Airport Boulevard Bridge Replacement Project

Project Number C4-0065

COUNTY OF RIVERSIDE, CALIFORNIA
Federal Project No.: BRLS-5956 (231)
Federal Br. No. 56C-0020

Draft Initial Study with Proposed Negative Declaration

Prepared for:

County of Riverside Transportation Department
3525 14th Street
Riverside, CA 92501

Prepared by:

Dokken Engineering
110 Blue Ravine Road, Suite 200
Folsom, CA 95630

March 2023

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to County of Riverside, Attn: David Castro, 3525 14th Street, Riverside, CA 92501, phone number (951) 955-9719.

General Information about this Document

What's in this document:

The County of Riverside Transportation Department (County) has prepared this Initial Study, which examines the potential environmental impacts of the Airport Boulevard Bridge Replacement (Project) located in Riverside County, California. This IS/ND examines the potential environmental impacts of the proposed Project located in the City of Coacella in eastern Coachella Valley, Riverside County. The County is the lead agency under the California Environmental Quality Act (CEQA). The document describes the Project being proposed, the existing environment that could be affected by the Project, the potential impacts from the Project, and the proposed avoidance and minimization measures. The County will oversee the ciruclation of this document.

What's you should do:

Please read this Draft Initial Study with Negative Declaration (IS/ND). In accordance with CEQA, the County is circulating this Draft IS/ND for a period of thirty (30) days. **The public comment period begins March 17, 2023 and ends April 17, 2023.** This document is available for review by accessing the following webpage:

- https://rcprojects.org/airportboulevardbridgereplacement

This document is also available for review at the following physical locations:

- County of Riverside Transportation Department, 3525 14th St, Riverside, CA 92501
- City of Coachella, 53990 Enterprise Way, Coachella, CA 92236

We welcome your comments. If you have any comments regarding the proposed Project, **please send your written comments no later than April 17, 2023.** Comments may be submitted by e-mail to dacastro@rivco.org or by mail to the following address:

County of Riverside Transportation Department
Attn: David Castro, Associate Transportation Planner
3525 14th Street
Riverside, CA 92501

A Public Meeting is scheduled for this project on March 29, 2023, and will provide an opportunity for you to ask questions and provide comments regarding the project. The meeting will be held at the John Kelley Elementary School Cafeteria located at 87163 Center St, Thermal, CA 92274. Signs will be placed in the parking lot directing the public to the meeting room. In compliance with the Americans with Disabilities Act (ADA), persons with disabilities may request reasonable accommodations, including auxiliary aids and services at no cost to participate in the meeting by contacting David Castro at (951) 955-9719 or dacastro@rivco.org at least 3 business days before the scheduled event or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711. This document is also available in alternate formats upon request.

Consideration of comments raised during public circulation will be taken into account and addressed prior to adoption of the Negative Declaration (ND) by the County Board of Supervisors.

What happens next:

After comments are received from the public and reviewing agencies, the County may: (1) give environmental approval to the proposed Project, (2) undertake additional environmental studies, (3) abandon the Project, or (4) decide to modify the proposed Project under consideration based on comments received. If the Project is given environmental approval and funding is appropriated, the County could design and construct all or part of the Project.

Airport Boulevard Bridge Replacement Project

Riverside County, California

DRAFT INITIAL STUDY
With Proposed Negative Declaration

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

COUNTY OF RIVERSIDE
Transportation Department

_____
Date of Approval

_____
Jan Bulinski
Environmental Project Manager
County of Riverside Transportation Department

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Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Proponent:	County of Riverside Transportation Department 3525 14th Street Riverside, CA 92501
Project Title:	Airport Boulevard Bridge Replacement
Project Location:	The Airport Boulevard Bridge is located in the community of Thermal, in the County of Riverside, California. The Airport Boulevard Bridge is over the Whitewater River (Federal Br. No. 56C-0020).
Project Description:	The County of Riverside (County) in cooperation with the California Department of Transportation (Caltrans) and City of Coachella (City) proposes to replace the existing Airport Boulevard Bridge over the Whitewater River (Federal Br. No. 56C-0020) with a new, wider, 2 lane bridge and reconstruct the connecting approach roadways to meet current Caltrans seismic design codes. The project would raise the bridge profile by approximately 2-3 feet in order to maintain a minimum freeboard from the flood water. The project may also include minor retaining walls in order to maintain access to the existing mobile home community on the south side of Airport Boulevard. Roadway improvements also include transition pavement to the existing grade separation structure to the west and improvement of the intersection at Orange Street and Airport Boulevard. The project will also provide sidewalk improvements on the south side of the new bridge as well as accommodate future connectivity to the Coachella Valley Link Trail, which is anticipated to connect to Airport Boulevard along the unnamed local road in the northwestern quadrant of the project. Depending on the project design, utility relocations may be required.
Findings:	Pursuant to the provisions of the California Environmental Quality Act (CEQA), the County has determined that a Negative Declaration is the appropriate environmental document for the proposed Project. This Initial Study examines the environmental impacts of the Project. The Project will not result in any potentially significant impacts with the inclusion of the proposed avoidance and minimization measures, which reduce potential adverse impacts to less than significant levels. Therefore, the County has prepared a Proposed Negative Declaration with avoidance and minimization measures in accordance with the provisions of CEQA.
Avoidance and Minimization Measures	A list of all Avoidance and Minimization measures to be implemented for this project has been included below. These measures are also included in Sections I through XXI of this Initial Study, and in Appendix A (Mitigation Monitoring and Reporting Program). No Mitigation Measures are required to reduce potentially significant impacts to less than significant.

	<u>Avoidance and Minimization Measures</u> **VIS-1:** Lighting will be appropriately shielded. The Project's lighting design must be consistent with the City of Coachella and Riverside County lighting guidelines and standards. **VIS-2:** All disturbed areas including staging of vehicles and equipment will be restored to pre-construction contours and if applicable/appropriate, revegetated, either through hydroseeding or other means, with native species. **VIS-3:** Concrete surfaces associated with the bridge will be heavily textured to discourage graffiti and minimize recurring maintenance activities associated with graffiti removal. Additionally, concrete surfaces will be aesthetically treated or stained natural colors to be more compatible with the surrounding environment. **VIS-4:** As feasible the barrier/bridge rail fence shall be powder or vinyl color coated to meet aesthetic needs and to minimize glare. **AQ-1:** The contractor shall comply with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. **AQ-2:** The contractor shall control dust by applying either water or dust palliative, or both. **AQ-3:** The construction contractor shall implement control measures to reduce emissions of NO_x, ROG, and PM_{10}. The contractor shall: • Minimize idling time to 5 minutes when construction equipment is not in use, unless per engine manufacturer's specifications or for safety reasons more time is required. • To the extent practicable, manage operation of heavy-duty equipment to reduce emissions such as maintaining heavy-duty earthmoving, stationary and mobile equipment in optimum running conditions. • Use electric equipment when feasible. • Properly maintain equipment according to manufacturers' specifications. **AQ-4:** Implement dust suppression measures as applicable from South Coast Air Quality Management District (SCAQMD) Rules and Regulations, Rule 403 Fugitive Dust and

	Caltrans Standard Specifications for Construction, Sections 10 and 18 (Dust Control). **BIO–1:** Project-related debris, spoils, and trash will be contained and removed to a proper waste disposal facility. **BIO-2**: Equipment, vehicles, and materials staged and stored in right-of-way will situated in previously paved or previously disturbed areas only. **BIO-3:** If Project activities cannot be avoided during the bird breeding season (January 15th to September 30th), a preconstruction nesting bird clearance survey shall be conducted by a qualified biologist for avian species no more than three days prior to ground disturbance or vegetation removal activities to determine the presence of nesting birds. The surveys shall be conducted at the appropriate time(s) of day. If an active avian nest is located, the bird shall be identified to species and a "no construction" buffer (up to 500 feet) shall be established in accordance with the guidelines provided in the CVMSHCP and the sensitivity of the species. The "no-construction" buffer shall remain in place until nesting has ceased or the young have fledged. The qualified biologist shall monitor the nest to ensure that impacts to nesting birds do not occur. **CR-1:** If a significant archaeological resource(s) or tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 60 feet around the resource(s). An archaeologist, who meets the Secretary of Interior Standards for an archaeologist, shall assess the discovery, and if the discovery involves Native American resources a representative of the concerned tribe(s) shall be contracted to assess significance. The archaeologist, a representative of the appropriate Native American Tribe(s), and the County of Riverside shall confer regarding mitigation of the discovered resource(s). Work shall not resume in the area until mitigation has been completed or it has been determined that the archaeological resource(s) is not significant. **CR-2:** Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American

	origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of such identification, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Further provisions of Public Resource Code (PRC) 5097.98 are to be followed as applicable. **GEO-1**: A pre-construction paleontological sensitivity training will be provided to construction personnel. This training will be based on the Caltrans Standard Specifications, Section 14-7 "Paleontological Resources." **GEO-2:** If any suspected paleontological resources (fossils) are discovered during ground-disturbing activities, the construction supervisor shall halt work within a 60-foot radius around the find and establish an exclusionary buffer. Construction personnel shall not collect or move any suspected paleontological materials or further disturb any soils within the exclusionary buffer, but construction activity may continue unimpeded on other portions of the project site. Construction activity shall not resume within the exclusionary buffer until a qualified paleontologist can assess the significance of the find. If the paleontologist determines the find is not a paleontological resource, no further evaluation is required and work can resume However, if the paleontologist determines the find is a paleontological resource, construction activity shall not resume within the exclusionary buffer in order assess its significance pursuant to CEQA. If the find is determined to be significant, it shall be collected from the field and the paleontologist shall make recommendations for monitoring, curation, and reporting. **HAZ–1:** As is the case for any Project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during Project construction. Contaminated soils can be encountered at any depth of excavation. If soils contaminated by hazardous waste are discovered during construction, proper hazardous waste handling and emergency procedures under 40 CFR § 262 and Division 4.5 of Title 22 CA Code of Regulations shall be followed. The specific methods and protocol for determining if a soil is contaminated are contained in the Caltrans Hazardous Procedures for Construction.

	HAZ–2: Any leaking transformers observed during the course of the Project should be considered a potential polychlorinated biphenyl (PCB) hazard. A detailed inspection of individual electrical transformers was not conducted for this Phase I Environmental Site Assessment. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. **HAZ–3:** Any chemically treated wood must be treated as Treated Wood Waste (TWW) and disposed of as hazardous waste. For the TWW, Department of Toxic Substances Control (DTSC) regulations §66261.9.5 provide alternative management standards (AMS) for TWW. Caltrans 2018 Special Standard Provision (SSP) for TWW, SSP 14-11.14, is based on DTSCs AMS regulations. This SSP directs the Contractor to follow the AMS including providing training to all personnel that may come in contact with TWW. This training must include, at a minimum, safe handling, sorting and segregating, storage, labeling (including date), and proper disposal methods. **HAZ–4:** If no prior assessment of asbestos in the existing Airport Boulevard Bridge is conducted as part of the Coachella Valley Water District (CVWD) channel lining project, a Site Investigation is recommended for Asbestos Containing Material (ACMs) in the existing bridge that will be disturbed during construction. This investigation should be implemented before construction and documented as part of the Phase II ISA. **WQ-1:** The proposed Project would require a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) for Discharges of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ). The construction contractor shall adhere to the State Water Resource Control Board (SWRCB) Order No. 2012-0006-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes storm water and authorized non-storm

	water discharges from construction activities. As part of this Permit requirement, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared prior to construction consistent with the requirements of the Regional Water Quality Control Board (RWQCB). This SWPPP will incorporate all applicable Best Management Practices (BMPs) to ensure that adequate measures are taken during construction to minimize impacts to water quality. **WQ-2:** To conform with water quality requirements in the CGP, the following will be implemented during construction: • Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must be a minimum of 50 feet from surface waters. Any necessary equipment washing must occur where the water cannot flow into surface waters. • The Project specifications will require the contractor to operate under an approved spill prevention and clean-up plan; • Construction equipment will not be operated in flowing water; • Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life must be prevented from contaminating the soil or entering surface waters; • Equipment used in and around surface waters must be in good working order and free of dripping or leaking contaminants; and, • Any concrete rubble, asphalt, or other debris from construction must be taken to an approved disposal site. **WQ-3:** Prior to the start of construction activities, the Project limits in proximity to jurisdictional waters must be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into jurisdictional waters. **WQ-4:** Contract specifications will include the following BMPs, where applicable, to reduce erosion during construction: • Existing vegetation will be protected in place where feasible to provide an effective form of erosion and sediment control;

	• As a permanent BMP, slope roughening by equipment tracking will be implemented to create unevenness on bare soil. Surface roughening reduces erosion potential by decreasing runoff velocities, trapping sediment, and increasing water infiltration. **TRA-1:** Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing and signage and a traffic management plan. **TRBL-1**: In the event that human remains are discovered during construction at any time all construction activity shall immediately be halted within 60 feet of the discovery until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. <u>Mitigation Measures</u> No significant impacts have been identified requiring mitigation; therefore, no mitigation measures are required.

A copy of the IS/ND is available for review at the following locations:

- County of Riverside Transportation Department, 3525 14th St, Riverside, CA 92501
- City of Coachella, 53990 Enterprise Way, Coachella, CA 92236

and at the County of Riverside Transportation Department website:

- https://rcprojects.org/airportboulevardbridgereplacement

_____ _____

Jan Bulinski
Environmental Project Manager
County of Riverside Transportation Department

Date

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Paleontological Memorandum
Visual Impact Assessment – Minor Level
Water Quality Assessment Report

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Project Description

The County of Riverside (County) in cooperation with the California Department of Transportation (Caltrans) and City of Coachella (City) proposes to replace the existing Airport Boulevard Bridge over the Whitewater River (Federal Br. No. 56C-0020). The Airport Boulevard Bridge is located in the community of Thermal, in the County of Riverside, California. The Project Vicinity and Location are shown in Figures 1 and 2, respectively. The Project Features are shown in Figure 3.

The proposed bridge work is consistent with the 2012-2035 Regional Transportation Plan (RTP) as published by the Southern California Association of Governments (SCAG). The Project is anticipated to utilize federal funds through the federal Highway Bridge Project (HBP), as such it requires compliance with the National Environmental Policy Act (NEPA). Caltrans is the lead agency under NEPA and the County is the lead agency under the California Environmental Quality Act (CEQA). The City is a responsible agency under CEQA as the bridge is partially owned by the City as it is partially within City limits and City sphere of influence.

The existing Airport Boulevard Bridge is a two-lane road approximately 366 feet long and 34 feet wide with thirteen spans over the Whitewater River. This road along with the bridge is classified as a “collector street” by the County of Riverside. The bridge was originally built in 1951 and sustained damage in the 1969 flood. Partial reconstruction of the bridge occurred in 1970, when the bents were retrofitted by placing in-fill walls between the bent columns and pile cap with additional steel piles driven at the two ends of the in-filled wall bents. In 2017 the bridge was rehabilitated to include a 5-foot sidewalk on the south side. Furthermore, this bridge also has scour issues that have exposed a portion of the existing steel-encased piles and is now classified as a “Scour Critical Bridge” as of September 2019 based on Caltrans’ inspection in August 2019.

The bridge is listed in the Federal Eligible Bridge List (EBL) with a Sufficiency Rating (SR) of 60 according to the Bridge Inspection Report prepared by Caltrans Structure Maintenance and Investigations (SM&I). Since the bridge has a SR lower than 80, the bridge is eligible for major rehabilitation in accordance with the Highway Bridge Program (HBP) guidelines.

Additionally, the FEMA Flood Plain Report indicated significant inundation for the Airport Boulevard Bridge in a 100 year flood event. The Coachella Valley Water District (CVWD) has proposed improvements of the channel at the bridge location, including lowering of the riverbed by 5 feet and installing concreting lining from bank to bank underneath the existing bridge. The purpose of the CVWD Stormwater Channel Improvement Project is to restore channel flow conditions to convey the 100-year flood, provide requisite freeboard and to remove the existing threat of flooding during a 100-year storm event to the parcels within the area of benefit. CVWD’s project is currently underway, to counter the impact of lowering the channel, four of the bents/support required temporary retrofit, strengthening of these bents/support is also a part of the CVWD Stormwater Channel Improvement Project.

It has been determined that a seismic structural retrofit would cost approximately $1 million dollars more than replacement of the bridge, and with the significant hydraulic constraint cited above, the County proposes to replace Airport Boulevard Bridge with a new concrete structure. This Project proposes to replace the existing 2 lane Airport Boulevard Bridge over Whitewater River with a new, wider, 2 lane bridge and reconstruct the connecting approach roadways to meet current Caltrans seismic design codes. The new bridge would be widened to approximately 71 feet and include 6 foot wide sidewalks on both sides of the bridge, 8 foot wide shoulders, a 14 foot wide eastbound and westbound lane, and a 12 foot wide striped median/turn lane. The new bridge would have foundations placed below the potential scour plane. The Project would raise the

bridge profile by approximately 2-3 feet in order to maintain a minimum freeboard from the flood water. The reprofiling would extend into approximately 850 feet of approach roadway to the west that will also be reconstructed. See Figure 3 for project features.

The Project may also include minor retaining walls and offsite improvements in order to maintain access to the existing mobile home community on the south side of Airport Boulevard. Roadway improvements also include transition pavement to the existing grade separation structure to the west and improvement of the intersection at Orange Street and Airport Boulevard. The Project will also provide sidewalk improvements on the south side of the new bridge as well as accommodate future connectivity to the Coachella Valley Link Trail, which is anticipated to connect to Airport Boulevard along the unnamed local road in the northwestern quadrant of the Project.

Depending on the Project design, utility relocation may be required. Coordination with the following utilities to determine actions that may need to be taken once Project design is established include: Coachella Valley Water District, Imperial Irrigation, Kinder Morgan Energy Partners, Level 3 Communications/CenturyLink, MCI (Verizon Business), So Cal Gas (Distribution - Palm Desert division), and Utiliquest for Frontier. The new bridge will also be constructed to accommodate future utility lines within the bridge.

The new bridge will be constructed in two stages. Stage 1 is to construct the north half of the bridge along the north edge of the existing structure, while the traffic on Airport Boulevard would remain on the existing bridge in each direction, unless necessary to reduce traffic control to one-way traffic to temporarily accommodate construction vehicles . Once Stage 1 is constructed, two lanes of traffic will be shifted to the newly constructed bridge while the existing bridge is demolished in Stage 2. Upon completion of demolition, the remaining south half of the proposed bridge will be constructed and completed once joined to the north half of the bridge with a closure pour.

Sliver takes for right of way acquisition would be required, and the commercial land in the northeast quadrant adjacent to the Project area would potentially be considered as a staging area.

Purpose and Need

The purpose of the proposed Project is to update the existing facility to meet seismic, scour, flood, and design standards.

The need for the Project is outlined below:

- The existing bridge has reached its useful design life. The bridge has inadequate shoulder width, lane width and is found to be structurally inadequate to meet the basic required strength and resistance.
- The existing Airport Boulevard Bridge over Whitewater River needs to be replaced with a new bridge that will meet the current seismic, service load design standards, and provide an adequate facility for emergency response and general access across the Whitewater River.

Permits and Approvals Needed

Agency	Permit/Approval	Status
Colorado River Regional Water Quality Control Board	Section 401 Water Quality Certification	Will be obtained prior to construction
Colorado River Regional Water Quality Control Board	Section 402 National Pollution Discharge Elimination System Permit	Will be obtained prior to construction
U.S. Army Corps of Engineers	Section 404 Nationwide Permit	Will be obtained prior to construction
California Department of Fish and Wildlife	Section 1602 Streambed Alteration Agreement	Will be obtained prior to construction

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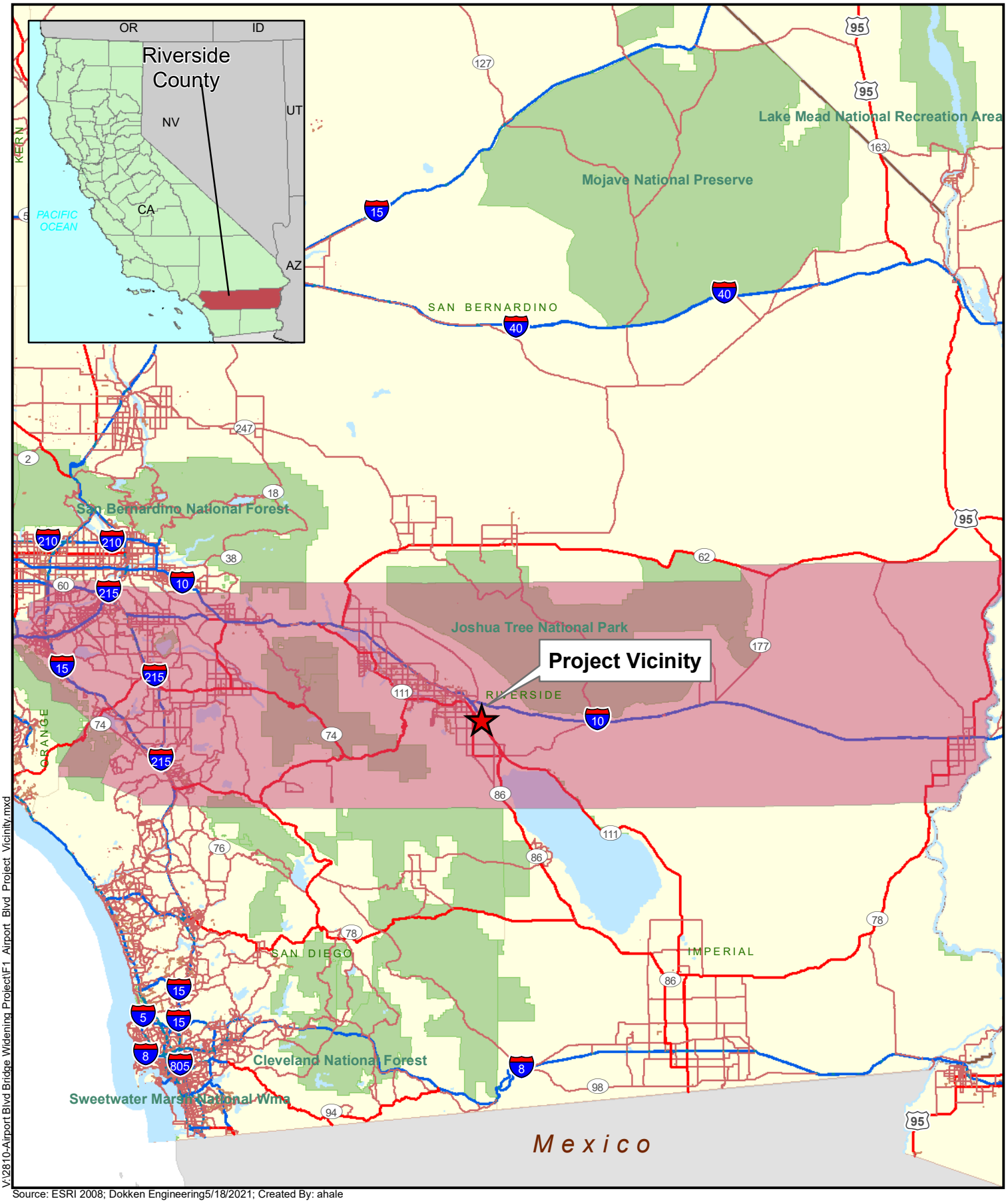

