

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 Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation



October 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's changed:

This document was publicly circulated between May 6, 2022, and June 6, 2022 as a Proposed Negative Declaration. Since the original circulation, minor project changes have been made and it has been decided to recirculate the document as a Mitigated Negative Declaration. These changes include the dropping of the acquisition of the southwest parcel and the removal of paving the northern parcel. Additionally, a mitigation measure has been added to the document.

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
- If you have any comments regarding the proposed Project, 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: November 7, 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.

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: 2022050078
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 Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

Kurt Heidelberg

CP

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

October 5, 2022

Date

The following individual can be contacted for more information about this document:

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DRAFT Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2022050078

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 Project would involve the acquisition of one parcel located northwest and 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 the existing maintenance facility and the adjacent parcel include the construction of a perimeter fence.

Determination

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

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: 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.

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

The proposed Project would have less than significant impact with mitigation incorporated on: aesthetics.

The following measures would be implemented to avoid, minimize and/or mitigate potential impacts:

- VIS-1** The District Landscape Architect will implement a landscape plan that:
- a. Provides planted areas that provide shade, greenhouse gas reduction, and pollinator corridors.
 - b. Creates an outdoor area for staff, that maximizes views of the natural surrounding landscapes, and minimizes exposure/views of vehicle parking and/or maintenance areas.
 - c. Designs a water-conscious landscape to provide screening and shade that is required by local ordinances for parking lots and buildings.
- AQ-1** During construction, implement Caltrans SSPs Sections
- a. 14-9.02 Air Pollution Control: Comply with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract, including those provided in Govt Code § 11017 (Pub Cont Code § 10231). Additionally, do not dispose of material by burning.
 - b. 10-5 Dust Control: Prevent and alleviate dust by 1.) Applying a dust palliative as applicable under Caltrans Standard Specifications Section 18; 2.) Applying temporary soil stabilization as specified under Section 13-5; and 3.) Managing material stockpiles as required under Section 13-4.03C(3)
 - c. SCAQMD Rule 403 (Fugitive Dust Control) to avoid and/or minimize potential impact to air quality. Rule 403 requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust.
- AQ-2** Implement and follow Erosion Control and Air Quality Best Management Practices (BMPs).
- BIO-1** **Flagging and Fencing:** Construction fencing would be installed to keep construction impacts out of the intermittent drainage, Arroyo del Toro, north of the Project footprint.

- BIO-2** **Environmentally Sensitive Area (ESA):** To address potential impacts to the intermittent 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 would notify the Native American Heritage Commission (NAHCJ) who would 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.
- 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 shall be implemented.
- CC-3** The Project would contain design elements like dual-paned windows, LED lighting, and solar panels to help reduce energy usage and greenhouse gas emissions.
- 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.

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

Date

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.

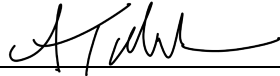
- | | |
|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/>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

DETERMINATION

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

- I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there would 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 would 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



10/05/2022

Print Name

Signature

Date

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Chapter 1 Proposed Project

1.1 Introduction

This document was previously scoped as an Initial Study with a Proposed Negative Declaration and was circulated to the public as such between May 6, 2022, and June 6, 2022. Since then, changes have been made. Currently, the proposed Project would now only acquire one parcel, APN 377-020-003, as the other parcel has been dropped from the scope of the proposed Project. Additionally, the level of environmental document was re-assessed and has been changed to a proposed Mitigated Negative Declaration. Therefore, the discussed changes have been made to this document and will be re-circulated to the public for review.

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 Project would involve the acquisition of one parcel located northwest and 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 the existing maintenance facility and the adjacent parcel includes 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 I-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). Additionally, the existing

maintenance station is anticipating a new sweeping crew that would add eight new crewmembers. Moreover, the Landscape Crew is using a 720 square foot modular trailer that has limited space and insufficient facilities and the Maintenance Crew is currently using the barn bay for crew meetings and as a breakroom. The resources of the existing maintenance station are insufficient and cannot meet the need support for the traffic volume increases and on-going growth and development in Riverside County.

1.3 Project Description

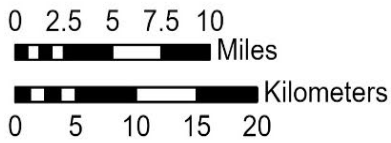
This section describes the proposed action and the Project alternatives developed to meet the purpose and need of the Project, while avoiding or minimizing environmental impacts.

Two alternatives are considered— 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 and parking lots to accommodate Caltrans personnel, as described in Section 1.4. Additionally, the Build Alternative consists of upgrading the 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 include, but are not limited to 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, contract approval is slated for 2025, and Construction is scheduled to be completed in Winter of 2027.

Figure 1-1: Project Vicinity Map



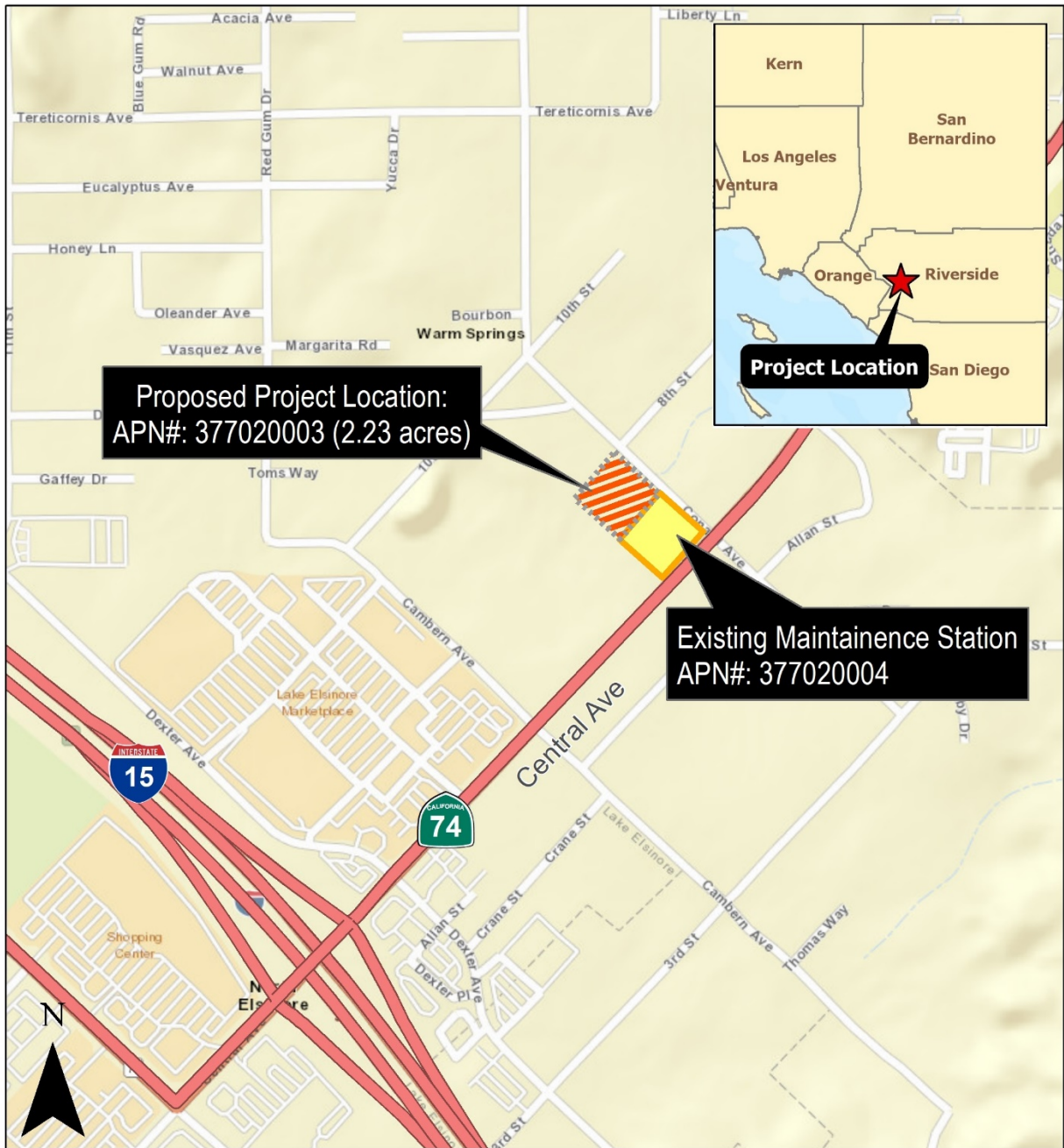
Legend

- Postmile
- ▤ CA County

VICINITY MAP

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

Figure 1-2: Project Location Map



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

0 100 200 300 400 Meters

Legend

-  Existing Maintenance Station
-  Proposed Project Location

PROJECT LOCATION MAP

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

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 building, 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

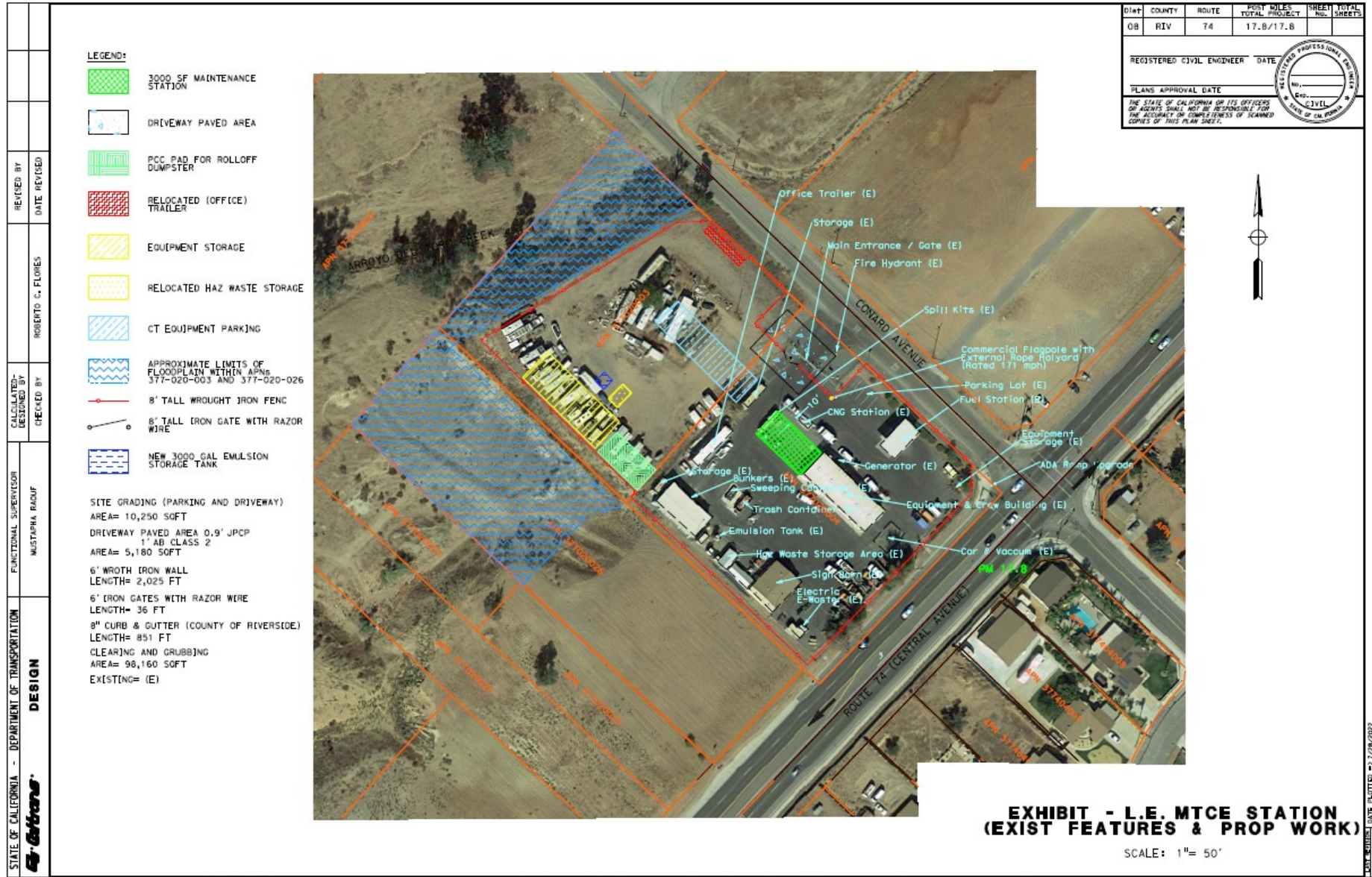
Additionally, several of the existing maintenance facility features would either remain in place or be relocated within the project limits. Features that would remain in place include electric e-waste, sign barn, a car and vacuum station, a compressed natural gas (CNG) tank, and a fuel station. Facilities that would be relocated within the project limits include an office trailer and hazardous waste storage. There is an existing 1,400-gallon emulsion tank currently on the property which would be removed and replaced with a new 3,000-gallon emulsion tank.

Furthermore, the Build Alternative includes the purchase of one adjacent parcel, APN 377-020-003.

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 (which has required additional staff for which the current facility cannot adequately support). As a result, this alternative does not meet the Purpose and Need of the Project.

Figure 1-3: Site Plan



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	RIV	74	17.8/17.8		

REGISTERED CIVIL ENGINEER DATE _____
PLANS APPROVAL DATE _____

STATE OF CALIFORNIA REGISTERED PROFESSIONAL ENGINEER
No. _____
Exp. _____
CIVIL
STATE OF CALIFORNIA

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



1.5 Identification of a Preferred Alternative

After the public circulation period, all comments received would be considered, and Caltrans would 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 would prepare a Mitigated Negative Declaration (MND).

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, would 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.

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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The information in this section is based on the VIA Memo approved on September 19, 2022 (Caltrans 2022).

a) No Impact

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) No Impact

The portion of SR-74 that borders 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) No Impact

A Visual Impact Assessment (VIA) Questionnaire was prepared on September 19, 2022 to determine the VIA level for the project. The Questionnaire scored the project at a 12, which concludes there are negligible visual changes to the environment and a brief VIA memorandum be prepared. The VIA memo states that pedestrian, auto, and bicycle traffic can be heavy during the weekday, increasing viewer exposure to the proposed facility. In addition, the facility will be used daily by Caltrans maintenance staff. This consideration increases the need to create a facility that is both aesthetic to the community and users, as well as conducive to reducing stress for those associated

with the function of the proposed facility. 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 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. Implementation of **VIS-1** would minimize any potential visual impacts.

d) No Impact

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.

