RIV 74 Lake Elsinore Facility

CITY OF LAKE ELSINORE
RIVERSIDE COUNTY, CALIFORNIA
08-RIV-74-PM 17.8 (L5732)
PN 0818000017/EA 08-1J320

Draft Initial Study with Proposed Negative Declaration

Prepared by the

State of California Department of Transportation

April 2022

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General Information About This Document

What's in this document:
The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed Project in Riverside County, California. The document explains why the Project is being proposed, the alternatives being considered for the Project, the existing environment that could be affected by the Project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. A digital copy may also be obtained by submitting your request to the e-mail address below:
    - D8.1J320.Comments@dot.ca.gov
- Attend the virtual public meeting on April 28, 2022.

  Tell us what you think. If you have any comments regarding the proposed Project, please attend the virtual open house public meeting and/or send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Antonia Toledo, Senior Environmental Planner, Environmental Studies "D", California Department of Transportation, 464 West 4th Street, MS 820, San Bernardino, CA 92401 OR submit comments via email to: D8.1J320.Comments@dot.ca.gov.
- Submit comments by the deadline: May 16, 2022.

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

Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

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 write to or call Caltrans, Attention Antonia Toledo, Senior Environmental Planner, Environmental Studies "D", California Department of Transportation, 464 West 4th Street, MS 820, San Bernardino, CA 92401; (951) 501-5741 (Voice), or use the California Relay Service 1-800-735-2929 (TTY), 1-800-735-2929 (Voice), or 711.

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SCH Number: XXXXXXXX
08-RIV-74-PM 17.8
EA 08-1J320/PN 0818000017

Lake Elsinore Maintenance Station and ADA upgrades on State Route 74 post mile 17.8 in the City of Lake Elsinore, Riverside County, California

Draft INITIAL STUDY with Proposed Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

Kurt Heidelberg — 4/5/2022

CW Kurt Heidelberg
Deputy District Director
District 8 Environmental Planning
California Department of Transportation
CEQA Lead Agency

Date

The following individual can be contacted for more information about this document:
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DRAFT Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: XXXX

District-County-Route-Post Mile: 08-RIV-74-PM 17.8

EA/Project Identification: EA 08-1J320/PN 0818000017

Project Description

The California Department of Transportation (Caltrans) proposes to construct a 3,000 square foot maintenance building to expand an existing maintenance facility and parking lots to accommodate Caltrans personnel. The current facility was originally constructed in 1981 and since then, Caltrans has increased the number of maintenance and landscape personnel that report to the Lake Elsinore maintenance station; thus, a larger facility is needed to accommodate Caltrans personnel. Additionally, the existing slope, cross-slope of the ramps within the maintenance station is not American Disability Act (ADA) compliant. Therefore, the curb ramps would be upgraded to meet ADA standards. The proposed Project would involve the acquisition of two parcels, adjacent to the existing Caltrans Lake Elsinore Maintenance Station at the corner of Central Avenue (SR-74) and Conard Avenue, for staff parking and equipment storage. Improvements at these two parcels involve the construction of a perimeter fence.

Determination

The proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an ND for this Project. This does not mean that Caltrans' decision regarding the Project is final. This ND is subject to change based on comments received by interested agencies and the public.

An Initial Study has been prepared by Caltrans, District 8. Pending public review, Caltrans 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 impact on: aesthetics, agricultural and forest resources, cultural resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems.

In addition, the proposed Project would have less than significant impact on: air quality, greenhouse gasses, hazards and hazardous materials, noise, and wildfire.

The following measures would be implemented to reduce potential impacts:

AQ-1 During construction, implement Caltrans SSPs Sections 14-9.02 (Air Pollution Control), 10-5 (Dust Control), and SCAQMD Rule 403 (Fugitive Dust Control) to avoid and/or minimize potential impact to air quality.

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

BIO-1 **Flagging and Fencing:** Construction fencing will be installed to keep construction impacts out of the ephemeral drainage, Arroyo del Toro, north of the Project footprint.

BIO-2 **Environmentally Sensitive Area (ESA):** To address potential impacts to the ephemeral drainage, Arroyo del Toro, north of the Project footprint, delineate this area as an ESA as shown on the plans and/or described in the specifications.

BIO-3 **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 usually 3 days prior to construction by a Caltrans biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer may be established and monitored by the Caltrans biologist.

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

CR-2 In the event that human remains are found, the county coroner shall be notified and ALL construction work activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHCJ) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909) 260-5178 and Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.

CC-1 Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reductions, require contractors to comply with all applicable laws and certify they are aware of all and will comply with all ARB emission reduction regulations.

CC-2 Caltrans Standard Specifications Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes shall be implemented.

NOI-1 The contractor shall comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to contract. In addition, noise associated with construction is controlled by Caltrans 2018 Standard Specifications Section 14-8.02, "Noise Control," which states the following: Control and monitor noise resulting from work activities.

Do not exceed 86 dBA L_{max} at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. Do not operate construction equipment or run equipment engines from 7:00 p.m. to 7:00 a.m. or on Sundays at the job site except to:

1. Service traffic-control facilities
2. Service construction equipment

In addition, Section 14-8.02 may be edited specifically for this Project during the PS&E phase to incorporate all or part of 2018 Standard Special Provision (SSP) Number 14-8.02.

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

_____ _____

Kurt Heidelberg Date

District 8 Environmental Planning
California Department of Transportation
CEQA Lead Agency

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CEQA ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project. Please see the checklist beginning on page 7 for additional information.

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

DETERMINATION

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

☒ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Antonia Toledo		3/30/2022
Print Name	Signature	Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to construct a 3,000 square foot maintenance building to expand an existing maintenance facility (Project) and parking lots to accommodate Caltrans personnel. The current facility was originally constructed in 1981 and since then, Caltrans has increased the number of maintenance and landscape personnel that report to the Lake Elsinore maintenance station; thus, a larger facility is needed to accommodate Caltrans personnel. Additionally, the existing slope, cross-slope of the curb ramps within the maintenance station is not American Disability Act (ADA) compliant. Therefore, the curb ramps would be upgraded to meet ADA standards. The proposed Project would involve the acquisition of two parcels, adjacent to the existing Caltrans Lake Elsinore Maintenance Station at the corner of Central Avenue (SR-74) and Conard Avenue, for staff parking and equipment storage. Improvements at these two parcels involve the construction of a perimeter fence.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the proposed new maintenance facility is to reduce response time and accommodate staff and equipment; to alleviate the additional workload resulting from general traffic increase to Interstate 15 (I-15) and Interstate 215 (I-215) as well as Central Avenue; and to release burden on the nearby freeway/highway network, maintenance stations, and crews.

1.2.2 Need

The Maintenance Division is in urgent need to expand the existing maintenance facility that serves the southern portions of 1-15, I-215, and eastern portions of Central Avenue, within the Riverside county limits and the city limits of Lake Elsinore, Perris, and Temecula. The current maintenance station is host to the Maintenance Crew (eight crewmembers) and the Landscape Crew (nine crewmembers). In addition, the existing maintenance station is anticipating the addition of a sweeping crew that would add an additional eight crewmembers. Moreover, the Landscape Crew is using a 720 square foot modular trailer that has limited space and insufficient facilities. The Maintenance Crew is also currently using the barn bay for crew meetings and as a breakroom. As a result, the resources of the existing maintenance station are insufficient and cannot meet the traffic volume increases resulting from the on-going growth and development in Riverside County.

1.3 Project Description

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

Two alternatives are considered, including the No-Build Alternative and one Build Alternative. The proposed Build Alternative would be located on the corner of Central Ave (SR-74) and Conard Ave and includes the construction of a 3,000 square foot maintenance building as an expansion of the current facility to accommodate Caltrans personnel, as described in Section 1.4. Additionally, the build alternative also consists of the upgrading of existing curb ramps to be ADA compliant.

The role of a maintenance facility is to keep the highways and freeways in operational condition through various services provided to the motorists, bicyclists, pedestrian, and other users. In order to accomplish this, maintenance crews are dispatched to the field to quickly perform needed routine maintenance. The most typical form of routine maintenance involves patching, repairing, and resurfacing of pavement. This not only prevents accidents, but also increases fuel efficiency and maintains a favorable driving surface for road users. Other important functions maintenance crews perform are erosion control, and removal of litter and debris. The removal of litter and debris keeps roads clear of objects that can affect public safety. Finally, Landscape maintenance crews help maintain the freeway/highway vista. These functions become increasingly difficult to perform with the increase of traffic. The traffic increase places additional burden on the freeways/highways network, maintenance stations, and crews. The purpose of the proposed new maintenance facility is to reduce response time and alleviate the additional workload resulting from general traffic increase to Interstate 15 and 215 as well as Highway 74.

The current total Project cost is estimated to be 15,552,000. This phase of the Project, Project Approval and Environmental Document (PA&ED) is on the 2021-2022 fiscal year Contract for Delivery (CFD). The CFD list is a list of Projects where Caltrans promises to deliver Project milestones on or before (if possible) an agreed date. Currently construction is scheduled to begin in the Fall of 2026 and end by Spring of 2028.

Figure 1-1: Project Vicinity Map

0 2.5 5 7.5 10 Miles

0 5 10 15 20 Kilometers

Legend

Postmile — CA County

VICINITY MAP

RIV 74 Lake Elsinore Facility
08-RIV-74 PM 17.8 / 17.8
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Figure 1-2: Project Location Map

PROJECT LOCATION MAP

RIV 74 Lake Elsinore Facility
08-RIV-74 PM 17.8 / 17.8
EA 08-1J320

Legend

Existing Maintenance Station

Proposed New Acquisition

1.4 Project Alternatives

One No-Build and one Build Alternative are being considered for this Project. This section describes the proposed alternatives.

1.4.1 Build Alternative

The Build Alternative includes the construction of a 3,000 square foot maintenance facility, expanding the existing maintenance station at this location. When it comes to maintenance, efficiency is obtained in daily operations when the superintendents and supervisors are located within the same area. This situation is also favorable for crew supervision and equipment maintenance. Operations in the new facility would be streamlined and service requests would be addressed and attended to in a more efficient manner and expedited timeframe.

The proposed maintenance building with an area of 3,000 square feet would include:

- Conference room
- Men and women's showers
- Men and women's restrooms
- Men and women's lockers
- Janitor's room
- Supervisor offices
- Crew rooms
- Utility room
- Emergency eye wash station
- Vestibule and security desk

Additionally, the Build Alternative includes the purchase of two adjacent parcels, (APN) 377-020-003 and APN 377-020-026

1.4.2 No-Build Alternative

The No-Build Alternative would maintain the facility in its existing condition. Since no improvements would be made, this alternative would not address the current demands or future needs resulting from the on-going growth and development in Riverside County. As a result, this alternative does not meet the Purpose and Need of the Project.

1.5 Identification of a Preferred Alternative

After the public circulation period, all comments received will be considered, and Caltrans will select a preferred alternative and make the final determination of the Project’s effect on the environment. Under the California Environmental Quality Act

(CEQA), if no unmitigable, significant, adverse impacts are identified, the Department will prepare a Negative Declaration (ND).

1.6 Discussion of the NEPA Categorical Exclusion

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

1.7 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for Project construction:

Agency	Permit/Approval	Status
Regional Water Quality Control Board	NPDES Statewide Stormwater Permit (order No. 2012-0011-DWQ, NPDES No. CAS000003) and Construction General Permit (Order No. 2009-0009-DWQ, NPDES No. CAS000002)	Has already been obtained statewide and pending Notice of Intent to initiate NPDES permit No. CAS000002.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed Project. Potential impact determinations include Potentially Significant Impact, Less Than Significant with Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a Project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The questions in this checklist 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.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed Project as well as the appropriate technical report, and no further discussion is included in this document.

2.1.1 I. 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?	☐	☐	☐	☒

a) <u>No Impact</u>

Visual impacts on scenic vistas are not anticipated, as there would be no change to the existing height of existing maintenance station or other structural elements thereof. The Project would not have a substantial adverse impact on a scenic vista because the Project location is not in or near a scenic vista.

b) <u>No Impact</u>

The portion of SR-74 that boarders the Project location (PM 17.8) is not designated as a scenic highway. The Project site does not anticipate damaging any scenic resources or historic buildings.

c) <u>No Impact</u>

The primary view experienced by the public at this location is the Santa Ana Mountains to the west and vacant land with some residential development to the southeast. The proposed Project would not obstruct the primary mountain backdrop. The existing visual character of the site and its surroundings would remain substantially the same as existing conditions.

d) <u>No Impact</u>

The Project site is located in an urbanized area with existing sources of light and glare, including streetlights, headlights from vehicles, and office parking lot lighting. The Project

would not implement or create any new sources of light or glare that would adversely affect day or night-time views in the area.