Source: ESRI 2008; Dokken Engineering5/18/2021; Created By: ahale

0 10 20 30 Miles

FIGURE 1
Project Vicinity

BRLS-5956(231)
Airport Boulevard Bridge Replacement Project
Thermal, Riverside County, California

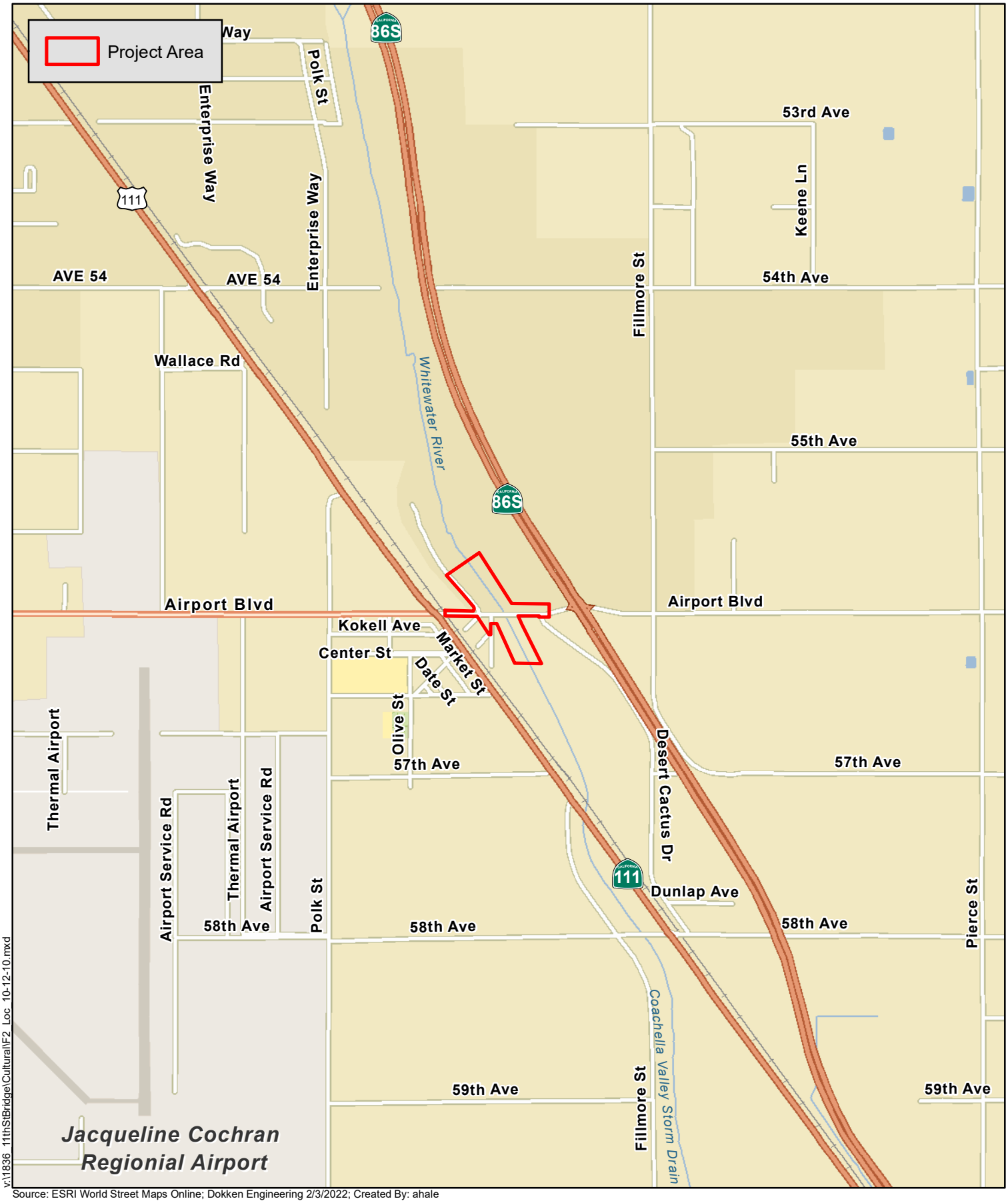

FIGURE 2
Project Location

BRLS-5956(231)
Airport Boulevard Bridge Replacement Project
Thermal, Riverside County, California

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Source: ESRI Maps Online; Dokken Engineering 10/3/2022; Created By: zachl

1 inch = 250 feet

0 250 500 750 1,000 Feet

FIGURE 3
Project Features

BRLS-5956(231)
Airport Boulevard Bridge Replacement Project
Thermal, Riverside County, California

Environmental Factors Potentially Affected

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

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

1. The proposed project would have no effect on: Agriculture and Forest Resources, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Wildfire.

2. In addition, the proposed project would have no significant effect on: Aesthetics, Air Quality, Biological Resources Cultural Resources, Energy, Geology, Soils, and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Mandatory Findings of Significance.

3. The proposed project would not result in any impacts requiring mitigation to reduce the effects to less-than-significant. All avoidance and minimization measures are identified in Appendix A (Mitigation Monitoring and Reporting Program).

CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

I. AESTHETICS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In nonurbanized 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 publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Source(s): Riverside County General Plan (2015), City of Coachella General Plan 2035 (2015), and the Airport Boulevard Bridge Replacement Project Visual Impact Assessment (2022).

Findings of Fact:

a, c) **Less Than Significant Impact.** According to the County of Riverside General Plan Multipurpose Open Space Element, scenic vistas consist of points accessible to the general public that may provide a view of hillsides, ridges, or other open space features. The City of Coachella Land Use and Community Character Element lists views of mountains and the rural, agricultural character of the area as contributing factors of the scenic quality in the City of Coachella.

The existing visual character of the Project area is a blend of open landscape and constructed elements. The open areas outside of the Project area includes surrounding mountains; Santa Rosa and San Jacinto Mountains are located to the west. Existing visual quality of the Project area is low due to the uniformed, low vividness throughout most of the site. The vividness of the Project area is low as the Project area consists largely of flat developed lands within medium-density residential development to the west of the existing bridge and lacks distinctive or memorable features.

The proposed Project is anticipated to have a low visual impact within the Project area since all of the attributes that comprise the visual character and quality would not substantially be changed as a result of the proposed Project. While the bridge profile would be raised by approximately 2-3 feet in order to maintain a minimum freeboard from floodwater, the proposed bridge would be aesthetically similar to the current bridge and

view of the mountains in the background would be minimally affected. The pavement width would be wider but will be aesthetically treated. With implementation of measures **VIS-2** through **VIS-4**, there would be **Less than Significant**.

b) **No Impact.** The Project area is not located immediately adjacent to any State scenic highway. The proposed Project will not have a significant impact upon a scenic highway corridor. **No impacts** to any state eligible scenic highways are anticipated.

d) **Less than Significant.** The proposed Project may include the addition of lighting on the bridge and areas may also be lighted during construction. With implementation of measure **VIS-1**, impacts would be **Less than Significant.**

Avoidance, Minimization, and/or Mitigation Measures

No significant impact related to Aesthetics which would require mitigation would occur. With implementation of the recommended Avoidance and Minimization Measures **VIS-1** through **VIS-4** below, as well as Avoidance and Minimization Measure **AQ-4** below and in Section III. Air Quality, impacts would remain less than significant.

Avoidance and Minimization Measures

VIS-1: Lighting will be appropriately shielded. The Project's lighting design must be consistent with the City of Coachella and Riverside County lighting guidelines and standards.

VIS-2: All disturbed areas including staging of vehicles and equipment will be restored to pre-construction contours and if applicable/appropriate, revegetated, either through hydroseeding or other means, with native species.

VIS-3: Concrete surfaces associated with the bridge will be heavily textured to discourage graffiti and minimize recurring maintenance activities associated with graffiti removal. Additionally, concrete surfaces will be aesthetically treated or stained natural colors to be more compatible with the surrounding environment.

VIS-4: As feasible the barrier/bridge rail fence shall be powder or vinyl color coated to meet aesthetic needs and to minimize glare.

AQ-4: Implement dust suppression measures as applicable from South Coast Air Quality Management District (SCAQMD) Rules and Regulations, Rule 403 Fugitive Dust and Caltrans Standard Specifications for Construction, Sections 10 and 18 (Dust Control).

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

Source(s): California Department of Conservation Important Farmland Finder (2022) and City of Coachella General Plan Map 2035.

Findings of Fact:

a) **No Impact.** According to the California Department of Conservation Important Farmland Finder, the proposed Project area is primarily bordered by land identified as Urban and Built-Up Land. Land located between the Whitewater River and State Route 86S is identified as Farmland of Local Importance. According to the City of Coachella General Plan Land Use map, this area is designated as Light Industrial; therefore, this area is planned for urban development and not agricultural uses. There would be **No Impact**.

b) **No Impact.** There are no Williamson Act contract lands or lands zoned for agricultural use within proximity to the Project site. There would be **No Impact.**

c, d) **No Impact.** There are no forest lands or timberlands (or lands zoned as such) in the Project study area. The Project would not result in the loss of forest land or conversion of forest land to non-forest use. There would be **No Impact.**

e) **No Impact.** The Project would have no impact to conversion of Farmland to non-agricultural use. The area designated as Farmland of Statewide Importance in the Project area is designated as Light Industrial by the City of Coachella and planned for urban development. No forest land is in the Project area. There would be **No Impact**.

Avoidance, Minimization, and/or Mitigation Measures

No impacts have been identified; therefore, no avoidance or minimization measures are required.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Source(s): California Air Resources Board Maps of State Area Designations (October 2020), California Air Resources Board Maps of Federal Area Designations (October 2018), South Coast Air Quality Management District Air Quality Analysis Handbook / Air Quality Management Plan (2016) & Riverside County General Plan (2015).

Findings of Fact:

Affected Environment

The Project is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within the SCAB. The District also has responsibility for monitoring air quality and setting and enforcing limits for source emissions. California Air Resources Board (CARB) is the agency with the legal responsibility for regulating mobile source emissions. The District is precluded from such activities under State law.

Existing air quality conditions in the Project area can be characterized in terms of the ambient air quality standards that the state of California (California Ambient Air Quality Standards [CAAQS]) and the Federal government National Ambient Air Quality Standards (NAAQS) have established for several different pollutants. For some pollutants, separate standards have been set for different measurement periods. Most standards have been set to protect public health. Table 1 shows the State and Federal standards for a variety of pollutants. Ambient air pollutant concentrations are measured at 16 permanent monitoring stations throughout the Basin. The Federal and State governments have established ambient air quality standards for six criteria pollutants: ozone, CO, NO_2, SO_2, particulate matter ($PM_{2.5}$ and PM_{10}), and lead. Within the SCAQMD, ozone and $PM_{2.5}$ and PM_{10} are considered pollutants of concern.

Under NAAQS, the Project is located in an area that is in non-attainment for 8-hour ozone and PM_{10}. It is in attainment or unclassified for other Federal criteria pollutants. Under CAAQS, the Project is located in an area that is in non-attainment for 8-hour ozone, 1-hour ozone, and PM_{10}.

Table 1. Ambient Air Quality Standards

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page …

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

(Table 1, continued)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

It is in attainment or unclassified for other State criteria pollutants. Table 2 summarizes the ambient air quality classifications for the Project location.

Table 2. Attainment for the South Coast Air Basin

Pollutant	Attainment Status	
	Federal	State
O_3 –8-hour	Nonattainment	Nonattainment
O_3 –1-hour	Attainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Unclassifiable/Attainment	Attainment
NO_2	Unclassifiable/Attainment	Attainment
SO_2	Unclassifiable/Attainment	Attainment
Sulfates	No Federal Standard	Attainment
Lead	Unclassifiable/Attainment	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sources: CARB Maps of State Area Designations, October 2020, and CARB Maps of Federal Area Designations, October 2018		

The State CEQA Guidelines further state that the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the determinations below. The SCAQMD has specified significance thresholds (SCAQMD 2019 to determine whether mitigation is needed for Project-related air quality impacts. The SCAQMD's thresholds of significance for construction- and operation-related emissions are presented in Table 3.

Table 3. South Coast Air Quality Management District Thresholds of Significance

Thresholds of Significance		
Pollutant	**Construction (pounds per day)**	**Operation (pounds per day)**
NO_x	100 lbs/day	55 lbs/day (0.0275 tons/day)
VOC	75 lbs/day	55 lbs/day (0.0275 tons/day)
PM_{10}	150 lbs/day	150 lbs/day (0.075 tons/day)
$PM_{2.5}$	55 lbs/day	55 lbs/day (0.0275 tons/day)
SO_x	150 lbs/day	150 lbs/day (0.075 tons/day)
CO	550 lbs/day	550 lbs/day (0.275 tons/day)
Lead	3 lbs/day	3 lbs/day (0.001 tons/day)

Source: SCAQMD 2019

Environmental Consequences

a) **No Impact.** The SCAQMD is required to produce air quality management plans directing how the SCAB's air quality will be brought into attainment with the national and state ambient air quality standards. The most recent air quality management plan is the *2016 Air Quality Management Plan*. The purpose of the *2016 Air Quality Management Plan* is to achieve and maintain both the national and state ambient air quality standards described above.

In order to determine if a project is consistent with the *2016 Air Quality Management Plan*, the SCAQMD has established consistency criterion which are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD's *CEQA Air Quality Handbook* and are discussed below.

Consistency Criterion No. 1: *The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the 2016 Air Quality Management Plan.*

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. As evaluated under response (b) below, the Project would not exceed regional or localized significance thresholds for any criteria pollutant during construction or during long-term operation. Accordingly, the Project's regional and localized emissions would not contribute substantially to an existing or potential future air quality violation or delay the attainment of air quality standards.

Consistency Criterion No. 2: *The proposed project will not exceed the assumptions in the 2016 Air Quality Management Plan.*

The *2016 Air Quality Management Plan* demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP.

The Air Quality Elements of the County of Riverside General Plan emphasize several approaches for improving air quality within the County. The proposed Project is intended to replace the existing facility to meet seismic, scour, flood, and design standards. As the Project would not add additional travel lanes, the proposed Project would not increase emissions nor would the proposed Project prevent the goals outlined in the County's General Plan from being reached. It is determined that the Project is consistent with the AQMP; therefore, the Project would not conflict with or obstruct implementation of the AQMP. There would be **No Impact**.

b - c) Less Than Significant Impact.

Construction Emissions

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

Construction-related effects on air quality would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of materials and equipment to and from the site. If not properly controlled, these activities would temporarily generate PM_{10} and $PM_{2.5}$, and small amounts of CO, SO_2,

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

Construction air quality impacts are generally attributable to dust generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces. Clearing and earth moving activities do comprise major sources of construction dust emissions, but traffic and general disturbances of soil surfaces also generate significant dust emissions. Further, dust generation is dependent on soil type and soil moisture.

Adverse effects of construction activities include increased dust-fall and locally elevated levels of total suspended particulate. Dust-fall can be a nuisance to neighboring properties or previously completed developments surrounding or within the Project area and may require frequent washing during the construction period. Further, asphalt-paving materials used during construction will present temporary, minor sources of hydrocarbons that are precursors of ozone.

Construction of the proposed Project is anticipated to take 24 months. The Project's construction emissions were estimated using the Roadway Construction Emissions Model by the Sacramento Metropolitan Air Quality Management District (SMAQMD 2018). As summarized in Table 4, construction activities associated with the proposed Project would not exceed emission thresholds established by the SCAQMD.

Table 4. Road Construction Emissions Model Compared to Thresholds of Significance

Thresholds of Significance		
Pollutant	**Road Construction Emissions Model Estimates**	**SCAQMD Threshold (pounds per day)**
NO_x	15.16 lbs/day	100 lbs/day
VOC	8.23 lbs/day	75 lbs/day
PM_{10}	0.72 lbs/day	150 lbs/day
$PM_{2.5}$	0.58 lbs/day	55 lbs/day
SO_x	0.16 lbs/day	150 lbs/day
CO	12.10 lbs/day	550 lbs/day
Lead	0 lbs/day	3 lbs/day

Source: Modeling using the Roadway Construction Emissions Model 9.0.0 (Sacramento Metropolitan Air Quality Management District 2018).

As shown in Table 4, construction of the proposed Project would not result in exceedance of SCAQMD thresholds of significance. Furthermore, implementation of measures **AQ-1** through **AQ-4** are required to ensure construction activities would be conducted in accordance with SCAQMD Rules 402, 403, and 431.2, which require implementation of standard control measures for fugitive dust, diesel equipment emissions, and limiting vehicle idling to five minutes or less.

Operational Emissions

Long-term air pollutant emissions are typically associated with emissions from stationary, energy, and mobile sources. As the Project would not increase capacity of the bridge, operation of the proposed Project would result in similar pollutant emissions if the Project was not construction.

As neither construction nor operation of the proposed Project would result in significant pollutant emissions, the proposed Project would not conflict with or obstruct implementation of any applicable air quality management plan, contribute to a substantial increase in regional air emissions, or expose sensitive receptors to substantial pollutant concentrations. Adherence to the measures **AQ-1** through **AQ-4** would ensure impacts related to construction emissions are **Less than Significant Impact.**

d) **Less Than Significant Impact.** The Project would have a less than significant impact related to exposing sensitive receptors to substantial pollutant concentrations and creating objectionable odors. Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site(s). Such odors would be quickly dispersed below detectable thresholds as distance from the site(s) increases. With implementation of measures **AQ-1** through **AQ-4**, impacts related to other emissions such as nuisance odors are **Less than Significant Impact.**

Avoidance, Minimization, and/or Mitigation Measures

All of the construction impacts to air quality are short-term in duration and, therefore, will not result in adverse or long-term impacts. Implementation of the following Avoidance and Minimization Measures will reduce any air quality impacts resulting from construction activities to less than significant:

Avoidance and Minimization Measures

AQ-1: The contractor shall comply with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

AQ-2: The contractor shall control dust by applying either water or dust palliative, or both.

AQ-3: The construction contractor shall implement control measures to reduce emissions of NO_x, ROG, and PM_{10}. The contractor shall:

- Minimize idling time to 5 minutes when construction equipment is not in use, unless per engine manufacturer's specifications or for safety reasons more time is required.
- To the extent practicable, manage operation of heavy-duty equipment to reduce emissions such as maintaining heavy-duty earthmoving, stationary and mobile equipment in optimum running conditions.
- Use electric equipment when feasible.
- Properly maintain equipment according to manufacturers' specifications.

AQ-4: Implement dust suppression measures as applicable from South Coast Air Quality Management District (SCAQMD) Rules and Regulations, Rule 403 Fugitive Dust and Caltrans Standard Specifications for Construction, Sections 10 and 18 (Dust Control).

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

Source(s): Airport Boulevard Bridge Replacement Project Natural Environment Study (December 2022)

Findings of Fact:

Regulatory Setting

This section describes the federal, state, and local plans, policies, and laws that are relevant to biological resources within the Biological Study Area (BSA) described in detail in the Affected Environment section below. “Special status species” include any species that has been afforded

special recognition by federal, state or local resources agencies (e.g., U.S. Fish and Wildlife Service [USFWS], California Department of Fish and Wildlife [CDFW], etc.), and/or resource conservation organizations (e.g., California Native Plant Society [CNPS]). The term "special-status species" excludes those avian species solely identified under Section 10 of the Migratory Bird Treaty Act (MBTA) for federal protection. MBTA Section 10 protected species are afforded avoidance and minimization measures per state and federal requirements.

Federal Regulations

This section describes the Federal regulations that are applicable to the proposed project including: the Federal Endangered Species Act (FESA) of 1973 (16 U.S.C. Section 1531 et seq.), Clean Water Act (CWA), Executive Order (EO) 13112 (Prevention and Control of Invasive Species) and EO 13186 (Migratory Bird Treaty Act).

Federal Endangered Species Act (FESA)

FESA provides for the conservation of endangered and threatened species listed pursuant to Section 4 of the Act (16 U.S.C. Section 1533) and the ecosystems upon which they depend. These species and resources have been identified by the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS).

Clean Water Act

The Clean Water Act (CWA) was enacted as an amendment to the Federal Water Pollutant Control Act of 1972, which outlined the basic structure for regulating discharges of pollutants to Waters of the U.S. (WOUS). The CWA serves as the primary Federal law protecting the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. The CWA empowers the U.S. Environmental Protection Agency (EPA) to set national water quality standards and effluent limitations, and includes programs addressing both point-source and non-point-source pollution. Point-source pollution originates or enters surface waters at a single, discrete location, such as an outfall structure or an excavation or construction site. Non-point-source pollution originates over a broader area and includes urban contaminants in stormwater runoff and sediment loading from upstream areas. The CWA operates on the principle that all discharges into the nation's waters are unlawful unless they are specifically authorized by a permit; permit review is the CWA's primary regulatory tool.

Section 303(d)

Under the mandate of Section 303(d) of the CWA, the Regional Water Quality Control Board (RWQCB) is required to formulate a list of surface water bodies that exceed applicable water quality standards. Subsequently, the RWQCB is required to describe the impairment sources and prioritize these water bodies to develop Total Maximum Daily Loads (TMDLs). The current list was updated in 2016. Whitewater River is included as a 303(d)-listed water with TMDLs required (State Water Resources Control Board [SWRCB] 2016).

Section 304 (a)

Section 304(a)(1) of the CWA requires EPA to develop and publish, and from time to time revise, recommended criteria for the protection of water quality that accurately reflect the latest scientific knowledge. EPA's recommended section 304(a) criteria provide technical information for states and authorized tribes to consider and use in adopting water quality standards that ultimately provide the basis for assessing water body health and controlling discharges of pollutants into waters of the United States.

Section 401
The RWQCB has jurisdiction under Section 401 of the CWA and regulates any activity which may result in a discharge to surface waters. Typically, the areas subject to jurisdiction of the RWQCB coincide with those of USACE (i.e., WOUS including wetlands). The RWQCB also asserts authority over Waters of the State (WOS) under waste discharge requirements pursuant to the Porter-Cologne Water Quality Control Act. The proposed Project is located within the jurisdiction of the Colorado River RWQCB.

Section 402
Section 402 establishes a permit under the National Pollution Discharge Elimination System (NPDES) program for discharges of storm water resulting from ground disturbing construction activities such as grading. For ground disturbing construction activities of more than one acre, a NPDES Phase II permit from the RWQCB is required. The preparation of a Stormwater Pollution Prevention Plan (SWPPP) is a requirement of the NPDES Phase II permit.

Section 404
Section 404 establishes a permit program administered by U.S. Army Corps of Engineers (USACE) which regulates the discharge of dredged or fill material into waters of the U.S. (including wetlands). USACE has jurisdiction over fill materials in essentially all water bodies, including wetlands. All federal agencies are to avoid impacts to wetlands whenever there is a practicable alternative.

Executive Order 13112: Prevention and Control of Invasive Species

EO 13112 (signed February 3, 1999) directs all federal agencies to prevent and control introductions of invasive species in a cost-effective and environmentally sound manner. The EO requires consideration of invasive species in National Environmental Policy Act (NEPA) analyses, including their identification and distribution, their potential impacts, and measures to prevent or eradicate them.