Avoidance, Minimization, and/or Mitigation Measures

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

- VIS-1** The District Landscape Architect will implement a landscape plan that:
- a. Provides planted areas that provide shade, greenhouse gas reduction, and pollinator corridors.
 - b. Creates an outdoor area for staff, that maximizes views of the natural surrounding landscapes, and minimizes exposure/views of vehicle parking and/or maintenance areas.
 - c. Designs a water-conscious landscape to provide screening and shade that is required by local ordinances for parking lots and buildings.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact

According to the 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) No Impact

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) No Impact

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ambient air quality standard?				
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 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 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.

As discussed in Chapter 2.1.11, the project is located in a Business Park-designated land use and there are no sensitive receptors in the vicinity that would be subject to increased air quality emissions. According to the California Health and Safety Code § 42705.5(a)(5), sensitive receptor locations may include hospitals, schools, and day care centers, and such other locations as the air district or state board may determine. The closest sensitive receptor is Earl Warren Elementary school, which is located

approximately 0.8 miles from the project location, as discussed in Chapter 2.1.15. Therefore, 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) Less Than Significant Impact

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 (PM₁₀ 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.

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. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ 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 PM₁₀ emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, VOCs, and some soot particulate (PM₁₀ 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.

SO₂ 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 SO₂-related issues due to diesel exhaust would be minimal.

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

Due to the nature of this project, the only air quality emissions would come during construction, and they would be temporary in nature. The proposed maintenance station extension is not expected to have an increased impact on air quality, as the

building would not emit any additional exhaust. Due to the size and scope of the project, it is difficult to quantify emissions based on number of employees and their commutes to the project location. The maintenance station would be staffed with existing personnel, employees who would relocate to this station from other maintenance facilities, and a small number of new hires who are likely to already live within this same region.

Since potential air quality impacts are due to construction and short-term in duration, the project 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:
- a. 14-9.02 (Air Pollution Control:), Comply with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract, including those provided in Govt Code § 11017 (Pub Cont Code § 10231). Additionally, do not dispose of material by burning;
 - b. 10-5 (Dust Control:), Prevent and alleviate dust by 1.) Applying a dust palliative as applicable under Caltrans Standard Specifications Section 18; 2.) Applying temporary soil stabilization as specified under Section 13-5; and 3.) Managing material stockpiles as required under Section 13-4.03C(3); and
 - c. SCAQMD Rule 403 (Fugitive Dust Control) to avoid and/or minimize potential impact to air quality. Rule 403 requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust.
- 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The information in this section is based on the Supplemental No Effect Memo approved on August 11, 2022 (Caltrans 2022).

a, b, c, & d) No Impact

Based on review of the Riverside Conservation Authority (RCA) Multiple Species Habitat Conservation Plan (MSHCP) Information Tool, Caltrans has determined that this project, including the parcel to be acquired, is in the Western Riverside County MSHCP, but not in a Criteria Cell or MSHCP sensitive or special status species survey area for amphibians, burrowing owl, mammals, Criteria Area species, narrow endemic plant species, and invertebrates. The project would incorporate applicable Standard Best Management Practices from Appendix C of the MSHCP to ensure there are no impacts to Western Riverside MSHCP resources. Based on review of the RCA MSHCP Information Tool and the California Natural Diversity Database (CNDDDB), Caltrans determined that the Project Site is not located within a wildlife corridor or linkage.

Analysis was done based on 2021 Google Earth aerial imagery and a habitat assessment site visit performed on August 10, 2022, and it was found that the proposed project area consists of non-native, invasive grasses and forbs and has no suitable habitat for the federally listed species and State-listed or candidate species, which are listed below.

The Project area is predominately surrounded by urban development, and the Project area itself does not contain suitable habitat nor thenearby undeveloped properties. Though there is no suitable habitat within the Project area, avoidance and minimization measures will be implemented. With the implementation of avoidance and minimization measure, Caltrans has determined that this Project will have no effect on the following federally-listed species: San Bernardino Merriam’s kangaroo rat (*Dipodomys merriami parvus*), Stephens’ kangaroo rat (*Dipodomys stephensii*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell’s vireo (*Vireo bellii pusillus*), southwestern wouldow flycatcher (*Empidonax traillii extimus*), western snowy plover (*Charadrius nivosus nivosus*), Monarch butterfly (*Danaus plexippus*), Quino checkerspot butterfly (*Euphydryas editha quino*), Riverside fairy shrimp (*Streptocephalus woottoni*), vernal pool fairy shrimp (*Branchinecta lynchi*), California Orcutt grass (*Orcuttia californica*), Munz’s onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), San Jacinto Valley crownscale (*Atriplex coronate var. notatior*), spreading navarretia (*Navarretia*

fossalis), and thread-leaved brodiaea (*Brodiaea filifolia*). The NOAA species lists includes Southern California Steelhead DPS, *Oncorhynchus mykiss irideus* pop. 10, a federally endangered species that is a native of Orange and San Diego counties. Steelhead is an obligate aquatic species, and no perennial waters are present on-site. The Arroyo del Toro wash is intermittent and does not contain the necessary inundation for the species. Therefore, this species is considered absent from the project. There will 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, thread-leaved brodiaea, San Bernardino kangaroo rat, Stephens' kangaroo rat, slender horned spineflower, least Bell's vireo, and California Orcutt grass.

Wetlands

Arroyo del Toro is an intermittent drainage north of the Project footprint. With the implementation of the avoidance measures below, the Project would have no temporary or permanent impacts to Arroyo del Toro. Additionally, the work would only occur in existing developed, disturbed, and graded areas and there would be no work done in the creek or the floodplain.

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

Due to the project not having any impact to federally or listed species, the project would not conflict nor be in violation of 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 would be installed to keep construction impacts out of the intermittent drainage, Arroyo del Toro, north of the Project footprint.

BIO-2 **Environmentally Sensitive Area (ESA):** To address potential impacts to the intermittent 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a & b) No Impact

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) No Impact

As a result of the identification effort discussed above, in response to questions a) and b), no human remains have been identified within the Project area. 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 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.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact

Caltrans promotes energy-efficient development by incorporating statewide goals from California's Energy Efficiency Strategic Plan, and setting policies, codes, and actions. Implementing these actions 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) No Impact

As previously stated, Caltrans promotes energy-efficient development by incorporating goals from the California’s Energy Efficiency Strategic Plan. Goals relating to the commercial sector are focused on new developments. While this project is not a new development, as is it an expansion to an existing use, Caltrans is committed to ensuring its projects align with state goals as best as possible. With that, this Project contains design elements like dual-paned windows, LED lighting, and solar panels to help reduce energy usage. Therefore, 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact

The 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, the disturbed soil area has been calculated to be approximately 0.26 acres and New Net Impervious area has been calculated at 0.08 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 and no mitigation measures are required.

c), d), e) No Impact

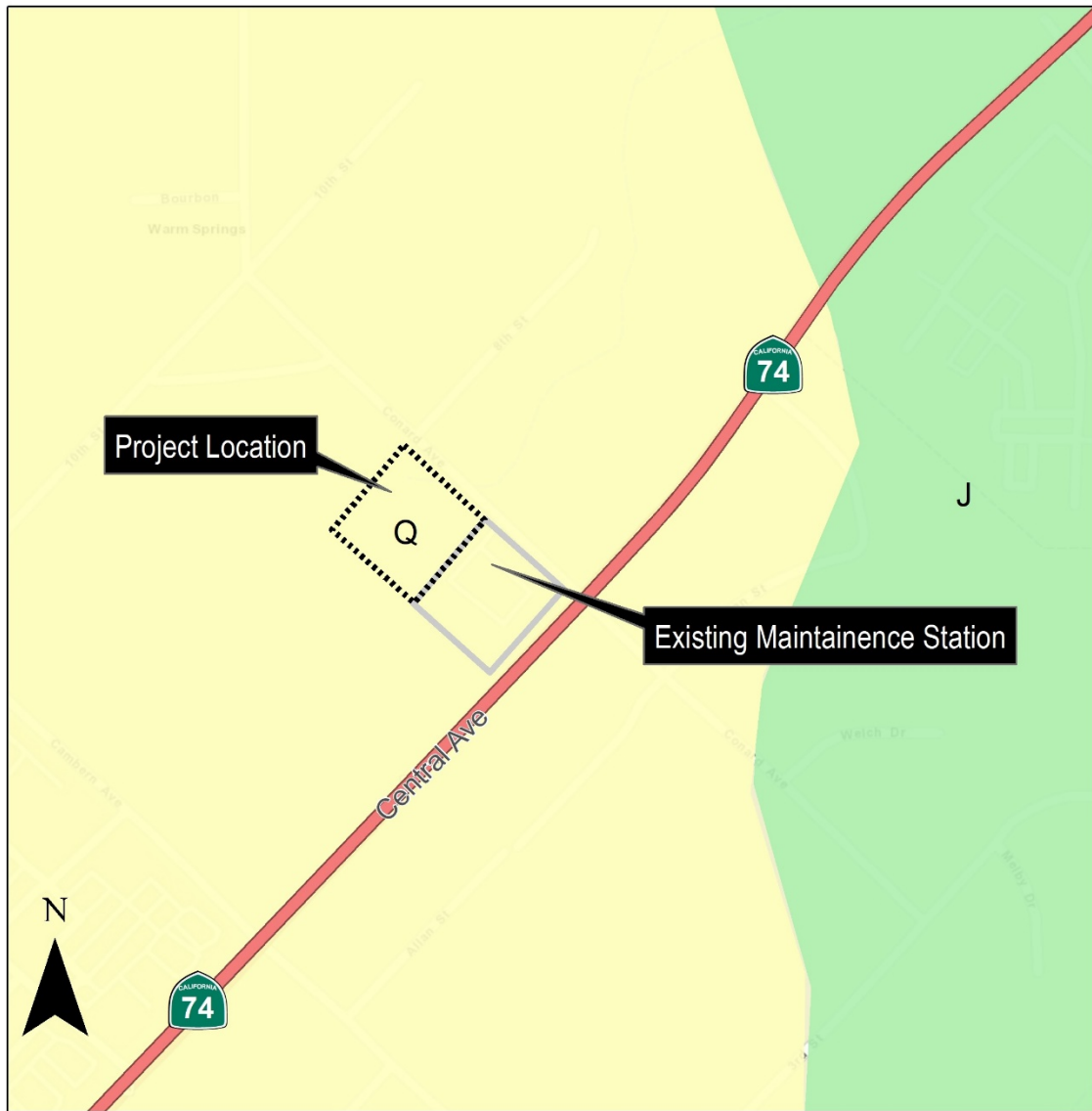
Landslides are not anticipated within the Project site because of the flat topography. The Project limits are not located in a known area susceptible to landslides, liquefaction, or expansive soil. Lastly, the Project scope does not involve septic tanks or alternative wastewater disposal systems. No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

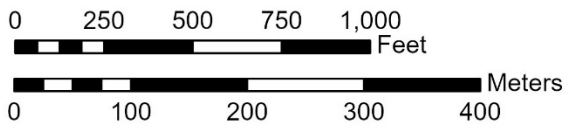
f) No Impact

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



GEOLOGY MAP

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

Legend

- Existing Maintenance Station
- Proposed Project Location
- 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 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

a) No Impact

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. The current maintenance station area has an existing hazardous material storage shed, trash storage, asphalt emulsion tank, vehicle cleaning area, fueling station with a 6,000 gallon above-ground storage tank (AST), electric e-waste storage, emulsion storage tank, and a compressed natural gas (CNG) station. Of those listed items, the hazardous waste storage shed would be relocated and the existing emulsion storage tank would be removed, and a larger 3,000-gallon emulsion tank would be assembled. All other existing elements would remain in place and would not be relocated. No new storage of toxic materials or chemicals is proposed, and the Project is not anticipated to increase the potential hazardous materials in the Project area. An Initial Site

Assessment was completed on May 31, 2021 and a Site Investigation Report was completed on November 10, 2021. Both reports were conducted at an earlier phase in the project and contained discussions regarding scope that was later dropped from the project, which includes the acquisition of the two adjacent parcels, the paving of the two acquired parcels and the masonry block wall and chain-link fence. These reports were not updated with the removed scope because the removed work did not affect the findings. The Site Investigation 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 are expected.

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 are expected.

Avoidance, Minimization and/or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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) No Impact

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 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 impacts to water quality from the Project.

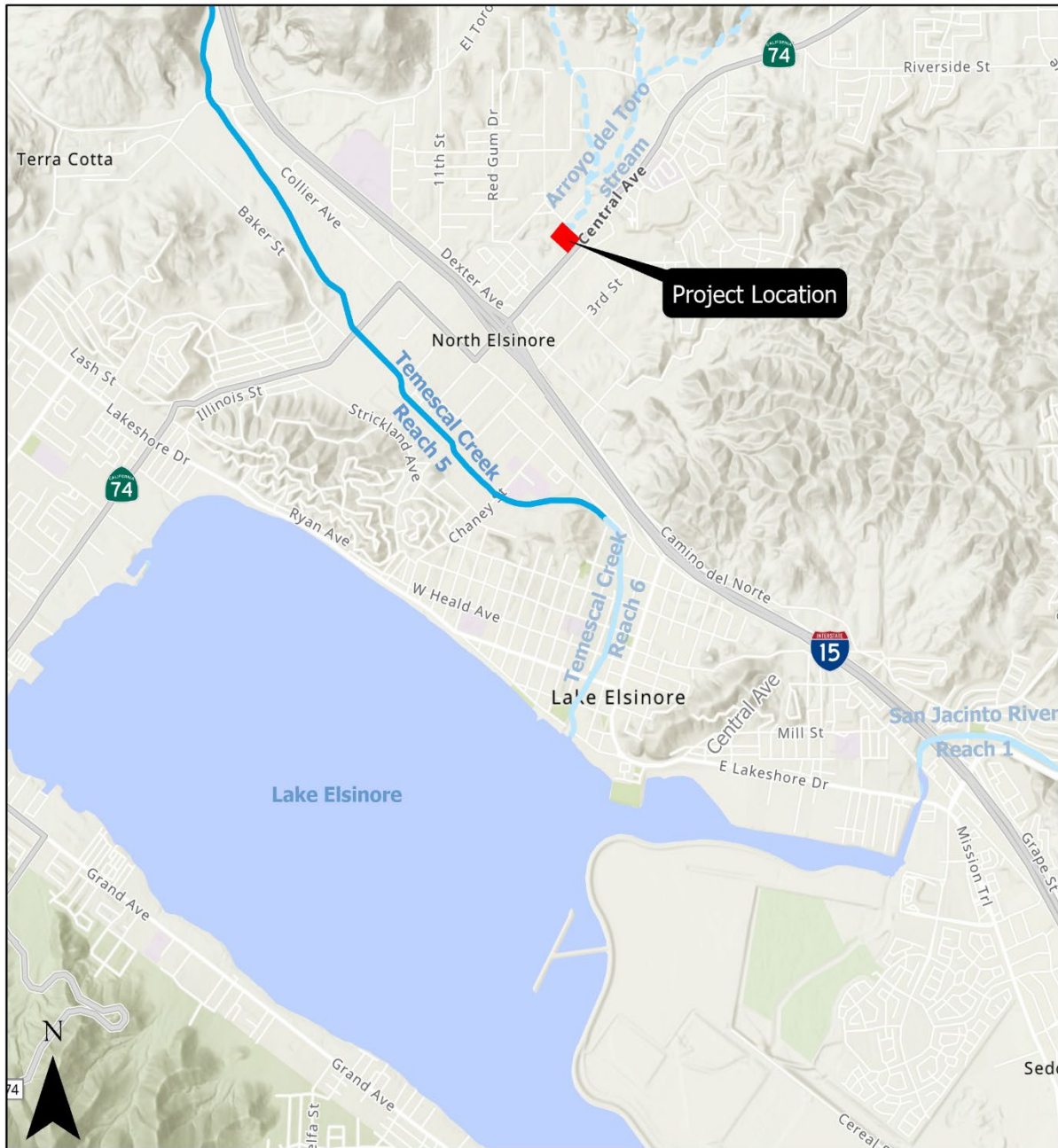
The Project would comply with Caltrans MS4 Permits and implement BMPs as required, to reduce, to the maximum extent practicable, the discharge of pollutants to the storm water system. Additionally, a Stormwater Pollution Prevention Plan (SWPPP) would be developed and implemented to prevent and minimize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