2.1.2 II. Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the Project:	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?	☐	☐	☐	☒

a) <u>No Impact</u>

According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the existing Project area is not located within prime farmland, unique farmland, and/or land of statewide or local importance.

b) <u>No Impact</u>

The Project area is designated as Urban and Built-Up land use. There are no properties within the study area under a Williamson Act contract.

c) <u>No Impact</u>

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

d) No Impact

The Project would not result in the loss or conversion of forest land.

e) No Impact

The Project would not involve changes that could result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

2.1.3 III. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
Would the Project:	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?	☐	☐	☐	☒

a, c, d) No Impact

California is divided geographically into 15 air basins for the purpose of managing the air resources of the state on a regional basis. Each air basin generally has similar

meteorological and geographic conditions throughout. Local districts are responsible for preparing the portion of the State Implementation Plan (SIP) applicable within their boundaries.

The proposed Project is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has responsibility for managing the air resources for the portion of the Basin in which the Project is located and is responsible for bringing the Basin into attainment for federal and state air quality standards. To achieve this goal, SCAQMD prepares plans for the attainment of air quality standards, as well as maintenance of those standards once achieved.

Because the proposed Project is listed, as currently proposed, in the region's conforming Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2021 Federal Transportation Improvement Program (FTIP) regional transportation planning documents, Project emissions are consistent with applicable air quality plans. The Project is funded by the State Highway Operation and Protection Program (SHOPP) from the Maintenance Facilities Program (201.352). The SHOPP Planning and Programming Number (PPNO) is 3011L. The Project's RTIP identification number is 3GR104 and the Project's FTIP identification number is RIVSL01.

This Project is exempt from conformity determination under Project type: Construction of New Bus or Rail Storage/Maintenance Facilities, categorically excluded in 23 CFR Part 771. Because this is considered an exempt Project, no Air Quality Study/Report is required.

b) <u>Less Than Significant Impact</u>

During construction, short-term degradation of air quality near the Project site may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction-related activities. Emissions from construction equipment also are expected and would include CO, nitrogen oxides (NO_x), volatile organic compounds (VOCs), directly emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NO_x and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction typically involve clearing; cut-and-fill activities; grading, removing, or improving existing roadways; and paving roadway surfaces. Construction-related effects on air quality from most highway Projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. These activities could temporarily generate enough PM_{10}, $PM_{2.5}$, and small amounts of CO, SO_2, NO_x, and VOCs to be of concern.

Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an added source of airborne dust after

it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

In addition to dust-related PM_{10} emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_X, VOCs, and some soot particulate (PM_{10} and $PM_{2.5}$) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO_2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and ARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 parts per million of sulfur), so SO_2-related issues due to diesel exhaust would be minimal.

Some phases of construction, particularly asphalt paving, may result in short-term odors in the immediate area of each paving site(s). Such odors would quickly disperse to below detectable levels as distance from the site(s) increases.

Most of the construction impacts on air quality are short-term in duration and, therefore, would not result in long-term adverse conditions. Implementation of the standardized measures, such as compliance with SCAQMD Rule 403 to reduce on-site fugitive dust, would reduce any air quality impacts resulting from construction activities to a less than significant level.

Avoidance, Minimization, and/or Mitigation Measures

The following standard Caltrans measures would be implemented to avoid and/or minimize potential impacts:

AQ-1 During construction, implement Caltrans SSPs Sections 14-9.02 (Air Pollution Control), 10-5 (Dust Control), and SCAQMD Rule 403 (Fugitive Dust Control) to avoid and/or minimize potential impact to air quality.

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

2.1.4 IV. 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?	☐	☐	☐	☒

The information in this section is based on the No Effect Memo (Caltrans 2021) that was approved for the Project on July 27, 2021.

a, b, c, & d) <u>No Impact</u>

This Project, including the parcels to be acquired, are in the Western Riverside County Multiple Species Habitat Conservation Plan but not in a Criteria Cell or survey area for amphibians, burrowing owl, mammals, Criteria Area species, narrow endemic plant species, and invertebrates.

Although the Project area is generally surrounded by urban development, there are no suitable soils and vegetation within the Project area, and nearby undeveloped properties. With the implementation of avoidance and minimization measures, Caltrans has determined that this Project would have no effect on the following federally-listed species: San Bernardino Merriam's Kangaroo Rat, Stephens' Kangaroo Rat, Coastal California Gnatcatcher, Least Bell's Vireo, Southwestern Willow Flycatcher, Western Snowy Plover, Quino Checkerspot Butterfly, Riverside Fairy Shrimp, Vernal Pool Fairy Shrimp, California Orcutt Grass, Munz's Onion, San Diego Ambrosia, San Jacinto Valley Crownscale, Spreading Navarretia, and Thread-leaved Brodiaea. This Project is not within NOAA/NMFS jurisdiction. There would therefore be no effects to fisheries species or essential fish habitat.

Additionally, this Project would have no take of the following State-listed or candidate species: Munz's onion, Crotch bumble bee, thread-leaved brodiaea, San Bernardino kangaroo rat, Stephens' kangaroo rat, slender horned spineflower, and California Orcutt grass.

<u>Wetlands</u>

Arroyo del Toro is an ephemeral drainage north of the Project footprint. With the implementation of the avoidance measures below, the Project would not have any temporary or permanent impacts to Arroyo del Toro.

e) No Impact

The Project scope does not include the removal of any trees nor does it conflict with any local ordinance or policy protecting biological resources.

f) No Impact

Project implementation would not conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan.

Avoidance, Minimization, and/or Mitigation Measures

The following standard Caltrans measures would be implemented to avoid and/or minimize potential impacts:

BIO-1 **Flagging and Fencing:** Construction fencing will be installed to keep construction impacts out of the ephemeral drainage, Arroyo del Toro, north of the Project footprint.

BIO-2 **Environmentally Sensitive Area (ESA):** To address potential impacts to the ephemeral drainage, Arroyo del Toro, north of the Project footprint, delineate this area as an ESA as shown on the plans and/or described in the specifications.

BIO-3 **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 usually 3 days prior to construction by a Caltrans biologist to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer may be established and monitored by the Caltrans biologist.

2.1.5 V. 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?	☐	☐	☐	☒

Information in this section was drawn from the Historic Property Survey Report (HPSR), document approved for the Project by Caltrans in October 2021.

a & b) <u>No Impact</u>

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

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

The NAHC was contacted on April 7, 2021 to request pertinent cultural resource information available in the Sacred Lands File (SLF). The NAHC stated that the SLF search for the Project was negative Additionally, the NAHC provided a list of Native American tribes who might have knowledge of cultural resources in the Project area.

The level of documentation for compliance under the California Environmental Quality Act (CEQA) is an Initial Study (IS), requiring consultation under Assembly Bill 52 (AB 52). Subsequently, on May 20, 2021, letters were sent to the following individuals requesting consultation under AB 52:

- Pala Band of Mission Indians, Shasta Gaughen, Tribal Historic Preservation Officer (THPO).
- Pechanga Band of Luiseño Indians, Ebru Ozdil, Cultural Analyst.
- Soboba Band of Luiseño Indians, Joseph Ontiveros, Tribal Historic Preservation Officer.
- Rincon Band of Luiseño Indians, Cheryl Madrigal THPO.

For a detailed description on correspondence with these tribes, please refer to *Section XVIII, Tribal Cultural Resources.*

Through this process, no tribal cultural resources other than those discussed above under Cultural Resources were identified in the APE. Because the site contains no historic or archaeological properties, pursuant to § 150645, no impact would occur. Implementation

of standard measure **CR-1** would minimize potential impacts related to discovery of cultural materials.

c) <u>No Impact</u>

As a result of the identification effort discussed above, in response to questions a) and b), no human remains have been identified within the Project area. If buried cultural materials, including human remains, are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. If human remains are discovered, California Health and Safety code Section 7050.5 would be followed, which, in summary, states that further disturbances and activities would stop in any area or nearby area suspected to overlie remains, and the county coroner contacted. If the remains are thought to be Native American, the NAHC would be contacted, who, pursuant to California PRC Section 5097.98, would then notify the Most Likely Descendant (MLD), as further detailed in measure **CR-2.**

Avoidance, Minimization, and/or Mitigation Measures

The following standard Caltrans measures would be implemented to avoid and/or minimize potential impacts:

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

CR-2 In the event that human remains are found, the county coroner shall be notified and ALL construction work activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHCJ) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains would contact District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909) 260-5178 and Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.

2.1.6 VI. 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?	☐	☐	☐	☒

a) <u>No Impact</u>

Caltrans promotes energy-efficient development by incorporating statewide goals from California's Energy Efficiency Strategic Plan, and setting policies, codes, and actions. Implementing these actions would assist in energy conservation and with lessening the impact on climate change. The Project would not result in significant environmental impacts during Project construction and operation from wasteful, inefficient, or unnecessary consumption of energy resources.

b) <u>No Impact</u>

The Project does not conflict with state or local plans for renewable energy or energy efficiency.

2.1.7 VII. 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?	☐	☐	☐	☒

a) No Impact

The proposed Project location is within a parcel not evaluated for liquefaction or landslides, per the California Geological Survey "Earthquake Zones of Required Investigation" map. The Project site is located in between two major fault zones, the Elsinore Fault Zone and the San Jacinto Fault Zone, which lie 4.5 miles to the southwest and 23.5 miles to the northeast, respectively. The last major rupture on the Elsinore Fault Zone was on May 15, 1910 as a magnitude 6. Compliance with the most current Caltrans procedures, regarding seismic design, which is standard practice on all Caltrans Projects, is anticipated to avoid or minimize any significant impacts related to seismic ground shaking. Seismic design would also meet city and county requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the Project would result in no impact because Project construction and operation would have no opportunity to rupture a known earthquake fault or cause seismic shaking.

b) No Impact

Currently, it is assumed that disturbed soil area would be approximately four (4) acres. Erosion control and stormwater BMPs would be implemented to avoid and/or minimize potential impact. A SWPPP would be prepared as required by the Construction General Permit prior to construction, to protect the disturbed soil area. No mitigation measures are required.

c), d), e) No Impact

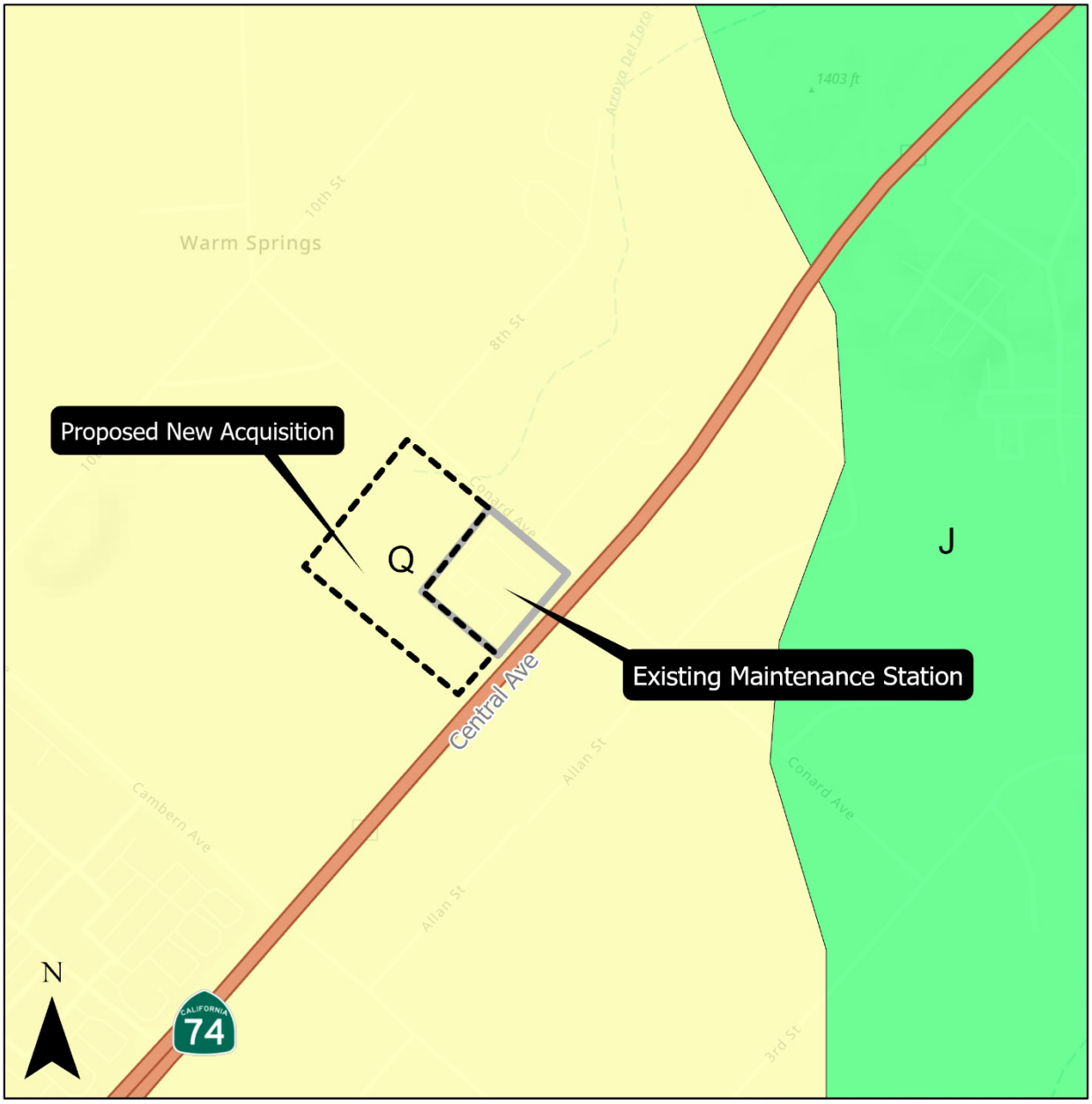
Landslides are not anticipated within the Project site because of the flat topography. The Project limits are not located in a known area susceptible to landslides, liquefaction, or expansive soil. Lastly, the Project scope does not involve of septic tanks or alternative wastewater disposal systems. No mitigation measures are required.