Executive Order 13186: Migratory Bird Treaty Act
EO 13186 (signed January 10, 2001) directs each federal agency taking actions that could adversely affect migratory bird populations to work with USFWS to develop a Memorandum of Understanding (MOU) that will promote the conservation of migratory bird populations. Protocols developed under the MOU will include the following agency responsibilities:

- avoid and minimize, to the maximum extent practicable, adverse impacts on migratory bird resources when conducting agency actions;
- restore and enhance habitat of migratory birds, as practicable; and
- prevent or abate the pollution or detrimental alteration of the environment for the benefit of migratory birds, as practicable.

The EO is designed to assist federal agencies in their efforts to comply with the MBTA (50 Code of Federal Regulations (CFR) 10 and 21) and does not constitute any legal authorization to take migratory birds. Take is defined under the MBTA as “the action of or attempt to pursue, hunt, shoot, capture, collect, or kill” (50 CFR 10.12) and includes intentional take (i.e., take that is the purpose of the activity in question) and unintentional take (i.e., take that results from, but is not the purpose of, the activity in question).

State Regulations

This section describes the State of California regulations that are applicable to the proposed Project including: CEQA (California Public Resources Code, Sections 21000 – 21178, and Title 14 CCR, Section 753, and Chapter 3, Sections 15000 – 15387), the California Endangered Species Act (CESA; Fish and Game Code (CFG Code) Sections 2050-2116), California Fish and Game Code (CFG Code) Section 3503 and 3503.5, and CFG Code Section 3513.

California Environmental Quality Act

CEQA is a California state law created to inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities and to work to reduce these negative environmental impacts. The County is the CEQA lead agency for this Project.

California Endangered Species Act

The CESA (CFG Code Section 2050 et seq.) requires CDFW to establish a list of endangered and threatened species (Section 2070) and to prohibit the incidental taking of any such listed species except as allowed by CESA (Sections 2080-2089). In addition, CESA prohibits take of candidate species (under consideration for listing).

CESA also requires the CDFW to comply with the CEQA (Pub. Resources Code Section 21000 et seq.) when evaluating incidental take permit applications (CFG Code Section 2081(b) and California Code Regulations, Title 14, section 783.0 et seq.), and the potential impacts the project or activity for which the application was submitted may have on the environment. The CDFW's CEQA obligations include consultation with other public agencies which have jurisdiction over the project or activity (California Code Regulations, Title 14, Section 783.5(d)(3)). CDFW cannot issue an incidental take permit if issuance would jeopardize the continued existence of the species (CFG Code Section 2081(c); California Code Regulations, Title 14, Section 783.4(b)).

Sections 3503 and 3503.5: Birds and Raptors

CFG Code Section 3503 prohibits the destruction of bird nests and Section 3503.5 prohibits the killing of raptor species and destruction of raptor nests. Trees and shrubs are present in and adjacent to the study area and could provide potential nesting habitat for birds and raptors.

Section 3513: Migratory Birds

CFG Code Section 3513 prohibits the take or possession of any migratory non-game bird as designated in the MBTA or any part of such migratory non-game bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Local Regulations

This section describes the local County and City regulations that are applicable to the proposed Project.

Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)

The CVMSHCP aims to conserve over 240,000 acres of open space and protect 27 plant and animal species. By providing comprehensive compliance with federal and state endangered species laws, the Plan not only safeguards the desert's natural heritage for future generations, but it also allows for more timely construction of roads and other infrastructure that is essential to improving quality of life in the Coachella Valley.

Riverside County General Plan

The Project occurs within the jurisdiction of the Eastern Coachella Valley Area Plan, a component of the County of Riverside 2015 General Plan. This Project has been designed to be consistent with the County of Riverside 2015 General Plan. Impacts to biological resources will be avoided and minimized to the maximum extent practicable. Coordination with appropriate regulatory agencies including CVAG (Coachella Valley Association of Governments), CDFW, USFWS, and USACE will ensure impacts to sensitive resources are minimized or mitigated for, as appropriate. The County of Riverside will incorporate specific requirements of the CVMSHCP into design plans. With the implementation of Project measures, Caltrans Standard Best Management Practices (BMPs), permit conditions, and Project design, the Project is in conformance with the following Policies and Codes: Circulation Element Policy 20.7 (Environmental Considerations), Land Use Element Policy 4.1 (Project Design), Multipurpose Open Space Element Policy 9.3 (Vegetation), Eastern Coachella Valley Area Plan Policy 4.1 (Light Pollution).

City of Coachella General Plan

A portion of the Project area is within the City of Coachella. The City of Coachella General Plan Sustainability and Natural Environment Element establishes the City's long-term goals and policies for managing and protecting its natural resources and open spaces. The following are related to biological resources:

Goal 9. Plant and Wildlife Habitat Areas: Protected plant and wildlife habitat areas that are protected, productive, viable natural resources and exist harmoniously with adjacent development.

Policies

9.1 Buffers from new development. Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer.

9.2 Agriculture and natural habitat. Promote the creation and maintenance of natural habitat and wildlife corridors on agricultural lands through wildlife-compatible farm management practices.

9.3 Wildlife corridors. Support the creation of local and regional conservation and preservation easements that protect habitat areas, serve as wildlife corridors and help protect sensitive biological resources.

9.4 Conservation and preservation easements. Develop a program to facilitate the creation of conservation and preservation easements that identifies key habitat areas, habitat corridors and sensitive biological resources and:

- Establishes a simple process for land owners to grant easements, including identifying organizations or agencies capable of holding the easements; and

- Provides information to the landowners of identified properties about the benefits of conservation and preservation easements.

9.5 Multiple species habitat conservation plan. Support and adhere to the Coachella Valley Multiple Species Habitat Conservation Plan.

9.6 Native habitat management. Develop a program to restore native habitat on undeveloped portions of City-owned properties, where feasible, and remove invasive species where they occur.

9.7 Landscape design. Encourage new developments to incorporate native vegetation materials into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.

9.8 Sensitive species. Require projects proposing to develop in subareas 5, 6, and 7 to conduct surveys to determine if there is occurrence of sensitive species within the Project area. If sensitive species are present, projects must implement mitigation measures necessary as prescribed by a qualified biologist and approved by any applicable resource agency in order to receive necessary City permits.

Affected Environment

The Project area was defined as the area required for Project activities including staging, access, and construction. The BSA is located both within the city limits of Coachella and unincorporated lands in the community of Thermal, Riverside County, California. The approximately 25-acre Project area is approximately 366 feet long and 34 feet wide and entirely within the BSA. The Project area extends from approximately 4400 feet north of Avenue 54 downstream (south) to approximately 4500 feet north of Avenue 58 in Thermal. The existing BSA is bounded by earthen flood control levees, although concrete wall reinforcement is present in the northern Project area and near bridges. Land surrounding the BSA within two miles consists of desert scrub, desert riparian, undeveloped grazing land, orchards, agricultural facilities, a few rural residences, a patchwork of commercial buildings and single-family rural residential dwellings, a sheriff's station, and natural lands (undeveloped, some of which have been previously disturbed).

The BSA contains a 3,040 linear foot segment of the excavated drainage for the Whitewater River. This drainage is highly disturbed under normal conditions. The surveys were conducted by Bargas Biologists Dennis Peterson and Jane Gao on June 18 and July 1, 2021, to determine whether any special-status plant or wildlife species, or their habitat, or sensitive habitats, occur within the BSA that could pose a constraint to implementation of the proposed Project. Biological communities found within the BSA include Common and Giant Reed Marsh, Salt Grass Flats, and Iodine Bush Scrub. Biological communities are shown on **Figure 4. Biological Communities Map**. Common and Giant Reed Marsh, Salt Grass Flats, and Iodine Bush Scrub communities have since been removed and replaced with concrete as part of the CVWD project.

Environmental Consequences

a) **Less Than Significant Impact.** Field assessments for biological resources on the proposed Project site were conducted on 18 June 2021, and 01 July 2021.

A total of fourteen (14) special status plant species and nineteen (19) special status animal species were identified during the California Native Plant Society California (CNPS) Rare Plant Inventory, California Natural Diversity Database (CNDDB), and IPaC records search as potentially occurring within the BSA. Special status animal species include burrowing owl (*Athene cunicularia*), ferruginous hawk (*Buteo regalis*), monarch butterfly (*Danaus plexippus*), southwestern willow flycatcher (*Empidonax taillii extimus*), western mastiff bat (*Eumops perotis californicus*), prairie falcon (*Falco mexicanus*), desert tortoise (*Gopherus agassizii*), western yellow bat (*Lasiurus xanthinus*), Palm Springs pocket mouse (*Perognathus longimembris bangsi*), flat-tailed horned lizard (*Phrynosoma mcallii*), black-tailed gnatcatcher (*Polioptila melanura*), vermilion flycatcher (*Pyrocephalus rubinus*), Yuma Ridgway's rail (*Rallus obsoletus yumanensis*), American badger (*Taxidea taxus*), Crissal thrasher (*Toxostoma crissale*), LeConte's thrasher (*Toxostoma lecontei*),

Coachella Valley Fringe-toed lizard (*Uma inornata*), least Bell's vireo (*Vireo bellii pusillus*), Palm Springs round-tailed ground squirrel (*Xerospermophilus tereticaudus chlorus*).

Rare plant species include chaparral sand-verbena *(Abronia villosa var. aurita),* singlewhorl burrobush *(Ambrosia monogyra),* Coachella Valley milk-vetch *(Astragalus lentiginosus var. coachellae),* Lancaster milk-vetch *(Astragalus preussii var. laxiflorus),* gravel milk-vetch *(Astragalus sabulonum),* little-leaf elephant tree *(Bursera microphylla),* glandular ditaxis *(Ditaxis claryana),* Santa Rosa mountains leptosiphon (Leptosiphon floribundus ssp. Hallii), slender cottonheads *(Nemacaulis denudata var. gracilis),* narrow-leaf sandpaper plant *(Petalonyx linearis),* slender-stem bean *(Phaseolus filiformis),* Cove's cassia *(Senna covesii),* jackass-clover *(Wislizenia refracta ssp. refracta),* and Mecca aster *(Xylorhiza cognata).*

The field assessments did not observe any sensitive species within the Project area and determined that due to lack of suitable habitat within the BSA, none of the nineteen special status animal species are expected to occur within the BSA and are presumed absent. Thus, no direct impacts to special status animal species are anticipated to occur because of the proposed Project. **Appendix C** summarizes conclusions from analysis and field surveys regarding the potential occurrence of listed and special status animal species within the BSA.

Marginally suitable habitat for one (1) special status plant species, Coachella Valley milk-vetch (*Astragalus lentiginosus* var. *coachellae*) occurred within the BSA in the form of the creosote bush scrub habitat, based on the field survey and CNDDB, CNPS, and IPaC records search. However, no special status plant species were observed within the BSA during field analysis. Although the field surveys were not completed during the blooming period for Coachella Valley milk-vetch (February – May), the degraded and highly maintained nature of the creosote bush scrub habitat provided extremely marginal habitat for Coachella Valley milk-vetch. None of the regionally occurring special status plant species were expected to occur within the BSA prior to the concrete lining activities associated with the CVWD project and are presumed absent.

No special status plant species are expected to occur within the BSA and are presumed absent because of the lack of suitable habitat within the BSA. Thus, no direct impacts to special status plant species are anticipated to occur because of the proposed Project. The proposed Project development does have the potential to result in indirect impacts to special status plant species that may occur within habitats surrounding the BSA, such as fugitive dust and non-native seed dispersal.

With implementation of avoidance and minimization measures **BIO-1** and **BIO-2**, impacts would remain **Less Than Significant**.

b) **Less Than Significant Impact.** Based on literature and field research, the only natural community of special concern identified within the BSA are jurisdictional waters, which are described in question c) below. **Less Than Significant Impacts** are anticipated.

c) **Less than Significant Impact.** The proposed Project will impact the Whitewater River, considered a jurisdictional water under the jurisdiction of USACE, RWQCB, and CDFW. At the time of the survey efforts, one wetland riverine (Whitewater River) feature encompassing 4.22 acres was identified. **Figure 5. Aquatic Resource Delineation**

provides a labeled view of the wetland riverine feature. However, since the surveys and subsequent delineation was completed, the CVWD project has removed all vegetation and constructed a concrete lined channel within the Project area.

Based on a review of current design plans for the proposed Project and the ongoing CVWD Stormwater Channel Improvement Project, 50 2.5-foot diameter supporting columns and two piers will be removed, resulting in 0.57 acre of temporary impact to USACE/RWQCB jurisdictional areas and 2.26 acres of temporary impact to CDFW jurisdictional areas. Twenty-four (24) 2.5-foot diameter supporting columns will be installed, resulting in approximately 0.003 acres of permanent impact to USACE, RWQCB and CDFW jurisdictional areas.

Both permanent and temporary impacts to CDFW jurisdiction have recently occurred as a result of the CVWD Stormwater Channel Improvement Project, permanently removing vegetated habitat within the proposed Project footprint. Figure 5 shows recent channel impact areas from CVWD Stormwater Channel Improvement Project concrete-lining activities and Figure 6 shows temporary and permanent impact to jurisdictional areas.

Despite recent concrete-lining activities as part of the CVWD Stormwater Channel Improvement Project, a USACE Section 404 Nationwide Permit (NWP) 14, a RWQCB Section 401 Water Quality Certification, and a CDFW Section 1600 Streambed Alteration Agreement are anticipated to be required prior to the Project implementation. A segment of the Whitewater River was identified within the Project site. The river met all three criteria to be considered a jurisdictional wetland where hydrophytic vegetation, hydric soils, and wetland hydrology were present. Although the recent lining of the channel with concrete associated with CVWD Stormwater Channel Improvement Project has altered plant communities significantly, it is anticipated that the Whitewater River would still be considered a Water of the US in the form of an “other water”.

Impacts to wetlands and aquatic resources would be avoided and minimized with implementation of **BIO-1** and **BIO-2**. Further measures are not applicable since the ongoing CVWD project as permanently removed vegetated habitat. Impacts would be **Less than Significant Impact.**

d) **Less Than Significant Impact**. The proposed Project does have the potential to result in indirect impacts to nesting birds that may occur within habitats surrounding the BSA.

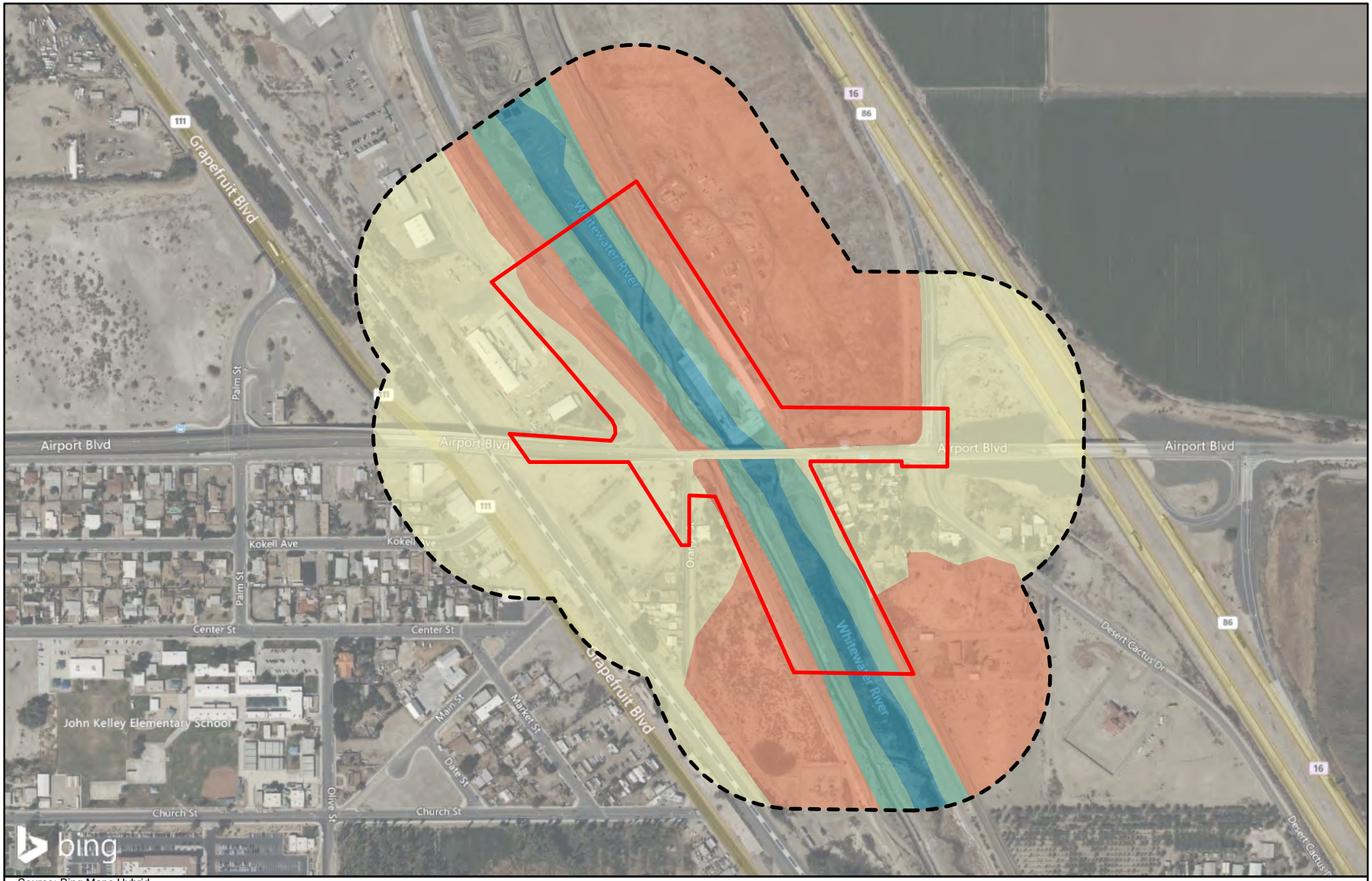
Vegetation within and surrounding the BSA has the potential to provide refuge cover from predators, perching sites, and favorable conditions for avian nesting that could be directly and indirectly impacted by construction activities associated with the proposed Project. Disturbances associated with the proposed Project, including noise, vibration, and dust may result in indirect impacts to avian species if Project activities occur during active nesting efforts.

If construction can occur outside of the bird nesting season (February 1st to August 31st) no direct impacts to nesting birds would occur. Preconstruction surveys for nesting birds (including swallows) and avoidance measures (if needed) will help to ensure that direct mortality would not occur, should construction occur during the nesting season. Construction-related noise or visual disturbances during the nesting bird breeding season may result in temporary impacts on individuals that may be attempting to incubate eggs or raise young within proximity to the BSA. Construction-related noise or visual

disturbances may disrupt nesting activities or may cause birds to leave the area until construction is completed. In cases of extreme disturbance, nesting efforts may be abandoned, resulting in taking of young or eggs.

Fish species are presumed absent in the BSA. Interference with the movement of migratory fish would not occur.

Impacts to nesting birds would be avoided and minimized with implementation of **BIO-3.** Impacts would be **Less Than Significant.**



Source: Bing Maps Hybrid

0 250 500 Feet

1 inch = 500 feet

BARGAS Environmental Consulting

- Biological Study Area
- Project Footprint
- Common and Giant Reed Marsh/Wetland Riverine (4.0 Acres)
- Disturbed Area (5.7 Acres)
- Iodine Bush Scrub (8.5 Acres)
- Salt Grass Flats (7.5 Acres)

Figure 4
Biological Communities Map

Airport Blvd Bridge Replacement Project

Map Created: 08/18/2021, Map Revised: 10/6/2022, Bargas Project Number: 1245-20

Source: Bing Maps Hybrid

0 150 300 Feet

1 inch = 300 feet

BARGAS Environmental Consulting

Surveyor Name: Dennis Peterson
Map Date: 9/5/2021
Map Author: Coral Fenech
Date Revised: N/A
Aerial Source: Bing Maps Hybrid
Coordinate System:
NAD 1983 State Plane Zone 6 (US Feet)

Project Boundary
Wetland Riverine
Sample Point

Figure 5
Aquatic Resource Delineation

Airport Blvd Bridge Replacement Project

Map Created: 09/05/2021, Map Revised: 07/20/2022, Bargas Project Number: 1245-20

Source: Bing Maps Hybrid

0 150 300 Feet

1 inch = 300 feet

BARGAS Environmental Consulting

Surveyor Name: Dennis Peterson
Map Date: 9/5/2021
Map Author: Coral Fenech
Date Revised: N/A
Aerial Source: Bing Maps Hybrid
Coordinate System:
NAD 1983 State Plane
Zone 6 (US Feet)

Project Footprint
Project Staging/Access
50-ft Temporary Impact Area

Permanent Impacts
USACE (0.002 Acre)
CDFW (0.001 Acre)

Temporary Impacts
USACE (0.57 Acre)
CDFW (2.26 Acre)

Figure 6
Project Impacts

Airport Blvd Bridge Replacement Project

Map Created: 09/05/2021, Map Revised: 10/6/2022 Bargas Project Number 1245-20

e) **No Impact.** There are no oak trees or other trees of special concern within the Project; therefore, the Riverside County's Oak Tree Management Guidelines, County Ordinance No. 559, and General Plan Policies OS 9.3 and 9.4 which regulate tree removal are not applicable. General Plan Policies OS 9.3 also aims to maintain and conserve natural vegetation and other features for ecosystem, aesthetic, and water conservation purposes. The Project area is already greatly disturbed by the ongoing CVWD project; however, with implementation of **BIO-1** through **BIO-3** to protect remaining biological resources in the area, the Project will comply with the County General Plan Policies for protection of biological resources.

Additionally, the proposed Project is located entirely within the CVMSHCP area and is required to comply with requirements set forth in the Plan. Implementation of **BIO-1** through **BIO-3** will ensure the project is compliant with the applicable requirements of the CVMSHCP. Further discussion on the Project's compliance with the CVMHSCP is located in question f) below. The Project will comply with the CVMSHCP for protection of biological resources, and all other guidelines and regulations applicable to the project site by abiding to the required CVMSHCP measures and biological measures for this Project. There would be **No Impact**.

f) **Less Than Significant Impact.** The proposed Project is located entirely within the CVMSHCP area; therefore, the Project is required to comply with the requirements set forth in the Plan. The proposed Project was analyzed for its consistency with the CVMSHCP. The proposed Project is located within the CVMSHCP boundaries; however, it is not located within any CVMSHCP identified Conservation Areas. Thus, the proposed Project is not subject to the Joint Project Review process as specified in *Section 6.6.1.1.* of the CVMSHCP. The project is not adjacent to a Conservation Area, and it is not subject to Land Use Adjacency Guidelines under Section 4.5 of the CVMSHCP. The Project is identified as a "Covered Activity" under the CVMSHCP Section 7.2.3 (Regional Road Projects), Table 7-3 (CVAG Regional Road Projects). The proposed Project is specifically designated in CVMSHCP Table 7-3 as the "AVENUE 56 / AIRPORT BLVD" Street under the "SPRR to East side of Bridge over Coachella Valley Storm Channel" segment. According to CVMSHCP Section 7.0 (Take Authorization for Covered Activities and Term of Permit), Covered Activities are not likely to result in "Take" of "Covered Species" as long as applicable avoidance and minimization measures described in the CVMSHCP are implemented. However, as none of the resources covered by the CVMSHCP were determined to be present or likely to occur, the Project is not subject to these specific measures. Additionally, the Project fulfills mitigation requirements per CVMSHCP Section 5.2.1.3 (Regional Road Projects Mitigation) and Section 6.6.1 (Obligations of Local Permittees). These sections describe obligations of the local permittees for mitigation for regional road projects and projects outside of Conservation Areas. Per Section 5.2.1.3, mitigation for the proposed Project as a Covered Activity per Section 7.2.3, is covered through the Riverside County Measure A half-cent sales tax. Section 6.6.1 requires public projects to be consist with Section 4.4 mitigation measures, and overall CVMSHCP compliance for public projects. As discussed previously in this portion of this report, the proposed Project is consistent with CVMSHCP requirements for public projects. Thus, the proposed Project is consistent with the biological resource goals and objectives of the CVMSHCP and **Less Than Significant Impacts** are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

No significant impacts to biological resources requiring mitigation would occur. With implementation of avoidance and minimization measures **BIO-1** through **BIO-3**, impacts would remain less than significant.

