ESR Rev. #3 install a special design retaining wall on the north side of Route 66, near the Terrace Road intersection. The Lytle Basin Overhead Staging Area was relocated due to ongoing development at previous proposed location. There will also be drainage facility improvements on the I-215 near the Little League Drive OC.

Project Engineer	**Hung Pham**	Telephone:	
Environmental Coordinator	**Natasha Walton**	Telephone:	**(909) 260-4891**
DATE ISA NEEDED	**12/14/2021**		

Attach the project location map and an aerial photo to this checklist to show the location of proposed R/W and all known and/or potential hazardous waste sites.

1. Project Features: New R/W? **YES** Excavation? **YES** Railroad Involvement? **YES** Structure Demolition/Modification? **YES** Utility Relocation? **YES**
2. Project Setting: Rural - **NO** Urban - **YES**
   Current Land Uses: **Conventional Highway**
   Adjacent Land Uses: **Light Industrial, Commercial, Residential**
   (Industrial light industry, commercial, agriculture, residential, other)
3. Check Federal, State, and local environmental and health regulatory agency records as necessary to see if any known hazardous waste site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets as needed to provide all information available pertinent to the proposed project. IS PROJECT
4. AFFECTING SITES LISTED ON CORTESE LIST? IF YES, DESCRIBE SITE:
5. Conduct Field Inspection **GeoTracker, EnviroStor & Mineral hazards Info Maps** Date **02/24/2021**

Storage Structures/Pipelines:				**Contamination: (spills, leaks, illegal dumping, etc.)**		**Hazardous Materials: (asbestos, lead, etc.)**	
USTs	**NO**			Surface Staining	**NO**	Buildings	**NO**
Surface tanks	**NO**			Oil Sheen	**NO**	Sprayed-on Fireproofing	**NO**
Sumps	**NO**	Ponds	**NO**	Odors	**NO**	Pipe Wrap	**NO**
Drums	**NO**	Basins	**NO**	Vegetation damage	**NO**	Friable Tile	**NO**
Transformers	**NO**			Other	**N/A**	Acoustical Plaster	**NO**
Landfill	**NO**					Serpentine	**NO**
Other	**N/A**					Paint **NO**	Other **N/A**

Other comments and/or observations:

1G660 and 1F400 projects have been combined into 1G66U.
A field investigation will be tasked out to evaluate asbestos-containing material (ACM) in bridges, aerially deposited lead (ADL) in soil, and lead content in striping, pavement marking and bridge paint (if paint is found on bridge railing) and new R/W area.
This ISA checklist will be updated per the findings in the field investigation.

Include the following in the PS&E package:
SSP 6-1.03B: Conditions for use of local material.
SSP 14-11.14 for the removal and disposal of Treated Wood Waste (TWW) from sign and/or guardrail wood posts.

ISA DETERMINATION:

Does the project have potential hazardous waste involvement? **MEDIUM RISK**

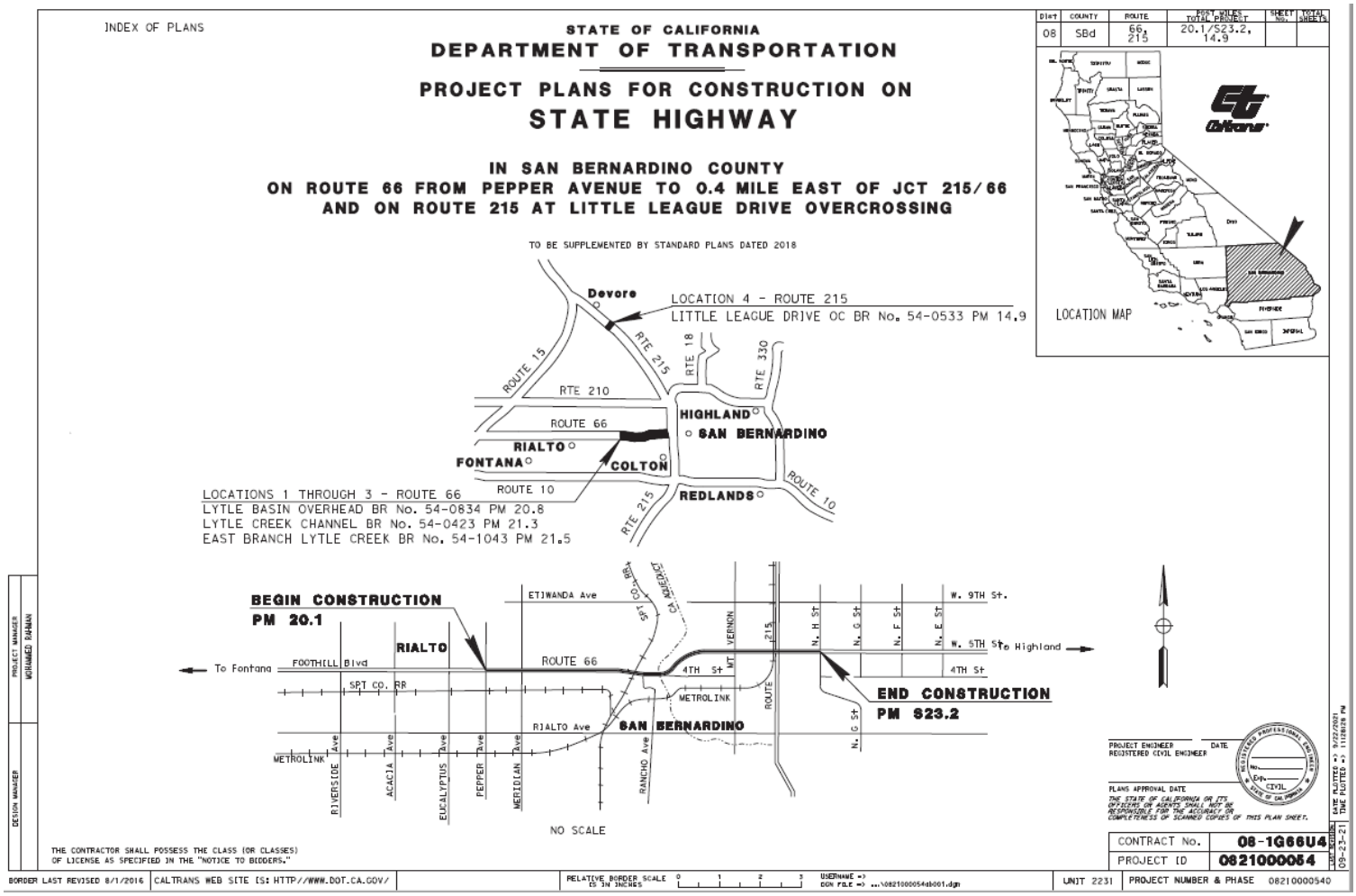
If there is known or potential hazardous waste involvement, is additional ISA work needed before task orders can be prepared for the Preliminary Site Investigation? **NO** If yes, explain, and give estimate of additional time required:

ISA CONDUCTED BY: Neil Azzu **DATE:** **03/15/2022**

Neil Azzu - ENVIRONMENTAL ENGINEERING MS-824
DISTRICT 08 HAZARDOUS WASTE (909) 697-9470

PROJECT INFORMATION

District	**08**	County	**SBd**	Route	**66**	Postmile	**20.1/23.2**	EA	**1G66U**	PN	**0821000054**
District	**08**	County	**SBd**	Route	**215**	Postmile	**14.9/14.9**	EA	**1G66U**	PN	**0821000054**



Little League OC (I-215)

Lytle Creek Channel Bridge (SR 66)