The Project passes through undifferentiated deposits (Q) which are mostly marine or nonmarine alluvium, lake, playa, and terrace deposits of the Quaternary age. See Figure 2-1 for a geological map of the Project area. Therefore, no impacts would occur.

f) No Impact

The Project would not directly or indirectly destroy a unique paleontological resource or site of unique geological feature because the Project activities would take place within a previously disturbed area.

Figure 2-1: Geology Map



Service Layer Credits: California Geological Survey

0 250 500 750 1,000 Feet

0 100 200 300 400 Meters

GEOLOGY MAP

RIV 74 Lake Elsinore Facility
08-RIV-74 PM 17.8 / 17.8
EA 08-1J320

Legend

- Existing Maintenance Station
- Proposed New Acquisition
- Highway

Generalized Rock Type

- Q
- J; J?

Offshore Fault

- fault, certain
- fault, approx. located
- fault, concealed
- thrust fault, certain
- thrust fault, approx. located
- thrust fault, concealed
- normal fault, certain
- normal fault, approx. located
- dextral fault, certain

2.1.8 VIII. 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?	Caltrans has used the best available information based to the extent possible on scientific and factual information to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this Project. The analysis included in the climate change section of this document provides the public and decision-makers as much information about the Project as possible. It is Caltrans' determination that in the absence of statewide adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual Project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the Project. These measures are outlined in the climate change section of the document.			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				

Please see Chapter 3 for a detailed discussion on Climate Change.

2.1.9 IX. 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?	☐	☐	☐	☒

a) <u>No Impact</u>

Implementation of the Build Alternative is not expected to result in the creation of any new health hazards or expose people to potential new health hazards. No storage of toxic materials or chemicals is proposed, and the Project is not anticipated to increase the potential hazardous materials in the Project area. A Site Investigation Report was completed on November 10, 2021. The report identified 3 underground storage tank (UST) closures, volatile organic compounds (VOCs), and polychlorinated biphenyls (PCBs), all which were below the method detection limit (MDL). Additionally, total petroleum hydrocarbons (TPH) and Title 22 metal levels were found to be below regulatory thresholds. As a result of these findings, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

b) Less than Significant Impact

Due to the existence and possible relocation of a mobile unit, on the northwest parcel being acquired, testing would be required after the acquisition, and prior to construction, to determine if asbestos or lead paint is present. The Project location has been tested for volatile organic compounds (VOCs) and aerially deposited lead (ADL). Results of the testing found one hotspot for ADL (sample B-02), located at the main gate of the existing maintenance station. The soil is regulated and classified as a type R1 material, meaning the soil can be re-used on site, with a 1-foot cover of clean soil on top. All other soil samples were found to be non-hazardous. With the implementation of the avoidance and minimization measures below, impacts would be less than significant.

c) No Impact

There are no schools within one-quarter mile of the Project site; therefore, no impacts would occur.

d) No Impact

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

e) No Impact

The Project site is not within an airport land use plan and it is not within two miles of a public airport or public use airport. There are no private airstrips near the Project. The Perris Valley Airport is the closest airport to the city of Lake Elsinore, located approximately 8 miles from the Project area. However, the Project would not result in an airport-related safety hazard for people residing or working in the area. The Project would not contain any skyward features that would interfere with any air traffic flight paths or other airport activities. No impacts would occur.

f) No Impact

The Project site is located in an established urban area well-served by a roadway network. The construction activities are temporary and would be confined to the Project site. Therefore, no impacts would occur.

g) No Impact

Standard California Building Code requirements would be followed in the construction of this Project. There are four fire stations located throughout the city with a Hazardous Materials Response Team, and firefighters with expertise in wildfires. With the implementation of the California Fire Code and other fire-related ordinances, no impacts would occur.

Avoidance, Minimization and Mitigation Measures

The following standard Caltrans measure would be implemented to avoid and/or minimize potential impacts:

HW-1 Asbestos and lead-paint testing shall be performed by contractors and completed prior to Project construction start, in accordance with Section 14-11.18 of Caltrans' Standard Specifications.

HW-2 A lead compliance plan shall be prepared under Section 7-1.02K(6)U)(iii) of Caltrans' Standard Specifications. The Lead Compliance Plan shall include provisions regarding use of earth material.

HW-3 Due to soil sample B-02 being high in ADL content and being classified as a type R1 soil, 1 foot of clean soil must be used on top of the contaminated soil. The Department of Toxic Substances Control (DTSC) shall be notified prior to any construction in the contaminated area.

2.1.10 X. 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 off-site;	☐	☐	☐	☒
(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?	☐	☐	☐	☒

The following discussion was synthesized from the Water Quality Scoping Questionnaire (WQSQ) prepared for the Project (Caltrans 2021).

The Project is located in the Santa Ana River Hydrologic Unit (HU) 180702030601, the Lake Mathews Hydrologic Area, and the Terra Colta Hydrologic Sub-Area. The receiving water body is the Temescal Creek, Reach 5. See Figure 2-2 for a receiving water body map of the Project location.

a) <u>No Impact</u>

The Project location is in an urban area with predominantly paved surfaces. Run-off from the Project site would be discharged to Temescal Creek, Reach 5, via an existing storm drain system and the Arroyo del Toro stream. The proposed Project is not anticipated to adversely affect beneficial uses of waters of the state or to create nuisance conditions. According to the WQSQ, there would be minimal impact to water quality from the proposed Project.

The Project would comply with Caltrans MS4 Permits and implement BMPs as required, to reduce, to the maximum extent practicable, the discharge of pollutants to the storm water system. Additionally, a Stormwater Pollution Prevention Plan (SWPPP) would be developed and implemented to prevent and minimize impact from stormwater discharges to human health or the environment.

Regulatory permits are not required because the Project would not impact Waters of the State or Waters of the US (WOTUS).

b) No Impact

The Project site is within the Elsinore Groundwater Basin, Elsinore Valley Sub-basin. Groundwater is not anticipated to be affected by the proposed Project because groundwater in the vicinity is expected to be at a depth of 99 feet below ground surface or deeper. See Figure 2-3 for a groundwater map of the Project location. The Project would not involve groundwater dewatering or water diversion. Therefore, the Project would not decrease groundwater supplies or interfere substantially with groundwater recharge.

Figure 2-2: Receiving Water Body

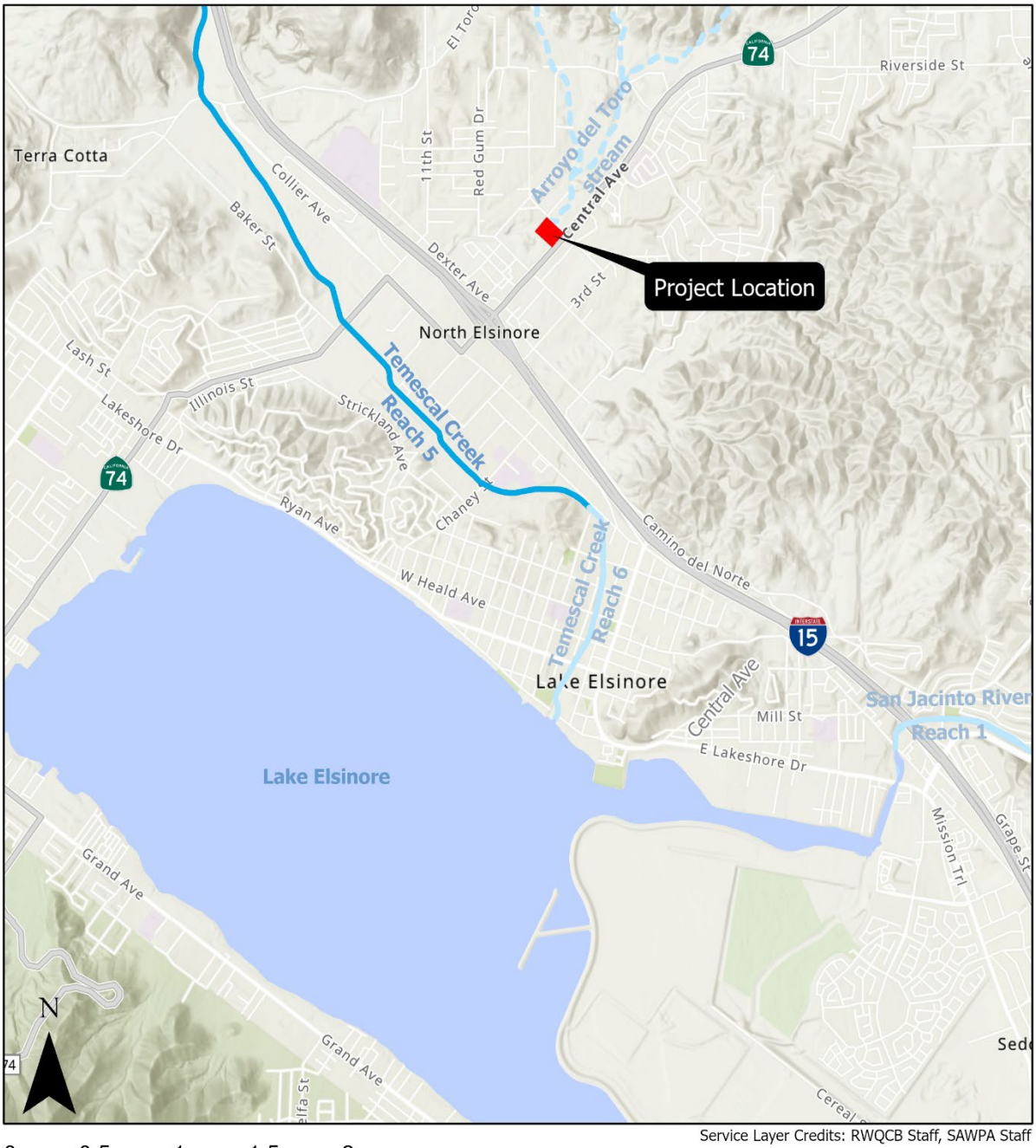
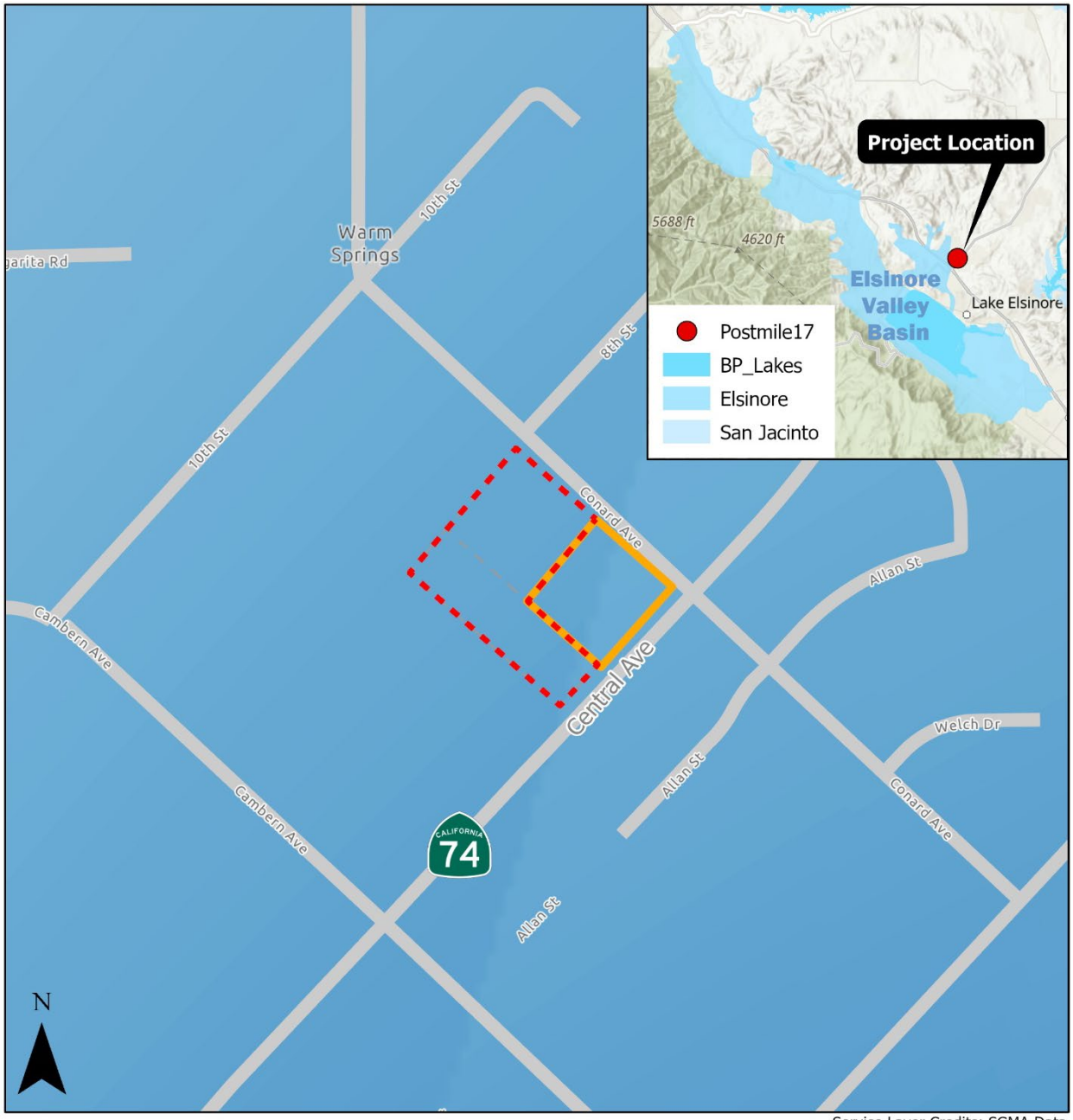