Avoidance and Minimization Measures

BIO–1: Project-related debris, spoils, and trash will be contained and removed to a proper waste disposal facility.

BIO-2: Equipment, vehicles, and materials staged and stored in right-of-way will situated in previously paved or previously disturbed areas only.

BIO-3: Prior to vegetation removal or initial ground disturbance during the nesting bird season (February 1st through August 31st) a pre-construction nesting bird survey must be conducted by a Project biologist prior to the start of work. The nesting bird survey must include the Project area plus a 300-foot buffer. Within 2 weeks of the nesting bird survey, all areas surveyed by the biologist must be cleared by the contractor or a supplemental nesting bird survey is required. A minimum 300-foot no work buffer will be established around any active nests of a raptor species. A 100-foot no work buffer will be established around any active nests for other migratory birds. If an active nest is discovered during construction, the contractor must immediately stop work in the nesting area until the appropriate buffer is established. The contractor is prohibited from conducting work that could disturb the birds (as determined by a project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by a project biologist and approved by CDFW.

V. CULTURAL RESOURCES: Would the project:	Potentially Significant 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 as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Source(s): Airport Boulevard Bridge Replacement Project Archaeological Survey Report (July 2022) and Airport Boulevard Bridge Replacement Project Historic Property Survey Report (July 2022).

Findings of Fact:

Regulatory Setting

The CEQA Guidelines Section 15064.5(a), and the PRC 5024(a)(b) and (d) require consideration of potential project impacts to "unique" archaeological sites that do not qualify as historical resources. The statutory requirements for unique archaeological sites that do not qualify as historical resources are established in PRC Section 21083.2. These two PRC sections operate independently to ensure that significant potential impacts on historical and archaeological resources are considered as part of a CEQA project's environmental analysis. Historical resources, as defined in the CEQA regulations, include:

1) Cultural resources listed in or eligible for listing in the California Register of Historical Resources (California Register);
2) Cultural resources included in a local register of historical resources;
3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in one of several historic themes important to California history and development.

Under CEQA, a project may have a significant effect on the environment if the project could result in a substantial adverse change in the significance of a historical resource, meaning the physical demolition, destruction, relocation, or alteration of the resource would be materially impaired. This would include any action that would demolish or adversely alter the physical characteristics of an historical resource that convey its historic significance and qualify it for inclusion in the California Register or in a local register or survey that meets the requirements of PRC Section 5020.1(l) and 5024.1(g). PRC Section 5024 also requires state agencies to identify and protect state-owned resources that meet National Register of Historic Place (National Register) listing criteria. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the SHPO before altering, transferring, relocation, or demolishing state-owned historical resources

that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks. Also, CEQA and the CEQA Guidelines also recommend provisions be made for the accidental discovery of archaeological sites, historical resources, or Native American human remains during construction (PRC Section 21083.2(i) CCR Section 15064.5[d and f]).

Affected Environment

The Project Area of Potential Effects (APE) consists of approximately 25.89 acres. The APE extends 0.4 miles (2,112 ft.) northwest and southeast along the Whitewater River and 0.320 miles (1,689 ft.) east-west along Airport Boulevard (**Figure 7. APE**). The APE was established as the area of direct and indirect effects and includes all grading activities, vegetation clearing and grubbing, fill slopes, utility relocations, equipment/materials staging area, sidewalk improvements, minor retaining walls, and utility relocation. Most ground disturbance within the APE will occur along the bridge for the abutments and piles, roadways, driveway, and utility relocation. It should be noted that a separate CVWD project involves lowering the bed of the Whitewater River about 5 feet to install concrete lining throughout the entire riverbed and embankments. This work is currently occurring within the proposed Project's footprint.

The vertical APE is anticipated to extend approximately 10-15 feet below existing ground surface for each bridge abutment foundation. The Project would raise the bridge profile by approximately 2-3 feet to maintain a minimum freeboard from the flood water. The vertical height will extend to a height of 35.5 feet, to account for 4 feet of concrete for the bridge deck, and 7 feet of steel railing. Utility relocations will have a depth of up to 8 feet. There will also be piles driven to a depth of approximately 60 feet to support the bridge abutment foundations.

a) **No Impact**. Efforts to identify potential historical resources in the APE include background research, a search of site records and survey reports on file at the Eastern Information Center (EIC), efforts to coordinate with Native American representatives, and a pedestrian ground surface inventory. A records search of the APE and a one-mile study area buffer was obtained from the EIC on May 19, 2021. No previously recorded cultural resources have been identified within the APE.

The Native American Heritage Commission (NAHC) was contacted with a request for a Sacred Lands File Search on May 19, 2021. The request to the NAHC seeks to identify any Native American cultural resources within or adjacent to the Project area. Negative results were returned on June 4, 2021. Historic resources were not identified during Native American consultation. Further discussion regarding Native American consultation is included in Section XVIII. Tribal Cultural Resources.

A pedestrian field survey was conducted on September 1, 2021 by archaeologist Michelle Campbell for the purposes of identifying and recording archaeological resources. The surface survey was conducted via controlled transects spaced at no greater than 10-meter (32 foot) intervals where conditions allowed. Special attention was paid to all observed surface exposures and the banks of the Whitewater River, which were inspected for the presence of archaeological deposits, including prehistoric and historic artifacts, archaeological features and/or anthropogenic soils. All field conditions and observances were documented in the field notes and photographs.

The pedestrian survey did not identify any archaeological resources within the APE. One built environment historic-era resource is present within the APE, which consists solely of the existing Airport Boulevard Bridge.

The Airport Boulevard Bridge (Federal Br. No. 56C-0020) was originally built in 1951 and sustained damage in the 1969 flood. Partial reconstruction of the bridge occurred in 1970 when the bents were retrofitted by placing in-fill walls between the bent columns and pile cap with additional steel piles driven at the two ends of the in-filled wall bents. In 2017 the bridge was rehabilitated to include a 5-foot sidewalk on the south side. This bridge was listed as a Category 5 bridge type on the Caltrans Historic Bridge Inventory and is therefore not eligible for listing in the National Register of Historic Places. The Project would have no adverse effect on historical resources as defined by §15064.5. **No impact** would occur.

b) **Less Than Significant**. To identify archaeological resources that might be affected by Project activities, efforts included background research, a search of site records and survey reports on file at the EIC, efforts to coordinate with Native American representatives, and a pedestrian ground surface inventory. A record search conducted at the EIC indicated that there were no previously recorded resources within the APE. During the pedestrian survey in 2021, no archaeological resources were identified within or adjacent to the APE. Additionally, archaeological resources were not identified during Native American consultation. Further discussion regarding Native American consultation is included in Section XVIII. Tribal Cultural Resources.

A review of local geological formations, relevant landforms, soils, and historic map/aerial imagery was completed to determine the likelihood for the APE to contain archaeological resources (both buried and surface manifestations). This review revealed that the APE has been subject to extensive and repetitive ground disturbances due to roadway construction and reconfiguration; bridge construction; utility installation; agricultural land leveling and crop harvesting; vegetation control (via discing); land leveling for mobile home development; sidewalk and retaining wall installation; Whitewater River flood events; Whitewater River flood control management and maintenance; and most recently, due to the CVWD project lowering the bed of the Whitewater River by 5 feet, recontouring the levees, and concrete lining the entire Whitewater River corridor. The combined and repetitive ground disturbance associated with all these activities suggests that the APE has a *very low* potential to contain intact prehistoric and historic archaeological sites.

With any Project requiring ground disturbance, there is always the possibility that unmarked burials may be unearthed during construction. Implementation of Avoidance and Minimization Measures **CR-1** and **CR-2** would ensure impacts remain **Less Than Significant**.

c) **Less Than Significant**. As stated above, given the overall disturbance with the APE, disturbance to human remains including those interred outside of formal cemeteries is not anticipated. Furthermore, implementation of Measure **CR-2** would ensure impacts to undiscovered human remains remain **Less Than Significant**.

\\kings\gis\2810-Airport Blvd Bridge Widening Project\F3_Airport_Blvd_Project Features.mxd

Source: ESRI Maps Online; Dokken Engineering 4/29/2022; Created By: zachl

1 inch = 250 feet

0 250 500 750 1,000 Feet

Area of Potential Effects

06/13/2022		Gary Jones	6/9/22
CALTRANS District 8 DLAE	Date	CALTRANS District 8 PQS	Date

FIGURE 7
Area of Potential Effects

BRLS-5956(231)
Airport Boulevard Bridge Replacement Project
Thermal, Riverside County, California

Avoidance, Minimization, and/or Mitigation Measures

Potentially significant impacts related to Cultural Resources require the implementation of the Avoidance and Minimization Measures **CR-1** and **CR-2** listed below. With implementation of these measures, impacts would be less than significant.

Avoidance and Minimization Measures

CR-1: If a significant archaeological resource(s) or tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 60 feet around the resource(s). An archaeologist, who meets the Secretary of Interior Standards for an archaeologist, shall assess the discovery, and if the discovery involves Native American resources a representative of the concerned tribe(s) shall be contracted to assess significance. The archaeologist, a representative of the appropriate Native American Tribe(s), and the County of Riverside shall confer regarding mitigation of the discovered resource(s). Work shall not resume in the area until mitigation has been completed or it has been determined that the archaeological resource(s) is not significant.

CR-2: Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt within 60 feet of the discovery and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of such identification, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Further provisions of PRC 5097.98 are to be followed as applicable.

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

Source(s): Riverside County General Plan (2015), City of Coachella General Plan 2035 (2015), and Roadway Construction Emissions Model 9.0.0 (2018).

Findings of Fact:

Affected Environment

Energy consumption can be measured in direct and indirect energy use. Direct energy use is the energy consumed in the actual propulsion of a vehicle using the facility. It can be measured in terms of the thermal value of the fuel [usually measured in British thermal units (BTUs) or Joules], the costs of the fuel, or the quantity of electricity used in the engine or motor. Indirect energy is defined as all the remaining energy consumed to run a transportation system, including construction energy, maintenance energy, and any substantial impacts to energy consumption related to Project induced land use changes and mode shifts, and any substantial changes in energy associated with vehicle operation, manufacturing or maintenance due to increased automobile use.

a) Less than Significant Impact.

Construction

Energy use associated with the proposed Project would primarily be associated with the consumption of fuel through operation of heavy-duty construction equipment, material deliveries, and debris hauling. Fuel consumption was calculated by inputting emissions results from the SMAQMD Roadway Construction Emissions Model into the U.S. EPA Greenhouse Gas Equivalencies Calculator (https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator), and converting the results into fuel and energy equivalence consumed. Table 5 below shows the estimated annual fuel consumption needed to construct the proposed Project.

Table 5. Annual Fuel Consumption

CO_2 Emissions from Construction in 2044 (Metric Tons)	**Annual Fuel Consumption**	
	Diesel (gallons)	**Total Energy (BTU)**
2,566	252,105	3.46344E+10

As indicated in Table 5, energy use associated with proposed Project construction is estimated to result in the short-term consumption of 252,105 gallons of diesel fuel, which is equivalent to approximately 3.46344E+10 BTUs consumed during construction. This represents a small demand on local and regional fuel supplies that would be easily accommodated, and this demand would cease once construction is complete. Moreover, construction-related energy consumption would be temporary and not present a permanent source of energy demand, and demand for fuel would have no noticeable effect on peak or baseline demands for energy. Construction activities would be required to adhere to Title 13 California Code of Regulations Section 2499, which requires that nonessential idling of construction equipment be restricted to five minutes or less. Therefore, construction of the Project would not result in an inefficient, wasteful, and unnecessary consumption of energy. There would be **Less Than Significant Impacts.**

Operational

Operation of the proposed bridge is not anticipated to impact long-term energy use as no lighting is proposed along the bridge. If lighting is incorporated into the Project, lighting will be appropriately shielded and would be consistent with the City of Coachella and Riverside County lighting guidelines and standards requiring low energy use LED lighting to be incorporated per measure **VIS-1** below. Further, as the bridge will continue to operate as a two-lane bridge, operation of the Project would not result in an inefficient, wasteful, and unnecessary consumption of energy. As the Project would not contribute to an increase in vehicle miles traveled (VMT) or greenhouse gas (GHG) emissions, the proposed Project would be in compliance with SB 743 as well as the goals and policies of the County of Riverside Climate Action Plan. The Project will also provide sidewalks on both sides of the bridge and accommodate access to the future CV Link trail. These alternative transportation options for people to utilize in place of driving a vehicle are consistent with goals set fourth in the Riverside County Climate Action Plan. Operation of the proposed bridge would have no impacts related to GHG emissions as no lighting is currently proposed along the bridge. If lighting is incorporated into the Project, measure **VIS-1** will be implemented to further reduce any potential GHG emissions and potential climate change impacts from the Project.

Operation of the Project would also not obstruct a state or local plan for renewable energy or energy efficiency. There would be **Less Than Significant Impacts.**

b) **No Impact.** The Project would have no potential to obstruct a state or local plan for renewable energy or energy efficiency as operation of the Project would not result in an inefficient, wasteful, and unnecessary consumption of energy. There would be **No Impact**.

Avoidance, Minimization, and/or Mitigation Measures

No significant impact related to Energy which would require mitigation would occur. With implementation of Avoidance and Minimization Measure **VIS-1** below, and in Section I, Aesthetics, impacts would remain less than significant.

Avoidance and Minimization Measure

VIS-1: Lighting will be appropriately shielded. The Project's lighting design must be consistent with the City of Coachella and Riverside County lighting guidelines and standards.

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

Source(s): Airport Boulevard Bridge Replacement Project Paleontological Memorandum (June 2022), Eastern Coachella Valley Area Plan (2021), City of Coachella General Plan 2035 (2015), California Department of Conservation Earthquake Hazards Zone Application EQ Zapp (2022) and Riverside County General Plan Environmental Impact Report (2003).

Findings of Fact:

Affected Environment

The proposed Project occurs within the USGS Indio, California 7.5-minute Quadrangle Map. The proposed Project site is situated in a valley and is approximately 125 to 135 feet above mean sea level. Topographical features in the Project vicinity include the Santa Ana Mountains approximately 7.5 miles to the west, Mecca Hills 4.5 miles east, and the Salton Sea 10 miles southeast.

The soils present on the proposed Project site, as mapped by the United States Department of Agriculture, Natural Resource Conservation Service (NRCS) include the following (NRCS 2021):

- Fluvents
- Gilman fine sandy loam, wet, 0 to 2 percent slopes
- Indio very fine sandy loam, wet

a (i) **No Impact**. Based on the California Department of Conservation Earthquake Hazards Zone Application EQ Zapp, the Project site is not within an Alquist-Priolo Fault Zone. **No Impact** related to fault rupture would result from the proposed Project.

a (ii) **Less than Significant Impact.** Like all of Southern California, Riverside County has and will continue to be subject to ground shaking resulting from activity on local and regional faults. However, the proposed replacement bridge would be required to be constructed in accordance with the seismic design parameters from the California Building Code as well as the Riverside County General Plan Safety Element. With adherence to all applicable design and construction standards, impacts related to seismic ground shaking would be **Less than Significant.**

a (iii) **Less than Significant Impact.** The Eastern Coachella Valley Area Plan and City of Coachella General Plan identifies the risk of liquefaction at the Project site as high. The proposed replacement bridge would be required to be constructed in accordance with the seismic design parameters from the California Building Code as well as both the Riverside County and City of Coachella General Plan Safety Elements. With adherence to all applicable design and construction standards, impacts related to liquefaction would be **Less than Significant.**

a (iv) **No Impact.** The proposed Project is not within an area potentially subject to earthquake-induced landslides. Therefore, there would be **No Impact.**

b) **Less than Significant Impact.** Excavation and drilling during construction would result in soil disturbance, rendering surface soils susceptible to erosion and sedimentation. However, this impact would be avoided and minimized through implementation of the Stormwater Pollution Prevention Plan (SWPPP) (measure **WQ-1**) which would require incorporation of BMPs and erosion control methods. With adherence to state and federal requirements, impacts related to soil erosion or loss of topsoil would ensure impacts would be **Less than Significant.**

c, d) **Less than Significant Impact.** The proposed Project would not include the construction of any occupied buildings subject to the Uniform Building Code. Prior to construction, a site-specific geotechnical investigation of the soils in the Whitewater River would occur at

each bridge support location. The geotechnical investigation will ensure that compressible soils beneath the bridge footings/foundations have been sufficiently densified. With adherence to all applicable design and construction standards, impacts related to unstable geologic units, soils, or soil expansion would be **Less than Significant.**

e) **No Impact.** The Project does not include septic tanks or an alternative wastewater disposal system on the site. There would be **No Impact.**

f) **Less than Significant.** According to the Riverside County General Plan Environmental Impact Report (EIR), the proposed Project is in an area of high paleontological sensitivity. A Paleontological Memorandum was prepared to assess the potential of the Project to impact fossil resources. In order to assess potential, background research, a records search and a survey was completed.

The Project is mapped as Holocene (<11,700 years ago) alluvial sand and gravel of Whitewater River, and Holocene alluvial sand and clay of valley areas/clay of playa lakes. Artificial fill was noted within the Project area during the survey.

Paleontologist Santiago Hernandez of Cogstone performed a paleontological field survey of the Project area on April 14, 2022. All undeveloped and potentially native ground surface areas within the ground disturbance portion of the Project area were examined when it was safe to do so; known areas of fill were not examined. When such were present, existing ground disturbances (e.g., cutbanks, ditches, animal burrows, etc.) were visually inspected. Observable native sediments consisted of slightly to moderately sorted, brown to gray silts with some area containing sands and larger cobble sized clasts, consistent with geologic mapping. No fossil resources were observed during the survey.

In assessing the sediments potential to produce fossils, artificial fill is assigned no potential. Locally, Pleistocene fossils typically begin appearing about eight to ten feet deep in the valleys, although rarely fossils occur at shallower depths. Shallower sediments in the valleys usually do not contain the remains of extinct animals, although Holocene (less than 11,700 years old) remains may be present. Project sediments fit all three points for low potential sediments as per Caltrans paleontological sensitivity rankings. Low potential includes all sediments that 1) are potentially fossiliferous but that have not yielded significant fossils in the past; 2) have not yet yielded fossils but possess a potential for containing fossil remains; or 3) contain common and/or widespread invertebrate fossils if the taxonomy, phylogeny, and ecology of the species contained in the rock are well understood.

Typically, geological units less than 11,700 years old (Holocene) are given a low sensitivity as they are too young to contain the remains of extinct animals. A study of Lake Cahuilla beds in La Quinta produced radiometric ages of charcoal between 5,890 + 60 and 1,080 + 80 years old from depths of 10.5 feet and 3.3 feet respectively. No fossils of extinct animals were recovered from the 7,050 pounds of sediment.

Because of these factors, the Holocene sediments of the Project are assigned a low potential for scientifically significant fossils. No Paleontological Mitigation Plan is required. Project specific paleontological impacts requiring mitigation measures are not required. Avoidance and minimization measures **GEO-1** and **GEO-2** will be implemented to ensure impacts would remain **Less Than Significant**.

Avoidance, Minimization, and/or Mitigation Measures
No significant impact related to Geology and Soils that would require mitigation would occur. With implementation of Avoidance and Minimization Measures **GEO-1** and **GEO-2** listed below and **WQ-1** listed below and in Section X, Hydrology and Water Quality, impacts would remain Less than Significant.

Avoidance and Minimization Measures

GEO-1: A pre-construction paleontological sensitivity training will be provided to construction personnel. This training will be based on the Caltrans Standard Specifications, Section 14-7 “Paleontological Resources.”

GEO-2: If any suspected paleontological resources (fossils) are discovered during ground-disturbing activities, the construction supervisor shall halt work within a 60-foot radius around the find and establish an exclusionary buffer. Construction personnel shall not collect or move any suspected paleontological materials or further disturb any soils within the exclusionary buffer, but construction activity may continue unimpeded on other portions of the project site. Construction activity shall not resume within the exclusionary buffer until a qualified paleontologist can assess the significance of the find. If the paleontologist determines the find is not a paleontological resource, no further evaluation is required and work can resume. However, if the paleontologist determines the find is a paleontological resource, construction activity shall not resume within the exclusionary buffer in order to assess its significance pursuant to CEQA. If the find is determined to be significant, it shall be collected from the field and the paleontologist shall make recommendations for monitoring, curation, and reporting.

WQ-1: The proposed Project would require a NPDES CGP for Discharges of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ) or current permit. The construction contractor shall adhere to the SWRCB Order No. 2012-0006-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes storm water and authorized non-storm water discharges from construction activities. As part of this Permit requirement, a SWPPP shall be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.

VIII. GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Source(s): Riverside County General Plan (2015), Riverside County Climate Action Plan (2019) and South Coast Air Quality Management District Air Quality Management Plan (2016).

Findings of Fact:

Regulatory Background

Riverside County 2019 Climate Action Plan Update

The County updated its Climate Action Plan (CAP) on December 17, 2019 to integrate its past and current efforts with future efforts to reduce GHG emissions and promote sustainability in its operations and growth. The 2019 CAP Update includes an update to the County's GHG inventory for the year 2018 and sets a target to reduce community-wide GHG emissions by 15 percent from 2008 baseline levels by 2020, 49 percent by 2030, and 83 percent by 2050. GHG reduction measures prescribed in in the 2019 CAP Update build upon those adopted under the County's 2015 CAP to ensure that the County meets the reduction targets established pursuant to SB 32.

Riverside County Greenhouse Gas Emissions, Screening Tables

In the County's guidance document titled "Greenhouse Gas Emissions, Screening Tables, County of Riverside, California," the County determined the size of development that is too small to be able to provide the level of GHG emission reductions expected from the Screening Tables or alternate emissions analysis method. The County's analysis determined that the 3,000 metric ton (MT) of carbon dioxide equivalent gases (CO_{2e}) per year value be used in defining small projects that, when combined with modest energy efficiency measures shown in the bullet points below, are considered less than significant and do not need to use the Screening Tables or alternative calculations. The efficiency measures required of small projects are:

- Energy efficiency matching or exceeding the Title 24 requirements in effect as of January 2017; and
- Water conservation measures that match the California Green Building Standards Code in effect as of January 2017.

a) **Less than Significant Impact.** GHG emissions can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from 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 mitigated to some degree by longer intervals between maintenance and rehabilitation events. As discussed in Section III, Air Quality, construction of the Project would be in compliance with applicable air quality rules.

Construction Emissions

Construction of the proposed Project is anticipated to take 24 months. The Project's construction emissions were estimated using the Roadway Construction Emissions Model by the Sacramento Metropolitan Air Quality Management District (SMAQMD 2014). As summarized in Table 6, the on-site construction equipment for the proposed Project is anticipated to emit 2,566 metric tons of GHG during construction.