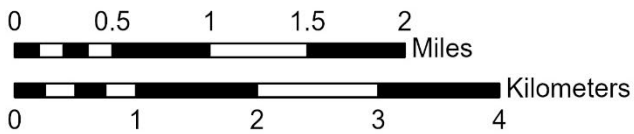
b) No Impact

The Project site is within the Elsinore Groundwater Basin, Elsinore Valley Sub-basin. Groundwater is not anticipated to be affected by the 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



Service Layer Credits: RWQCB Staff, SAWPA Staff



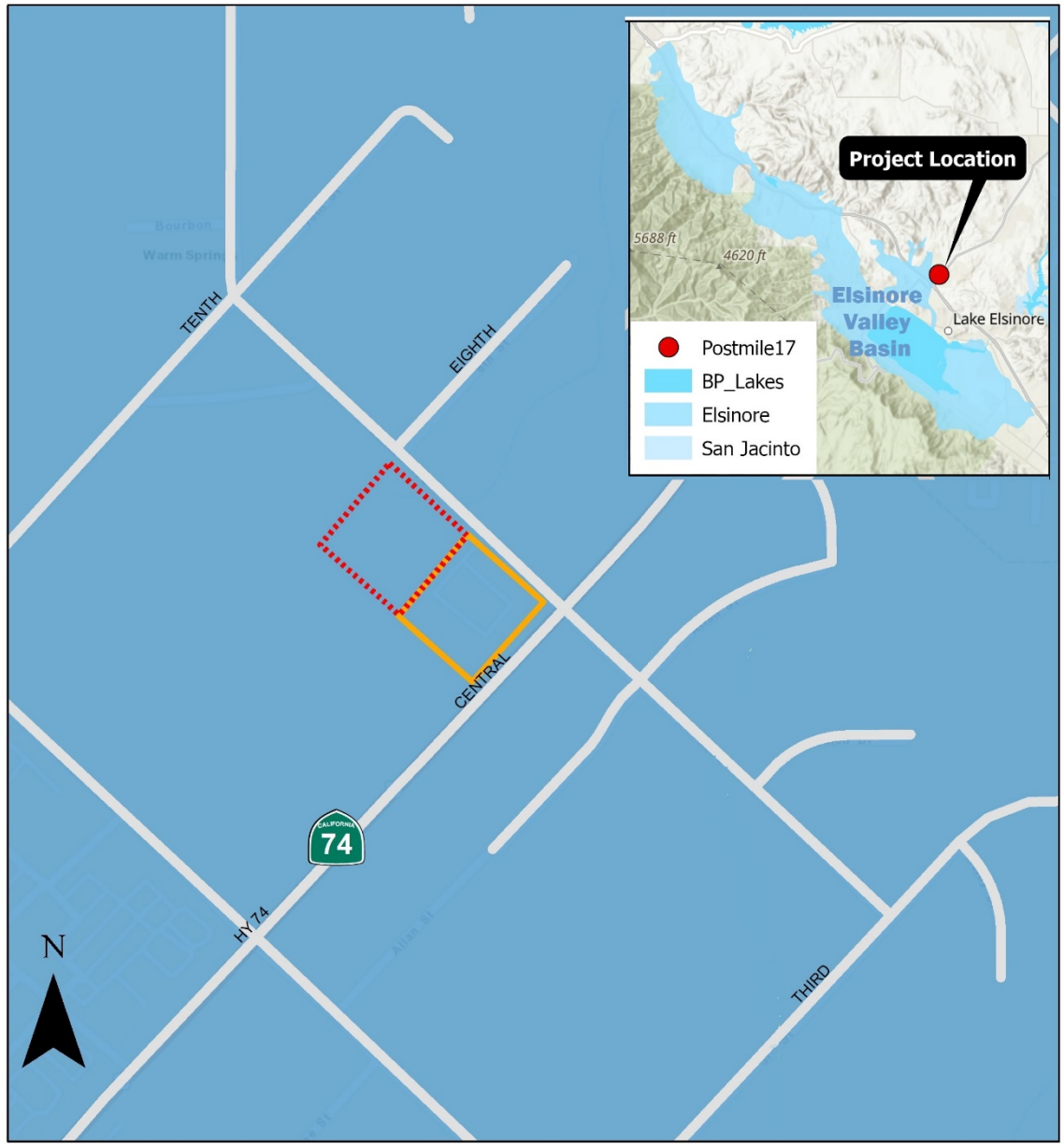
WATER BODY MAP

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

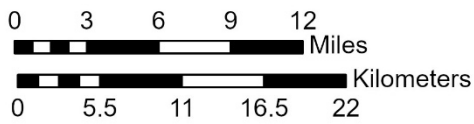
Legend

- Project Location
- Lake
- Temescal Creek Reach 5
- Temescal Creek Reach 6
- Arroyo Del Toro
- San Jacinto River Reach 1

Figure 2-3: Groundwater Map



Service Layer Credits: SGMA Data



GROUNDWATER LEVEL MAP

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

Legend

-  Existing Maintenance Station
-  Proposed Project Location
-  Street
-  Highway
-  1800 ft. Groundwater Depth
-  1350 ft. Groundwater Depth
-  900 ft. Groundwater Depth
-  450 ft. Groundwater Depth

c) Less than Significant Impact

The Project would not alter the existing drainage pattern of the site because the Project does not propose new drainage systems. Approximately 0.08 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 would extend approximately 104.0' into the floodplain within APN 377-020-003 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

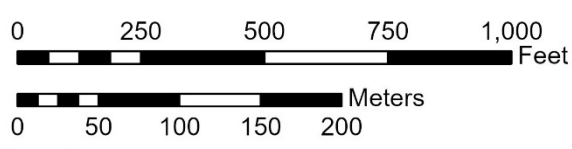
As identified on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06065C2029G, dated August 28, 2008, for Riverside County Unincorporated Areas, most of the Project area is in FEMA Zone X (unshaded), an area outside the 0.2 percent-annual-chance floodplain (i.e., 500-year 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 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



Service Layer Credits: FEMA

FEMA FLOOD MAP

RIV 74 Lake Elsinore Facility

08-RIV-74 PM 17.8 / 17.8

EA 08-1J320

Legend

- Proposed 8' Tall Iron Gate
- Proposed 8' Tall Wrought Iron Fence
- No Construction in Floodplain Location/Existing Creek
- Existing Maintenance Station
- Proposed Project Location
- Zone A, AE, AH, AO (100-year flood)

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

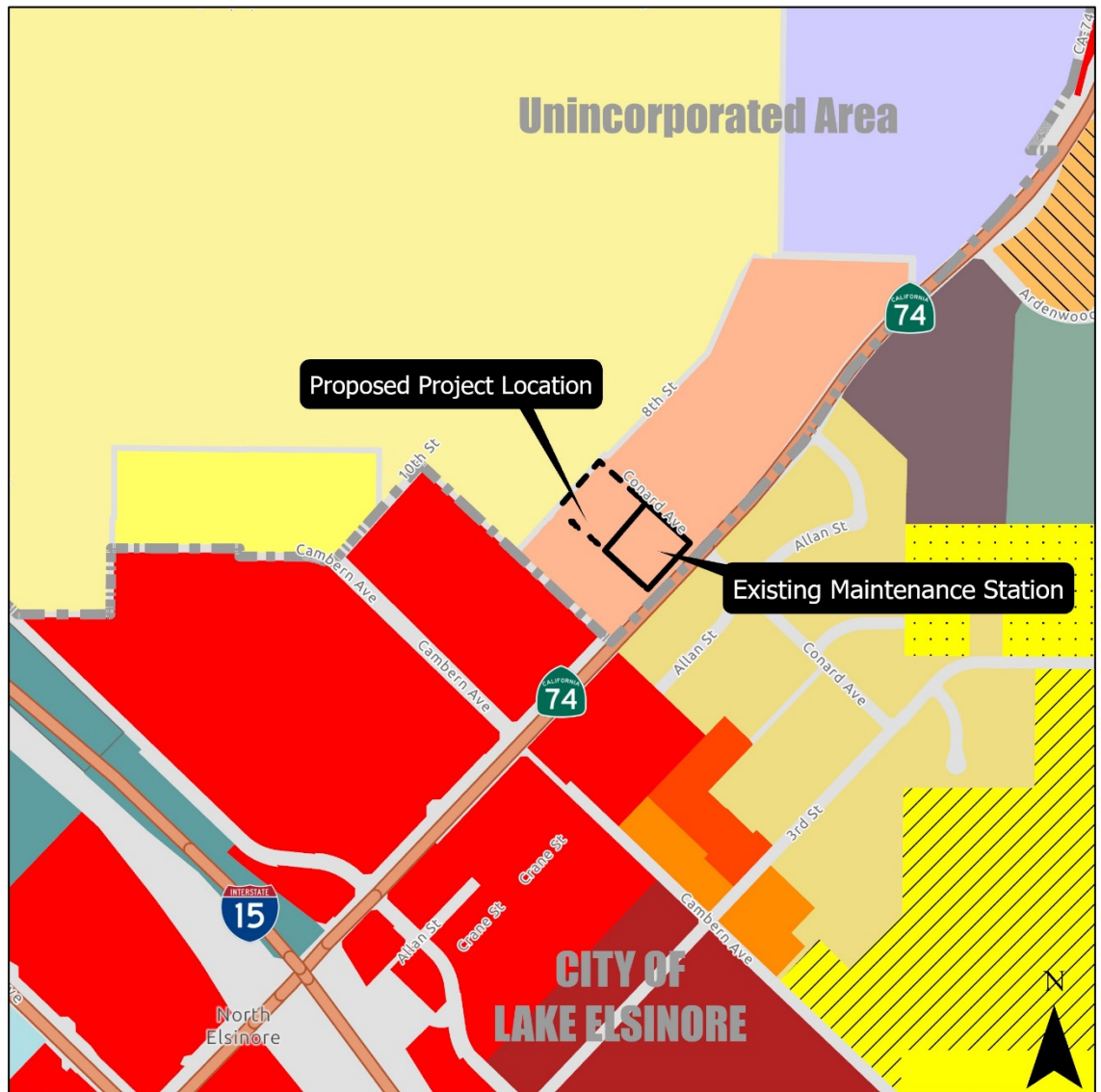
a) No Impact

The Project area falls within the jurisdiction of Riverside County. The Project site includes the property of the existing maintenance station and the currently-occupied parcel to the northwest. Acquisition of this latter parcel 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 does not physically disrupt or divide the arrangement of an established community.

b) No Impact

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

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 Project Location
- 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a & b) No Impact

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

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a) Less than Significant Impact

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. According to project description this Project is not a Type I project (a Type I project as defined in 23 Code of Federal Regulations (CFR) 772, is a federal or Federal-aid project for the construction of a highway on a new location, the physical alteration of an existing highway where there is either a substantial horizontal or substantial vertical alteration), therefore a noise study is not required. 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. According to the Riverside County Ordinance No. 847 – Regulating Noise, sound level standards in a Business Park designation, such as the proposed project, should not exceed 65 dBA, however, the ordinance also mentions in Section 2a, that sounds emanating from facilities that are owned or operated by or for a governmental agency are exempt from the provisions of the ordinance. Nonetheless, noise impacts would only be temporary during construction, and with the implementation of avoidance and minimization measure **NOI-1**, impacts would be less than significant.

b) No Impact

Any ground-borne noise or vibration would be limited to the 240-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 are expected to occur.

c) No Impact

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

Avoidance, Minimization and/or 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) No Impact

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 related to substantial unplanned population growth is likely to occur.

b) Less than Significant Impact

The Project proposes to acquire one parcel. 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/or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a & b) No Impact

The 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact

The Project entails the expansion of an existing maintenance station on State-owned land. Therefore, the 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 maintenance station would be staffed with approximately 20-30 existing personnel, employees who would relocate to this station from other maintenance facilities, and a small number of new hires who are likely to already live within this same region. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) & b) No Impact

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/or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a) No Impact

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 parcel that would be potentially acquired is unknown and would be determined during the Final Design and Construction phases by potholing. However, it is anticipated that utility involvement would have no impact to the environment.

b) No Impact

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) No Impact

The 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) No Impact

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
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a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) No Impact

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) Less Than Significant Impact

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) No Impact

Because a maintenance facility already exists at this location, all commonly necessary infrastructure is already in place. The Project does 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) Less Than Significant Impact

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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).

b) Does the Project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the Project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact

The Project is an expansion project on previously disturbed land. 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 avoidance measures **BIO-1** through **BIO-3** and **CR-1** and **CR-2**, there would be no impact.

b) No Impact

The Project does 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) No Impact

Due to the project being an expansion to an existing facility, 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 (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ 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 CO₂.

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

REGULATORY SETTING

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

Federal

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

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

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

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

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

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

State

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

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

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

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

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

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

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

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMT_{CO₂e}).² Finally, it requires the Natural

² GHGs differ in how much heat each trap in the atmosphere (global warming potential, or GWP). CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂, using a metric called “carbon dioxide equivalent” (CO₂e). The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.

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 CO₂, CH₄, N₂O, HFCs, perfluorocarbons, SF₆, and nitrogen trifluoride. It also accounts for emissions of CO₂ that are removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store CO₂ (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 CO₂, 10 percent were CH₄, and 7 percent were N₂O; the balance consisted of fluorinated gases. CO₂ 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).