Figure 2-3: Groundwater Map



c) Less than Significant Impact

The proposed Project would not alter the existing drainage pattern of the site because the Project does not propose new drainage systems. Approximately 4.0 acres of Net New Impervious (NNI) surface is anticipated. Consideration of treatment BMPs, to treat the stormwater within the maintenance facility footprint, would occur in the design (PS&E) phase. Although the Project scope involves construction of a perimeter fence, a portion of which would be constructed in the surrounding floodplain, the proposed fencing would be constructed of materials such as wrought iron slats less than one (1) inch wide and spaced at a minimum of four (4) inches on center, to avoid water flow impacts in the floodplain. The proposed fence in the floodplain would extend approximately 104.0' into the floodplain within APN 377-020-003, and 54.0' into the floodplain within 377-020-026 and would be 6’ to 8’ high. Since the work being proposed in the floodplain is limited to the installation of the perimeter fence, the Project is not expected to have a significant impact to the floodplain.

d) No Impact

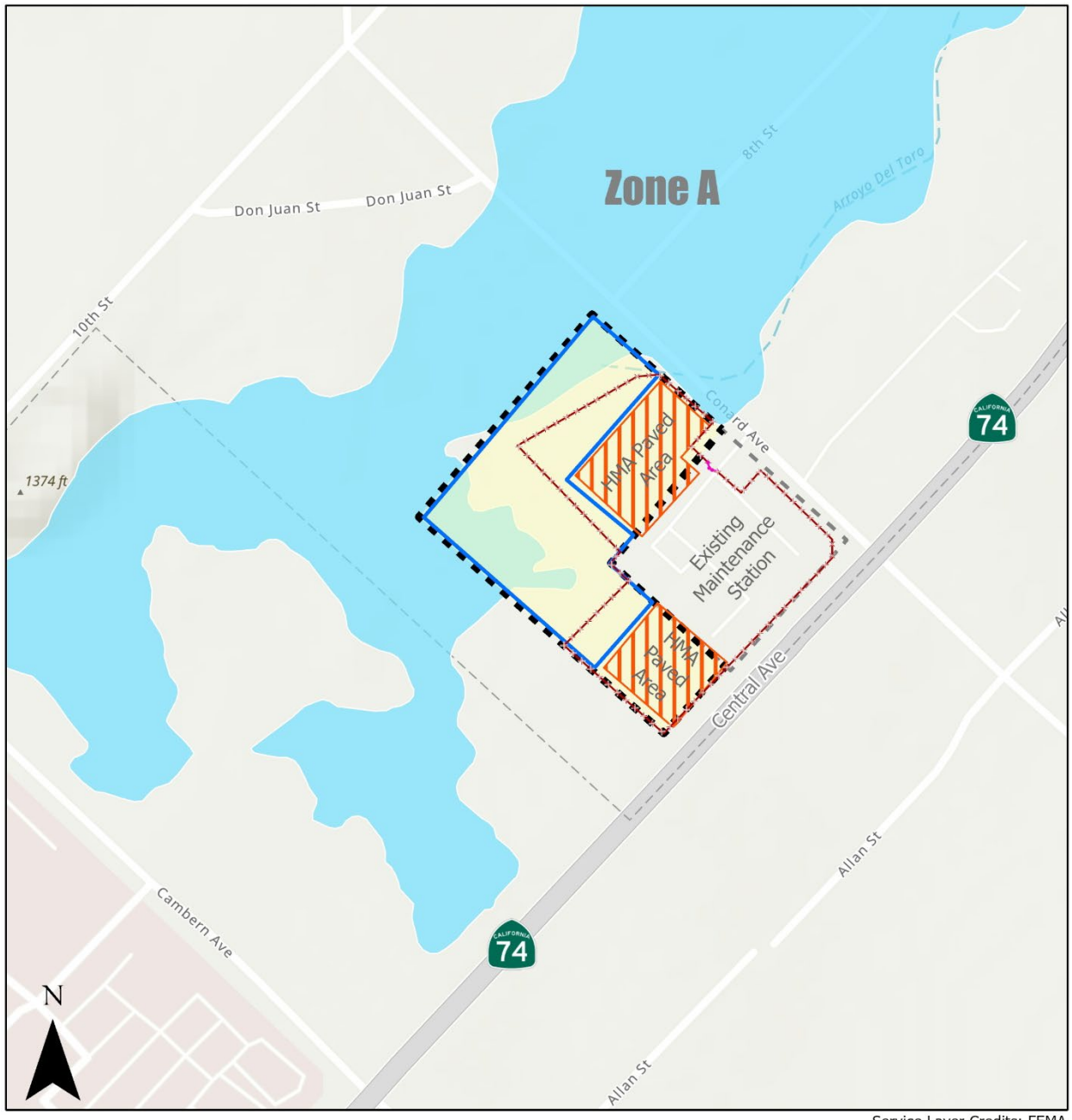
As identified on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06065C2029G, dated August 28, 2008, for Riverside County Unincorporated Areas, most of the Project area is in FEMA Zone X (unshaded), an area outside the 0.2 percent-annual-chance floodplain (i.e., 500-year floodplain). However, areas from the north to southwest adjacent to the Project location lie in Flood Zone A, which signifies areas subject to inundation by the 1-percent-annual-chance flood event and mandatory flood insurance purchase requirements apply for any development within this zone. See Figure 2-4 for a floodplain map of the Project location. Nevertheless, there is no significant risk of release of pollutants with the implementation of this Project.

e) No Impact

As indicated in the Water Quality Control Plan for the Santa Ana River Basin (Basin Plan), existing beneficial use of Temescal Creek, Reach 5 is Rare, Threatened or Endangered Species (RARE), agricultural supply (AGR), groundwater recharge (GWR), water contact recreation (REC-1), non-contact water recreation (REC-2), Warm Freshwater Habitat (WARM), and wildlife habitat (WILD). Additionally, Temescal Creek, Reach 5 is excepted from domestic and municipal drinking supply (MUN). The Temescal Creek, Reach 5, is not listed for 303(d) impairment, nor does it have established TMDLs.

The proposed Project would not conflict with the water quality plan and is not anticipated to violate the water quality objectives established for the Temescal Creek, Reach 5, in the Santa Ana River Basin Plan.

Figure 2-4: Floodplain Map



2.1.11 XI. 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?	☐	☐	☐	☒

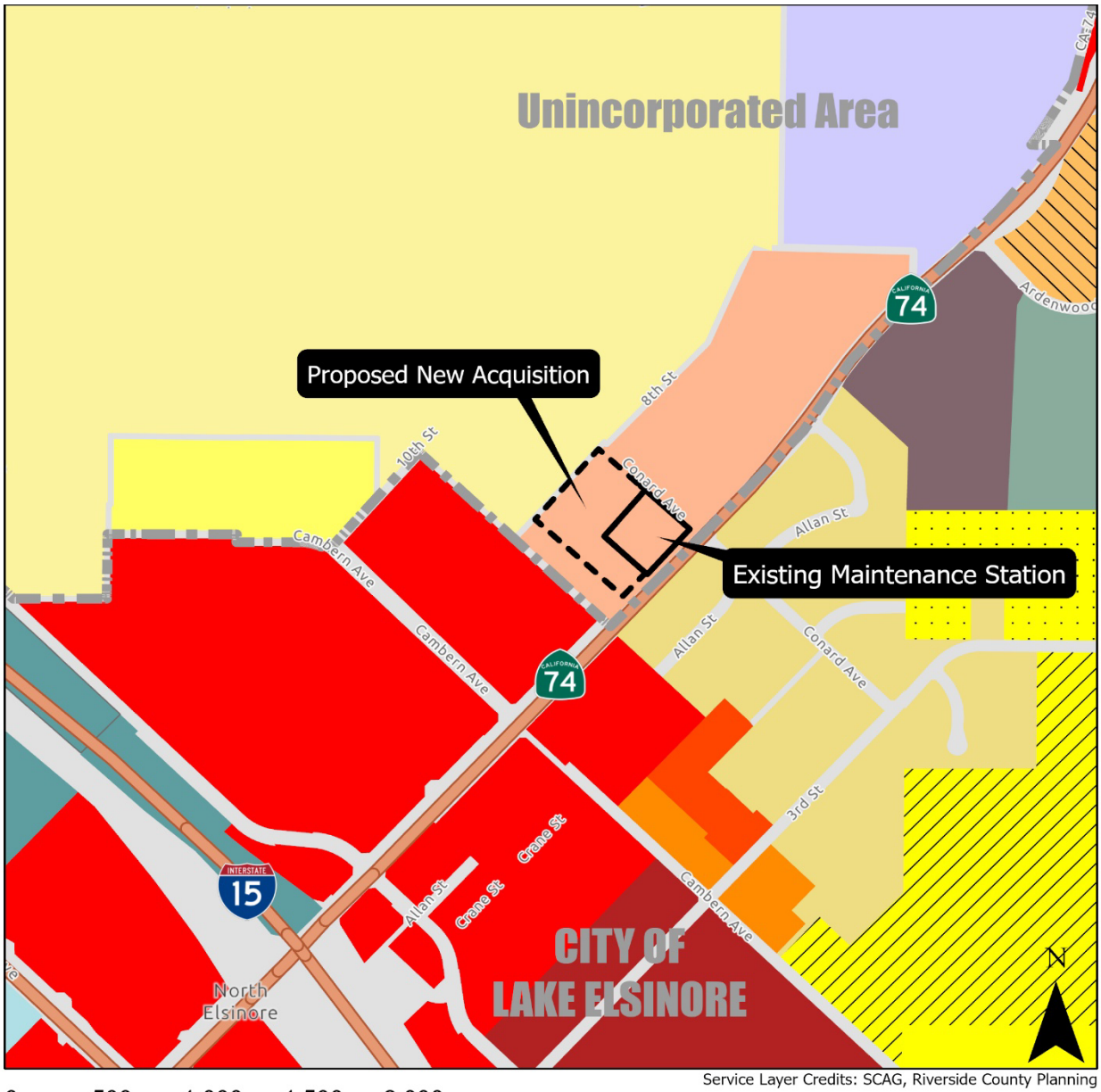
a) <u>No Impact</u>

The Project area falls within the jurisdiction of Riverside County. The Project site includes the property of the existing maintenance station, the undeveloped property to the southwest, and the currently-occupied parcel to the northwest. Acquisition of these two latter parcels is part of the Project scope. The Project is generally located next to State Route 74. According to the Riverside County General Plan, the Project location is designated as a Business Park, which is defined as employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses (Riverside County General Plan 2021). The surrounding areas are designated as General Commercial, Very Low Density Residential, and Low Density Residential. See Figure 2-5 for a land use map of the Project location. Because the Project site is an already established maintenance station, the development and operation of the Project would not physically disrupt or divide the arrangement of an established community.

b) <u>No Impact</u>

The Project is consistent with the County's land use plan and adopted policies. The Project is a professional office use, which is consistent with the Business Park designation.

Figure 2-5: Land Use Map



Service Layer Credits: SCAG, Riverside County Planning

0 500 1,000 1,500 2,000 Feet

0 200 400 600 800 Meters

LAND USE MAP

RIV 74 Lake Elsinore Facility
08-RIV-74 PM 17.8 / 17.8
EA 08-1J320

Legend

- Highway
- City Boundary
- Existing Maintenance Station
- Proposed New Acquisition

Riverside County General Plan

- Business Park
- Light Industrial
- Very Low Density Residential
- Low Density Residential

Lake Elsinore General Plan

- General Commercial
- Commercial Mixed Use
- High Density Residential
- Medium Density Residential
- Low-Medium Residential
- Low Density Residential
- Limited Industrial
- Public Institutional

Ramsgate Special Plan

- Apartment Density
- General Commercial
- Medium High Density
- Medium Low Density Residential
- Modified Medium Low Density
- Park

2.1.12 XII. 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?	☐	☐	☐	☒

a & b) <u>No Impact</u>

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

2.1.13 XIII. 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?	☐	☐	☐	☒

a) <u>Less than Significant Impact</u>

Implementation of the Project may result in short-term increased noise levels within the Project vicinity due to construction activities. The Project is located adjacent to a residential zone. Construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02, as outline in avoidance and minimization measure **NOI-1**.