Table 6. Construction CO_2 Emissions Compared to Threshold of Significance

Greenhouse Gas	Road Construction Emissions Model Estimates (metric tons/year)	Riverside County Screening Threshold (metric tons/year)
CO_2	2,566 total for the proposed Project	3,000

Source: Modeling using the *Roadway Construction Emissions Model* 9.0.0 (Sacramento Metropolitan Air Quality Management District 2017).

Operational Emissions

GHG emissions produced during operations are typically associated with increased traffic volumes or changes in automobile speeds. The proposed Project would not increase the number of automobiles in the traffic system; therefore, operation of the new bridge would not increase GHG emissions. Further, the Project will provide sidewalk on both sides of the new bridge and accommodate connectivity to the future CV Link trail. The Project will be in compliance with the Riverside County Climate Action Plan, adopted for the purpose of reducing the emissions of greenhouse gases.

Although the proposed Project will not exceed any thresholds, Riverside County is committed to reducing greenhouse gas emissions consistent with the Riverside County Climate Action Plan. As demonstrated above, the Project will be in compliance with goals set fourth in the Riverside County Climate Action Plan by providing an alternative transportation option for people to utilize in place of driving a vehicle. Operation of the proposed bridge would have no impacts related to GHG emissions as no lighting is currently proposed along the bridge. If lighting is incorporated into the Project, measure **VIS-1** will be implemented to further reduce any potential GHG emissions and potential climate change impacts from the Project.

Impacts related to greenhouse gas emissions or climate change from construction and operation of the proposed Project would be **Less than Significant.**

b) **No Impact.** GHG emissions from construction activity would be temporary and intermittent and would not exceed the Riverside County Screening Threshold for small projects. Operation of the proposed Project would not result in any significant GHG emissions. As demonstrated above, the Project will be in compliance with goals set fourth in the Riverside County Climate Action Plan. Therefore, the proposed Project would not conflict with any

applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. **No impacts** are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

No significant impact related to Greenhouse Gas Emissions which would require mitigation would occur. With implementation of Avoidance and Minimization Measure **VIS-1**, shown below and in Section I, Aesthetics, impacts would remain less than significant.

Avoidance and Minimization Measures

VIS-1: Lighting will be appropriately shielded. The Project's lighting design must be consistent with the City of Coachella and Riverside County lighting guidelines and standards.

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

Source(s): Airport Boulevard Bridge Replacement Project Hazardous Waste Initial Site Assessment (June 2022) and Eastern Coachella Valley Area Plan (2021).

Findings of Fact:

Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many State and Federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during Project construction.

a) **Less than Significant Impact.** The proposed Project will update the existing facility to meet seismic, scour, flood, and design standards. No additional transport, use, or disposal of hazardous materials is anticipated as a result of the Project.

During construction of the proposed Project, the transport, use, and storage of hazardous materials will be conducted pursuant to all applicable local, State and Federal laws, and in cooperation with the Riverside County Fire Department Office of Emergency Services (OES), Riverside County Department of Environmental Health Hazardous Materials Division (DEH) Environmental Protection and Oversight Division, and California Occupational Safety and Health Administration, ensuring impacts would be **Less than Significant**.

b) **Less than Significant Impact.** Based on the Hazardous Waste Initial Site Assessment (ISA) (September 2022) for the proposed Project and visual site surveys, **Table 7** below describes evidence of the potential Recognized Environmental Conditions (RECs) on the properties assessed for this ISA (Subject Properties).

Upset and accident conditions involving the release of hazardous materials into the environment would be **Less Than Significant** based on background research of hazardous materials in the Project vicinity and implementation of avoidance and minimization measures **HAZ-1** through **HAZ-4**.

Table 7. REC Evidence

Location	Description of REC Evidence Found
Airport Boulevard Bridge	The structural elements of bridges, including concrete, were potentially formed with asbestos containing material, if they were constructed before 1975. As the structure within the Project area predates 1975, any structural concrete to be disturbed by the Project may require testing for asbestos containing materials. The CVWD project is currently lining the Whitewater River with concrete. Retrofitting the Airport Boulevard Bridge requires the contractor to sample for asbestos containing material prior to bridge work. The results of this survey, once conducted, will be used to determine if any asbestos containing material is within the structural concrete in the bridge. If the results of the asbestos containing material site investigation is not obtained, a site investigation is warranted for asbestos containing materials; however, the level of risk to the project is low. The sidewalks and handrails were recently constructed in 2021 as part of the adjacent railroad grade separation project and no asbestos or lead is anticipated to be

Location	Description of REC Evidence Found
	contained in the concrete or handrails. No site investigation is warranted for the sidewalks or handrails and there is no level of risk to the project.
Treated Wood Debris	The Project Area contains treated wood utility poles which could potentially be disturbed during construction. Any treated wood encountered would be required to be disposed of as a hazardous waste. No site investigation is warranted for treated wood and the level of risk to the project is low.
Various pole- mounted electrical transformers within or immediately adjacent to the Project boundaries.	Potential PCB's in pole-mounted electrical transformers. As of the date of this ISA, the existence and/or levels of PCB's associated with the pole- or pad-mounted electrical transformers, which may be encountered within the planned construction area, had not been determined. No site investigation is warranted for treated wood and the level of risk to the project is low.

c) **Less than Significant Impact.** The John Kelley Elementary and John Kelley Headstart Schools are approximately a ¼ mile from the Project site. During the construction of the proposed Project, the transport, use, and storage of hazardous materials will be conducted pursuant to all applicable local, State and Federal laws, and in cooperation with the Riverside County Fire Department OES, Riverside County DEH Environmental Protection and Oversight Division, and California Occupational Safety and Health Administration. Additionally, the potential to encounter unforeseen hazardous materials does exist. With implementation of measures **HAZ-1** though **HAZ-4**, impacts would remain **Less Than Significant**.

d) **No Impact.** A summary of the published lists of known hazardous substance sites was provided by Environmental Data Resources (EDR). EDR reviewed standard federal, state, and local listings of known sites and identified 8 sites within the Project area and 28 within one mile of the Project area (see **Figure 8. Known Hazardous Waste Sites**). Site 3 is the CVWD Project currently undergoing construction and the remaining 7 sites do not contain sufficient information or have been cleaned up and closed for decades. The hazardous waste sites outside of the Project area will not be impacted by the Project. Additionally, the proposed Project area does not encompass a site included in the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, which is also known as the Cortese List. There would be **No Impact**.

e) **No Impact.** The proposed Project area is within the Jacqueline Cochran Airport Influence Area and is classified as Compatibility Zone D. Within this zone, it is prohibited to have highly sensitive outdoor nonresidential uses and hazards to flight. Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. The proposed Project would replace the existing Airport Boulevard Bridge and does not fit these classifications. Since the Project area would not construct a structure that would be considered highly sensitive outdoor nonresidential use and a hazard to flight, there would be **No Impact**.

f) **Less Than Significant Impact.** During construction, lane closures at night may be required but it is anticipated that these would be short in duration, would not be full roadway closures, and would not require any detour routes. The existing access roads to the north and south of the existing bridge would be utilized for false work. Avoidance and Minimization measure **TRA-1** would be implemented to minimize any potential impacts to emergency service access. Mitigation measures are not required to reduce impacts. Impacts would be **Less Than Significant.**

g) **No Impact.** The Project would not cause people or structures to be exposed to a significant risk of loss, injury, or death involving wildland fires. There would be **No Impact.**

Project Area

Parcels within Project Area

EDR Radius Report Site ID

27-33

9,10

3

18,19

11,12

1-8

13,14

20-26

15-17

35

34

36

763-350-013

763-350-014

763-350-028

763-350-009

763-350-032

763-350-030

763-330-029

763-330-018

763-330-006

763-330-030

757-044-006

757-044-009

757-044-001

757-070-022

757-070-049

757-070-020

757-070-001

757-070-015

Polk St

Airport Blvd

Kokell Ave

Palm St

Center St

Orange St

Market St

Main St

Date St

Olive St

Church St

Desert Cactus Dr

111

86S

V:\2810-Airport Blvd Bridge Widening Project\HazWaste\F4_DocumentedHazSites.mxd

Source: ESRI Maps Online; Dokken Engineering 4/26/2022; Created By: ahale

1 inch = 375 feet

0 370 740 1,110 1,480 Feet

FIGURE 8
Documented Hazardous Waste Sites

BRLS-5956(231)
Airport Boulevard Bridge Replacement Project
Thermal, Riverside County, California

Avoidance, Minimization, and/or Mitigation Measures

No significant impact related to Hazards and Hazardous Materials which would require mitigation would occur. With implementation of Avoidance and Minimization Measures **HAZ-1** through **HAZ-4** listed below and **TRA-1** listed below and in Section XVII. Transportation, impacts would remain less than significant.

Avoidance and Minimization Measures

HAZ–1: As is the case for any Project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during Project construction. Contaminated soils can be encountered at any depth of excavation. If soils contaminated by hazardous waste are discovered during construction, proper hazardous waste handling and emergency procedures under 40 CFR § 262 and Division 4.5 of Title 22 CA Code of Regs shall be followed. The specific methods and protocol for determining if a soil is contaminated are contained in the Caltrans Hazardous Procedures for Construction.

HAZ–2: Any leaking transformers observed during the course of the Project should be considered a potential polychlorinated biphenyl (PCB) hazard. A detailed inspection of individual electrical transformers was not conducted for this Phase I Environmental Site Assessment. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency.

HAZ–3: Any chemically treated wood must be treated as Treated Wood Waste (TWW) and disposed of as hazardous waste. For the TWW, Department of Toxic Substances Control (DTSC) regulations §66261.9.5 provide alternative management standards (AMS) for TWW. Caltrans 2018 Special Standard Provision (SSP) for TWW, SSP 14-11.14, is based on DTSCs AMS regulations. This SSP directs the Contractor to follow the AMS including providing training to all personnel that may come in contact with TWW. This training must include, at a minimum, safe handling, sorting and segregating, storage, labeling (including date), and proper disposal methods.

HAZ–4: If no prior assessment of asbestos in the existing Airport Boulevard Bridge is conducted as part of the CVWD project, a Site Investigation is recommended for Asbestos Containing Material (ACMs) in the existing bridge that will be disturbed during construction. This investigation should be implemented before construction and documented as part of the Phase II ISA.

TRA-1: Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing and signage and a traffic management plan.

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

Source(s): Airport Boulevard Bridge Replacement Project Water Quality Assessment Report (May 2022) and Location Hydraulic Study (January 2023).

Findings of Fact:

Regulatory Setting

Section 401 of the CWA requires water quality certification from RWQCB when a project requires a CWA Section 404 permit. Section 404 of the CWA requires a permit from the USACE to discharge dredged or fill material into waters of the United States.

Along with CWA Section 401, CWA Section 402 establishes the NPDES permit for the discharge of any pollutant into waters of the U.S. The EPA has delegated administration of the NPDES program to the SWRCB and nine RWQCBs. The SWRCB and RWQCB also regulate other waste

discharges to land within California through the issuance of waste discharge requirements under authority of the Porter-Cologne Water Quality Act.

The SWRCB has developed and issued a statewide NPDES permit to regulate storm water discharges from all Caltrans activities on its highways and facilities. Caltrans construction projects are regulated under the Statewide permit, and projects performed by other entities on Caltrans right-of-way (encroachments) are regulated by the SWRCB's Statewide General Construction Permit. All construction projects over 1 acre require a Storm Water Pollution Prevention Plan (SWPPP) to be prepared and implemented during construction. Caltrans activities less than 1 acre require a Water Pollution Control Program.

The Whitewater River Region Stormwater Management Plan (SWMP) describes those activities and programs implemented by the Permittees to manage Urban Runoff to comply with the requirements of the NPDES municipal separate storm sewer system MS4 permit for the Whitewater River Region. Led by the Riverside County Flood Control and Water Conservation District and Riverside County, the SWMP was developed in collaboration with the Cities of Banning, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage, as well as the Coachella Valley Water District. The primary purpose of the SWMP is to provide watershed-based planning throughout the Whitewater River Region SWMP planning area.

Affected Environment

The Whitewater River is the primary drainage course in the area, spanning the length of the Coachella Valley. There is a perennial slow in the mountains, but because of diversions and percolation into the basin, the river becomes dry further downstream. The Whitewater River serves as a drainage way for irrigation return flows, treated community wastewater, and storm runoff (Colorado River Basin Plan). Whitewater River originates approximately 20 miles northeast of the Project, at a slightly higher elevation in the foothills to the east. The Whitewater River runs for approximately 10 miles from the Project area into the Salton Sea.

The FEMA Flood Insurance Rate Map (FIRM) designates the Project area as Zone AE. Zone X indicates a high-risk area, also known as the special flood hazard area (**See Figure 9, FEMA Map**). A FIRMette map displays FEMA Flood Zone classifications and flood extents for the proposed Project area.

a) **Less Than Significant.**

Short-term Water Quality Impacts

Construction activities associated with the Project would include disturbances to the ground surface from earthwork, grading, excavation for foundation installation, and rock slope protection to prevent erosion. These activities could potentially increase the amount of sediment entering Whitewater River. Runoff during the winter season is of greater concern due to the potential erosion of unprotected or graded surfaces during rain events. Sediment could potentially harm aquatic resources and water quality. Oil and other petroleum products used to maintain and operate construction equipment could be accidentally released. Additionally, increased noise, dust, and trash, could impact the quality of aquatic habitat within the Project area during construction. Potential temporary impacts would be avoided and minimized through standard BMPs that avoid or minimize the release of pollutants, including chemical toxins, into the environment during

construction. Construction areas would be protected to prevent items from entering the waterway.

Long-term Water Quality Impacts

The Project would result in an increase of approximately 0.34 acre of impervious surface area, which would contribute to an increase in the volume of storm water runoff from the bridge surface that could enter the drainage system and eventually the waterways within the Project area. The Project will utilize existing inlets, culverts and stormdrain features on the south side of the existing east and west bridge approaches; however, existing inlets on the north side of the approaches will be relocated to the widened pavement limits. Additional inlets may be constructed on the bridge and connect to existing culverts and stormdrain features on the approaches as the bridge currently outfalls stormwater directly into the Whitewater River channel below. This stormwater would be captured and redirected to existing facilities. Based on the existing impervious surface and the minimal additional amount of impervious surface proposed with the Project, it is anticipated the sizing of existing culverts and stormdrain features is sufficient to collect and direct future flows; however, relocated inlets may be upsized during final design. Through the development and implementation of BMPs and avoidance and minimization measures, the proposed Project is not anticipated to result in long term water quality impacts.

Project specific water quality impacts requiring mitigation are not required. With implementation of avoidance and minimization measures **WQ-1** through **WQ-4**, impacts would remain **Less Than Significant**.

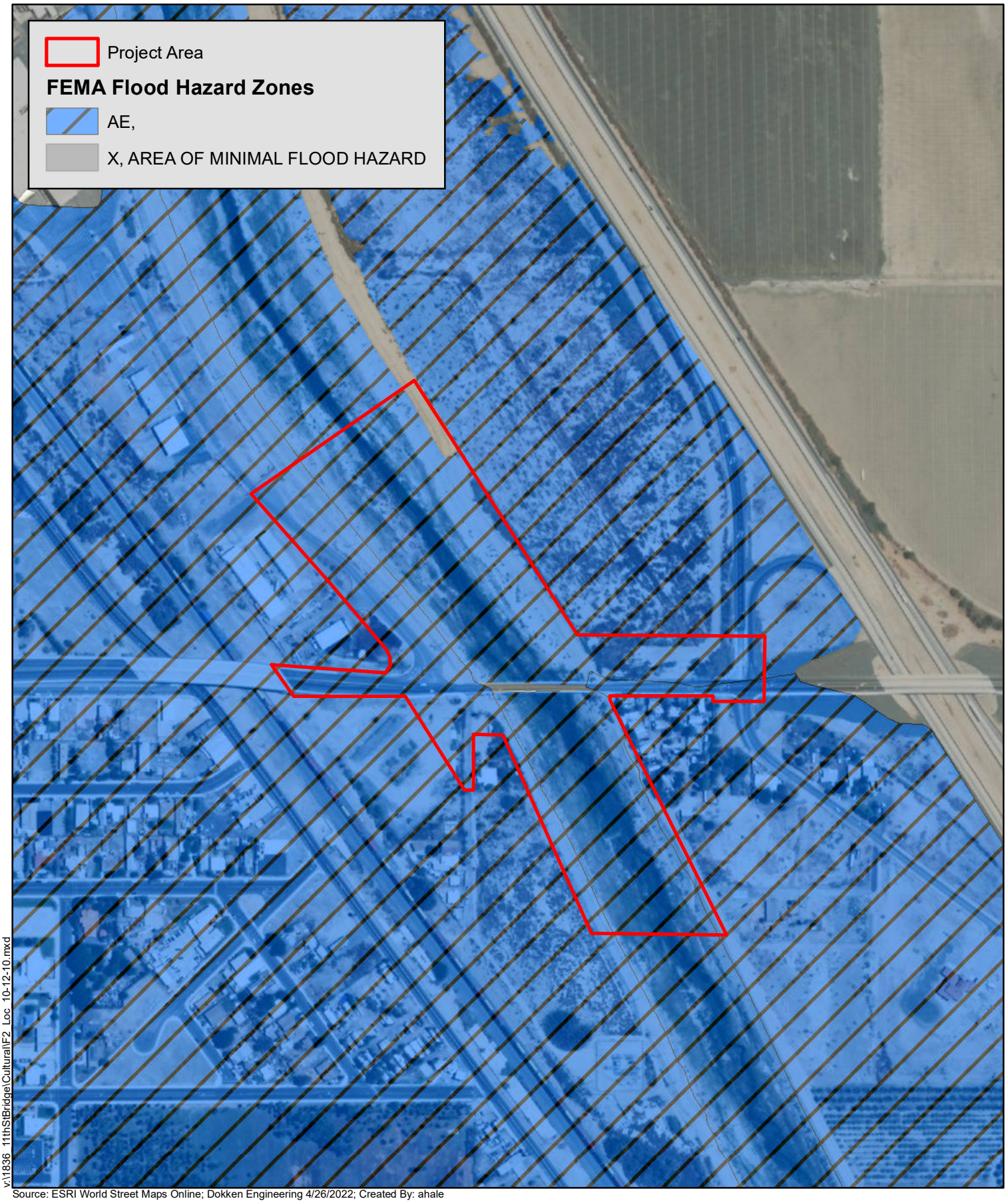
b) **No Impact.** Although the Project would require a geotechnical investigation prior to construction that would involve four soil borings up to depths of 100 to 130 feet, this would not be anticipated to deplete groundwater or interfere with groundwater recharge. There would be **No Impact.**

c (i-iv) **Less than Significant Impact.** The proposed Project would slightly modify existing drainage patterns due to the proposed bridge widening. However, there will be an increase of approximately 0.34 acre of impervious surface and no regional drainage facilities are anticipated to be impacted and no significant new drainage facilities are expected to be constructed. The Project will utilize existing drainage facilities on the south side of the existing east and west bridge approaches; however, existing inlets on the north side of the approaches will be relocated to the widened pavement limits. Additional inlets may be constructed on the bridge and connect to existing drainage facilities on the approaches as the bridge currently outfalls stormwater directly into the Whitewater River channel below. This stormwater would be captured and redirected to existing drainage facilities. Based on the existing impervious surface and the minimal additional amount of impervious surface proposed with the Project, it is anticipated the sizing of existing drainage facilities is sufficient to collect and direct future flows; however, relocated inlets may be upsized during final design. Existing drainage patterns will remain the same as the bridge location is not changing and drainage patterns would not be substantially altered by the proposed Project.

The ongoing CVWD project that is occurring within the Project area is also modifying current drainage patterns in the Project vicinity. The CVWD project involves improvements to existing channel facilities and is required to: 1) restore channel flow conditions to convey the 100-year flood and provide requisite freeboard, and 2) remove the existing threat of

flooding during a 100-year storm event to the parcels within the area of benefit. The proposed CVWD project includes continuous channel side slope concrete-lining from Avenue 54 downstream a point approximately 300 feet downstream of the existing Thermal Drop Structure. CVWD project improvements will also include channel bottom concrete-lining under and in proximity to the four bridges that cross the subject reach of the channel. According to the Environmental Impact Report prepared, the CVWD project will have a less than significant impact on drainage patterns.

Since the proposed Project and the ongoing CVWD project will not substantially alter the existing drainage patterns in the area, impacts to on- or off-site erosion, flooding, runoff water/ polluted runoff water would be **Less Than Significant**.



v:\1836 11thStBridge\Cultural\F2 Loc 10-12-10.mxd

Source: ESRI World Street Maps Online; Dokken Engineering 4/26/2022; Created By: ahale

0 0.05 0.1 0.15 0.2 Miles

FIGURE 9
FEMA Map

BRLS-5956(231)
Airport Boulevard Bridge Replacement Project
Thermal, Riverside County, California

d) **Less Than Significant Impact.** The Project area is within FEMA Zone AE (**Figure 9. FEMA FIRMette Map**). Zone AE are high risk areas that have at least a 1% annual chance of flooding. Implementation of avoidance and minimization measures **WQ-2** through **WQ-3** will reduce the risk of pollutants being released during construction if inundation does occur. Mitigation measures are not required to reduce impacts. Impacts would be **Less Than Significant**.

Furthermore, the Project area is located approximately 10 miles northwest of the Salton Sea, and is approximately 85 miles east of the ocean. As a result, the Project site is not subject to seiche, tsunami, or mudflow.

e) **No Impact.** As discussed above in question (b), the Project is not anticipated to deplete groundwater or interfere with groundwater recharge. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. There would be **No Impact.**

Avoidance, Minimization, and/or Mitigation Measures

No significant impact related to Hydrology and Water Quality which would require mitigation would occur. With implementation of Avoidance and Minimization Measures **WQ-1** through **WQ-4** listed below, impacts would remain less than significant.

Avoidance and Minimization Measures

WQ-1: The proposed Project would require a NPDES CGP for Discharges of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ) or current permit. The construction contractor shall adhere to the SWRCB Order No. 2012-0006-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes storm water and authorized non-storm water discharges from construction activities. As part of this Permit requirement, a SWPPP shall be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.

WQ-2: To conform with water quality requirements in the CGP, the following will be implemented during construction:

- Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must be a minimum of 50 feet from surface waters. Any necessary equipment washing must occur where the water cannot flow into surface waters.
- The Project specifications will require the contractor to operate under an approved spill prevention and clean-up plan;
- Construction equipment will not be operated in flowing water;
- Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life must be prevented from contaminating the soil or entering surface waters;

- Equipment used in and around surface waters must be in good working order and free of dripping or leaking contaminants; and,
- Any concrete rubble, asphalt, or other debris from construction must be taken to an approved disposal site.

WQ-3: Prior to the start of construction activities, the Project limits in proximity to jurisdictional waters must be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into jurisdictional waters.

WQ-4: Contract specifications will include the following BMPs, where applicable, to reduce erosion during construction:

- Existing vegetation will be protected in place where feasible to provide an effective form of erosion and sediment control;
- As a permanent BMP, slope roughening by equipment tracking will be implemented to create unevenness on bare soil. Surface roughening reduces erosion potential by decreasing runoff velocities, trapping sediment, and increasing water infiltration.

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

Source(s): Riverside County General Plan (2021) and City of Coachella General Plan (2021).