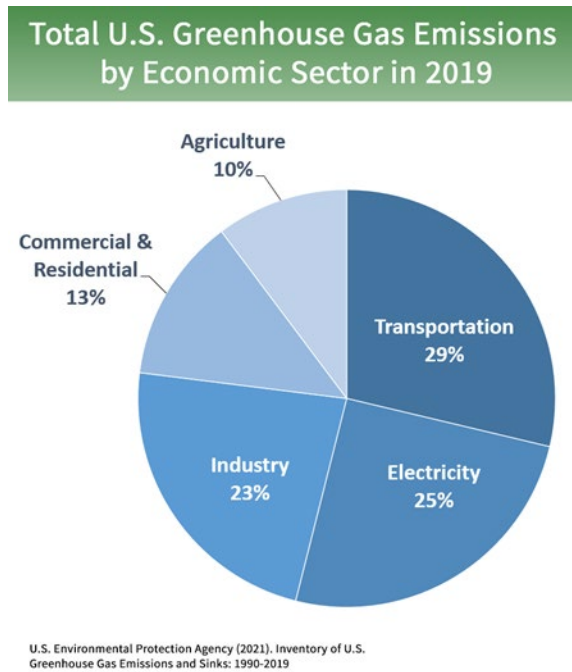


Figure 3-1. U.S. 2019 Greenhouse Gas Emissions (Source: U.S. EPA 2021c)

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).

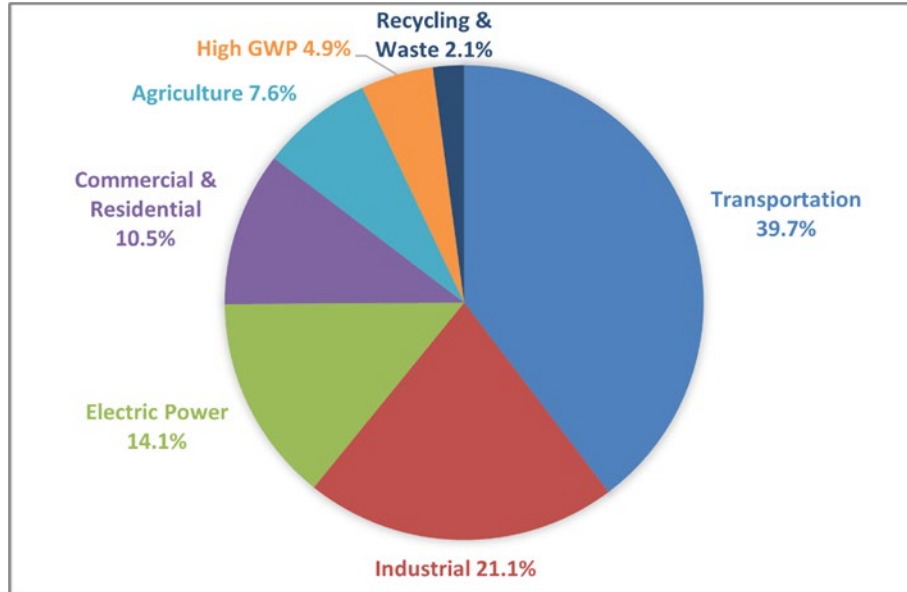


Figure 3-2. California 2019 Greenhouse Gas Emissions (Source: ARB 2021a)

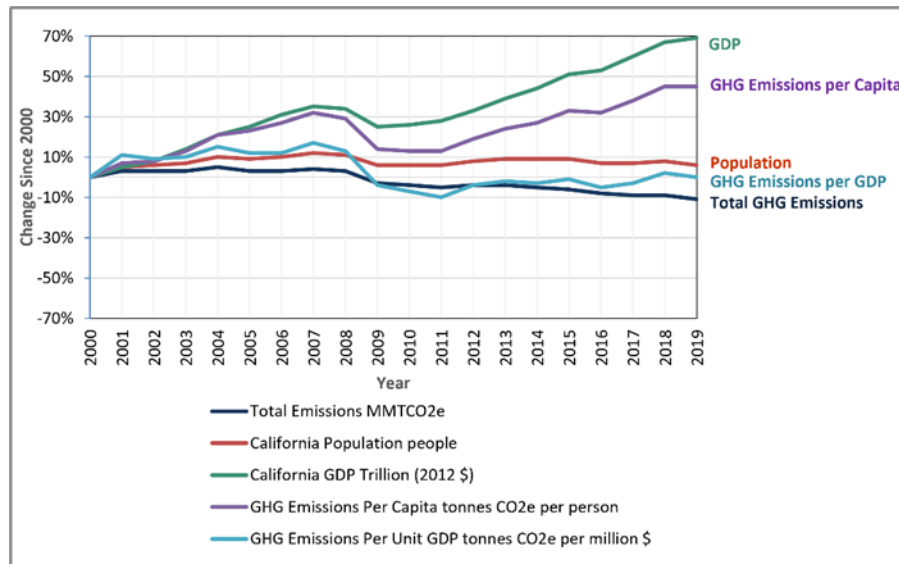


Figure 3-3. Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2021a)

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 CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH₄ and N₂O 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 CO₂. In response to a comment from the public, the CalEEMod model was also ran to calculate emissions as a result of the proposed Project. The model concluded that the proposed Project construction would generate 241 tons of CO₂. At the time of the original analysis, the SMAQMD model was the recommended model. The alternative CalEEMod analysis has been provided as a courtesy.

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*.

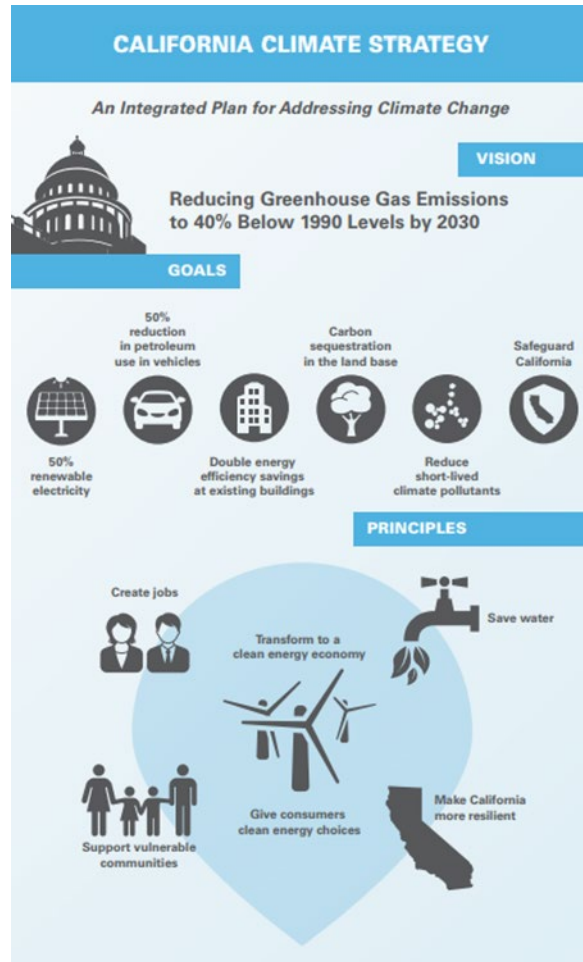


Figure 3-4. California Climate Strategy

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.

CC-3: The Project would contain design elements like dual-paned windows, LED lighting, and solar panels to help reduce energy usage and greenhouse gas emissions.

VIS-1: The District Landscape Architect will implement a landscape plan that:

- a. Provides planted areas that provide shade, greenhouse gas reduction, and pollinator corridors.
- b. Creates an outdoor area for staff, that maximizes views of the natural surrounding landscapes, and minimizes exposure/views of vehicle parking and/or maintenance areas.
- c. Designs a water-conscious landscape to provide screening and shade that is required by local ordinances for parking lots and buildings.

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 Project would not alter the existing drainage pattern of the site because the Project does not propose new drainage systems. 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 would be 6' to 8' high. Prior to being brought to the job site, the wrought iron fencing would be galvanized and coated which would 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 would 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

The Draft IS and a Public Notice was distributed to local, and regional agencies; and utility providers potentially affected by the Project. In addition, property owners located 500 feet from the Project were also provided with a Public Notice of the document.

A public notice of availability of the Draft IS with proposed ND for the Project was published as a display ad in the Press Enterprise and La Prensa on May 6, 2022. Copies can be found in Appendix H – Public Notice

The Draft IS with proposed ND was circulated for public review for a period of 30 calendar days, from May 6, 2022 to June 6, 2022. Copies of the Draft IS with proposed ND were distributed to the State Clearinghouse and other federal, State, and local agencies. Copies of the Draft IS with proposed ND were made available for public review at Caltrans District 8 main office.

A virtual public open house style meeting was held on May 26, 2022, as part of the community outreach process. There were four (4) members of the public that attended the virtual public meeting. There were several questions asked regarding right of way acquisitions. Attendees were notified multiple times that formal comments for the record should be submitted in writing via e-mail or post mail.

4.4 Public Comments and Responses

During public circulation of the Draft IS with proposed ND, a comment letter was received from Ms. Lauren Chang, from the law firm of Sheppard, Mullin, Richter & Hampton, who is representing Halle Properties. The comments provided therein raise questions that helped guide the preparation of this environmental document and clarify certain points related to potential impacts. Some important points that were made in the letter have been addressed in this document to help the reader better understand the project being proposed. Additionally, Caltrans responses to the letter can be found below.

Comment Letter from Lauren Chang and Caltrans Responses



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June 6, 2022

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VIA ELECTRONIC MAIL ONLY

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Re: Comments on Draft Initial Study with Proposed Negative Declaration for the RIV 74 Lake Elsinore Facility Project in the County of Riverside

Dear Ms. Toledo:

This firm represents Halle Properties, LLC ("Halle Properties"), the owner of Parcel No. 25419-1 ("Subject Property"). The California Department of Transportation ("Caltrans") is proposing to acquire the Subject Property as part of a proposed expansion of an existing maintenance facility and parking lot to accommodate Caltrans personnel ("Project") on an approximately four-acre site ("Project Site") in Riverside County ("County"), near the City of Lake Elsinore. The Project would require acquisition of two properties (including the Subject Property) adjacent to the existing maintenance facility to accommodate "staff parking and equipment storage." We write to express Halle Properties' opposition to the Project, and provide the following comments on the Negative Declaration ("ND") Caltrans intends to adopt under the California Environmental Quality Act ("CEQA").

C-1

I. THE PROJECT DESCRIPTION LACKS SUFFICIENT DETAIL TO PROPERLY EVALUATE POTENTIAL ENVIRONMENTAL IMPACTS.

The ND's project description violates CEQA because it is vague and incomplete, and lacks sufficient detail to permit "an intelligent evaluation" of the potential environmental impacts.¹ For example, the project description does not include a site plan, depicting the layout of the proposed development. The ND does not include architectural renderings, elevations, or color schemes illustrating what the maintenance facility will look like and how it will fit into the existing environment. The ND does not identify or describe whether the existing CNG station will be relocated, or the required on-site and off-site infrastructure and public facilities that Caltrans acknowledges will be constructed as part of the Project. The project description also does not address whether the existing hazardous materials storage sheds, bunkers storing trash,

C-2

C-3

C-4

C-5

¹ *San Joaquin Raptor/Wildlife Rescue Ctr. v County of Stanislaus* (1994) 27 Cal.App.4th 713, 730.)

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hazardous waste storage, asphalt emulsion tank, outside equipment storage – metal and heavy equipment components, vehicle cleaning area, and fueling station with a 6,000 gallon AST would remain as part of the Project, or be enlarged.

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C-5

Caltrans also states that this Project is being proposed to address an “urgent need,” but does not anticipate construction to begin until Fall of 2026, more than four years from now.

C-6

The failure to provide a complete and accurate project description prevents the public and decisionmakers from understanding the Project and precludes meaningful environmental review.

C-7

II. CALTRANS PREPARED THE WRONG ENVIRONMENTAL DOCUMENT AND DEPRIVED DECISIONMAKERS AND THE PUBLIC WITH INFORMATION REGARDING THE POTENTIALLY SIGNIFICANT IMPACTS OF THE PROJECT.

Caltrans prepared the wrong environmental document for this Project. Caltrans, at a minimum, should have prepared a mitigated negative declaration (“MND”). It is confounding that Caltrans prepared the ND over an MND when the ND clearly identifies multiple mitigation measures required to reduce significant environmental impacts.² Page ii of the ND even recognizes this fact, “[t]he following measures would be implemented to reduce potential impacts,” then lists the twelve mitigation measures incorporated into the Project. Caltrans’ approach is clearly inconsistent with CEQA, which requires preparation of a *mitigated* negative declaration when a project includes mitigation measures.

In this circumstance, Caltrans’ Standard Environmental Reference, Chapter 35 – Initial Study and Negative Declaration also requires preparation of an MND (and not a ND), “if the [Initial Study] identifies potentially significant effects, but: (1) revisions in the project plans or proposals would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment, then a Mitigated Negative Declaration (MND) shall be prepared.”³ This requirement is unequivocal. At a minimum, an MND was required to be prepared for the Project.

C-8

The gravity of this mistake is compounded by the fact that the Notice of Intent to Adopt a Negative Declaration (“NOI”) did not disclose any significant impacts, identify the mitigation measures, or state an intent to adopt a Mitigation Monitoring Program. The decisionmakers and the public would have no way of knowing the true scope of the impacts of the Project, including impacts to Air Quality, Biological Resources, Cultural Resources, Climate Change (Greenhouse Gas Emissions), and Noise, as required by Public Resources Code Section 2092(b)(1).

C-9

² See pages ii through iii and 89 through 97, ND.

³ Caltrans, Standard Environmental Reference, Chapter 35 – Initial Study Negative Declaration. [https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-35-initial-study-negative-declaration#:~:text=If%20there%20is%20no%20substantial,a%20Negative%20Declaration%20\(ND\).](https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-35-initial-study-negative-declaration#:~:text=If%20there%20is%20no%20substantial,a%20Negative%20Declaration%20(ND).)



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Additionally, the five technical studies listed in Appendix B to the ND are not publicly available or available for review.⁴ This office contacted Caltrans using the email and phone number provided in the NOI. The technical studies were ultimately provided in the late evening on June 2, but the studies should have been more readily accessible to the public given the lack of analysis in the ND. As such, Caltrans did not meet their burden to adequately notify the public under Public Resources Code Section 21092.⁵

C-10

III. CALTRANS RUNS AFOUL OF *LOTUS V. CALTRANS* (2014) 223 CAL.APP.4TH 645 BY COMPRESSING THE IMPACT ANALYSIS AND OMITTING THE ANALYTICAL ROUTE THE AGENCY TOOK FROM EVIDENCE TO FINDINGS.