The Project would not expose people to or generate noise levels in excess of standards established in a general plan or noise ordinance, or applicable standards of other agencies. Therefore, since noise impacts would only be temporary during construction, with the implementation of avoidance and minimization measure **NOI-1**, impacts would be less than significant.

b) <u>No Impact</u>

Any ground-borne noise or vibration would be limited to the 180-day construction period and would be short in duration. Because there is no noise- or vibration-sensitive uses located in the immediate Project vicinity and because the Project would comply with Caltrans Standard Specifications as outlined in **NOI-1**, no impacts would occur.

c) <u>No Impact</u>

The Project is not located within two miles of an airport. Therefore, no noise impacts related to air traffic would occur.

Avoidance, Minimization and Mitigation Measures

The following standard Caltrans measures would be implemented to avoid and/or minimize potential impacts:

NOI-1 The contractor shall comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to contract. In addition, noise associated with construction is controlled by Caltrans 2018 Standard Specifications Section 14-8.02, "Noise Control,"

which states the following: Control and monitor noise resulting from work activities.

Do not exceed 86 dBA L_{max} at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. Do not operate construction equipment or run equipment engines from 7:00 p.m. to 7:00 a.m. or on Sundays at the job site except to:

1. Service traffic-control facilities
2. Service construction equipment

In addition, Section 14-8.02 may be edited specifically for this Project during the PS&E phase to incorporate all or part of 2018 Standard Special Provision (SSP) Number 14-8.02.

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

2.1.14 XIV. 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?	☐	☐	☐	☒

a) <u>No Impact</u>

The Project would not establish new homes or provide and new access into areas that previously had no access. The Project would result in the extension and improvement of the existing maintenance station. Growth in the surrounding areas is expected to occur with or without the Project because the Project, on its own, cannot affect variables that contribute to growth. Therefore, no impact would occur.

b) Less than Significant Impact

The Project proposes to acquire two parcels. The northwest parcel currently has a mobile unit that is occupied. During the acquisition process Caltrans shall confirm the mobile unit's current use. Should the mobile unit be determined to be a residential dwelling, currently being used as such, Measure RELOC-1 shall be implemented. With implementation of the avoidance and minimization measure below, there would be a less than significant impact.

Avoidance, Minimization and Mitigation Measures

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

RELOC-1 **Relocation Assistance:** The California Department of Transportation Relocation Assistance Program would provide relocation assistance or compensation to eligible persons and businesses in accordance with the California Relocation Act (California Government Code Section 7260 et. seq.).

2.1.15 XV. Public Services

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	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?	☐	☐	☐	☒

a) Fire Protection: No Impact

Through a partnership with the Riverside County Fire Department, the City of Lake Elsinore's Fire Department provides fire protection to the Project area. There are four fire stations in Lake Elsinore. The Project site is located 0.5 miles from the nearest fire station, located at 41725 Rosetta Canyon Dr., Lake Elsinore, CA 92532. The expanded facility would house approximately 20-30 employees from within the same region, therefore the amount of services needed is not considered a substantial increase. Therefore, the Project would not affect the level of services needing fire protection.

Police Protection: No Impact

The Riverside County Sheriff's Department - Lake Elsinore Station serves the contract cities of Lake Elsinore and Wildomar, and surrounding unincorporated areas of Riverside County, including the Project vicinity. The Project would not affect the level of service within the Project area or surrounding areas.

Schools: No Impact

Temescal Valley High School is located outside the Project limits to the northwest, approximately one mile away, next to the I-15 freeway. Additionally, Earl Warren Elementary School is located outside the Project limits to the east, approximately 0.8 miles away in the neighboring community. However, because the Project scope is not population-inducing, it would not result in the need for new or physical expansion of any school.

Parks: No Impact

No state or regional parks border the Project location and would not be affected by either construction or operation of the Build Alternative. No national parks exist that directly border the Project limits. Therefore, there would be no impact to parks.

Other Public Facilities: No Impact

There are no public facilities in the immediate Project area and, as such, there would be no impacts on public facilities as a result of construction or operation of the Project.

2.1.16 XVI. 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?	☐	☐	☐	☒

a & b) <u>No Impact</u>

The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of any existing neighborhood, regional parks, or other recreational facilities such that substantial physical deterioration would occur, nor would it require the construction or expansion of existing recreational facilities.

2.1.17 XVII. 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?	☐	☐	☐	☒

a) No Impact

The Project entails the expansion of an existing maintenance station on State-owned land. Therefore, the proposed Project is consistent with the County's General Plan and therefore consistent with the local circulation plan.

b) No Impact

The current facility is located between two bus stops, approximately 150 feet to 275 feet in each direction. The facility would house approximately 20-30 employees from within the same region, so the amount of traffic added to local and regional transportation system is negligible. Since traffic is not comprised of new commuters, it is not expected that there would be an increase in vehicle miles traveled and therefore the Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).

c) No Impact

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

d) No Impact

Immediate vehicular access to the Project site is provided via Conard Ave. The construction activities for the Project would be confined on-site, therefore, emergency access would not be affected.

2.1.18 XVIII. Tribal Cultural Resources

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	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.	☐	☐	☐	☒

a) & b) <u>No Impact</u>

The Native American Heritage Commission (NAHC) was contacted in April 2021 to request pertinent cultural resource information available in the SLF. The NAHC stated that the SLF search for the Project was negative. Additionally, the NAHC provided a list of Native American tribes who might have knowledge of cultural resources in the Project area.

Four Native American tribes were contacted under AB 52. Letters were sent on May 20, 2021, to the Pala Band of Mission Indians (Shasta Gaughen, Tribal Historic Preservation Officer (THPO)), the Pechanga Band of Luiseño Indians (Ebru Ozdil, Cultural Analyst), the Soboba Band of Luiseño Indians (Joseph Ontiveros, THPO) and the Rincon Band of Luiseño Indians (Cheryl Madrigal, THPO).

On May 20, 2021, a letter was sent to Shasta Gaughen with information regarding the proposed Project, soliciting input from the Tribe concerning their knowledge of cultural resources of religious or cultural significance within the Project area. A response was received June 5, 2021 from Alexis Wallick, assistant THPO on behalf of Shasta Gaughen, declaring the Project is not within the boundaries of Pala Indian Reservation, or their Traditional Use Area (TUA), and deferred consultation to tribes in closer proximity. Caltrans noted the Tribe's deferment and would continue consultation with interested Tribes.

On May 20, 2021, a letter was sent to Ebru Ozdil with information regarding the proposed Project, soliciting input from the Tribe concerning their knowledge of cultural resources of religious or cultural significance within the Project area. A response was received on June 4, 2021 requesting consultation as well as notification and involvement in the entire environmental review process for the duration of the Project including all documents generated by the Project. Because of this request, Caltrans added Pechanga Band of Luiseño Indians to the environmental document distribution list and sent the ASR and Maps on September 30, 2021. All documents detailed the lack of prehistoric resources within the APE and Project limits, and the unlikely potential to encounter or affect any prehistoric resources. Caltrans has received no further response to date.

On May 20, 2021, a letter was sent to Joseph Ontiveros with information regarding the proposed Project, soliciting input from the Tribe concerning their knowledge of cultural resources of religious or cultural significance within the Project area. A response was received on June 18, 2021, in which Soboba requested Government to Government consultation. Caltrans sent the ASR and maps on September 30, 2021. Caltrans has received no further response to date.

On May 20, 2021, a letter was sent to Cheryl Madrigal with information regarding the proposed Project, soliciting input from the Tribe concerning their knowledge of cultural resources of religious or cultural significance within the Project area. Follow up emails were sent on July 6, 2021 and on August 9. 2021. Caltrans has received no response to date.

With the implementation of **CR-1** and **CR-2,** it is anticipated that there would be no impacts on Tribal Cultural Resources.

Avoidance, Minimization and Mitigation Measures

Refer to measures **CR-1** through **CR-2** in *Section V, Cultural Resources.*

2.1.19 XIX. 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?	☐	☐	☐	☒

a) <u>No Impact</u>

Utility relocations at the Project location are not known at this time. It is not anticipated that relocations would occur outside of the Project site and that any utility movement would be laterally, within the Project limits. Utility involvement in the two parcels that would be potentially acquired is unknown and would be determined during the PS&E and Construction phases by potholing. However, it is anticipated that utility involvement would have no impact to the environment.

b) <u>No Impact</u>

Although the Project may require water during construction for dust control, the use of water would be limited, and sufficient water supply is anticipated to be available to serve the Project for the reasonably foreseeable future during normal, dry and multiple dry years. Therefore, there would be no impact to water supplies.

c) <u>No Impact</u>

The proposed Project would not increase the demand for wastewater treatment or affect capacity of wastewater treatment facilities. Therefore, no impact to wastewater is anticipated.

d & e) <u>No Impact</u>

The Project would not contribute substantially to the generation of solid waste in such a manner that would exceed State or local standards. The Project would be in compliance with all federal, state, and local solid waste statutes and regulations; therefore, no impact is anticipated.

2.1.20 XX. 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?	☐	☐	☒	☐

a) <u>No Impact</u>

According to the Riverside County General Plan, State Route 74 is designated as an evacuation route for the unincorporated Elsinore area. However, during construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles, as required by the County. Thus, the Project is not anticipated to interfere with any adopted local emergency response plans or emergency evacuation plans.

b) <u>Less Then Significant Impact</u>

Wildfires are a year-round reality in Riverside County. Risk to the City of Lake Elsinore from wildfire is of concern. High fuel loads in the hills, along with geographical and topographical features, create the potential for both natural and human-caused fires. Natural weather conditions common to the area such as drought, high temperatures, and periodic winds are factors that can contribute to wildfire risk.

According to the Fire Hazard Severity Zones in State Responsibility Areas (SRA) Map for Riverside County, the Project is in a high fire hazard severity zone (CalFire 2021). The Project would include the permanent siting of employees on the Project site; therefore, the Project would expose Project occupants to pollutant concentrations from wildfire as a result of slope, prevailing winds, or other factors. However, exposure would be at a less than significant impact because the Project scope primarily involves expansion of an existing use in an urbanized area.

c) <u>No Impact</u>

Because a maintenance facility already exists at this location, all commonly necessary infrastructure is already in place. The Project would not require additional installation or

maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

d) <u>Less Than Significant Impact</u>

Due to the generally flat terrain surrounding the Project location the fact the Project is located in a State Responsibility Area (SRA)[1], and the site is not classified as a Very High Fire Severity Zone, exposure of people or structures to significant fire risk is expected to be less than significant.

2.1.21 XXI. 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)?	☐	☐	☐	☒

[1] A State Responsibility Area is the land where the State of California is financially responsible for the prevention and suppression of wildfires (State of California 2016).

c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

a) <u>No Impact</u>

The Project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Additionally, the Project would not eliminate important examples of the major periods of California History or prehistory. With the implementation of measures **BIO-1 through BIO-3** and **CR-1 and CR-2**, there would be no impact.

b) <u>No Impact</u>

The Project would not substantially result in environmental impacts. The city of Lake Elsinore is a maturing suburban community. There's not much vacant land left, and much of it is under construction or entitled. The Project location is designated as a Business Park, which is defined as employee intensive uses, such as research and development, technology centers, corporate offices, clean industry and supporting retail uses (Riverside County General Plan 2021). Due to the Project being an expansion of a pre-existing maintenance station, there would be no impact.

c) <u>No Impact</u>

The Project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

Chapter 3 Climate Change

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO_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 component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2.

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

REGULATORY SETTING

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

Federal

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

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

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, Project development and design, and operations and maintenance practices (FHWA 2019). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—"the triple bottom line of sustainability" (FHWA n.d.). Program and Project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

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

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

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

State

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

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

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the governor's 2030 and 2050 GHG reduction goals.

Senate Bill (SB) 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

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

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

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent ($MMTCO_2e$).[2] Finally, it requires the Natural

[2] GHGs differ in how much heat each trap in the atmosphere (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" (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.

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."

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

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

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

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

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

ENVIRONMENTAL SETTING

The proposed Project is in an urban area of Riverside County, in the city of Lake Elsinore, with a well-developed road and street network. The Project area is mainly residential, with some light industrial and commercial buildings. Traffic congestion

during peak hours is not uncommon in the Project area. The Southern California Association of Governments (SCAG) and the Riverside County Transportation Commission guides transportation development in the Project area. The Riverside County General Plan Sustainability element addresses GHGs in the Project area.