Findings of Fact:

a) **No Impact.** The Project would not divide an established community. As a bridge replacement project, the Project would provide improved emergency response and general access within the Thermal Community. There would be **No Impact.**

b) **No Impact.** The proposed Project is located entirely within the CVMSHCP area; therefore, the Project is required to comply with the requirements set forth in the Plan. The proposed Project was analyzed for its consistency with the CVMSHCP. The proposed Project is located within the CVMSHCP boundaries; however, it is not located within any CVMSHCP identified Conservation Areas. Thus, the proposed Project is not subject to the Joint Project Review process as specified in Section 6.6.1.1. of the CVMSHCP. The project is not adjacent to a Conservation Area, and it is not subject to Land Use Adjacency Guidelines under Section 4.5 of the CVMSHCP. The Project is identified as a "Covered Activity" under the CVMSHCP Section 7.2.3 (Regional Road Projects), Table 7-3 (CVAG Regional Road Projects). The proposed Project is specifically designated in CVMSHCP Table 7-3 as the "AVENUE 56 / AIRPORT BLVD" Street under the "SPRR to East side of Bridge over Coachella Valley Storm Channel" segment. According to CVMSHCP Section 7.0 (Take Authorization for Covered Activities and Term of Permit), Covered Activities are not likely to result in "Take" of "Covered Species" as long as applicable avoidance and minimization measures described in the CVMSHCP are implemented. However, as none of the resources covered by the CVMSHCP were determined to be present or likely to occur, the Project is not subject to these specific measures. Additionally, the Project fulfills mitigation requirements per CVMSHCP Section 5.2.1.3 (Regional Road Projects Mitigation) and Section 6.6.1 (Obligations of Local Permittees).. These sections describe obligations of the local permittees for mitigation for regional road projects and projects outside of Conservation Areas. Per Section 5.2.1.3, mitigation for the proposed Project as a Covered Activity per Section 7.2.3, is covered through the Riverside County Measure A half-cent sales tax. Section 6.6.1 requires public projects to be consist with Section 4.4 mitigation measures, and overall CVMSHCP compliance for public projects. As discussed previously in this portion of this report, the proposed Project is consistent with CVMSHCP requirements for public projects. Thus, the proposed Project is consistent with the biological resource goals and objectives of the CVMSHCP and **No Impacts** are anticipated.

Furthermore, the proposed Project is consistent with the Riverside County Circulation Element and the City of Coachella Mobility Element by providing an adequate facility for emergency response and increased access across the Whitewater River.

Avoidance, Minimization, and/or Mitigation Measures

No impacts have been identified; therefore, no avoidance or minimization measures are required.

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

Source(s): City of Coachella General Plan 2035 Environmental Impact Report (2012) and Riverside County General Plan EIR (2002).

Findings of Fact:

a & b) **No Impact.** There are no known mineral resources or locally important resources at the Project site. The City of Coachella General Plan EIR indicates the Project site is located in USGS Mineral Resource Zone 1 (MRZ-1), which consist of "areas where available geological information indicates that little likelihood exists for presence of significant mineral resources." The Riverside County General Plan EIR indicates the Project site is in MRZ-3, which consists of "areas where the available geologic information indicates that mineral deposits exist, however, the significance of the deposit is undetermined" and "areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined". Although the Riverside County EIR indicates a degree of uncertainty regarding presence of mineral resources, the Project site has no potential to be mined in the future because it is surrounded by adjacent and proximal industrial and residential uses and is not considered a state-designated mineral resource extraction zone. There would be **No Impact**.

Avoidance, Minimization, and/or Mitigation Measures

No impacts have been identified; therefore, no avoidance or minimization measures are required.

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

Source(s): Riverside County General Plan (2015) and Federal Highway Administration Construction Noise Handbook (2017).

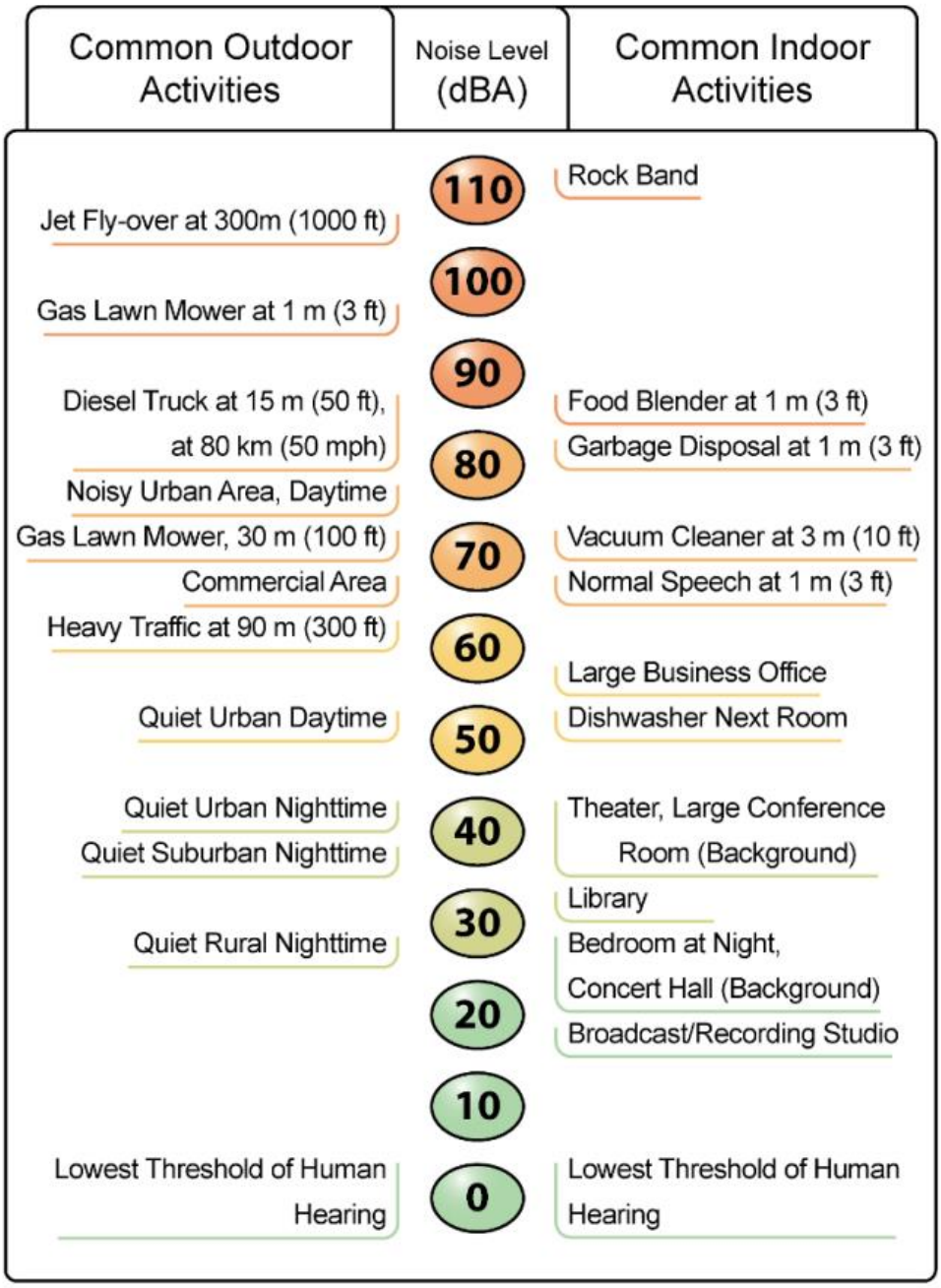
Findings of Fact:

Regulatory Setting

Riverside County has established noise-level performance standards for projects affected by non-transportation sources and transportation sources. Noise is generally characterized as an equivalent continuous sound level (Leq) averaged over time, day-night average sound level (Ldn), or CNEL (Community Noise Equivalent Level). The Noise Element of the Riverside County General Plan outlines noise policy with respect to CEQA.

For residences and retail commercial locations exposed to noise from transportation noise sources, the County has established a criterion of 55 dBA between 7:00AM and 10:00PM, and 45 dBA between 10:00PM and 7:00AM (2007); however, construction activities carried out for capital improvement projects by governmental agencies are exempt from the County Noise Control Ordinance due to County Ordinance No. 847.

Figure 10. Noise Levels of Common Activities



Affected Environment

The noise environment near the proposed Project is dominated by traffic sources. Background noise levels are primarily influenced by adjacent roadways including Airport Boulevard and Highway 86. Traffic remains the dominant noise source at the Project site. As a way to characterize noise levels, Table 8 summarizes typical ambient noise levels based on population density.

Table 8. Population Density and Associated Ambient Noise Levels

Population Density	dBA, Ldn
Rural Suburban	40–50
Quiet suburban residential or small town	45–50
Normal suburban residential urban	50–55
Normal urban residential	60
Noisy urban residential	65
Very noisy urban residential	70
Downtown, major metropolis	75–80
Under flight path at major airport, 0.5 to 1 mile from runway	78–85
Adjoining freeway or near a major airport	80–90
Sources: Cowan 1984, Hoover and Keith 1996	

The vicinity of the Project area is most similar to that of “rural suburban”. Rural suburban areas have a typical noise level of 40-50 dBA (2015).

Noise sensitive receptors include the surrounding residences located adjacently to the southeast and southwest of Airport Boulevard, the closest within approximately 100 feet away.

Table 9 summarizes noise levels produced by commonly used construction equipment. Individual types of construction equipment are expected to generate noise levels ranging from 74 to 89 dBA at a distance of 50 feet. The construction noise level at a given location depends on the type of construction activity, the noise level generated by that activity, and the distance and shielding between the activity and noise receivers.

Table 9. Construction Equipment Noise Emission Levels

Equipment	Typical Noise Level (dBA) 50 feet from Source
Augur Drill Rig	85
Grader	85
Bulldozers	85
Truck	88
Loader	85
Roller	74
Air Compressor	81
Backhoe	80
Pneumatic Tool	85
Concrete Pump	82

Source: Federal Transit Administration, 1995

Generally, noise levels at construction sites can vary from 55 dBA to a maximum of nearly 96 dBA when heavy equipment is used. Construction noise of this Project would be intermittent, and noise levels would vary depending on the type of construction activity. For the proposed Project, the lowest construction equipment-related noise levels would be 55 dBA at a distance of 50 ft for sound from a pick-up truck. The highest noise levels would be up to 85 dBA (at a distance of 50 ft) for excavation and drilling as part of the installation of each of the proposed bridge piers and footings.

a) **Less Than Significant Impact.**

The Project would have less than significant impact on exposure of persons to or generation of noise levels in excess of standards due to County's Ordinance No. 847.

Construction Impacts
During construction of the Project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction.

Per the County's Ordinance No.847, capital improvement projects of a governmental agency are exempt from noise regulation. Construction activity could result in noise that exceeds the 50-dBA daytime or 45-dBA nighttime average ambient noise levels. Other construction activities associated with the proposed Project may cause a small amount of ground-borne vibration; however vibration from these activities would be short-term and intermittent. Although temporary construction noise for capital improvement projects is exempt from local noise ordinances, the Project would include construction methods, structure designs, and operational methods that would reduce the potential noise and vibration impacts to less than significant levels, and work activities would not exceed 86 dBA Lmax at 50 feet between the hours of 9 p.m. to 6 a.m. for the duration of construction. Therefore, impacts would be **Less than Significant**.

Operational Impacts
Operational noise associated with the proposed Project would remain the same as the existing bridge as no new travel lanes are proposed with the Project. The proposed Project would not result in any substantial permanent increase in ambient noise levels. Therefore, impacts would be **Less than Significant.**

b) **Less Than Significant Impact.**

Construction Impacts
Construction of the proposed Project could potentially increase ground-borne vibration or noise in the Project area. Table 10 provides an estimate of vibration levels associated with construction activities for each piece of equipment. These are based on a wide range of soil conditions.

Table 10. Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 ft (in/sec)
Pile Driver (impact)	1.518
Pile Drive (sonic)	0.734
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003

Source: Federal Transit Administration, 2006. See also: http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

During construction, the equipment with the greatest potential for vibration impacts would be generated by drilling activity during the geotechnical investigations and installation of bridge piers. Based on the information shown in Table 11, drilling could cause continuous vibration levels up to 0.089 PPV to buildings 25 feet away.

To assess the damage potential to nearby structures from ground vibration induced by construction equipment, the following criteria to evaluate the potential for damage was used:

Table 11. Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.
Source: Caltrans Transportation- and Construction-Induced Vibration Guidance Manual, June 2004

The nearest building, a mobile home located southeast of the Project, is over 150 feet away from the closest of the three bridge pier sites where drilling would occur. Therefore, there are no buildings that would be exposed to potentially damaging construction vibration levels exceeding the thresholds shown in Table 11. Impacts would be **Less than Significant**.

Operational Impacts

Operation of the proposed Project would not perceptibly increase ground-borne vibration or ground-borne noise on the proposed Project because operation of the proposed Project would not involve vibration creating activities.

c) **No Impact.** The closest airport to the Project site is the Jacqueline Cochran Regional Airport, which is located approximately 1.5 miles southwest. The Project site is located beyond the existing and future 55 dBA CNEL impact zone from Jacqueline Cochran Regional Airport. Furthermore, the proposed Project would not result in the construction of structures to be occupied by residents or employees, therefore there would be **No Impact**.

Avoidance, Minimization, and/or Mitigation Measures

No impacts have been identified; therefore, no avoidance or minimization measures are required.

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

Source(s): Eastern Coachella Valley Area Plan (2021) and City of Coachella General Plan (2021).

Findings of Fact:

a) **No Impact.** The Project would have **No Impact** on population growth since it does not propose new homes. The Project will replace the existing bridge with a wider 2 lane bridge and would not induce population growth.

b) **No Impact.** The Project would only require sliver takes for right of way acquisition and would not displace people or housing. **No Impact** would occur to people or housing such that replacement housing would be required.

Avoidance, Minimization, and/or Mitigation Measures

No impacts have been identified; therefore, no mitigation measures are required.

XV. PUBLIC SERVICES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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:				
i. Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

Source(s): Riverside County General Plan (2015) and City of Coachella General Plan (2021).

Findings of Fact:

a(i) **No Impact.** The Project does not propose new housing or commercial development that would generate population growth or require additional fire services. Measure **TRA-1** would be implemented to avoid temporary impacts to fire protection response times as a result of construction activities. As the proposed bridge would be widened, it would provide additional space for vehicles to yield when emergency vehicles have their sirens or lights on. Therefore, response times will be improved after construction. There would be **No Impact** to fire protection.

a(ii) **No Impact.** The Project does not propose new housing or commercial development that would generate population growth or require additional police services. Measure **TRA-1** would be implemented to reduce temporary impacts to police response times as a result of construction activities. As the proposed bridge would be widened, it would provide additional space for vehicles to yield when emergency vehicles have their sirens or lights on. Therefore, response times will be improved after construction. There would be **No Impact** to police protection.

a(iii) **No Impact.** The Project does not include a residential component; therefore, no direct increase in population would occur requiring additional school facilities. There would be **No Impact** to schools.

a(iv) **No Impact.** There are no parks within the Project area. There would be **No Impacts**.

a(v) **No Impact.** There is a future plan to construct the Coachella Valley (CV) Link Trail along the western levee of the Whitewater River channel. The CV Link Trail will be a 50-mile, alternative transportation corridor for bicycles, pedestrians, and low-speed (up to 25 mph) electric vehicles along the Whitewater River and Tahquitz Creek that will stretch from Palm Springs to Coachella. The proposed CV Link Trail will provide recreational opportunities throughout the Coachella Valley and is a publicly owned facility managed by the Coachella Valley Association of Governments. The future CV Link Trail connection within the Project area would not be changed or altered in any way, therefore, there would be **No Impact** to other public facilities.

Avoidance, Minimization, and/or Mitigation Measures

No significant impact related to Public Services which would require mitigation would occur. With implementation of Avoidance and Minimization Measure **TRA-1** listed below and in Section XVII. Transportation, impacts would remain less than significant.

Avoidance and Minimization Measure

TRA-1: Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing and signage and a traffic management plan.

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

Source(s): Riverside County General Plan (2015) and City of Coachella General Plan (2021).

Findings of Fact:

a, b) **No Impact.** The Project will construct sidewalk improvements on both sides of the new bridge as well as accommodate future connectivity to the CV Link Trail. The CV Link Trail is anticipated to be constructed along CVWD levees from Palm Springs to Thermal and connect to Airport Boulevard along the unnamed local road in the northwestern quadrant of the Project. The replacement bridge is anticipated to improve access to the future CV Link Trail; however, it would not be to the extent such that substantial physical deterioration would occur or be accelerated once the trail is constructed. Additionally, the Project would not require the construction or expansion of additional recreational facilities. There would be **No Impact.**

Avoidance, Minimization, and/or Mitigation Measures

No impacts have been identified; therefore, no mitigation measures are required.

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

Source(s): Riverside County General Plan (2021), City of Coachella General Plan (2021) and Transportation Analysis Guidelines for Levels of Service and Vehicles Miles Traveled (2020).

Findings of Fact:

a) **No Impact.** The Project falls within both the County of Riverside General Plan and City of Coachella General Plan Area. The City of Coachella General Plan identifies Airport Boulevard as a Major Arterial with Bicycle Facility. Major arterials are defined as having six lanes. The County of Riverside General Plan identifies Airport Boulevard as an Urban Arterial. An urban arterial is defined by the County as having six to eight lanes. The County's General Plan also identifies a Class I bike lane along Airport Boulevard. The proposed Project is being constructed as a two-lane facility, which is supported by the current traffic projections. It does not preclude future widening along Airport Boulevard. The recently constructed projects to the east and west of the Airport Boulevard Bridge (i.e., the grade separation to the west and the interchange to the east) do not include bike lanes. However, the proposed bridge would include shoulders that could be designated as Class II bicycle lanes in the future, if appropriate. The Project does not preclude the future construction of Class I bike lanes. Therefore, the Project as proposed is not in conflict with the City of Coachella and Riverside County General Plans. There would be **No Impacts.**

b) **No Impact.** CEQA Guidelines section 15064.3, subdivision (b) requires projects to analyze changes in vehicle miles traveled (VMT). The Riverside County Transportation Analysis Guidelines for Levels of Service and Vehicles Miles Traveled lists examples of projects that qualify as a non-significant transportation impacts. The document lists the "Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets" as a non-significant transportation impact. The proposed Project would replace the existing 2 lane Airport Boulevard Bridge with a new, wider, 2 lane bridge that meets current seismic and design standards and

would provide an adequate facility for emergency response and general access. Therefore, the Project qualifies as a non-significant transportation impact and there will be no changes to VMT. The Project would not be in conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). There would be **No Impacts.**

c) **No Impact.** As the Project would replace an existing bridge with the same lane capacity and complete roadway improvements, the Project would not increase hazards due to a permanent design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). There would be **No Impact**.

d) **Less Than Significant Impact.** During construction, some lane closures may be required but it is anticipated that these would be short in duration, would not be full roadway closures, and would not require any detour routes. Construction of the bridge is anticipated to be staged to allow for minimal lane closures and emergency access would remain adequate throughout construction. To ensure no impacts would occur during construction, **TRA-1** would be implemented to avoid any potential impacts to emergency service access. There would be a **Less than Significant impact**. Upon completion, the wider replacement bridge will improve emergency access.

Avoidance, Minimization, and/or Mitigation Measures

No significant impact related to Transportation which would require mitigation would occur. With implementation of Avoidance and Minimization Measure **TRA-1** listed below, impacts would remain less than significant.

Avoidance and Minimization Measure

TRA-1: Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing and signage and a traffic management plan.

XVIII. TRIBAL CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii. 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Source(s): Airport Boulevard Bridge Replacement Project Archaeological Survey Report (July 2022) and Airport Boulevard Bridge Replacement Project Historic Property Survey Report (July 2022). AB 52 Native American Correspondence Log (2022).

Findings of Fact:

Regulatory Background

Effective July 1, 2015, CEQA was revised to include early consultation with California Native American tribes and consideration of tribal cultural resources (TCRs). These changes were enacted through Assembly Bill 52 (AB 52). By including TCRs early in the CEQA process, AB 52 intends to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to TCRs. CEQA now establishes that a "project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment" (PRC § 21084.2).

To help determine whether a project may have such an adverse effect, the PRC requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project (PRC § 21080.3.1). Consultation must consist of the lead agency providing formal notification, in writing, to the tribes that have requested notification or proposed projects within their traditionally and culturally affiliated area. AB 52 stipulates that the NAHC shall assist the lead agency in identifying the California Native American tribes that are traditionally and culturally affiliated within the project area. If the tribe wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. Once the lead agency receives the tribe's request to consult, the lead agency must then begin the consultation process within 30 days. If a lead agency determines that a project may cause a substantial adverse change to TCRs, the lead agency must consider measures to mitigate that impact. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a TCR, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC § 21080.3.2). Under existing law, environmental documents must not include information about the locations of an archaeological site or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records act. TCRs are also exempt from disclosure. The term "tribal cultural resource" refers to sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources
- Included in a local register of historical resources as defined in subdivision (k) of California PRC Section 5020.1
- A resource determined by a California lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of the PRC Section 5024.1.

Affected Environment

Initial consultation letters were sent on January 12, 2022:

- *Agua Caliente Band of Cahuilla Indians, Pattie Garcia-Plotkin, THPO*
- *Augustine Band of Cahuilla Mission Indians, Amanda Vance, Chairperson*
- *Cabazon Band of Mission Indians, Doug Welmas, Chairperson*
- *Cahuilla Band of Indians, Anthony Madrigal, Sr., THPO*
- *Colorado River Indian Tribes, Brian Etsitty, THPO*
- *Gabrieleno Band of Mission Indians, Andrew Salas, Chairperson*
- *Morongo Band of Mission Indians, Ann Brierty, THPO*
- *Pala Band of Mission Indians, Shasta C. Gaughen, THPO*
- *Quechan Tribe of the Fort Yuma Reservation, Jill McCormick, THPO*
- *Ramona Band of Cahuilla, Joseph D. Hamilton, Chairperson*
- *Rincon Band of Luiseno Indians, Cheryl Madrigal, Cultural Resources Manager*
- *San Gabriel Band of Mission Indians, Anthony Morales, Chairperson*
- *San Manuel Band of Mission Indians, Ryan Nordness, Cultural Director*
- *Soboba Band of Luiseño Indians, Isaiah Vivanco, Chairperson*

- *Temecula Band of Luiseno Indians (Pechanga), Ebru Ozdil, Cultural Analyst*
- *Torres-Martinez Desert Cahuilla Indians, Thomas Tortez, Chairperson*
- *Twenty-Nine Palms Band of Mission Indians, Darrel Mike, Chairperson*

The letters provided a summary of the Project and requested information regarding comments or concerns the Native American community might have about the Project and whether any traditional cultural properties, TCRs, or other resources of significance would be affected by implementation of the Project. The letters also stated that if the tribes would like to consult under AB 52, they would have to respond within 30 days, pursuant to PRC 21080.3.1(d). Below is a list of the current status of all the tribal representatives contacted:

Agua Caliente Band of Cahuilla Indians
Initial letter sent 1/12/22. The tribe responded on 2/17/2022 requesting to initiate consultation and to obtain the cultural resource inventory, record search results, and cultural resource documentation. On 3/10/22 the tribe was informed that the cultural report would be provided once approved and that the record search and pedestrian survey were negative. The tribe was also informed of the CVWD project being constructed which will concrete line the entire channel of the Whitewater River. On 7/19/2022, the requested information including Project design, record search results, cultural report, and shapefiles were provided to the tribe by the County. Tribe emailed a letter on 8/26/22 requesting implementation of a measure in the event human remains are discovered. This measure has been included as **TRBL-1** below to comply with the request from the tribe. Close-out letter sent October 3, 2022. No response and consultation is considered complete.