The ND is littered with violations of *Lotus v. Caltrans* (2014) 223 Cal.App.4th 645 ("*Lotus*"). As Caltrans should well know, the *Lotus* decision requires lead agencies to fully evaluate the significant environmental impacts of a project and may not compress "the analysis of impacts and mitigation measures into a single issue."⁶ Simply stating there will be no significant impacts because the project incorporates "avoidance and/or mitigation measures" is not adequate or permissible. The environmental analysis must separately identify and analyze the significance of the impacts before proposing mitigation measures. Per the Court, this "shortcutting of CEQA requirements subverts the purposes of CEQA by omitting material necessary to informed decisionmaking and informed public participation. It precludes both identification of potential environmental consequences arising from the project and also thoughtful analysis of the sufficiency of measures to mitigate those consequences. The deficiency cannot be considered harmless."⁷

C-11

Here, the analysis contained in all of the sections of the ND with avoidance, minimization, and/or mitigation measures run afoul of *Lotus* by compressing the analysis of impacts and mitigation measures into a single issue, thereby precluding identification of environmental impacts and the sufficiency of measures to mitigate those impacts. A few examples of these issues are included, below.

- **Air Quality – Threshold (b).** Caltrans summarily concludes that implementation of "standardized measures" would reduce any air quality impacts resulting from construction activities. The analysis itself provides minimal information identifying the potential environmental impacts from the Project. The section does not even include quantitative CalEEMod runs of the anticipated air quality emissions, which is typical of a

C-12

⁴ The technical studies include (1) Cultural Resources; (2) Water Quality Scoping Questionnaire; (3) Site Investigation Report; (4) Transportation Air Quality Conformity Checklist; and (5) No Effects Memo, Biological Resources.

⁵ Section 21092, sub(b)(1) of the Public Resources Code requires the following: "The notice shall specify the period during which comments will be received on the draft environmental impact report or negative declaration, and shall include the date, time, and place of any public meetings or hearings on the proposed project, a brief description of the proposed project and its location, the significant effects on the environment, if any, anticipated as a result of the project, the address where copies of the draft environmental impact report or negative declaration, and all documents referenced in the draft environmental impact report or negative declaration, are available for review, and a description of how the draft environmental impact report or negative declaration can be provided in an electronic format." (emphasis added)

⁶ *Lotus v. Caltrans* (2014) 223 Cal.App.4th 645, 656.

⁷ *Id.* at 657-658.

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project of this size and scale. Only a short qualitative analysis of construction impacts is included, and no information regarding operational impacts is provided. Given these data gaps, it is not clear whether the proposed mitigation measures are effective at reducing impacts to a less-than-significant level.

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C-12

- **Biological Resources – Thresholds (a), (b), (c), and (d).** It is impossible to decipher the scope of the impacts to biological resources and the effectiveness of the proposed mitigation measures based on the analysis provided by Caltrans on page 15 of the ND. The entire analysis is four paragraphs (not even a full page), and concludes (without identifying the impacts) that impacts would be less than significant based on implementation of avoidance and “minimization measures.”
- **Hazards and Hazardous Materials – Threshold (a), (b).** The ND identifies contaminated soils on the Project Site, but provides limited information identifying the potential environmental impacts from the soils or the effectiveness of the proposed mitigation measures.
- **Noise – Thresholds (a), (b).** The ND provides no information about anticipated construction noise levels and no analysis related to operational impacts. But, the ND quickly concludes that impacts related to construction noise would be less than significant with mitigation.

C-13

C-14

C-15

Caltrans has also not followed their own guidance (“Lotus Guidance”) prepared by the Environmental Management Office in 2016 after losing the *Lotus* case.⁸ The “Basic Steps” in the Lotus Guidance are as follows:

“Significance determinations must be made without consideration of avoidance, minimization, and/or mitigation measures. Measures should be labeled “mitigation measures” only if they are to reduce impacts determined to be significant. The environmental document must also explain why the impact is or is not significant before mitigation and AFTER mitigation. If measures are included to reduce or avoid impacts which are not significant, they should be labeled as avoidance or minimization measures, not mitigation measures. Additional measures which do not address an impact may be considered enhancement measures intended to create a net benefit as compared to an existing condition. Finally, the document must clearly identify project features or “elements of a project” in the project description and state that these features or elements have been or will be considered prior to any significance determinations.” (emphasis added)

C-16

The ND in this case fails to follow this basic guidance in several ways. First, it does not provide significance determinations prior to including mitigation measures. As stated above, the ND

⁸ Caltrans, Environmental Management Office, Significance and Mitigation under the California Environmental Quality Act, November 2016, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/mitigation-under-ceqa-a11y.pdf>.



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summarily concludes throughout that impacts would be less than significant with inclusion of the mitigation measures, but does not clearly conclude that impacts would be significant prior to mitigation. Second, the mitigation measures are not clearly labeled. Each section that contains mitigation measures labels them "Avoidance, Minimization, and/or Mitigation Measures." It is impossible to determine whether the proposed measures are mitigation, avoidance measures, or something else.

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C-16

Caltrans failed to meet the informational requirements of CEQA. As such, Caltrans has failed to proceed in a manner required by law and has therefore abused its discretion.

IV. CALTRANS FAILED TO PROVIDE A MITIGATION MONITORING AND REPORTING PROGRAM.

In addition to the previously mentioned issues, Caltrans further deviates from their obligations by not including a Mitigation Monitoring and Reporting Program in the ND or NOI, as required by Public Resources Code Section 21081.6 and CEQA Guidelines Section 15074(d).

C-17

V. THE NEGATIVE DECLARATION VIOLATES CEQA AND FAILS AS AN INFORMATIONAL DOCUMENT.

The ND prepared for the Project violates CEQA in numerous respects. It is a conclusory, document that fails to comply with CEQA's mandatory informational requirements and fails to adequately disclose, analyze, or mitigate the Project's environmental impacts. At a minimum, the ND requires substantial updates and revisions. The Project may even cause significant environmental impacts that have not been identified, requiring preparation of an EIR.⁹

C-18

a. Inadequate Analysis of Air Quality Impacts.

The ND's analysis of impacts related to Air Quality is wholly inadequate and violates CEQA in multiple respects.

First, the analysis in the Air Quality section provides no quantitative data (like CalEEMod) illustrating the magnitude of emissions from construction and operations of the Project, even though the ND recognizes that the Project would cause a "short-term degradation of air quality." As such, the public and decisionmakers have no way of knowing the scope of the Project's impacts. This is especially concerning given the fact that the County is in non-attainment for certain criteria pollutants, PM_{2.5} (Serious) and Ozone (Severe). The ND does not even recognize this non-attainment as part of the existing conditions. Or provide an analysis of anticipated emissions caused by operations.

C-19

Second, the ND does not provide an adequate consistency analysis with applicable air quality plans. The ND briefly mentions the Southern California Association of Governments ("SCAG") 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS"), but

C-20
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⁹ *Laurel Heights Improvement Ass'n of San Francisco v. Regents of the Univ. of Calif.* (1993) 6 Cal.4th 1112, 1123, 1134-35.

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fails to identify and assess consistency with other applicable air quality plans, like the County's Climate Action Plan, or the more recent (and applicable) 2020-2045 RTP/SCS. ↑ C-20

Third, the ND does not provide any analysis related to Threshold (c), Sensitive Receptors. To start, Caltrans does not identify existing nearby sensitive receptors. There are many, including dozens of residential uses across Central Avenue and at Conard Avenue/8th Street. Caltrans provides absolutely no discussion or assessment related to impacts from the Project on these existing nearby sensitive receptors. C-21

Fourth, the ND also provides no analysis related to Threshold (d), Odors. The ND fails to mention the existing hazardous materials storage sheds, bunkers storing trash, hazardous waste storage, asphalt emulsion tank, outside equipment storage – metal and heavy equipment components, vehicle cleaning area, and fueling station on the Project Site, and provides no information or analysis about how the Project could result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. C-22

Fifth, the ND only analyzes construction impacts. It does not provide any impact analysis related to operations of the Project. Given the dearth of information in the air quality analysis, it is impossible for the public to understand the scope of the impacts, and assess the effectiveness of the mitigation measures proposed. C-23

b. Inadequate Analysis of Biological Resources Impacts.

The ND's analysis of biological impacts also violates CEQA in multiple respects. To start, the Biology section is filled with conclusory statements without providing evidentiary support, or analysis of the actual impacts caused by the Project. These errors carry over to the two memoranda prepared for the Project, which do not contain the typical level of detail seen for this type of project. For example, Caltrans did not complete a site visit to confirm whether any candidate, sensitive, or special status species in local or regional plans exist on the Project Site. C-24

Additionally, the ND provides no analysis related to Threshold (d), Wildlife Movement, including identifying whether the Project Site is located within a wildlife corridor or linkage. This is particularly problematic because the Project proposes temporary construction fencing (MM BIO-1) adjacent to the Arroyo del Toro, an ephemeral drainage north of the Project Site. A six-foot high perimeter fence is also proposed as part of the Project. The ND and supporting biological resources documents (No Effects Memorandum, Supplemental No Effects Memorandum) do not address construction or operational impacts related to this threshold question. C-25

Finally, the ND provides no analysis related to Thresholds (e) and (f), Consistency with Local, Regional, or State Plans. The ND includes a one-sentence conclusory statement that the Project would not conflict with any local ordinances, Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan. This is not enough to meet the informational requirements of CEQA. Caltrans needs to identify which plans are applicable to the Project and then provide a robust consistency analysis examining consistency with those applicable policies and provisions. C-26



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c. Inadequate Analysis of Energy Impacts.

The ND fails to disclose and analyze the Project's potential energy impacts, including whether the Project would (a) result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or (b) conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The Energy section only includes general statements about Caltrans promoting "energy-efficient development by incorporating statewide goals from California's Energy Efficiency Strategic Plan, and setting policies, codes, and actions." The ND provides no specific details about which statewide goals are being implemented; how this project is specifically implementing those goals; and how this relates to the threshold questions.

C-27

d. Inadequate Analysis of Greenhouse Gas Emissions Impacts.

The Greenhouse Gas Emissions ("GHG") section of the ND states that the Sacramento Metropolitan Air Quality Management District Road Construction Model, Version 8.1.0 was used to estimate the construction emissions for the Project. However, the ND does not provide this construction emissions data. Additionally, the ND provides no justification for using an emissions model for a different air quality management district, Sacramento. Typically, CalEEMod is used for projects in the South Coast Air Quality Management District. If Caltrans is deviating from this typical methodology, it should provide an explanation and justification for doing so. The ND also provides no analysis related to consistency with any applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHG.

C-28

e. Inadequate Analysis of Hazards and Hazardous Materials Impacts.

The analysis contained in the Hazards Section of the ND is insufficient for several reasons.

Caltrans did not provide an accurate description of the proposed uses at the Project Site. CEQA requires that the project description be sufficient to allow an adequate evaluation of the project's environmental impacts.¹⁰ Failure to include a component of the project in the EIR's description of the project can result in a failure to analyze the significant impacts that will be caused by that component.¹¹ Here, the ND indicates that "no storage of toxic materials or chemicals is proposed," but the Site Investigation Report states that there are existing hazardous materials storage sheds, bunkers storing trash, hazardous waste storage, asphalt emulsion tank, outside equipment storage – metal and heavy equipment components, vehicle cleaning area, fueling station w/ a 6,000 gallon AST, and CNG dispensing station on the Project Site. The project description provides no details about these existing uses or whether these uses would continue at the Project Site. Given that Caltrans framed this work as an "expansion" of existing uses, it is a fair assumption that each of these existing components will remain at the Project Site and are likely to expand. The only way Halle Properties was able to obtain this information was by contacting Caltrans for a copy of the Site Investigations Report. Caltrans is

C-29

C-30

¹⁰ *Dry Creek Citizens Coalition v County of Tulare* (1999) 70 Cal.App.4th 20, 27.

¹¹ *Santiago County Water Dist. v County of Orange* (1981) 118 Cal.App.3d 818.

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not allowed to bury information in a technical report (especially one that is not publicly available) or fail to disclose existing hazardous conditions at the Project Site.

↑ C-30

The Initial Site Assessment and Site Investigation Report also did not review the entirety of the Project Site, only the area containing the existing maintenance facility. As such, the ND does not fully assess impacts of the Project related to hazards and hazardous materials. The ND recognizes this and defers future analysis to a date uncertain. Caltrans cannot kick the can down the road and avoid providing a full analysis of the Project's impacts.

C-31

Additionally, the ND fails to incorporate all of the recommendations provided in the Site Investigation Report on page 9.1, including the following:

- If managed as a single waste stream, soil along the shoulders of each property may be re-used within the state highway R/W as Type R-1 material or disposed off-site as excess soil as Type Z-2 material to a Class 1 landfill. Alternatively, Boring B-02 may be treated as a hot spot as shown on Figure 2. In this case, soil around B-02 as indicated on Figure 2 may be managed as Type R-1 for re-use and Type Z-2 for off-site disposal, while all other soil may be treated as unregulated material.
- The recommendations for re-use and disposal are based on lead and pH and the provisions of the ADL Agreement (DTSC 2016). Additional testing and requirements may be imposed by other agencies for disposition or re-use outside the highway system R/W.

C-32

Like the other sections, this analysis also runs afoul of *Lotus* by compressing the analysis of impacts and mitigation measures into a single issue, thereby precluding identification of environmental impacts and the sufficiency of measures to mitigate those impacts.

f. Inadequate Analysis of Hydrology Impacts.

The Hydrology section is filled with bare conclusions without any supporting evidence. For example, under Threshold (a), the ND recognizes that runoff from the Project would be discharged to Temescal Creek and Arroyo del Toro, then simply concludes that the Project is not anticipated to have an impact to water quality. This is not acceptable, and fails to meet the informational requirements of CEQA.

The Water Quality Scoping Questionnaire ("Questionnaire") provides some additional detail, but does not address how the full scope of the Project would have hydrologic impacts, including how the proposed four-acre increase in impervious surfaces will affect runoff, water quality, water discharge requirements, existing drainage patterns, etc. In fact, on page 16, the Questionnaire concludes: "[d]ue to an increase of impervious area by 4 acres, there are possible hydrologic impacts to the downstream receiving body. These impacts will be determined at a later phase of the project." CEQA requires that these impacts be assessed and identified now. Caltrans cannot delay analysis to another time.

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g. Inadequate Analysis of Noise Impacts.

The ND fails to quantify and disclose the Project's potential noise impacts, and does not even attempt to evaluate the Project's anticipated noise levels under applicable numeric thresholds of significance. This approach violates CEQA in multiple respects.

First, Caltrans did not prepare a technical noise study, as would normally be done for a project of this size. As a result, the ND includes no quantitative data about the Project's potential noise generation. The ND admits that it "may result in short-term increased noise levels within the Project vicinity due to construction activities." But, the ND does not quantify those increases and therefore fails as an informational document. Caltrans must calculate the Project's anticipated noise levels, and then compare them against the appropriate numeric threshold.