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

National GHG Inventory

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO_2, CH_4, N_2O, HFCs, perfluorocarbons, SF_6, and nitrogen trifluoride. It also accounts for emissions of CO_2 that are removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store CO_2 (carbon sequestration). The 1990–2019 inventory found that overall GHG emissions were 6,558 million metric tons (MMT) in 2019, down 1.7 percent from 2018 but up 1.8% from 1990 levels. Of these, 80 percent were CO_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 3-1, the transportation sector accounted for 29 percent of U.S. GHG emissions in 2019 (U.S. EPA 2021a, 2021b).

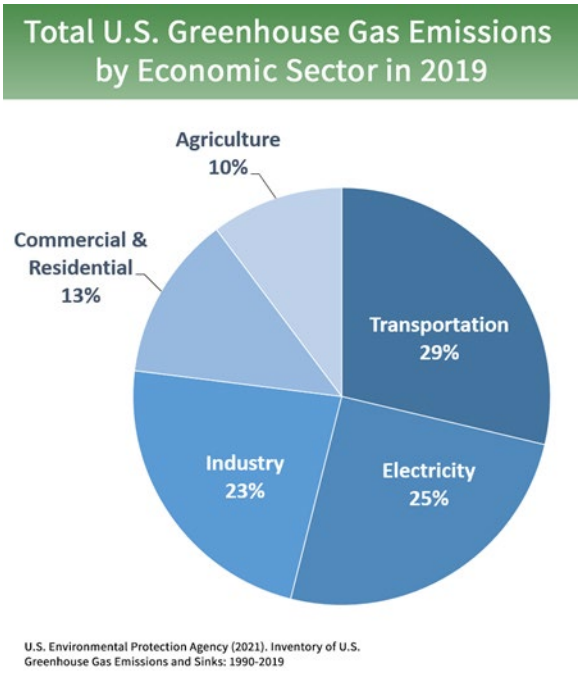


Figure 3-1. U.S. 2019 Greenhouse Gas Emissions (Source: U.S. EPA 2021c)

State GHG Inventory

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 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 3-2). Overall statewide GHG emissions declined from 2000 to 2019 despite growth in population and state economic output (Figure 3-3) (ARB 2021a).

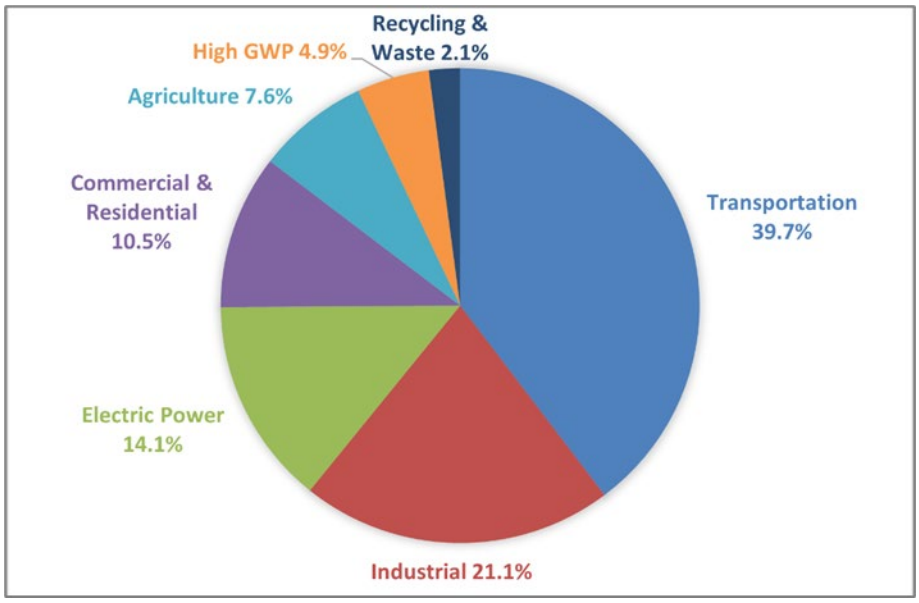


Figure 3-2. California 2019 Greenhouse Gas Emissions (Source: ARB 2021a)

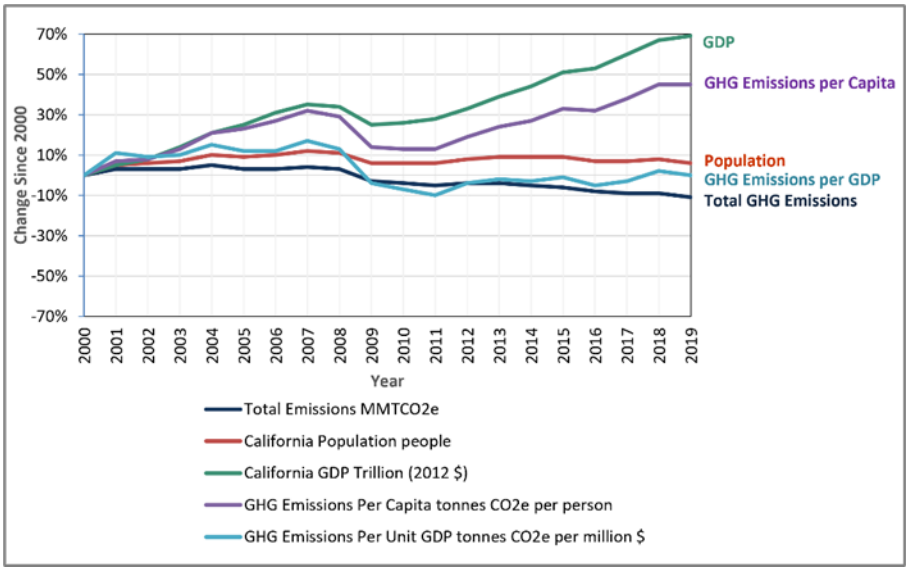


Figure 3-3. Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2021a)

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 targets for California's 18 MPOs to use in their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to plan future Projects that will cumulatively achieve GHG reduction goals. Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. SCAG is the MPO for the Project area. The regional reduction target for SCAG is 19 percent 2035 (ARB 2021b).

The proposed Project is listed, as currently proposed, in the region's conforming Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) and 2021 Federal Transportation Improvement Program (FTIP) regional transportation planning documents, Project emissions are consistent with applicable air quality plans. The Project is funded by the State Highway Operation and Protection Program (SHOPP) from the Maintenance Facilities Program (201.352). The SHOPP Planning and Programming Number (PPNO) is 3011L. The Project's RTIP identification number is 3GR104 and the Project's FTIP identification number is RIVSL01.

The Project meets SCAG 2020 RTP/SCS objectives for investing in preservation of highway systems, highway system improvements, and improving accessibility. The Riverside County Climate Action Plan (November 2019) and the Western Riverside County Climate Action Plan also define the County's efforts to meet GHG reduction strategies. The proposed Project does not conflict with any goals or policies pointed out in the Riverside County General Plan Sustainability element. Additionally, the proposed Project supports measure SR-2: California Building Energy Efficiency Standards in the Western Riverside County Climate Action Plan.

PROJECT ANALYSIS

GHG emissions from transportation Projects can be divided into those produced during operation of the SHS and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH_4 and N_2O are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one Project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation *v.* San Diego Assn. of Governments (2017) 3

Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a Project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

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

Operational Emissions

The purpose of the proposed Project is to expand an existing maintenance station 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-74, no increase in vehicle miles traveled (VMT) would occur as a result of Project implementation. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected. The Project would also include energy modeling to verify compliance with Title-24 requirements.

Construction Emissions

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

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

The Sacramento Metropolitan Air Quality Management District (SMAQMD) Road Construction Emission Model, Version 8.1.0 was used to estimate the construction emissions for the proposed Project. Construction of the proposed Project is expected to last 240 working days and would generate 831.16 tons of CO_2.

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

CEQA Conclusion

While the proposed Project could 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 does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG reduction measures, the impact would be less than significant.

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

GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 GHG emissions targets. Former Governor Edmund G. Brown promoted GHG reduction goals that involved (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

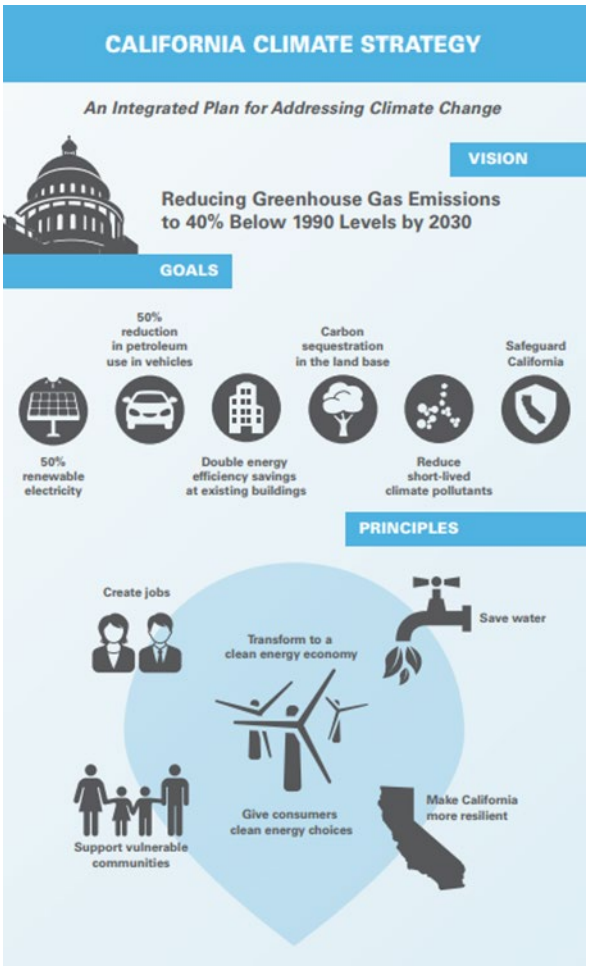


Figure 3-4. California Climate Strategy

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

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the 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. Each agency is to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the State's carbon neutrality goal and build climate resilience.

Caltrans Activities

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

California Transportation Plan

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).

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

Caltrans Strategic Plan

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

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use

planning that furthers the region's RTP/SCS; contribute to the State's GHG reduction targets and advance transportation-related GHG emission reduction Project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES

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

Project-Level GHG Reduction Strategies

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

CC-1: Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reductions, require contractors to comply with all applicable laws and certify they are aware of all and would comply with all ARB emission reduction regulations.

CC-2: Caltrans Standard Specifications Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes.

ADAPTATION

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

Federal Efforts

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

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

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

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

State Efforts

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

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the "capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience".

Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.

- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

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

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

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

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

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-*

Safe Infrastructure in California. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

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

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

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

Project Adaptation Analysis

Sea-Level Rise

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

Floodplains

Per the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM), the Project is located in FIRM panel 06065C2029G. Most of the Project area is in FEMA Zone X (unshaded), an area outside the 0.2 percent-annual-chance floodplain (i.e., 500-year floodplain). However, areas from the north to southwest adjacent to the Project location lie in Flood Zone A, which signifies areas subject to inundation by the

1-percent-annual-chance flood event. The Caltrans District 8 Climate Change Vulnerability Assessment indicates a less-than-5% increase in 100-year storm precipitation depth through 2085. The proposed Project would not alter the existing drainage pattern of the site because the Project does not propose new drainage systems. Currently, the proposed Project has approximately 4.0 acres of Net New Impervious (NNI) surface. Although the Project scope involves construction of a perimeter fence in the surrounding floodplain, proposed fencing would be constructed of materials such as wrought iron slats less than 1 inch wide and spaced at a minimum of 4 inches on center, to avoid water flow impacts in the floodplain. The proposed fence in the floodplain would extend approximately 104.0' into the floodplain within APN 377-020-003, and 54.0' into the floodplain within 377-020-026 and would be 6’ to 8’ high. Prior to being brought to the job site, the wrought iron fencing will be galvanized and coated which will prevent the fence from rusting. The work being done in the floodplain is not expected to have any significant impacts to the floodplain.

WILDFIRE

According to the CALFIRE Fire Hazard Severity Zone Map, the proposed Project is located in a High Fire Risk Severity Zone, in a State Responsibility Area (State of California 2021).

Wildfire modeling for the Caltrans District 8 Climate Change Vulnerability Assessment Report shows an increase in the miles of the state highway system exposed to moderate wildfire concern for the RCP 8.5 scenario. However, these zones are located approximately 0.5 miles northeast and west of the Project location. The Project is located on exposed roadway in an area of medium level of wildfire concern through year 2085. The Project location is surrounded by urban uses and the parcels to be acquired are currently undeveloped land with sparse vegetation, reducing the risk of severe wildfire. Caltrans Standard Specifications mandate fire prevention procedures, including a fire prevention plan, to avoid accidental fire starts during construction. The Project does not conflict the wildfire polices in the Riverside County General Plan – Safety Element. Accordingly, the Project would not be exposed to greater wildfire risk under climate change conditions.

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Chapter 4 Public Involvement & IS Circulation

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

4.1 Consultation and Coordination with Native American Tribes

The following provides a summary of correspondence and/or coordination pertinent to the development of the Project.