Augustine Band of Cahuilla Mission Indians
Initial letter sent 1/12/22. No response. 1st follow up email sent 3/4/22. No response. Close-out letter sent August 10, 2022. No response and consultation is considered complete.

Cabazon Band of Mission Indians
Initial letter sent 1/12/22. No response. 1st follow up email sent 3/4/22. No response. Close-out letter emailed on August 10, 2022. No response and consultation is considered complete.

Cahuilla Band of Indians
Initial letter sent 1/12/22. No response. 1st follow up letter sent 6/2/22. No response. Close-out letter emailed on July 26, 2022. No response and considered complete.

Colorado River Indian Tribes
Initial letter sent 1/12/22. No response. 1st follow up letter sent 6/2/22. No response. Close-out letter emailed on July 26, 2022. No response and considered complete.

Gabrieleno Band of Mission Indians
Initial letter sent 1/12/22. No response. 1st follow up letter sent 6/2/22. No response. Close-out letter emailed on July 26, 2022. No response and consultation is considered complete.

Morongo Band of Mission Indians
Initial letter sent 1/12/22. No response. 1st follow up letter sent 6/2/22. The tribe responded on 7/5/2022 requesting to initiate consultation and to obtain the Project design, record search results, cultural report, shapefiles, and geotechnical report. On 7/19/2022, the requested information including the Project design, record search results, cultural report, and shapefiles were provided

to the tribe by the County. Follow up emails were sent 8/23/22 and 9/6/22. No response. Close-out letter sent September 30, 2022. No response and consultation is considered complete.

Pala Band of Mission Indians
Initial letter sent 1/12/22. No response. 1st follow up letter sent 6/2/22. No response. Close-out letter emailed on July 26, 2022. No response and consultation is considered complete.

Quechan Tribe of the Fort Yuma Reservation
Initial letter sent 1/12/22. The tribe replied via email and stated that the tribe has no comments on the Project. No response and consultation is considered complete.

Ramona Band of Cahuilla
Initial letter sent 1/12/22. No response. 1st follow up letter sent 6/2/22. No response. Close-out letter emailed on July 26, 2022. No response and consultation is considered complete.

Rincon Band of Luiseno Indians
Initial letter sent 1/12/22. The tribe replied via email and stated that the Project is not within the tribe's area of historic information and recommended contacting a tribe closer to the Project. Consultation is considered complete.

San Gabriel Band of Mission Indians
Initial letter sent 1/12/22. No response. 1st follow up letter sent 6/2/22. No response. Close-out letter emailed on July 26, 2022. Consultation is considered complete.

San Manuel Band of Mission Indians
Initial letter sent 1/12/22. No response. 1st follow up letter sent 6/2/22. No response. Close-out letter emailed on July 26, 2022. No response and consultation is considered complete.

Soboba Band of Luiseño Indians
Initial letter sent 1/12/22. No response. 1st follow up email sent 3/4/22. No response. Follow-up letter emailed on June 22, 2022. No response. Close-out letter emailed on August 10, 2022. No response and consultation is considered complete.

Temecula Band of Luiseno Indians (Pechanga)
Initial letter sent 1/12/22. No response. 1st follow up letter sent 6/2/22. No response. Close-out letter emailed on July 26, 2022. No response and consultation is considered complete.

Torres-Martinez Desert Cahuilla Indians
Initial letter sent 1/12/22. No response. 1st follow up email sent 3/4/22. Mr. Gary Wayne Resvaloso Jr. responded on March 8, 2022 indicating the Project area is located in the Tribe's ancestral territory and requested a meeting. From the meeting on March 31, 2022 and correspondence from April 1 and 11, 2022, the Tribe identified adjacent village sites and requested Phase II testing in undisturbed soils. County provided evidence for disturbance throughout the Project area and the Tribe agreed that no testing was needed but requested monitoring due to previous identification of resources during construction within Tribal areas. Close-out letter was mailed to the tribe on July 26, 2022, concluding consultation with the tribe and welcoming the tribe to review the CEQA IS/ND when available for public review.

Twenty-Nine Palms Band of Mission Indians
Initial letter sent 1/12/22. No response. 1st follow up email sent 3/4/22. No response. Follow-up letter emailed on June 22, 2022. No response. Close-out letter emailed on August 10, 2022. No response and consultation is considered complete.

See **Appendix D** for complete Native American Consultation Log.

a-i) **Less Than Significant.** To identify TCR's that might be affected by Project activities, a pedestrian survey, background research, and Native American consultation were conducted. During the cultural visual survey, one built environment historic-era resource was present within the APE, which consists solely of the existing Airport Boulevard Bridge. The Airport Boulevard Bridge (Federal Br. No. 56C-0020) was listed as a Category 5 on the Caltrans Historic Bridge Inventory. The pedestrian survey and background research did not identify TCR's within the APE.

During Native American consultation, a majority of tribes did not respond to initial and follow-up letters or simply stated they had no interest in the Project. The Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, and Torres- Martinez Desert Cahuilla Indians all requested consultation. The Agua Caliente Band of Cahuilla Indians and Morongo Band of Mission Indians requested record search information, copies of cultural documents, and Project information. Follow up correspondence with these two tribes was not needed. The Torres- Martinez Desert Cahuilla Indians requested a meeting, identified adjacent village sites, and requested Phase II testing in undisturbed soils. The County provided evidence for disturbance throughout the Project area and the Tribe agreed that no testing was needed but requested monitoring due to previous identification of resources during construction within Tribal areas. The adjacent village sites discussed during the meeting were included in the Project's cultural reports. Native American consultation did not identify TCR's within the APE.

The Project is not anticipated to cause a substantial adverse change in the significance of a TCR listed or eligible for listing in the California Register of Historical Resources, or in a local register of historic resources as defined by the Public Resource Code section 5020.1 subdivision (k) criteria. However, with any Project involving ground disturbance, there is a possibility that cultural resources may be unearthed during construction. Implementation of measures **TRBL-1**, **CR-1** and **CR-2** would reduce this impact to a **Less Than Significant.** Refer to **Appendix D** for a summary of consultation efforts with the Native American community under AB 52.

a-ii) **Less Than Significant.** The Project is not anticipated to cause adverse impact to any resources considered significant to a California Native American tribe or other resources in the California Register that meet the Public Resource Code Section 5024.1 subdivision (c) criteria. During the cultural visual survey, one built environment historic-era resource was present within the APE, which consists solely of the existing Airport Boulevard Bridge. The Airport Boulevard Bridge (State Br. No. 56C-0020) was listed as a Category 5 on the Caltrans Historic Bridge Inventory. The cultural records search and Native American consultation did not identify cultural resources within the APE.

With any Project involving ground disturbance, there is a possibility that a TCR may be unearthed during construction. Implementation of measures **TRBL-1** and **CR-1** through **CR-2** would reduce this impact to a **Less Than Significant.**

Avoidance, Minimization, and/or Mitigation Measures

No significant impact related to Tribal Cultural Resources which would require mitigation would occur. With implementation of Avoidance and Minimization Measures **TRBL-1** as well as **CR-1** through **CR-2** listed below and in Section V, Cultural Resources, impacts would remain Less than Significant.

Avoidance and Minimization Measures

TRBL-1: In the event that human remains are discovered during construction at any time all construction activity shall immediately be halted within 60 feet of the discovery until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98.

CR-1: If a significant archaeological resource(s) or tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 60 feet around the resource(s). An archaeologist, who meets the Secretary of Interior Standards for an archaeologist, shall assess the discovery, and if the discovery involves Native American resources a representative of the concerned tribe(s) shall be contracted to assess significance. The archaeologist, a representative of the appropriate Native American Tribe(s), and the County of Riverside shall confer regarding mitigation of the discovered resource(s). Work shall not resume in the area until mitigation has been completed or it has been determined that the archaeological resource(s) is not significant.

CR-2: Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of such identification, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Further provisions of PRC 5097.98 are to be followed as applicable.

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

Source(s): Riverside County General Plan (2021) and City of Coachella General Plan (2021).

Findings of Fact:

a) **Less Than Significant.** Depending on the Project design, utility relocation may be required. Utility relocations would be conducted with close coordination and would be designed to ensure that no new environmental impacts not already discussed in this document would occur. Coordination with the following utilities to determine actions that may need to be taken once Project design is established include: Coachella Valley Water District, Imperial Irrigation, Kinder Morgan Energy Partners, Level 3 Communications/CenturyLink, MCI (Verizon Business), So Cal Gas (Distribution - Palm Desert division), and Utiliquest for Frontier. The new bridge will also be constructed to accommodate future utility lines within the bridge.

Furthermore, the Project would not include the construction of any uses that would increase demand on wastewater, stormwater facilities, electric power, natural gas, or telecommunications facilities. No new utilities would be required and the potential relocation of utilities would have a **Less than Significant Impact**.

b) **No Impact.** As a bridge replacement Project, there would be no need for new or expanded water supplies. **No Impact** would result from development of the Project.

c) **No Impact.** The Project would replace an existing bridge and would not involve the construction of any wastewater-generating uses. The Project would not increase population in the Project vicinity, and there would be no additional wastewater flows as a result of Project development; therefore, the Project would not result in the need for new or expanded wastewater facilities. **No Impact** would occur**.**

d) **No Impact.** As a transportation project, the Project would not generate substantial solid waste during operation. During construction, solid waste may be generated from modification of currently paved portions, however, the amount is not expected to exceed landfill capacities. There would be **No Impact**.

e) **No Impact.** The proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. There would be **No Impact**.

Avoidance, Minimization, and/or Mitigation Measures

No impacts have been identified; therefore, no avoidance or minimization measures are required.

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

Source(s): Eastern Coachella Valley Area Plan (2021), City of Coachella Technical Background Report to the Safety Element (2014) and CALFIRE Fire Hazard Severity Zone Maps (2022).

Findings of Fact:

a-d) **No Impact.** The Project site is not located within or adjacent to a Very High Fire Hazard Severity Zone (VHFHSZ), as designated by the California Department of Forestry and Fire Protection (CALFIRE). The nearest VHFHSZ is located approximately 15 miles to the south from the Project site.

According to the Eastern Coachella Valley Area Plan and the City of Coachella Technical Background Report to the Safety Element, wildfire susceptibility is low in developed areas in the valley.

Avoidance, Minimization, and/or Mitigation Measures

No impacts have been identified; therefore, no avoidance or minimization measures are required.

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

Findings of Fact:

a) **Less Than Significant.** As discussed in Section IV Biological Resources, less than significant impacts are anticipated with inclusion of appropriate avoidance and minimization measures, **BIO-1** to **BIO-3**. Inclusion of these measures would ensure that the Project would not have the potential to 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 animals. Based on results of the HPSR/ASR (July 2022) performed for the Project, the Project would not eliminate important examples of the major periods of California history or prehistory.

b) **Less Than Significant.** This Project would replace the existing 2 lane Airport Boulevard Bridge over Whitewater River with a new, wider, 2 lane bridge and reconstruct the connecting approach roadways to meet current Caltrans seismic design codes. The proposed Project would not have impacts that are individually limited, but cumulatively considerable. A discussion of key affected resource areas follow:

Aesthetics: Cumulatively considerable impacts would not result. The Project would have a low visual impact within the Project area and implement aesthetics described in

Avoidance and Minimization Measures **VIS-1** through **VIS-5** to harmonize with the surroundings.

Agriculture and Forest Resources: Cumulatively considerable impacts would not result on agriculture and forest resources. There are no farmlands located within the Project vicinity.

Air Quality: There would be no adverse cumulatively considerable impacts to air quality.

Biological Resources: Although the Project will have some incremental effects to the surrounding landscape, the cumulative effects of this Project and other current and future regional development covered by the CVMSHCP have been accounted for and mitigated by the establishment of a comprehensive reserve system. It has been concluded that the Project is not subject to CVMSHCP specific measures as none of the resources in the CVMSHCP were determined to be present or likely to occur. However, the Project shall be required to implement Avoidance and Minimization Measures **BIO-1** through **BIO-3**, which would further reduce cumulatively considerable impacts to biological resources.

Cultural Resources: The Project is not anticipated to impact cultural resources due to the negative survey results, negative record search results, and combined and repetitive ground disturbance associated with nearby activities. The Project has a very low potential to contain intact prehistoric and historic archaeological sites; however, with any project requiring ground disturbance, there is always the possibility that archaeological resources, unmarked burials, or undiscovered human remains may be unearthed during construction. Implementation of Avoidance and Minimization Measures **CR-1** and **CR-2** would ensure impacts remain Less Than Significant.

Hazards and Hazardous Materials: Cumulatively considerable impacts are not anticipated. As a bridge replacement project, the Project does not consist of increased hazardous materials-related land uses. No long-term impacts are anticipated.

Hydrology and Water Quality: Cumulatively considerable impacts to water quality would not result. The Project will result in an approximate 0.34 acre increase to the paved surface area, which will increase the volume of storm water runoff from the roadways surface. Implementation of standard BMPs and Avoidance and Minimization Measures **WQ-1** through **WQ-4** would ensure no cumulative considerable impacts to water quality would occur.

Land Use and Planning and Population and Housing: No land use changes in vicinity of the proposed Project are anticipated as a result of the proposed Project.

Noise: Cumulatively considerable impacts are not anticipated. Noise impacts as a result of construction would be temporary and intermittent.

Transportation/Traffic: Cumulatively considerable impacts are not anticipated. As the Project would not result in changes to roadway intersections or traffic volume increases, it is not expected that the Project would substantially contribute to cumulative effects to transportation or traffic. To ensure no impacts would occur during construction, Avoidance and Minimization Measure **TRA-1** would be implemented to avoid any potential impacts

to emergency service access. Upon completion, the wider replacement bridge will improve emergency access. No additional cumulative impacts are anticipated.

Utilities and Service Systems: Cumulatively considerable impacts to utilities and service systems are not anticipated. The Project would not include the construction of any uses that would increase demand on wastewater, stormwater facilities, electric power, natural gas, or telecommunications facilities. No new utilities would be required, and the potential relocation of utilities would have a Less than Significant Impact.

c) **Less Than Significant Impact.** No substantial adverse effects on human beings, either directly or indirectly, are anticipated. Construction noise would be minimized through timing restrictions.

Avoidance and Minimization Measures

Please see individual sections for related avoidance and minimization measures.

List of Preparers

The following is a list of persons who participated in the Initial Study or prepared technical studies for this Project.

County of Riverside

Umer Ahmed, Project Manager, Transportation Department

Frances Segovia, Senior Transportation Planner, Transportation Department

David Castro, Associate Transportation Planner, Transportation Department

Dokken Engineering

Zach Liptak, Associate Environmental Planner. B.S. in Environmental Science; 12 years environmental planning experience. Contribution: Environmental Lead.

Amy Dunay, Senior Environmental Planner. M.A. in Archaeology; 19 years environmental planning experience. Contribution: Cultural Resources and Native American Consultation.

Ken Chen, Associate Environmental Planner. B.S. in Community Development and Regional Development; 8 years environmental planning experience. Contribution: Environmental Document

Aliana Hale, Environmental Planner. B.S. in Environmental Geoscience; 2 years environmental planning experience. Contribution: Environmental Document

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Appendix A Mitigation Monitoring and Reporting Plan

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE AIRPORT BOULEVARD BRIDGE REPLACEMENT PROJECT

Avoidance and Minimization Measures	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
AESTHETICS				
VIS-1: Lighting will be appropriately shielded. The Project's lighting design must be consistent with the City of Coachella and Riverside County lighting guidelines and standards.	Final Design and During Construction	Engineers, County of Riverside, and Contractor		
VIS-2: All disturbed areas including staging of vehicles and equipment will be restored to pre-construction contours and if applicable/appropriate, revegetated, either through hydroseeding or other means, with native species.	During Construction	County of Riverside and Contractor		
VIS-3: Concrete surfaces associated with the bridge will be heavily textured to discourage graffiti and minimize recurring maintenance activities associated with graffiti removal. Additionally, concrete surfaces will be aesthetically treated or stained natural colors to be more compatible with the surrounding environment.	Final Design and During Construction	Engineers, County of Riverside, and Contractor		
VIS-4: As feasible the barrier/bridge rail fence shall be powder or vinyl color coated to meet aesthetic needs and to minimize glare.	Final Design and During Construction	Engineers, County of Riverside, and Contractor		
AIR QUALITY				
AQ-1: The contractor shall comply with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.	During Construction	County of Riverside and Contractor		
AQ-2: The contractor shall control dust by applying either water or dust palliative, or both.	During Construction	County of Riverside and Contractor		
AQ-3: The construction contractor shall implement control measures to reduce emissions of NO_x, ROG, and PM_{10}. The contractor shall: o Minimize idling time to 5 minutes when construction equipment is not in use, unless per engine manufacturer's specifications or for safety reasons more time is required. o To the extent practicable, manage operation of heavy-duty equipment to reduce emissions such as maintaining heavy-duty earthmoving, stationary and mobile equipment in optimum running conditions. o Use electric equipment when feasible. o Properly maintain equipment according to manufacturers' specifications.	During Construction	County of Riverside and Contractor		

Avoidance and Minimization Measures	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
AQ-4: Implement dust suppression measures as applicable from South Coast Air Quality Management District (SCAQMD) Rules and Regulations, Rule 403 Fugitive Dust and Caltrans Standard Specifications for Construction, Sections 10 and 18 (Dust Control).	During Construction	County of Riverside and Contractor		
BIOLOGICAL RESOURCES				
BIO–1: Project-related debris, spoils, and trash will be contained and removed to a proper waste disposal facility.	During Construction	Contractor		
BIO-2: Equipment, vehicles, and materials staged and stored in right-of-way will situated in previously paved or previously disturbed areas only.	Prior to and During Construction	Contractor		
BIO-3: If Project activities cannot be avoided during the bird breeding season (January 15th to September 30th), a preconstruction nesting bird clearance survey shall be conducted by a qualified biologist for avian species no more than three days prior to ground disturbance or vegetation removal activities to determine the presence of nesting birds. The surveys shall be conducted at the appropriate time(s) of day. If an active avian nest is located, the bird shall be identified to species and a "no construction" buffer (up to 500 feet) shall be established in accordance with the guidelines provided in the CVMSHCP and the sensitivity of the species. The "no-construction" buffer shall remain in place until nesting has ceased or the young have fledged. The qualified biologist shall monitor the nest to ensure that impacts to nesting birds do not occur.	Prior to and During Construction	Contractor and County of Riverside		
CULTURAL RESOURCES				
CR-1: If a significant archaeological resource(s) or tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 60 feet around the resource(s). An archaeologist, who meets the Secretary of Interior Standards for an archaeologist, shall assess the discovery, and if the discovery involves Native American resources a representative of the concerned tribe(s) shall be contracted to assess significance. The archaeologist, a representative of the appropriate Native American Tribe(s), and the County of Riverside shall confer regarding mitigation of the discovered resource(s). Work shall not resume in the area until mitigation has been completed or it has been determined that the archaeological resource(s) is not significant.	During Construction	Contractor and County of Riverside		
CR-2: Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal	During Construction	Contractor and County of		

Avoidance and Minimization Measures	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of such identification, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Further provisions of Public Resource Code (PRC) 5097.98 are to be followed as applicable.		Riverside		
GEOLOGY AND SOILS				
GEO-1: A pre-construction paleontological sensitivity training will be provided to construction personnel. This training will be based on the Caltrans Standard Specifications, Section 14-7 “Paleontological Resources.”	Prior to and During Construction	Contractor and County of Riverside		
GEO-2: If any suspected paleontological resources (fossils) are discovered during ground-disturbing activities, the construction supervisor shall halt work within a 60-foot radius around the find and establish an exclusionary buffer. Construction personnel shall not collect or move any suspected paleontological materials or further disturb any soils within the exclusionary buffer, but construction activity may continue unimpeded on other portions of the project site. Construction activity shall not resume within the exclusionary buffer until a qualified paleontologist can assess the significance of the find. If the paleontologist determines the find is not a paleontological resource, no further evaluation is required and work can resume However, if the paleontologist determines the find is a paleontological resource, construction activity shall not resume within the exclusionary buffer in order assess its significance pursuant to CEQA. If the find is determined to be significant, it shall be collected from the field and the paleontologist shall make recommendations for monitoring, curation, and reporting.	During Construction	Contractor and County of Riverside		
HAZARDS AND HAZARDOUS WASTE				
HAZ–1: As is the case for any Project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during Project construction.	During Construction	County of Riverside and		

Avoidance and Minimization Measures		Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
				Initials	Date
	Contaminated soils can be encountered at any depth of excavation. If soils contaminated by hazardous waste are discovered during construction, proper hazardous waste handling and emergency procedures under 40 CFR § 262 and Division 4.5 of Title 22 CA Code of Regulations shall be followed. The specific methods and protocol for determining if a soil is contaminated are contained in the Caltrans Hazardous Procedures for Construction.		Contractor		
HAZ–2:	Any leaking transformers observed during the course of the Project should be considered a potential polychlorinated biphenyl (PCB) hazard. A detailed inspection of individual electrical transformers was not conducted for this Phase I Environmental Site Assessment. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency.	During Construction	County of Riverside and Contractor		
HAZ–3:	Any chemically treated wood must be treated as Treated Wood Waste (TWW) and disposed of as hazardous waste. For the TWW, Department of Toxic Substances Control (DTSC) regulations §66261.9.5 provide alternative management standards (AMS) for TWW. Caltrans 2018 Special Standard Provision (SSP) for TWW, SSP 14-11.14, is based on DTSCs AMS regulations. This SSP directs the Contractor to follow the AMS including providing training to all personnel that may come in contact with TWW. This training must include, at a minimum, safe handling, sorting and segregating, storage, labeling (including date), and proper disposal methods.	During Construction	County of Riverside and Contractor		
HAZ–4:	If no prior assessment of asbestos in the existing Airport Boulevard Bridge is conducted as part of the Coachella Valley Water District (CVWD) channel lining project, a Site Investigation is recommended for Asbestos Containing Material (ACMs) in the existing bridge that will be disturbed during construction. This investigation should be implemented before construction and documented as part of the Phase II ISA.	Prior to Construction	County of Riverside		

Avoidance and Minimization Measures	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
HYDROLOGY AND WATER QUALITY				
WQ-1: The proposed Project would require a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) for Discharges of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ). The construction contractor shall adhere to the State Water Resource Control Board (SWRCB) Order No. 2012-0006-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes storm water and authorized non-storm water discharges from construction activities. As part of this Permit requirement, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared prior to construction consistent with the requirements of the Regional Water Quality Control Board (RWQCB). This SWPPP will incorporate all applicable Best Management Practices (BMPs) to ensure that adequate measures are taken during construction to minimize impacts to water quality.	Prior to and During Construction	Contractor and County of Riverside		
WQ-2: To conform with water quality requirements in the CGP, the following will be implemented during construction: o Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must be a minimum of 50 feet from surface waters. Any necessary equipment washing must occur where the water cannot flow into surface waters. o The Project specifications will require the contractor to operate under an approved spill prevention and clean-up plan; o Construction equipment will not be operated in flowing water; o Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life must be prevented from contaminating the soil or entering surface waters; o Equipment used in and around surface waters must be in good working order and free of dripping or leaking contaminants; and, o Any concrete rubble, asphalt, or other debris from construction must be taken to an approved disposal site.	During Construction	Contractor and County of Riverside		
WQ-3: Prior to the start of construction activities, the Project limits in proximity to	Prior to and	Contractor and		