C-34

Second, the ND does not identify the construction equipment that will be used on the Project Site or the noise levels that will be generated by that equipment, and therefore fails as an informational document. Despite this, the ND admits that construction noise may exceed the Caltrans' thresholds of significance and includes two mitigation measures to reduce impacts.

C-35

Third, the ND also fails to identify the applicable threshold of significance that it is comparing the Project against. In one place, it cites to Caltrans 2018 Standard Specifications Section 14-8.02, but then in another states "[t]he Project would not expose people to or generate noise levels in excess of standards established in the general plan or noise ordinance, or applicable standards of other agencies."

C-36

h. Failure to Analyze Cumulative Impacts.

The ND provides no analysis of cumulative impacts related to any of the environmental issues in Appendix G, as required by Public Resources Code Section 21083(b) and CEQA Guidelines Sections 15064(h)(1), 15065(a)(3).

C-37

For all of these reasons, we ask that you prepare the correct environmental document for this Project, supplement the analysis, and update the mitigation measures. We also ask that this letter be placed in the administrative record for this Project, and that we be added to the interested parties list to receive future notices and updates on the Project.

C-38

Thank you for your consideration of these comments.

Very truly yours,

Lauren K. Chang
for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

SMRH:4980-1252-2787.3

Response to C-1:

Caltrans would like to thank you for taking the time to provide your comments on the Draft Environmental Document for the project 08-1J320. Changes to the Project scope have been made after public circulation. The Project would no longer acquire the southwest parcel, number 25419-1 (APN 377-020-026), which is owned by Halle Properties.

Response to C-2:

The project description's intention is to introduce the Project to the reader, which includes the Project's purpose and need. Detailed Project components are further explained in *Section 1.4 - Project Alternatives*. The Project's purpose is to expand the existing maintenance facility in the same location, which is on already-developed land within Caltrans right of way. A site plan was not added to the DED because Project's purpose is to expand the current existing maintenance station.

Response to C-3:

The Project scope involves the expansion of an existing maintenance station. During preliminary engineering (the PA&ED phase), Caltrans has not determined if the Project has been approved and whether it would be a worthwhile expenditure of taxpayer dollars to develop detailed plans for a project that may not get approved. For this reason, detailed items like architectural renderings, elevations, or illustrations have not been prepared due to costs. Resources toward these items are allocated and spent during the final design phase (PS&E) once the necessary studies are complete and the project has been approved. Final detailed plans will be prepared once and only if the Project is approved.

Response to C-4:

Text regarding the location of the existing compressed natural gas (CNG) station has been added to *Section 1.4.1*. The CNG station would not be relocated, as the newly expanded portion of the maintenance station would be constructed ten (10) feet away from the CNG station. Additionally, utility movement and/or extensions would occur, however they would occur on-site and would involve connections to the existing facilities nearby.

Response to C-5:

Several existing facilities on the project site would either remain in place or be relocated within the project limits. The facilities that would remain in place include electric e-waste, sign barn, car & vacuum station, a CNG tank, and a fuel station. Facilities that would be relocated within the project limits include an office trailer, and hazardous waste storage. There is an existing 1,400-gallon emulsion tank currently on the property, but it would be removed, and a new 3,000-gallon emulsion tank would be added. This text has been added to *Section 1.4.1* for clarity.

Response to C-6:

Caltrans projects follow a complex system of phasing and schedules throughout the entire projects' planning cycle. Beginning in the Project Initiation Document Phase (PID or "K" Phase), the project's purpose and need are developed, and the PID is prepared, which informs the reader of the key issues and assumptions regarding the commitments on the scope, schedule and estimated cost of the project. After the project's programming is secured in the PID phase, the project moves on to the next phase: Project Approval & Environment Document Phase (PA&ED).

The PA&ED Phase is when environmental studies are conducted, and the environmental document (ED) is written. For projects that have an anticipated ED above a Categorical Exemption (CE), a Draft Project Report (DPR) is prepared in parallel with the Draft ED and they both form the basis for selecting the preferred alternative. Once the DPR and DED are completed, they are then circulated to the public for comments. After the public comment period, the Project Delivery Team (PDT) selects the preferred alternative after it has analyzed and considered public comments. Then the final ED is completed and attached to the Project Report (PR), which documents the selection of the preferred alternative and discusses changes in the project as a result of public comment. At this point, the project scope is established in enough detail to identify all affects and impacts, including right of way needs.

If the project has been approved (i.e. a Build alternative has been identified as the preferred alternative), then the project may proceed to the next steps where detailed design takes place and right of way is purchased. In essence, the PR and ED state what is to be built, when it would be built, why it is to be built, what it would cost to build, and what are the environmental impacts of building it. Typically, the PA&ED phase can take anywhere from six (6) months to three (3) years, depending on the complexity of the project. Completing the next milestone, detailed/final design, is called Plans, Specifications, and Estimate (PS&E).

The need for expansion of the maintenance station has been determined as urgent for maintenance and landscape crews. Nevertheless, this is a government project and each phase has a schedule and various processes associated it. Currently, the project schedule has the PS&E/design phase concluding in the Spring of 2024, construction tentative scheduled to start Spring 2025, and the Project scheduled to be completed by Winter of 2027.

Response to C-7:

A complete project description is provided on page 5. The scope of the project involves:

The Build Alternative includes the construction of a 3,000 square foot building, 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, several of the existing maintenance facility features would either remain in place or be relocated within the project limits. Features that would remain in place include electric e-waste, sign barn, and car and vacuum station, a compressed natural gas (CNG) tank, and a fuel station. Facilities that would be relocated within the project limits include an office trailer, and hazardous waste storage. There is an existing 1,400-gallon emulsion tank currently on the property, but it would be removed, and replaced with a new 3,000-gallon emulsion tank.

Response to C-8:

Caltrans has taken this comment into consideration and has changed the proposed determination to a proposed Mitigated Negative Declaration.

Response to C-9:

The Notice of Intent (NOI) to Adopt a Negative Declaration did not disclose any significant impacts because the results of our studies indicated that there are no significant impacts to the environment as a result of the Project. After the public circulation period, our technical studies were revisited, and all still indicated that there are no significant impacts to the environment, except for visual resources. A VIA memo was prepared, which provided visual mitigation to reduce any visual impacts to the public caused by the Project. The NOI disclosed to the public that a draft initial study with negative declaration was prepared. Within the NOI, in section titled "Why this Notice?" the following disclosure is made "Caltrans has studied the effects that this project may have on the environment. Our studies show it would not significantly affect the quality of the environment." As previously discussed in *Response to C-2*, the Project involves the expansion of the existing maintenance facility, which is on previously-disturbed land. Further, the NOI informs the public of the availability to read the Draft Negative Declaration/Initial Study, which is called out in the subsequent section, "What's Available." The NOI can be found in *Appendix H – Public Notice*.

Response to C-10:

As stated in the previous response, the NOI disclosed to the public that additional items pertaining to the Project could be requested for review. Additionally, a brief project description was included in the section “What is being Planned?” and the address where copies of the Negative Declaration, and other project information could be found was included in the section “What’s Available?” Public circulation began on May 6, 2022. Caltrans’ Division of Environmental received a phone call from Mr. O’Connor of ShppardMullin on Friday May 20, 2022, in the afternoon. Mr. O’Connor followed up with an email solely requesting a copy of the Initial Study, which was sent to him on Sunday May 22, 2022. At that point, no further request was made for any additional documents. On June 1, a request was made for the review of the technical studies from Ms. Chang of SheppardMullin. Due to the size of the documents, transmittal was delayed by a day. Ms. Chang provided a Dropbox link; however, that link was sent after work hours. To avoid any further delay in review, the documents were submitted to the Dropbox link when the email was seen after employee work hours. Caltrans has made every effort possible to ensure the requesters received the documents in a timely matter, as well as informing the public where Project documents could be found. Caltrans adequately notified the public under CEQA Public Resources Code § 21092. As previously stated in *Response to C-9*, Caltrans studies showed that the Project would not significantly affect the environment, therefore, no further discussion was included in the NOI.

Response to C-11:

The Initial Study analyzes the possible impacts to the environment as a result of the Project and the Project incorporates standard minimization measures. Since the circulation of the Draft Initial Study w/ Proposed Negative Declaration, standard measures were re-visited, and it became evident that some standard measures could be viewed as mitigation measures. Additionally, during the re-assessment of the document, measures were added, one being a mitigation measure. All other measures remain as standard avoidance and minimization measures.

Response to C-12:

Caltrans uses the Sacramento Metropolitan Air Quality Management District (SMAQMD) Road Construction Emission Model, Version 8.1.0 to determine the emissions of a project. Since this Project is an expansion of an existing use, and therefore not increasing traffic capacity, only construction emissions were calculated. Impacts that may result from construction activities would be temporary in nature, as discussed in *Section 2.1.3 - Air Quality* of the Draft Environmental Document. The avoidance and minimization measures listed in *Section 2.1.3* are Caltrans standard measures typically included in all Caltrans projects.

Response to C-13:

The biological technical study (Natural Environmental Study – No Effect Memo) prepared for this document includes the project description and species identified by in

the USFWS, CNDDDB, and CNPS species queries as having the potential to occur in the vicinity of the project. The biological technical study went further to analyze potential impacts to these species and documented, based on 2021 Google Earth aerial imagery and a habitat assessment site visit performed on August 10, 2022, that the project impact area consists of non-native, invasive grasses and forbs and has no suitable habitat for the federally-listed species and State-listed or candidate species on the species lists. The biological technical study included an exhibit depicting the existing features and the proposed project impact area. The aerial photo in the exhibit clearly depicts that the proposed work would only occur in existing developed, disturbed, and graded areas, and that there would be no work in the creek or floodplain. Therefore, Caltrans concluded that this project would have no effect on the federally-listed species and would have no take of the State-listed or candidate species.

Response to C-14:

Section 2.1.9 - Hazards and Hazardous Materials discusses the contaminated soil found near the entrance of the existing maintenance facility. As discussed, the soil is regulated and classified as a Type R-1 material for Aerially Deposited Lead, meaning the soil can be re-used on site, with a 1-foot cover of clean soil on top. Measures HW-1 and HW-2 are Caltrans standard measures, and measure HW-3 discusses the handling and communication with DTSC. The finding of the contaminated soil has minimal impact to the environment because the total lead concentrations ranged from 3.5 to 320 milligrams per kilogram (mg/kg). None of the samples reported total lead above the California Total Threshold Limit Concentration (TTL) of 1,000 mg/kg. and according to the Soil Management for Aerially Deposited Lead-Soils Agreement (2016), contaminated soil shall be adequately covered to prevent erosion and reduce water infiltration, as discussed in measure HW-3.

Response to C-15:

According to the Caltrans/FHWA Noise Protocol (the Protocol), the established noise threshold of significance under CEQA is a 12 dBA increase in the permanent condition. Given that the project scope involves only an expansion of an existing use, that level of increase is not anticipated. The Protocol identifies Type I projects are projects that would require noise analysis. A Type I project as defined in 23 Code of Federal Regulations (CFR) 772, is a federal or Federal-aid project for the construction of a highway on a new location, the physical alteration of an existing highway where there is either a substantial horizontal or substantial vertical alteration. Since this is not a Type I project, a noise analysis is not required. Noise impacts would be temporary in nature and would occur during the construction window. Both measures NOI-1 and NOI-2 are avoidance and minimization measures that are Caltrans Standard Measures to regulate noise levels.

Response to C-16:

As stated in *Response to C-8*, Caltrans has taken this comment into consideration and has changed the proposed determination to a Mitigated Negative Declaration. Additionally, as discussed in *Response to C-11*, standard measures were re-visited, and it became evident that some standard measures could be viewed as mitigation measures. Additionally, during the re-assessment of the document, measures were added, one being a mitigation measure. All other measures remain as standard avoidance and minimization measures.

Response to C-17:

Caltrans refers to Mitigation Monitoring and Reporting Program (MMR) as an Environmental Commitments Record (ECR). An ECR was included in the document under *Appendix E – Environmental Commitments Record*.

Response to C-18:

As discussed in *Response to C-38*, comments discussed in the letter provided were taken into consideration and edits have been made to the draft environmental document for clarity. As discussed in *Response to C-8*, Caltrans has changed the proposed determination to a Mitigated Negative Declaration.

Response to C-19:

As discussed in *Response to C-12*, Caltrans currently uses the Sacramento Metropolitan Air Quality Management District (SMAQMD) Road Construction Emission Model, Version 8.1.0 to determine the construction emissions of a project, as that was the recommended model at the time of analysis. There is no requirement that the CalEEMod model should be used. However, Caltrans ran the CalEEMod model for the Project and the results were lower than the SMAQMD model that was originally ran. Since this Project is an expansion of an existing maintenance station, impacts would be temporary during construction, as discussed in *Section 2.1.3 - Air Quality* of the Draft Environmental Document. Additionally, 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.

Response to C-20:

As discussed in *Chapter 3 – Climate Change*, 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 Project does not conflict with any goals or policies pointed out in the Riverside County General Plan Sustainability element. Additionally, the Project supports measure SR-2: California

Building Energy Efficiency Standards in the Western Riverside County Climate Action Plan.

Response to C-21:

For clarity, discussion has been added to *Section 2.1.3 – Air Quality*. According to the California Health and Safety Code § 42705.5(a)(5), sensitive receptor locations may include hospitals, schools, and day care centers, and such other locations as the air district or state board may determine. The closest sensitive receptor is Earl Warren Elementary school, which is located approximately 0.8 miles from the project location, as discussed in *Section 2.1.15 – Public Services*. Therefore, no further assessments pertaining to air quality were performed.

Response to C-22:

As discussed in *Section 2.1.3 – Air Quality*, some phases of construction may result in short-term odors in the immediate area of each construction site(s). However, such odors would quickly disperse to below detectable levels as distance from the site(s) increases. Other elements of the project are existing and do not contribute to any new odors.

Response to C-23:

As discussed in *Section 2.1.3 – Air Quality*, there are no sensitive receptors in the vicinity of the Project. Therefore, 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. Construction emissions would be temporary in nature and would not affect the surrounding environment. Caltrans standard minimization measures are included to help avoid any, if at all, impacts.