The NAHC was contacted in April 2021 to request pertinent cultural resource information available in the Sacred Lands File (SLF). The NAHC stated that the SLF search for the Project was negative. Additionally, the NAHC provided a list of Native American tribes who might have knowledge of cultural resources in the Project area.

The level of documentation for compliance under the California Environmental Quality Act (CEQA) is an Initial Study (IS), requiring consultation under Assembly Bill 52 (AB 52). Subsequently, on May 20, 2021, letters were sent to the following individuals requesting consultation under AB 52:

- Pala Band of Mission Indians, Shasta Gaughen, Tribal Historic Preservation Officer (THPO).
- Pechanga Band of Luiseño Indians, Ebru Ozdil, Cultural Analyst.
- Soboba Band of Luiseño Indians, Joseph Ontiveros, Tribal Historic Preservation Officer.
- Rincon Band of Luiseño Indians, Cheryl Madrigal THPO.

4.2 Consultation and Coordination with Public Agencies

The following provides a summary of coordination between Caltrans and the Riverside County Flood Control District (RCFC). A letter was sent to RCFC on December 24, 2021 requesting concurrence on the type of fencing being proposed in the portion of the Project that lies within the floodplain. Concurrence in the form of an e-mail from Ms.

Deborah de Chambeau, Engineering Project Manager-Development Review, was received on December 27, 2021, which states no further consultation will be required. Coordination will continue through the PS&E phase, should any scope changes occur near the floodplain. Any additional coordination that occurs after the public circulation period will be included in this section.

4.3 Public Participation

A virtual public open house style meeting will be held as part of the community outreach process and will be documented. Once this Draft IS has been approved for public circulation, a public notice will be distributed to local agencies, regional agencies, and utility providers who may be interested in the Project. In addition, property owners adjacent to the Project and other interested parties will also be provided with a public notice informing them of the Project and of the document's availability for review. Chapter 6, Distribution List, contains the details of all those notified. In accordance with CEQA requirements, there will be a 30-day public review period.

Chapter 5 List of Preparers

The following personnel participated in the preparation of this IS:

BacSon Quach, Project Manager

Antonia Toledo, MS, Senior Environmental Planner – Generalist

Hannah Duarte, Associate Environmental Planner – Generalist

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Andrew Walters, Senior Environmental Planner – Cultural

Shannon Clarendon, Associate Environmental Planner – Cultural

Bahram Karimi, Associate Environmental Planner – Paleontological Studies

Nancy Frost, Senior Environmental Planner – Biology

Maggi Elgeziry, Associate Environmental Planner – Biology

Olufemi Odufalu, Senior Transportation Engineer – Environmental Engineering

Christopher Gonzalez, Transportation Engineer – Air Quality

Alan Espejo, Transportation Engineer – Noise

Donald Cheng, Transportation Engineer – Hazardous Waste

Jared Anderson, Landscape Associate – Landscape Architecture

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Chapter 6 Distribution List

A public notice of this Draft IS will be distributed to federal, state, regional and local agencies, elected officials, and utilities and services providers. In addition, all property owners and occupants within a 500-foot radius of the Project limits were provided the notice.

Agencies & Elected Officials	
US Fish and Wildlife Service 2800 Cottage Way Room W-2605 Sacramento, CA 95825	US Fish and Wildlife Service 777 E. Tahquitz Canyon Way Suite 208 Palm Springs, CA 92262
US Army Corps of Engineers Los Angeles District P.O. Box 532711 Los Angeles, CA 90053-2325	City of Lake Elsinore Mayor Brian Tisdale 130 South Main Street Lake Elsinore, CA 92530
California Air Resources Board 1001 “I” Street P.O. Box 2815 Sacramento, CA 95812	Office of Planning and Research (OPR) State Clearinghouse Attn: Kate Gordon, Director Office of Planning and Research 1400 Tenth Street Sacramento, CA 95814
California Energy Commission Attn: Shawn Pittard, Deputy Director Siting, Transmission, and Env. Division 1516 Ninth Street, MS-39 Sacramento, CA 95814	Office of Historic Preservation Julianne Polanco, Pres. Officer 1725 23rd Street, Ste. 100 Sacramento, CA 95816
Native American Heritage Commission Attn: Christina Snider, Ex. Secretary 1550 Harbor Boulevard, Suite 100 West Sacramento, CA 95691	California Public Utilities Commission Attn: Alice Stebbins, Executive Director 505 Van Ness Avenue San Francisco, CA 94102
California Department of Conservation Attn: David Bunn, Director 801 “K” Street, MS 24-01 Sacramento, CA 95814	State Water Resources Control Board Attn: Eileen Sobeck 1001 “I” Street Sacramento, CA 95814
California Resources Agency Attn: Wade Crowfoot 1416 Ninth Street, Ste. 1311 Sacramento, CA 95814	California Highway Patrol Temecula Division (685) 27685 Commerce Center Drive Temecula, CA 92590

California Department of Forestry and Fire Protection Southern Region Operations 2524 Mulberry Street Riverside, California 92501	California Department of Fish and Wildlife Attn: Wendy Campbell Inland Deserts Region (Region 6) 3602 Inland Empire Boulevard Suite C-220 Ontario, CA 91764
Southern California Association of Governments 3403 10th Street, Suite 805 Riverside, CA 92501	Southern California Association of Governments 1170 West 3rd Street, Suite 140 San Bernardino, CA 92410
Water Quality Control Board Santa Ana Region 3737 Main Street, #500 Riverside, CA 92501	South Coast Air Quality Management District Attn: IGR Coordinator 21865 East Copley Drive Diamond Bar, CA 91765
Riverside County Sheriff Department 4095 Lemon Street Riverside, CA 92501	Riverside County Fire Department 210 W. San Jacinto Avenue Perris, CA 92570
Department of Public Works Attn: Chris Erickson City of Lake Elsinore 521 N Langstaff Street Lake Elsinore, CA 92530	City of Lake Elsinore Attn: Richard MacHott, Planning Manager Planning Division 130 South Main Street Lake Elsinore, California 92530
City of Lake Elsinore Maintenance and Operations Division 521 North Langstaff Street Lake Elsinore, CA 92530	City Manager's Office of Public Information Attn: Nicole Dailey City of Lake Elsinore 130 South Main St. Lake Elsinore, CA 92530
Brooke Federico Public Information Officer Riverside County 4080 Lemon Street - 4th Floor Riverside, California 92501	Riverside County Flood Control and Water Conservation District 1995 Market Street Riverside, CA 92501
Office of the County Fire Marshal 2300 Market Street, Suite 150 Riverside, CA 92501	Erin Gettis Bureau Chief, Planning & Development Riverside County Regional Park and Open-Space District

	4600 Crestmore Road Jurupa Valley, CA 92509
Emergency Management Department County of Riverside 4210 Riverwalk Parkway, Suite 300 Riverside, CA 92505	Sheriff Chad Bianco Sheriff-Coroner, Riverside County 4095 Lemon Street Riverside, CA 92501
Riverside County Transportation Commission 4080 Lemon Street Riverside, CA 92501	City of Lake Elsinore Fire Department 130 South Main Street Lake Elsinore, CA 92530
City of Lake Elsinore Police Department (Captain) 333 Limited Avenue Lake Elsinore, CA 92530	Lake Elsinore Unified School District 545 Chaney Street Lake Elsinore, CA 92530
Riverside County Board of Supervisors, District 1 Honorable Kevin Jeffries 4080 Lemon Street Riverside, CA 92501	Office of United States Senator Senator Diane Feinstein 750 B Street, Suite 1030 San Diego, CA 92101
Office of United States Senator Senator Alex Padilla 750 B Street, Suite 1030 San Diego, CA 92101	California State Assembly, District 67 Assembly Member Kelly Seyarto 41391 Kalmia Street, Suite #220 Murrieta, CA 92562
Office of California Assembly District 42 Assemblyman Chad Mayes 41608 Indian Trail, Suite 1 Rancho Mirage, CA 92270	Office of California State Senate District 28 Senator Melissa A. Melendez 25186 Hancock Ave, Suite 320 Murrieta, CA 92562
Steve Manos, Council Member Council District 2 City of Lake Elsinore 130 South Main Street Lake Elsinore, CA 92530	
Interested Parties & Property Owners	
Kevin Johnston 2288 Buena Vista Avenue Livermore, CA 94550	Ebru Ozdil Pechanga Band of Luiseño Indians Cultural Resources Department P.O. Box 1477

	Temecula, CA, 92593
Soboba Band of Luiseño Indians ATTN: Joseph Ontiveros, THPO P.O. Box 2881 Bassett, CA 91746	Rincon Band of Luiseño Mission Indians of the Rincon Reservation ATTN: Cheryl Madrigal, THPO One Government Center Lane Valley Center, CA 92082
Xiu Shi 26560 Meadow Rd Menifee, CA 92584	Timothy & Sharon Nielsen 25092 Wild View Rd Menifee, CA 92584
David & Pauline Bauchman 29247 Allan St Lake Elsinore, CA 92532	Thomas Pacheco 29225 Allan St Lake Elsinore, CA 92532
Miguel Munoz 29211 Allan St Lake Elsinore, CA 92532	John & Cherice Branson 29193 Allan St Lake Elsinore, CA 92532
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Robert & Takako McClary 29146 Allan St Lake Elsinore, CA 92532	Carola Jones 29138 Allan St Lake Elsinore, CA 92532
Athanasius Pope 4030 Birch St Ste 100 Newport Beach, CA 92660	Steven & Billy Vanmeter 30239 Calle Belcanto Menifee, CA 92584

Halle Properties 20225 N Scottsdale Rd Scottsdale, AZ 85255	Charles & Andrea Sims 33280 Hollister Dr Lake Elsinore, CA 92530
Property Owner 29122 Allan St Lake Elsinore, CA 92532	Larry & Emily Aragon 29106 Allan St Lake Elsinore, CA 92532
Miguel Ruvalcaba 29083 Allan St Lake Elsinore, CA 92532	Eduardo & Ana Garcia 29095 Allan St Lake Elsinore, CA 92532
Maria Garza & Manuel Vasquez 29101 Allan St Lake Elsinore, CA 92532	Antonio Curiel & Teresa Becerra 29111 Allan St Lake Elsinore, CA 92532
Bryan & Angela Dutchen 29123 Allan St Lake Elsinore, CA 92532	Abdallah Matta 18770 Conard Ave Lake Elsinore, CA 92532
Southern California Edison P.O. Box 800 Rosemead, CA 91770	Laurie Labbitt 28830 8th St Lake Elsinore, CA 92532
Miguel & Patricia Rosales 28841 8th St Lake Elsinore, CA 92532	

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Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

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Making Conservation a California Way of Life.

September 2021

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; PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

Toks Omishakin
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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Appendix B List of Technical Studies

Cultural Resources, Finding of No Adverse Effect, Caltrans (October 2021)

Water Quality Scoping Questionnaire, Caltrans (September 2021)

Site Investigation Report, Santac Consulting (November 2021)

Transportation Air Quality Conformity Checklist, Caltrans (September 2021)

No Effect Memo, Biological Resources, Caltrans (July 2021)

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Appendix C References

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Appendix D List of Acronyms

AB	Assembly Bill
ADA	American Disability Act
ADL	aerially deposited lead
APE	area of potential effects
BMPs	best management practices
BSA	biological study area
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH_4	methane
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CTP	California Transportation Plan
DOT	Department of Transportation
DTSC	Department of Toxic Substances Control
ECR	Environmental Commitments Record
ESA	Environmentally Sensitive Area
EO	Executive Order
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
GHG	greenhouse gas
HFCs	hydrofluorocarbons
IPCC	Intergovernmental Panel on Climate Change
ISA	Initial Site Assessment
LCFS	low-carbon fuel standard
LRA	local responsibility area
MLD	Most Likely Descendant
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
N_2O	nitrous oxide
NAC	noise abatement criteria
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NOX	nitrogen oxides
NRHP	National Register of Historic Places
PDT	Project Development Team

PIA	Project Impact Area
PM	Post Mile
PM10	particulate matter 10 micrometers or less
PM2.5	particulate matter 2.5 micrometers or less
PMP	Paleontological Mitigation Plan
PRC	Public Resources Code
RCFC	Riverside County Flood Control
RCRA	Resource Conservation and Recovery Act
ROW	right of way
RSP	Rock Slope Protection
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SF6	sulfur hexafluoride
SLF	Sacred Lands File
SLR	sea-level rise
SO2	sulfur dioxide
SRA	State Responsibility Area
SSP	Standard Special Provisions
SWMP	Stormwater Management Plan
TCEs	Temporary Construction Easements
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TMP	Traffic Management Plan
USC	United States Code
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGCRP	U.S. Global Change Research Program
VMT	vehicle miles traveled
VOC	Volatile organic compounds
WEAP	Worker Environmental Awareness Program

Appendix E Environmental Commitments Record (ECR)

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Permit Type	Agency	Date Received	Expiration	Notes
	No permits needed.			

Date of ECR: 1/7/2022
Date of ED:

ENVIRONMENTAL COMMITMENTS RECORD
(RIV 74 Lake Elsinore Maintenance Station)

08-RIV-74
PM 17.8

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

EA 08-1J320
PN 0818000017
Generalist: Hannah Duarte
ECL:

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	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
CULTURAL RESOURCES										
CUL-1: If buried cultural resources are, encountered during Project activities, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.	N/A	Standard Measure	Resident Engineer/ Contractor	Construction	SSPs 2018: 14-2.03A Archeological Resources: General.					
CUL-2: In the event that human remains are found, the county coroner shall be notified and ALL construction work activities within 60 feet of the discovery shall stop.	N/A	Standard Measure	Resident Engineer/ Contractor	Construction	SSPs 2018: 14-2.03A Archeological					

Date of ECR: 1/7/2022
Date of ED:

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
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ENVIRONMENTAL COMMITMENTS RECORD
(RIV 74 Lake Elsinore Maintenance Station)

08-RIV-74
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EA 08-1J320
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							Date / Initials	Date / Initials	YES	NO
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 (NAHCJ) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909) 260-5178 and Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.					Resources: General. Health & Safety Code 7050.5 & Public Resource Code 5097					
BIOLOGICAL RESOURCES										
BIO-1: Flagging and Fencing: Construction fencing will be installed to keep construction impacts out		No Effect Memo	RE/ Contractor	Final Design, Construction						

Date of ECR: 1/7/2022
Date of ED:

Project Phase:
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							Date / Initials	Date / Initials	YES	NO
of the ephemeral drainage, Arroyo del Toro, north of the Project footprint.										
BIO-2: Environmentally Sensitive Area (ESA): To address potential impacts to the ephemeral drainage, Arroyo del Toro, north of the Project footprint, delineate this area as an ESA as shown on the plans and/or described in the specifications.		No Effect Memo	RE	Final Design						
BIO-3: 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 usually 3 days prior to construction by a Caltrans biologist to locate and avoid nesting birds. If an active avian nest is located, a no		No Effect Memo	RE/Contractor	Pre-Construction						

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Project Phase:
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construction buffer may be established and monitored by the Caltrans biologist.										
NOISE AND VIBRATION										
NOI-1: The contractor shall comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to contract. In addition, noise associated with construction is controlled by Caltrans 2018 Standard Specifications Section 14-8.02, "Noise Control," which states the following: Control and monitor noise resulting from work activities. Do not exceed 86 dBA Lmax at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. Do not	Pg. 36	IS/ND	PE/Contractor	Final Design /Construction	SSP 14-8.02					

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Project Phase:
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operate construction equipment or run equipment engines from 7:00 p.m. to 7:00 a.m. or on Sundays at the job site except to: 1. Service traffic-control facilities 2. Service construction equipment In addition, Section 14-8.02 may be edited specifically for this Project during the PS&E phase to incorporate all or part of 2018 Standard Special Provision (SSP) Number 14-8.02										
NOI-2: Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal	Pg. 37	IS/ND	Contractor	Construction						

Date of ECR: 1/7/2022
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Project Phase:
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combustion engine shall be operated on the Project without the muffler.										
HAZARDOUS WASTE / MATERIALS										
HAZ-1: Asbestos and lead-paint testing will be done by contractors and completed prior to Project construction in accordance with Section 14-11.18 of Caltrans' Standard Specifications..	Pg. 26	IS/ND	Contractor	Pre-Construction	SSP 14-11.18					
HAZ-2: A lead compliance plan shall be prepared under Section 7-1.02K(6)U)(iii) of Caltrans' Standard Specifications. The Lead Compliance Plan shall include provisions regarding use of earth material.	Pg. 26	IS/ND	RE	Final Design	SSP 7-1.02K(6)U)(iii)					
HAZ-3: Due to soil sample B-02 is high in ADL and is classified as a type R1 soil, 1	Pg. 26	IS/ND	RE/Contractor	Pre-Construction						

Date of ECR: 1/7/2022
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Project Phase:
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☐ PS&E Submittal_____ %
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							Date / Initials	Date / Initials	YES	NO
foot of clean soil must be used on top of the contaminated soil. The Department of Toxic Substances Control (DTSC) will need to be notified prior to any construction in the contaminated area.										
AIR QUALITY										
AQ-1 During construction, implement Caltrans SSPs Sections 14-9.02 (Air Pollution Control), 10-5 (Dust Control), and SCAQMD Rule 403 (Fugitive Dust Control) to avoid and/or minimize potential impact to air quality.	Pg. 13	IS/ND	RE/Contractor	Construction	SSP 14-9.02, SSP 10-5					
AQ-2 Implement and follow Erosion Control and Air Quality Best Management Practices (BMPs).	Pg. 13	IS/ND	RE/Contractor	Construction						
POPULATION AND HOUSING										

Date of ECR: 1/7/2022
Date of ED:

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

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Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete Date / Initials	Construction Task Complete Date / Initials	Environmental Compliance YES	Environmental Compliance NO
RELOC-1 Relocation Assistance: The California Department of Transportation Relocation Assistance Program will provide relocation assistance or compensation to eligible persons and businesses in accordance with the California Relocation Act (California Government Code, Section 7260 et. seq.).	Pg. 38	IS/ND	RE	Pre-construction						
CLIMATE CHANGE/GREENHOUSE GASSES										
CC-1: Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reductions, require contractors to comply with all applicable laws and certify they are aware of all and will comply with all ARB emission reduction regulations.	Pg. 59	IS/ND	RE/Contractor	Construction	SSP 7-1.02A SSP 7-1.02C					

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							Date / Initials	Date / Initials	YES	NO
CC-2: Caltrans Standard Specifications Section 14-9.02, Air Pollution Control, which requires contractors shall comply with all air pollution control rules, regulations, ordinances, and statutes.	Pg. 59	IS/ND	RE/Contractor	Construction	SSP 14-9.02					

Appendix F FTIP Listings

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RIVLS01			Exempt Grouped Projects for Safety Improvements - SHOPP Collision Reduction 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	Riverside	1K460	2020 SHOPP Carryover from 2018 SHOPP, approved by CTC May 13-14, 2020.	On I-215. In the city of Riverside, from 0.2 mile north of Alessandro Boulevard to 0.2 mile south of Eucalyptus Avenue. Construct auxiliary lanes in the northbound and southbound directions between the onramps and offramps.	2020/21	$7,290	$0	$7,290
Caltrans	Riverside	1E140	New. 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-79 near Aguanga, from the San Diego County line to south of Sage Road and from north of Woodchuck Road to north of Anza Road (PM 11.41/14.8); also in and near Beaumont, from north of Gilman Springs Road to First Street (PM R34.2/40.1). Install guardrail and flashing beacons. PA&ED Only.	2020/21	$405	$0	$405
Caltrans	Riverside	1G890	New. 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On I-15 in Murrieta and Wildomar, from south of Route 215 to north of Clinton Keith Road. Enhance highway worker safety by installing Maintenance Vehicle Pullouts (MVPs), slope paving, paving beyond goreareas, and installing vegetation control. PA&ED Only.	2020/21	$356	$0	$356
Caltrans	**Riverside**	**1H850**	**PCR SHOPP Amendment #20H-009, CTC June 23-24, 2021 approval.**	**On I-15 in Jurupa Valley, from north of Cantu-Galleane Ranch Road to the San Bernardino County line; on Route 60 from the San Bernardino County line to east of Etiwanda Avenue (PM R0.0/R2.1); also in San Bernardino County in Ontario on Route 60, from east of South Haven Avenue to west of Milliken Avenue (PM R9.2/R9.5). Enhance highway worker safety by paving beyond gore areas, adding Maintenance Vehicle Pullouts (MVPs), and installing vegetation control. PA&ED Only.**	**2020/21**	**$620**	**$0**	**$620**
Caltrans	Riverside	1J320	New. 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-74 near Lake Elsinore, at the Lake Elsinore Maitenance Station at 18745 Conard Avenue. Construct a new maintenance facility at the existing location. PA&ED Only.	2020/21	$1,027	$0	$1,027
Caltrans	Riverside	1L080	New. 2020 SHOPP Amendment #20H-002 approved by CTC August 12, 2020.	On SR-79 near San Jacinto, from Ramona Expressway/Sanderson Avenue to Gilman Springs Road (PM M33.793). Construct concrete median barrier and install ground-in rumble strips. PA&ED, PS&E, and RW Sup Only.	2020/21	$1,798	$0	$1,798
Caltrans	Riverside	1L360	New. project 2020 SHOPP Amendment #20H-003. CTC October 21-22, 2020 approval.	On I-10 in and near Catherdral City, from 1.7 miles east of Route 111 to Ramon Road. Reduce wrong-way collisions by installing wrong-way pavement markers and upgrading pavement delineation at onramps and offramps. PA&ED Only.	2020/21	$558	$0	$558
Caltrans	Riverside	1L640	New. 2020 SHOPP Amendment #20H-006. CTC March 24-25, 2021 approval.	In Riverside and San Bernardino Counties, at various locations on Routesm 60 and 215. Reduce wrong-way collisions by installing wrong-waypavement markers and sign panels, and upgrading pavementmarkings at onramps and offramps. PA&ED Only.	2020/21	$642	$642	$642
				FY 2020-21 100% SHOPP AC funded	**Subtotal**	**$12,696**	**$642**	**$12,696**

RIVLS01			Exempt Grouped Projects for Safety Improvements - SHOPP Collision Reduction 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	Riverside	1E140	New. 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-79 near Aguanga, from the San Diego County line to south of Sage Road and from north of Woodchuck Road to north of Anza Road (PM 11.41/14.8); also in and near Beaumont, from north of Gilman Springs Road to First Street (PM R34.2/40.1). Install guardrail and flashing beacons. PS&E and RW Sup Only.	2021/22	$1,024	$0	$1,024
Caltrans	Riverside	1G890	New. 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On I-15 in Murrieta and Wildomar, from south of Route 215 to north of Clinton Keith Road. Enhance highway worker safety by installing Maintenance Vehicle Pullouts (MVPs), slope paving, paving beyond goreareas, and installing vegetation control. PS&E and RW Sup Only.	2021/22	$445	$0	$445
Caltrans	**Riverside**	**1H850**	**PCR SHOPP Amendment #20H-009, CTC June 23-24, 2021 approval.**	**On I-15 in Jurupa Valley, from north of Cantu-Galleane Ranch Road to the San Bernardino County line; on Route 60 from the San Bernardino County line to east of Etiwanda Avenue (PM R0.0/R2.1); also in San Bernardino County in Ontario on Route 60, from east of South Haven Avenue to west of Milliken Avenue (PM R9.2/R9.5). Enhance highway worker safety by paving beyond gore areas, adding Maintenance Vehicle Pullouts (MVPs), and installing vegetation control. PS&E and RW Sup Only.**	**2021/22**	**$653**	**$0**	**$653**
Caltrans	Riverside	1J320	New. 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-74 near Lake Elsinore, at the Lake Elsinore Maitenance Station at 18745 Conard Avenue. Construct a new maintenance facility at the existing location. PS&E and RW Sup Only.	2021/22	$2,292	$0	$2,292
Caltrans	Riverside	1L080	New. 2020 SHOPP Amendment #20H-002 approved by CTC August 12, 2020.	On SR-79 near San Jacinto, from Ramona Expressway/Sanderson Avenue to Gilman Springs Road (PM M33.793). Construct concrete median barrier and install ground-in rumble strips. RW Cap and CON Cap/Sup Only.	2021/22	$4,491	$0	$4,491
Caltrans	Riverside	1L360	New. 2020 SHOPP Amendment #20H-003. CTC October 21-22, 2020 approval.	On I-10 in and near Catherdral City, from 1.7 miles east of Route 111 to Ramon Road. Reduce wrong-way collisions by installing wrong-way pavement markers and upgrading pavement delineation at onramps and offramps. PS&E, RW and CON Cap/Sup Only.	2021/22	$2,453	$0	$2,453
Caltrans	Riverside	1L640	New. 2020 SHOPP Amendment #20H-006. CTC March 24-25, 2021 approval.	In Riverside and San Bernardino Counties, at various locations on Routesm 60 and 215. Reduce wrong-way collisions by installing wrong-waypavement markers and sign panels, and upgrading pavementmarkings at onramps and offramps. PS&E and RW Sup Only.	2021/22	$572	$572	$572
				FY 2021-22 100% SHOPP AC funded	**Subtotal**	**$11,930**	**$572**	**$11,930**

RIVLS01			Exempt Grouped Projects for Safety Improvements - SHOPP Collision Reduction 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	Riverside	1J320	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-74 near Lake Elsinore, at the Lake Elsinore Maitenance Station at 18745 Conard Avenue. Construct a new maintenance facility at the existing location. RW Cap and CON Cap/Sup Only.	2023/24	$8,113	$0	$8,113
				FY 2023-24 100% SHOPP AC funded	**Subtotal**	**$112,172**	**$0**	**$112,172**
				100% SHOPP AC funded	**Total**	**$234,700**	**$1,214**	**$234,700**

2021 FTIP Amend. #21-08: PCR EA 1H850
David Lee, Caltrans District 8 FTIP Manager
Funding capacity is available in the FSTIP/FTIP.