Response to C-24:

Please see *Response to C-13*. The biological technical study documented MSHCP compliance (i.e., review of the RCA MSHCP Information Tool) and noted that “This project, including the parcels to be acquired, are in the Western Riverside County MSHCP but not in a Criteria Cell or [MSHCP sensitive or special status species] survey area for amphibians, burrowing owl, mammals, Criteria Area species, narrow endemic plant species, and invertebrates. The biological technical study prepared for this document included the project description and species identified in the USFWS, CNDDDB, and CNPS species queries as having the potential to occur in the vicinity of the project. The biological technical study went further to analyze potential impacts to these species and documented, based on 2021 Google Earth aerial imagery and a habitat assessment site visit performed on August 10, 2022, that the project impact area consists of non-native, invasive grasses and forbs and has no suitable habitat for the federally-listed species and State-listed or candidate species on the species lists. The biological technical study included an exhibit depicting the existing features and the proposed project impact area. The aerial photo in the exhibit clearly depicts that the

proposed work would only occur in existing developed, disturbed, and graded areas, and that there would be no work in the creek or floodplain. Therefore, Caltrans concluded that this project would have no effect on the federally-listed species and would have no take of the State-listed or candidate species. A supplemental NES-No Effect Memo has been prepared and approved on August 11, 2022. For clarity, discussion has been added to *Section 2.1.4 – Biological Resources*.

Response to C-25:

Based on review of the RCA MSHCP Information Tool and the CNDDDB, Caltrans determined that the Project Site is not located within a wildlife corridor or linkage. The RCA MSHCP Information Tool indicates that the site is not within a Criteria Cell (i.e., areas described for conservation for MSHCP reserve assembly). CNDDDB BIOS identifies the project site as having the lowest possible Terrestrial Connectivity Rank 1 (where Rank 5=Irreplaceable and Essential Corridors, Rank 4=Conservation Planning Linkages, Rank 3=Connections with Implementation Flexibility, Rank 2=Large Natural Habitat Areas, and Rank 1=Limited Connectivity Opportunity). The Terrestrial Connectivity dataset summarizes information including the presence of mapped corridors or linkages and the juxtaposition to large, contiguous, natural areas. For clarity, discussion has been added to *Section 2.1.4 – Biological Resources*.

Response to C-26:

Both the biological technical study and the draft environmental document documented MSHCP compliance (i.e., review of the RCA MSHCP Information Tool) and noted that “This project, including the parcels to be acquired, are in the Western Riverside County MSHCP but not in a Criteria Cell or survey area for amphibians, burrowing owl, mammals, Criteria Area species, narrow endemic plant species, and invertebrates.” Both the biological technical study and the draft environmental document included avoidance and minimization measures to ensure no impacts to Western Riverside MSHCP resources (Standard BMP’s from Appendix C of the MSHCP).

Response to C-27:

For clarity, discussion has been added to *Section 2.1.6 – Energy*. As previously stated, Caltrans promotes energy-efficient development by incorporating goals from the California’s Energy Efficiency Strategic Plan. Goals relating to the commercial sector are focused on new developments. While this Project is not a new development, as is it an expansion to a previous development, Caltrans is committed to ensuring its projects align with state goals as best as possible. With that, this Project contains design elements like dual-paned windows, LED lighting, and solar panels to help reduce energy usage. Therefore, the Project does not conflict with state or local plans for renewable energy or energy efficiency.

Response to C-28:

Discussion of construction emissions data was included in the draft environmental document in *Chapter 3 – Climate Change* on page 57. Additionally, Chapter 3 discusses consistencies with regional plans and greenhouse gas reduction strategies. Avoidance measures would also be implemented in the Project to reduce GHG emissions and potential climate change impacts from the Project.

Response to C-29:

As discussed in *Response to C-5*, several existing facilities on the project site would either remain in place or be relocated within the project limits. The facilities that would remain in place include electric e-waste, sign barn, car & vacuum station, a compressed natural gas (CNG) tank, and a fuel station. Facilities that would be relocated within the project limits include an office trailer, hazardous waste storage. There is an existing 1,400-gallon emulsion tank currently on the property, but it would be removed, and a new 3,000-gallon emulsion tank would be added. This text has been added to *Section 1.4.1* for clarity.

Response to C-30:

Please refer to *Response to C-10*.

Response to C-31:

At the time of the Initial Site Assessment (ISA), the acquisition of the southeast parcel was still a part of the Project scope. Both parcels were fully considered in the project based on the ISA report. Past record searches, interviews, site conditions, and foot reconnaissance were performed/evaluated to reveal any potentially hazardous wastes that need to be considered for remediation. Historical Environmental Database Reports (EDR) record searches may be found on Page 108 of the ISA. Based on the recommendations of the full ISA (see summary table on pages 7 and 8 of the ISA), a follow-up Site Investigation Report, dated November 10, 2021 was performed, both of which were performed by licensed contractors. As discussed in *Response to C-4*, findings from the ISA were discussed in *Section 2.1.9 – Hazards and Hazardous Materials*.

Response to C-32:

As discussed in *Section 2.1.9 – Hazards and Hazardous Materials*, the Project location has been tested for volatile organic compounds (VOCs) and aeriaily 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. As a standard protocol and agreement with DTSC, regulated soil with ADL shall be handled according to the Soil Management Agreement with DTSC executed on June 30, 2016. Other tests were performed (see page 5 of Site Investigation Report) including Title 22 Metals,

VOC's, SVOC's, PCB's, VOC's in soil vapor and Total Petroleum Hydrocarbon. None of the reported concentrations exceeded its respective screening levels. In consideration of the data presented in this report and in accordance with the conditions of the ADL Agreement, ADL was the only item requiring special handling. TPH, VOCs, SVOCs and PCBs were not reported above regulatory screening levels; therefore, no special management or disposal requirements are necessary based on these constituents. The measures listed in the Draft Environmental Document are avoidance and minimization measures, which provides guidelines on how to handle the ADL hotspot in the Project limits.

Response to C-33:

Since circulation of the Draft Environmental Document, Project elements have been removed, like paving and the acquisition of the southwest parcel, which has reduced the amount of impervious area in the Project from 4 acres to 0.08 acres. Due to minimal design details in the PA&ED phase, consideration of treatment BMPs, to treat the stormwater within the maintenance facility footprint, would occur in the design (PS&E) phase, when the design of the Project becomes solidified. As discussed in *Section 2.1.10 – Hydrology and Water Quality*, 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 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 impacts to water quality from the Project. Additionally, 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 in the PS&E phase and implemented to prevent and minimize impact from stormwater discharges to human health or the environment.

Response to C-34:

According to project description this Project is not a Type I project, therefore a noise study is not required. 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. According to the Riverside County Ordinance No. 847 – Regulating Noise, sound level standards in a Business Park designation, such as the proposed project, should not exceed 65 dBA, however, the ordinance continues to mention in Section 2a, that sounds emanating from facilities that are owned or operated by or for a governmental agency are exempt from the provisions of the ordinance. Nonetheless, noise impacts would only be temporary during construction and minimized with the implementation of avoidance and minimization measure NOI-1. This text has been added to *Section 2.1.12 – Noise* for clarity for the reader.

Response to C-35:

The type of construction equipment being used is not determined until a later phase. Typically, the following equipment is used for Caltrans projects: a backhoe with excavator, a loader, forklift, a crane, small hand tools, trucks, paver, dump trucks, water truck. As discussed in *Response to C-34*, according to the Riverside County Ordinance No. 847 – Regulating Noise, Section 2a, sounds emanating from facilities that are owned or operated by or for a governmental agency are exempt from the provisions of the noise ordinance.

Response to C-36:

As discussed in *Response to C-34*, according to the Riverside County Ordinance No. 847 – Regulating Noise, sound level standards in a Business Park designation, such as the proposed project, should not exceed 65 dBA, however, the ordinance continues to mention in Section 2a, that sounds emanating from facilities that are owned or operated by or for a governmental agency are exempt from the provisions of the ordinance. Nonetheless, noise impacts would only be temporary during construction and minimized with the implementation of avoidance and minimization measure NOI-1 and NOI-2.

Response to C-37:

Cumulative impacts were discussed in *Section 2.1.21 – Mandatory Findings of Significance*. The section states that the Project is an expansion project to a previously existing facility and on previously disturbed land and therefore, the Project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

Response to C-38:

The comments discussed in the letter provided were taken into consideration and edits have been made to the draft environmental document for clarity. With those updates, Caltrans believes the level of determination of a Mitigated Negative Declaration is sufficient. We thank you for your time and effort in your review of the draft environmental document.

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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Nancy Frost, Senior Environmental Planner – Biology

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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 would 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 915 Wilshire Blvd. Los Angeles, CA 90017	City of Lake Elsinore Attn: 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 Attn: 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
City of Lake Elsinore Council District 2 Attn: Steve Manos, Council Member	California Department of Fish and Wildlife Attn: Wendy Campbell

130 South Main Street Lake Elsinore, CA 92530	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
Public Information Officer Riverside County Attn: Brooke Federico 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	Bureau Chief, Planning & Development Riverside County Regional Park and Open-Space District Attn: Erin Gettis 4600 Crestmore Road Jurupa Valley, CA 92509
Emergency Management Department County of Riverside 450 E Alessandro Blvd Riverside, CA 92508	Sheriff-Coroner, Riverside County Attn: Sheriff Chad Bianco 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 Attn: Honorable Kevin Jeffries 4080 Lemon Street Riverside, CA 9250	Office of United States Senator Attn: Senator Diane Feinstein 11111 Santa Monica Blvd., Suite 915 Los Angeles, CA 90025
Office of United States Senator Attn: Senator Alex Padilla 750 B Street, Suite 1030 San Diego, CA 92101	California State Assembly, District 67 Attn: Assembly Member Kelly Seyarto 41391 Kalmia Street, Suite #220 Murrieta, CA 92562
Office of California Assembly District 42 Attn: Assemblyman Chad Mayes 41608 Indian Trail, Suite 1 Rancho Mirage, CA 92270	Office of California State Senate District 28 Attn: Senator Melissa A. Melendez 25186 Hancock Ave, Suite 320 Murrieta, CA 92562
Interested Parties & Property Owners	
Kevin Johnston 2288 Buena Vista Avenue Livermore, CA 94550	Pechanga Band of Luiseño Indians Cultural Resources Department Attn: Ebru Ozdil 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

Tu Uyen Cao Nguyen 1601 Nabil Cir Corona, CA 92881	Marjorie Lagrone 235 S Beach Blvd Spc 22 Anaheim, CA 92804
John & Kimberly Slingerland 29147 Allan St Lake Elsinore, CA 92532	Jason Lemmon 29139 Allan St Lake Elsinore, CA 92532
Kenneth & Judith Miller 29234 Allan St Lake Elsinore, CA 92532	Armand Gomez & Rebeca Reynoso 29218 Allan St Lake Elsinore, CA 92532
David & Maria Mclean 29202 Allan St Lake Elsinore, CA 92532	Chris & Valerie Matteson 29186 Allan St Lake Elsinore, CA 92532
Sareth Loeung 29170 Allan St Lake Elsinore, CA 92532	Esmeralda Arroyo 29154 Allan St Lake Elsinore, CA 92532
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 2 Innovation Way #2 Pomona, CA	Laurie Labbitt 28830 8 th St Lake Elsinore, CA 92532

<p>Miguel & Patricia Rosales 28841 8th St Lake Elsinore, CA 92532</p>	<p>Sheppard, Mullin, Richter & Hampton Attn: Lauren Chang 333 South Hope St, 43rd Floor Los Angeles, CA 90071</p>
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Appendix A Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



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.

A blue ink signature of Toks Omishakin, written in a cursive style.

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 (August 2022)

Visual Impact Assessment Memo, Caltrans (September 2022)

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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
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
N ₂ O	nitrous oxide
NAC	noise abatement criteria
NAHC	Native American Heritage Commission
ND	Negative Declaration
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)

Permit Type	Agency	Date Received	Expiration	Notes
	No permits needed.			

Date of ECR: 10/3/2022
Date:

ENVIRONMENTAL COMMITMENTS RECORD (RIV 74 Lake Elsinore Maintenance Station)

Project Phase:

- PA/ED (DED/FED)
 PS&E Submittal _____ %
 Construction

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
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		Construction	SSPs 2018: 14-2.03A Archeological Resources: General.				X
CUL-2: In the event that human remains are found, the county coroner shall be notified and ALL construction work activities within 60 feet	N/A	Standard Measure		Construction	SSPs 2018: 14-2.03A Archeol				X

Date of ECR: 10/3/2022
 Date:

ENVIRONMENTAL COMMITMENTS RECORD (RIV 74 Lake Elsinore Maintenance Station)

Project Phase:
 PA/ED (DED/FED)
 PS&E Submittal _____ %
 Construction

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
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.					ogical Resources: General Health & Safety Code 7050.5 & Public Resource Code 5097				
BIO-1: Flagging and Fencing: Construction fencing will be installed to keep construction impacts out of the ephemeral drainage,		No Effect Memo	RE/ Contractor	Final Design, Construction					X

Date of ECR: 10/3/2022
 Date:

ENVIRONMENTAL COMMITMENTS RECORD (RIV 74 Lake Elsinore Maintenance Station)

Project Phase:
 PA/ED (DED/FED)
 PS&E Submittal _____ %
 Construction

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
Arroyo del Toro, north of the project footprint.									
BIO-2: Environmentally Sensitive Area (ESA): To address 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					X
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		No Effect Memo	RE/Contractor	Pre-Construction					X

Date of ECR: 10/3/2022
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ENVIRONMENTAL COMMITMENTS RECORD (RIV 74 Lake Elsinore Maintenance Station)

Project Phase:
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 PS&E Submittal _____ %
 Construction

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
established and monitored by the Caltrans biologist.									
<p>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.</p> <p>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 operate construction equipment or run equipment engines from 7:00 p.m. to</p>	Pg. 36	IS/ND	PE/Contractor	Final Design /Construction	SSP 14-8.02			X	

Date of ECR: 10/3/2022
 Date:

ENVIRONMENTAL COMMITMENTS RECORD (RIV 74 Lake Elsinore Maintenance Station)

Project Phase:
 PA/ED (DED/FED)
 PS&E Submittal _____ %
 Construction

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
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.	Pg. 37	IS/ND	Contractor	Construction					X

Date of ECR: 10/3/2022
 Date:

ENVIRONMENTAL COMMITMENTS RECORD (RIV 74 Lake Elsinore Maintenance Station)

Project Phase:
 PA/ED (DED/FED)
 PS&E Submittal _____ %
 Construction

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
HAZ-1: Asbestos and lead-paint testing will be 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				X
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)				X
HAZ-3: Due to soil sample B-02 is high in ADL and is 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) will need to be notified prior to	Pg. 26	IS/ND	RE/Contractor	Pre-Construction					X

Date of ECR: 10/3/2022
Date:

ENVIRONMENTAL COMMITMENTS RECORD (RIV 74 Lake Elsinore Maintenance Station)

Project Phase:
 PA/ED (DED/FED)
 PS&E Submittal _____ %
 Construction

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
any construction in the contaminated area.									
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				X
AQ-2 Implement and follow Erosion Control and Air Quality Best Management Practices (BMPs).	Pg. 13	IS/ND	RE/Contractor	Construction					X
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	Pg. 38	IS/ND	RE	Pre-construction					X

Date of ECR: 10/3/2022
 Date:

ENVIRONMENTAL COMMITMENTS RECORD (RIV 74 Lake Elsinore Maintenance Station)

Project Phase:
 PA/ED (DED/FED)
 PS&E Submittal _____ %
 Construction

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
Government Code, Section 7260 et. seq.).									
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/MND	RE/Contractor	Construction	SSP 7-1.02A SSP 7-1.02C				X
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.	Pg. 59	IS/MND	RE/Contractor	Construction	SSP 14-9.02				X
CC-3: The Project would contain design elements like dual-paned windows, LED lighting, and solar panels to help reduce energy usage	Pg. 59	IS/MND	PE	Final Design					X

Date of ECR: 10/3/2022
 Date:

ENVIRONMENTAL COMMITMENTS RECORD (RIV 74 Lake Elsinore Maintenance Station)

Project Phase:
 PA/ED (DED/FED)
 PS&E Submittal _____ %
 Construction

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
and greenhouse gas emissions.									
<p>VIS-1: The District Landscape Architect will implement a landscape plan that:</p> <p>a. Provides planted areas that provide shade, greenhouse gas reduction, and pollinator corridors.</p> <p>b. Creates an outdoor area for staff, that maximizes views of the natural surrounding landscapes, and minimizes exposure/views of vehicle parking and/or maintenance areas.</p> <p>c. Designs a water-conscious landscape to provide screening and shade that is required by local</p>	Pg. 10	IS/MND	Landscape Architect	Design				X	

Date of ECR: 10/3/2022
 Date:

ENVIRONMENTAL COMMITMENTS RECORD (RIV 74 Lake Elsinore Maintenance Station)

Project Phase:
 PA/ED (DED/FED)
 PS&E Submittal _____ %
 Construction

Avoidance, Minimization, and/or Mitigation Measures	Page	Environment al Analysis Source	Responsible for Development and/or Implementati on of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
ordinances for parking lots and buildings.									

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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 gore areas, 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 Maintenance 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 Cathedral 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 Routes 60 and 215. Reduce wrong-way collisions by installing wrong-way pavement markers and sign panels, and upgrading pavement markings 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 gore areas, 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 Maintenance 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 Cathedral 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 Routes 60 and 215. Reduce wrong-way collisions by installing wrong-way pavement markers and sign panels, and upgrading pavement markings 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	U320	New 2020 SHOPP Project. CTC May 13-14, 2020 Approval.	On SR-74 near Lake Elsinore, at the Lake Elsinore Maintenance 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.

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Appendix G Previous Public Notice

F. 1 Public Notice

 <h1 style="text-align: center;">PUBLIC NOTICE</h1> <p style="text-align: center;">Notice of Intent to Adopt a Negative Declaration RIV 74 Lake Elsinore Maintenance Station Announcement of Virtual Public Meeting</p>	
	
WHAT IS BEING PLANNED?	The California Department of Transportation (Caltrans) proposes to construct a 3,000 square-foot maintenance building to expand an existing maintenance facility and expand parking lots to accommodate Caltrans personnel. The project is located on State Route (SR) 74 near the city of Lake Elsinore, at Postmile (PM) 17.8, in the unincorporated area of Riverside County. The proposed project also includes the upgrade of curb ramps on Conard Ave. to meet American Disability Act (ADA) standards.
WHY THIS NOTICE?	Caltrans has studied the effects that this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. The report that explains why is called a Negative Declaration/Initial Study. This notice is to tell you of the preparation of the Proposed Negative Declaration and Initial Study and of its availability for you to read and offer you the opportunity to attend a virtual public meeting, or to provide comments.
WHAT'S AVAILABLE	Maps for the Proposed Negative Declaration and Initial Study, and other project information, are available for review and copying at the Caltrans District 8 Office (464 W 4 th St., San Bernardino, CA 92401) on weekdays from 8 am to 4 pm. Due to COVID-19 protocols, please provide a minimum 24-hour notice prior to visiting the District office to view available documents.
WHERE YOU COME IN	<p>Do you have any comments about processing the project with a Negative Declaration and the Initial Study? Do you disagree with the findings of our study as set forth in the Proposed Negative Declaration? Would you care to make any other comments on the project? Please submit your comments by email to: D8.1J320.Comments@dot.ca.gov or in writing to the following address, no later than June 6, 2022, to:</p> <p>Antonia Toledo, Senior Environmental Planner Office of Environmental Studies D California Department of Transportation, District 8 464 W. 4th Street, MS-820 San Bernardino, CA 92401-1400</p> <p><u>The date we will begin accepting comments is May 6, 2022.</u></p> <p>If there are no major comments, Caltrans will proceed with the project's design.</p>
WHEN AND WHERE	<p>A virtual presentation and Q&A will be held live on the Zoom platform, Thursday, May 26th from 6:00 to 7:00 p.m. The meeting is being held virtually due to social distancing considerations.</p> <p>To participate in the meeting using a computer, please visit the following link: https://us06web.zoom.us/join/wn_pfeEEnjRfYkmPzG_72_hw</p> <p>Webinar ID: 853 3972 7739 Passcode: 5851</p> <p>To participate in the meeting using a landline telephone: Phone: +1 213 338 8477</p> <p>Individuals who require special accommodations (American Sign Language interpreter, documentation in alternate formats, etc.) are requested to contact Antonia Toledo at (909) 501-5741 at least 7 days prior to the scheduled hearing date. TDD users may contact the California Relay Service TDD line at 1 (800) 735-2929 or Voice Line at 1 (800) 735-2922.</p>
CONTACT	<p>For more information about this project or any transportation matter, please contact the Caltrans District 8 Office of Public Affairs at (909) 383-4631.</p> <p>For individuals with sensory disabilities, this document may be made available in Braille, large print, audiocassette, or a computer disk. To obtain a copy in one of these formats, please write to Terri Kasinga, Chief, Public and Media Affairs, 464 W. 4th Street, MS 1247, San Bernardino, CA 92401 (909) 383-4646 or you may contact the California Relay Service at 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 854-7784 (From or to Speech to Speech) or dial 711.</p> <p>EA 08-1J320 (PN 0818000017)</p>

F. 2 Proof of Posting Public Notice in Press Enterprise

START YOUR DAY HERE

Goal fact: "H&R" is understood in all languages.

Star report

Heard accuses Depp of violent sexual assault: Actor Amber Heard tearfully told jurors Thursday that Johnny Depp sexually assaulted her with a liquor bottle in an alcohol-fueled rage.

The March 2015 incident in Australia, where Depp was filming the fifth "Pirates of the Caribbean" movie, is sharply disputed and has been a focal point of the four-week civil trial in Fairfax, Virginia.

The night ended with the tip of Depp's middle finger cut off, and him writing vulgar messages in blood on the walls of the house. Depp denies assaulting her in any way and says his finger was torn and when Heard threw a vodka bottle at him, Heard said she's taken sleeping pills after she was attacked and was not awake when the finger was severed.

The graphic description of the assault left Heard fighting for her composure as she described it to jurors. She said Depp had been angry as soon as she arrived in Australia, roughly a month after the couple had married in February 2015. He was accusing her of sleeping with co-stars in her movies, including Billy Bob Thornton and Colin Hanks, with whom she'd just shot the film "The Danish Girl" — accusations she denied.

The fight escalated to the point where he threw her into a pingpong table, breaking it, Heard testified. He raped her by her right arm, and Heard said she was faked and exposed as she

Hot shot



Desert dancing: Gabriel Garcia, left, and Autumn Williams dance on the beach during the Desert Hearts festival at Pahrump Lake in Pahrump on April 29.

was assaulted. "I couldn't get up. I thought he was punching me," she said. "I could just feel the pressure on my public back." She thought he was assaulting her with his fat but later figured out that she was being assaulted with a bottle, and realized that there had been numerous bottles broken in the fight.

Earlier in her testimony Thursday, Heard testified that Depp surrounded himself with an entourage of assistants to shield her from the consequences of his drug and alcohol use.

Elizabeth Olsen says she was spoiled by sisters: Elizabeth Olsen says her famous older sisters, Mary-Kate and Ashley Olsen, spoiled her as they were growing up together.

"It's an amazing feeling, being the younger sibling to twins," she told Harper's Bazaar UK. "If I was spoiled by one, the other one wanted to match it. I loved it."

Mary-Kate and Ashley Olsen, who both played Madeline Tarnum on "Full House," were the inspiration for their younger sister's acting career.



"I always knew that it was what I wanted to do. I just had a lot of insecurities about wanting to do it," Elizabeth Olsen said. She was scared to use her last name and at one point considered using her first and middle name as a stage name. In 2011, she made her film debut and has since starred in "All Your Dreams," "Wanderlust" and "Very Good Girls."

TODAY IN HISTORY

1882

President Chester Alan Arthur signed the Chinese Exclusion Act, which barred Chinese immigrants from the U.S. for 10 years.

1910

Britain's Edwardian era ended with the death of King Edward VII; he was succeeded by George V.

1935

The Works Progress Administration began operating under an executive order signed by President Franklin D. Roosevelt.

2004

President George W. Bush apologized for the abuse of Iraqi prisoners by American soldiers, calling it "a stain on our country's honor." He rejected calls for Defense Secretary Donald Rumsfeld's resignation.

LOTTERY

WINNING NUMBERS

Daily 3 afternoon: 2, 0, 4

Daily 3 evening: 6, 0, 7

Daily 4: 0, 0, 0, 2

Fantasy 5: 2, 11, 18, 23, 27

Daily Derby: 1st: 27, Lucky Charm

2nd: 3, Hot Shot

3rd: 5, California Classic

Race time: 1:46.00

Super Lotto Plus

Wednesday's drawing: 5, 20, 27, 42

Mega number: 17

Saturday's estimated jackpot: \$10 million

Mega Millions

Tuesday's drawing: 15, 18, 27, 35, 57

Mega Number: 17

Today's estimated jackpot: \$70 million

Powerball

Wednesday's drawing: 27, 38, 55, 63, 68

Powerball: 23

Saturday's estimated jackpot: \$31 million

Birthdays

Baseball Hall of Famer Willie Mays is 91.
Sen. Richard Shelby, R-Ale., is 89.
Rock singer Bob Seger is 77.
Singer Jermaine Paul Robinson is 77.
Gospel singer-composer Lulu Roman is 75.
Actor Alan Dale is 75.

Actor Dan Musters is 75.
Actor Richard Cox is 74.
Actor Gregg Henry is 70.
Former British Prime Minister Tony Blair is 64.
TV personality Tom Geagoran is 67.
Actor Roma Downey is 62.

Rock singer John Flansburgh is 62.
Actor Julianne Phillips is 62.
Actor-director George Clooney is 61.
Actor Clay Aiken is 61.
Actor Leslie Hope is 57.
Actor Roma Downey is 62.

PUBLIC NOTICE

The Board of Directors of Adelphi is proposing to amend its 2018 Acquisition Restriction Policy regarding the sale of Adelphi to a third party. The proposed amendments are set forth in the attached document. The amendments are set forth in the attached document. The amendments are set forth in the attached document.

WHY THIS NOTICE? The Board of Directors of Adelphi is proposing to amend its 2018 Acquisition Restriction Policy regarding the sale of Adelphi to a third party. The proposed amendments are set forth in the attached document. The amendments are set forth in the attached document.

WHY IS THIS AVAILABLE? The Board of Directors of Adelphi is proposing to amend its 2018 Acquisition Restriction Policy regarding the sale of Adelphi to a third party. The proposed amendments are set forth in the attached document. The amendments are set forth in the attached document.

WHY IS THIS IMPORTANT? The Board of Directors of Adelphi is proposing to amend its 2018 Acquisition Restriction Policy regarding the sale of Adelphi to a third party. The proposed amendments are set forth in the attached document. The amendments are set forth in the attached document.

WHY IS THIS NECESSARY? The Board of Directors of Adelphi is proposing to amend its 2018 Acquisition Restriction Policy regarding the sale of Adelphi to a third party. The proposed amendments are set forth in the attached document. The amendments are set forth in the attached document.

WHY IS THIS IMPORTANT TO YOU? The Board of Directors of Adelphi is proposing to amend its 2018 Acquisition Restriction Policy regarding the sale of Adelphi to a third party. The proposed amendments are set forth in the attached document. The amendments are set forth in the attached document.

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DON'T GO THROUGH 5-6 WEEKS OF PAIN, AGONY, AND STRESS!

We Offer Bathroom Remodeling Solutions That Take Your Bathroom From Outdated to Outstanding in Days Not Weeks

\$500 off Bath Accessory • **0%** Interest until 2024* • **\$500** off Second Tub

Hurry Limited Time offer!

Our Bathroom Remodeling Solutions Include

Tub to Shower Conversions • Aging & Accessibility

- Custom Fit Shower Bases in your choice of Material, Color, Finish, & Panel
- Custom Fit Tubs, Steel Area Tubs, Jetted & Non-Jetted
- First-Source Acrylic, Resinure-Surface, Non-Porous
- Custom Fit and Fit Frameless Glass Doors
- Easy to Clean Low Maintenance & Removable Liner
- Support Your Weight Reductions from 100 to 200 lbs.
- Safe, Accurate, Grab Bars, Shower Seats, and 100+ ADA Approved Features
- Acrylic Finishes - Hand Held Faucet, Spoons, and More
- Designed to Fit Vanity Cabinets, Tops, & Recessed
- 100% Professionally Installed
- No Bath Liners, No Chair Seats

SHOP FROM THE CONVENIENCE AND SAFETY OF YOUR HOME ASK ABOUT SAME DAY SAVINGS!

3 EASY STEPS TO YOUR NEW BATH MAKEOVER

Getting your dream bathroom is easy. Our streamlined process is here to help you take your bath and transform your home.

- SCHEDULE YOUR CONSULTATION**
Call our experts today for a free, no-obligation consultation. We'll discuss your needs, preferences, and budget. Our experts will arrive on-site to assess your bathroom and provide a detailed quote.
- DESIGN CONSTRUCTION**
We'll have your design team create a custom design for your bathroom. We'll then begin construction on your new bathroom. Our experts will arrive on-site to assess your bathroom and provide a detailed quote.
- INSTALLATION**
We'll have our experts install your new bathroom. We'll then have our experts clean up your bathroom and leave it ready for you to enjoy.

YOU'LL GET MORE WHEN YOU CHOOSE PAYLESS!

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*Financing on approved credit. Minimum payments apply. Some restrictions apply. See website for financing details. Not available in Washington, Pennsylvania, and other states that require the company to be a licensed contractor. ©2021 Payless Bath Solutions, Inc.