Avoidance and Minimization Measures	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
jurisdictional waters must be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into jurisdictional waters.	During Construction	County of Riverside		
WQ-4: Contract specifications will include the following BMPs, where applicable, to reduce erosion during construction: o Existing vegetation will be protected in place where feasible to provide an effective form of erosion and sediment control; o As a permanent BMP, slope roughening by equipment tracking will be implemented to create unevenness on bare soil. Surface roughening reduces erosion potential by decreasing runoff velocities, trapping sediment, and increasing water infiltration.	During Construction	Contractor and County of Riverside		
TRANSPORTATION/TRAFFIC				
TRA-1: Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing and signage and a traffic management plan.	Prior to and During Construction	County of Riverside and Contractor		
TRIBAL CULTURAL RESOURCES				
TRBL-1: In the event that human remains are discovered during construction at any time all construction activity shall immediately be halted within 60 feet of the discovery until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98.	During Construction	County of Riverside and Contractor		

Appendix B Air Quality Road Construction Emissions Model

Road Construction Emissions Model, Version 9.0.0

Daily Emission Estimates for -> Airport Boulevard Bridge Replacement				Total	Exhaust	Fugitive Dust	Total	Exhaust	Fugitive Dust					
Project Phases (Pounds)	**ROG (lbs/day)**	**CO (lbs/day)**	**NOx (lbs/day)**	**PM10 (lbs/day)**	**PM10 (lbs/day)**	**PM10 (lbs/day)**	**PM2.5 (lbs/day)**	**PM2.5 (lbs/day)**	**PM2.5 (lbs/day)**	**SOx (lbs/day)**	**CO2 (lbs/day)**	**CH4 (lbs/day)**	**N2O (lbs/day)**	**CO2e (lbs/day)**
Grubbing/Land Clearing	0.87	9.53	8.47	0.77	0.37	0.40	0.41	0.33	0.08	0.02	2,206.54	0.58	0.06	2,239.05
Grading/Excavation	7.36	63.75	73.65	3.45	3.05	0.40	2.81	2.73	0.08	0.16	15,717.24	4.68	0.23	15,901.50
Drainage/Utilities/Sub-Grade	4.64	43.25	43.95	2.15	1.75	0.40	1.67	1.59	0.08	0.11	10,528.84	2.70	0.14	10,637.38
Paving	0.83	12.86	8.75	0.41	0.41	0.00	0.34	0.34	0.00	0.03	2,668.49	0.56	0.13	2,721.52
Maximum (pounds/day)	7.36	63.75	73.65	3.45	3.05	0.40	2.81	2.73	0.08	0.16	15,717.24	4.68	0.23	15,901.50
Total (tons/construction project)	1.26	11.49	12.41	0.60	0.51	0.09	0.48	0.46	0.02	0.03	2,796.53	0.78	0.04	2,828.98

Notes:

Project Start Year ->	2024
Project Length (months) ->	24
Total Project Area (acres) ->	26
Maximum Area Disturbed/Day (acres) ->	0
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	12	0	30	0	200	40
Grading/Excavation	27	9	60	30	1,120	40
Drainage/Utilities/Sub-Grade	8	0	30	0	720	40
Paving	45	32	90	60	320	40

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> Airport Boulevard Bridge Replacement				Total	Exhaust	Fugitive Dust	Total	Exhaust	Fugitive Dust					
Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	**ROG (tons/phase)**	**CO (tons/phase)**	**NOx (tons/phase)**	**PM10 (tons/phase)**	**PM10 (tons/phase)**	**PM10 (tons/phase)**	**PM2.5 (tons/phase)**	**PM2.5 (tons/phase)**	**PM2.5 (tons/phase)**	**SOx (tons/phase)**	**CO2 (tons/phase)**	**CH4 (tons/phase)**	**N2O (tons/phase)**	**CO2e (MT/phase)**
Grubbing/Land Clearing	0.02	0.25	0.22	0.02	0.01	0.01	0.01	0.01	0.00	0.00	58.25	0.02	0.00	53.63
Grading/Excavation	0.78	6.73	7.78	0.36	0.32	0.04	0.30	0.29	0.01	0.02	1,659.74	0.49	0.02	1,523.36
Drainage/Utilities/Sub-Grade	0.43	4.00	4.06	0.20	0.16	0.04	0.15	0.15	0.01	0.01	972.87	0.25	0.01	891.68
Paving	0.03	0.51	0.35	0.02	0.02	0.00	0.01	0.01	0.00	0.00	105.67	0.02	0.01	97.77
Maximum (tons/phase)	0.78	6.73	7.78	0.36	0.32	0.04	0.30	0.29	0.01	0.02	1659.74	0.49	0.02	1,523.36
Total (tons/construction project)	1.26	11.49	12.41	0.60	0.51	0.09	0.48	0.46	0.02	0.03	2796.53	0.78	0.04	2,566.43

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

Appendix C CNDDB, USFWS, CNPS, and CDFW Special Status Species Table

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

Common Name	Scientific Name	Status		General Habitat Description	Habitat Present/ Absent[1]	Rationale
ANIMAL SPECIES						
burrowing owl	*Athene cunicularia*	Fed: CA: CVMSHCP:	None SSC Covered	Common yearlong resident of southern California. Prefers open, annual, or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Requires fossorial burrows for roosting and nesting surrounded by relatively short vegetation and open habitat for foraging and watching for predators. Also known to occupy man-made structures including drainpipes, debris piles, and development pads.	A	No suitable habitat occurs within or adjacent to the BSA. Therefore, it was determined that "No Effect" to the species will occur.
ferruginous hawk	*Buteo regalis*	Fed: CA: CVMSHCP:	None WL Not Covered	Fairly common winter resident of southern California frequently seen in grassland and scrub habitats in foothill areas. Typically present in California from September through May. Requires large areas of treeless grasslands with sparse shrub cover for foraging. Does not breed in California.	A	Marginally suitable foraging habitat present in disturbed areas along the margins of the BSA. Species does not nest in California, therefore, it was determined that "No Effect" to the species will occur.
monarch butterfly	*Danaus plexippus*	Fed: CA: CVMSHCP:	FC S2S3 Not Covered	Winter roost sites extend along the coast from northern Mendocino County to Baja California, Mexico. Roost located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	A	No suitable habitat occurs within or adjacent to the BSA. Therefore, it was determined that "No Effect" to the species will occur.
southwestern willow flycatcher	*Empidonax taillii extimus*	Fed: CA: CVMSHCP:	FE SE Covered	Uncommon summer resident of southern California. Occurs in riparian woodlands in southern California. Typically requires large areas of willow thickets in broad valleys, canyon bottoms, or around ponds and lakes. These areas typically have standing or running water or are at least moist.	A	No suitable habitat occurs within or adjacent to the BSA. Therefore, it was determined that "No Effect" to the species will occur.

Common Name	Scientific Name	Status		General Habitat Description	Habitat Present/ Absent[1]	Rationale
western mastiff bat	*Eumops perotis californicus*	Fed: CA: CVMSHCP:	None SSC Not Covered	Primarily a cliff-dwelling species, roost generally under exfoliating rock slabs. Roosts are generally high above the ground, usually allowing a clear vertical drop of at least 3 meters below the entrance for flight. In California, it is most frequently encountered in broad open areas. Its foraging habitat includes dry desert washes, flood plains, chaparral, oak woodland, open ponderosa pine forest, grassland, and agricultural areas.	A	There is no suitable roosting habitat (i.e., cliffs, caves, bridges) within or adjacent to the BSA.
prairie falcon	*Falco mexicanus*	Fed: CA: CVMSHCP:	None WL Not Covered	Uncommon permanent resident that ranges from southeastern deserts northwest throughout the Central Valley and along the inner Coast Ranges and Sierra Nevada. Distributed from annual grasslands to alpine meadows, but associated primarily with perennial grasslands, savannahs, rangeland, some agricultural fields, and desert scrub areas. Mostly absent from northern coastal fog belt. Not found in upper elevations of Sierra Nevada. Breeding sites located on cliffs, but forages far afield.	A	No suitable habitat occurs within or adjacent to the BSA. Therefore, it was determined that “No Effect” to the species will occur.
desert tortoise	*Gopherus agassizii*	Fed: CA: CVMSHCP:	FT ST Covered	Occurs in desert scrub, desert wash, and Joshua tree habitats with friable, sandy, well-drained soils for nest and burrow construction. Highest densities occur in creosote bush scrub with extensive annual wildflower blooms and succulents with little to no non-native plant species.	A	No suitable habitat occurs within or adjacent to the BSA. Therefore, it was determined that “No Effect” to the species will occur.
western yellow bat	*Lasiurus xanthinus*	Fed: CA: CVMSHCP:	None SSC Covered	Uncommon in California, known only in Los Angeles and San Bernardino Counties. Occurs in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Prefers to roost and feed in, and near, palm oases and riparian habitats.	A	There is no suitable roosting habitat (i.e., palm trees) within or adjacent to the BSA.

Common Name	Scientific Name	Status		General Habitat Description	Habitat Present/ Absent[1]	Rationale
Palm Springs pocket mouse	*Perognathus longimembris bangsi*	Fed: CA: CVMSHCP:	None SCC Covered	Species occurs only in restricted portions of the Coachella Valley. Inhabits flat to gently sloping topography, sparse to moderate vegetative cover, and loosely packed or sandy soils (often windblown) of desert wash, Sonoran desert scrub communities with preference to creosote dominated desert scrub. Species is unlikely to utilize areas with compacted, stony, and cobbly soils, in saltbush dominated communities, or in areas of human disturbance. Hibernation is believed to occur below ground from October-March.	A	Project site contains desert scrub dominated by iodine bush but lacks creosote dominated desert scrub communities or windblown sandy soils; habitat unsuitable for Palm Springs pocket mouse. The nearest CNDDB occurrence is greater than 5 miles from the project. Therefore, it was determined that “No Effect” to the species will occur.
Flat-tailed horned lizard	*Phrynosoma mcallii*	Fed: CA: CVMSHCP:	None SCC Not Covered	Species inhabits desert scrub, desert wash, succulent shrub, and alkali scrub habitats. Requires fine sands for burrowing, shrubs or grass for vegetative cover, relatively flat topography and an adequate source of ants for food; species is an ant specialist. Hibernation occurs as early as October and can extend to March, but may emerge in January or February. Breeds in early spring and may produce multiple clutches within a breeding season; young appear in July through September.	HP	Project site contains desert scrub habitat with relatively flat topography and fine sandy soils.. The nearest CNDDB occurrences are presumed extant but are greater than 5 miles from the project location. Therefore, it was determined that “No Effect” to the species will occur.
black-tailed gnatcatcher	*Polioptila melanura*	Fed: CA: CVMSHCP:	None WL Not Covered	In Mojave, Great Basin, Colorado, and Sonoran Desert communities, prefers nesting and foraging in densely lined arroyos and washes dominated by creosote bush and saltbush with scattered bursage, burroweed, ocotillo, saguaro, barrel cactus, prickly pear cactus and cholla.	A	No suitable habitat occurs within or adjacent to the BSA. Therefore, it was determined that “No Effect” to the species will occur.
vermilion flycatcher	*Pyrocephalus rubinus*	Fed: CA: CVMSHCP:	None SSC Not Covered	Occurs in a variety of open habitats including open woodland, clearings, desert scrub, savannah, agricultural	A	No suitable habitat occurs within or adjacent to the BSA. Therefore, it was determined that “No

Common Name	Scientific Name	Status		General Habitat Description	Habitat Present/ Absent[1]	Rationale
				land, golf courses, and recreational parks. The species tends to stay near water, often occurring in riparian vegetation characterized by cottonwoods, mesquite (*Prosopis* ssp.), willows, and sycamores (*Platanus* ssp.).		Effect" to the species will occur.
Yuma Ridgway's rail	*Rallus obsoletus yumanensis*	Fed: CA: CVMSHCP:	FE ST Covered	Nests in freshwater marshes. Prefers stands of cattails and tules dissected by narrow channels of flowing water.	A	No suitable habitat occurs within or adjacent to the BSA. Therefore, it was determined that "No Effect" to the species will occur.
American badger	*Taxidea taxus*	Fed: CA: CVMSHCP:	None SCC Not Covered	Prefers treeless, dry, open areas within most shrub and herbaceous habitats with friable soils and a supply of rodent prey. Also found in forest glades and meadows, marshes, brushy areas, hot deserts, and mountain meadows up to 12,000 feet elevation. Species maintains burrows within home ranges estimated between 338-1,700 acres, dependent on seasonal activity. Burrows are frequently re-used, but new burrows may be created nightly. Young are born in March and April within burrows dug in relatively dry, often sandy, soil, usually in areas with sparse overstory cover. Species is somewhat tolerant of human activity, but is sensitive to automobile mortality, trapping, and persistent poisons.	HP	The project site contains desert scrub habitat with friable sandy soils adjacent to large undeveloped areas to the north and east of the project site. However, no burrows were observed during surveys conducted in June and July, 2021. The lack of burrow suggests transient individuals may be seen in the project area but permanent residents are unlikely. Additionally, the project area is within the OHWM of the White Water River and subject to burrow-destroying flooding. Therefore, it was determined that "No Effect" to the species will occur.
Crissal thrasher	*Toxostoma crissale*	Fed: CA: CVMSHCP:	None SSC Covered	Common yearlong resident in southern California. Occupies arid habitats including desert washes, riparian	A	No suitable habitat occurs within or adjacent to the BSA. Therefore, it was determined that "No

Common Name	Scientific Name	Status		General Habitat Description	Habitat Present/ Absent[1]	Rationale
				brush, and mesquite thickets at lower elevations and dense scrub in arroyos at higher elevations. Occurs in areas dominated by mesquite hummocks and thickets with acacias, arrow weed, and in desert saltbush scrub.		Effect" to the species will occur.
LeConte's thrasher	*Toxostoma lecontei*	Fed: CA: CVMSHCP:	None SCC Covered	An uncommon desert resident inhabiting open desert wash, desert scrub, alkali desert scrub, desert succulent shrub and Joshua tree habitats with scattered desert shrubs and cacti. Often nests in dense, spiny shrub or densely branched cactus in desert wash habitat, usually 2-8 feet above ground. Breeds January-June.	HP	The site contains desert scrub habitat with dense shrubby areas suitable for this species. The nearest CNDDB occurrence was documented in 1924 greater than 5 miles from the project location. This species has the potential to be impacted by project activities conducted during the nesting season.
Coachella Valley Fringe-toed lizard	*Uma inornata*	Fed: CA: CVMSHCP:	FT SE Covered	Sparsely vegetated arid areas with fine wind-blown sand, including dunes, washes, alkali scrub, and flats with sandy hummocks formed around the bases of vegetation. Requires fine, loose, wind-blown sand for burrowing.	A	No suitable habitat occurs within or adjacent to the BSA. Therefore, it was determined that "No Effect" to the species will occur.
least Bell's vireo	*Vireo bellii pusillus*	Fed: CA: CVMSHCP	FE SE Covered	Uncommon summer resident of southern California. Prefers riparian habitat near waterbodies that typically feature a dense, stratified canopy. Species is typically associated with southern willow scrub, cottonwood-willow forest, mule-fat scrub, sycamore alluvial woodlands, coast live oak riparian forest, willow riparian forest, or mesquite in desert regions.	A	No suitable habitat occurs within or adjacent to the BSA. Therefore, it was determined that "No Effect" to the species will occur.
Palm Springs round-tailed ground squirrel	*Xerospermophilus tereticaudus chlorus*	Fed: CA: CVMSHCP:	None SSC Covered	Prefers open, flat, grassy areas in fine-textured, sandy soil. Habitats include mesquite- and creosote-dominated sand dunes, creosote bush scrub, creosote-palo verde, and saltbush/alkali scrub. Substrates include wind-blown	A	No suitable habitat occurs within or adjacent to the BSA. Therefore, it was determined that "No Effect" to the species will occur.

Common Name	Scientific Name	Status		General Habitat Description	Habitat Present/ Absent[1]	Rationale
				sand, coarse sand, and packed silt with desert pavement.		
PLANT SPECIES						
chaparral sand-verbena	*Abronia villosa var. aurita*	Fed: CA: CNPS: CVMSHCP:	None None 1B.1	An annual herb inhabiting sandy soils of chaparral, coastal sage scrub, and desert dune communities. Flowers January-August (256- 5,249 feet).	A	No suitable habitat occurs within or adjacent to the BSA. The project site's elevation is at -132 feet, well below the species lower elevation range; habitat unsuitable for chaparral sand-verbena. The nearest occurrence is greater than 5 miles from the project. Therefore, it was determined that "No Effect" to the species will occur.
singlewhorl burrobush	*Ambrosia monogyra*	Fed: CA: CNPS: CVMSHCP:	None None 2B.2 Not Covered	A perennial shrub inhabiting sandy soils within chaparral and Sonoran desert scrub communities. Blooms August-November (32-1640 feet).	A	The project site's elevation is at -132 feet, well below the species lower elevation range. Therefore, it was determined that "No Effect" to the species will occur.
Coachella Valley milk-vetch	*Astragalus lentiginosus* var. *coachellae*	Fed: CA: CNPS: CVMSHCP:	FE None 1B.2 Covered	Occurs in dunes and sandy flats along disturbed margins of sandy washes and in sandy soils along roadsides adjacent to existing sand dunes. May also occur in sandy substrates in creosote bush scrub. Found at elevations ranging from 130 feet to 2,150 feet above msl. Blooming period is February to May.	A	No suitable habitat occurs within or adjacent to the BSA. Therefore, it was determined that "No Effect" to the species will occur. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
Lancaster milk-vetch	*Astragalus preussii* var. *laxiflorus*	Fed: CA: CNPS: CVMSHCP:	None None 1B.1 Not Covered	A perennial herb inhabiting alkaline flats of Chenopod scrub communities. Species is only known to be extant near Lancaster and Edwards Air Force Base. Blooms March –May (2,296-2,329 feet).	A	No suitable habitat occurs within or adjacent to the BSA. The project site's elevation is at -132 feet, well below the species

Common Name	Scientific Name	Status		General Habitat Description	Habitat Present/ Absent[1]	Rationale
						lower elevation range and is outside the known species occurrence localities; habitat unsuitable for Lancaster milkvetch. The nearest CNDDB occurrence is more than 70 years old and greater than 5 miles from the project. Therefore, it was determined that "No Effect" to the species will occur.
gravel milk-vetch	*Astragalus sabulonum*	Fed: CA: CNPS: CVMSHCP:	None None 2B.2 Not Covered	An annual to perennial herb inhabiting sandy and sometimes gravelly soils of flats, washes and roadsides within desert dune, Mojavean scrub, and Sonoran desert scrub communities. Blooms February – June (-196 -3,051 feet).	A	The project site contains sandy soils within desert scrub habitat potentially suitable for the species. The nearest CNDDB occurrence is over 100 years old and greater than 5 miles from the project. Surveys conducted during the blooming season on June 18, 2021 did not detect the species. Therefore, it was determined that "No Effect" to the species will occur.
little-leaf elephant tree	*Bursera microphylla*	Fed: CA: CNPS: CVMSHCP:	None None 2B.3 Not Covered	A perennial tree inhabiting rocky slopes of Sonoran desert scrub communities. Blooms in June (0-2,296 feet).	A	The project site's elevation is at -132 feet, well below the species lower elevation range. Therefore, it was determined that "No Effect" to the species will occur.
glandular ditaxis	*Ditaxis claryana*	Fed: CA:	None None	An annual to perennial herb inhabiting sandy soils of creosote bush scrub, desert	A	No suitable habitat occurs within or adjacent to the

Common Name	Scientific Name	Status		General Habitat Description	Habitat Present/ Absent[1]	Rationale
		CNPS: CVMSHCP:	2B.2 Not Covered	wash, Mojavean desert scrub and Sonoran desert scrub communities. Blooms December-March (0-1,525 feet).		BSA. The project site's elevation is at -132 feet, well below the species lower elevation range; The nearest CNDDB occurrence is greater than 5 miles from the project. Therefore, it was determined that "No Effect" to the species will occur.
Santa Rosa mountains leptosiphon	*Leptosiphon floribundus* ssp. *Hallii*	Fed: CA: CNPS: CVMSHCP:	None None 1B.3 Not Covered	A perennial herb inhabiting desert canyons of pinyon and juniper woodland and Sonoran desert scrub communities. Species is known only from the Santa Rosa Mountains. Blooms May (3,280-6,561 feet).	A	The project site's elevation is at -132 feet, well below the species lower elevation range. Therefore, it was determined that "No Effect" to the species will occur.
slender cottonheads	*Nemacaulis denudata* var. *gracilis*	Fed: CA: CNPS: CVMSHCP:	None None 2B.2 Not Covered	An annual herb inhabiting sandy soils of coastal dunes, desert dunes, and Sonoran desert scrub communities. Blooms March-May (-164-1,640 feet).	A	Suitable sandy soils in desert scrub habitat are present at the project site. However, no CNDDB records are present in the Indio quad; this species was not detected during surveys conducted in June and July of 2021. Therefore, it was determined that "No Effect" to the species will occur.
narrow-leaf sandpaper plant	*Petalonyx linearis*	Fed: CA: CNPS: CVMSHCP:	None None 2B.3 Not Covered	A perennial shrub inhabiting sandy or rocky canyons of mojavean desert scrub and sonoran desert scrub communities. Species generally occurs in creosote-bush scrub. Blooms March-May (-82 – 3,658 feet).	A	The project site's elevation is at -132 feet, well below the species lower elevation range. Therefore, it was determined that "No Effect" to the species will occur.

Common Name	Scientific Name	Status		General Habitat Description	Habitat Present/ Absent[1]	Rationale
slender-stem bean	*Phaseolus filiformis*	Fed: CA: CNPS: CVMSHCP:	None None 2B.1 Not Covered	An annual herb inhabiting washes of Sonoran desert scrub communities. Blooms April (393-426 feet).	A	The project site's elevation is at -132 feet, well below the species lower elevation range. Therefore, it was determined that "No Effect" to the species will occur.
Cove's cassia	*Senna covesii*	Fed: CA: CNPS: CVMSHCP:	None None 2B.2 Not Covered	A perennial herb inhabiting dry, sandy desert washes and slopes of desert wash and Sonoran desert scrub communities. Blooms March-April (1,000-3,510 feet).	A	The project site's elevation is at -132 feet, well below the species lower elevation range. Therefore, it was determined that "No Effect" to the species will occur.
jackass-clover	*Wislizenia refracta ssp. refracta*	Fed: CA: CNPS: CVMSHCP:	None None 2B.2 Not Covered	An annual herb inhabiting sandy washes, roadsides, and alkaline flats of desert dune, Mojavean desert scrub, playas, and Sonoran desert scrub communities. Blooms April-October (295- 3,805 feet).	A	The project site's elevation is at -132 feet, well below the species lower elevation range. Therefore, it was determined that "No Effect" to the species will occur.
Mecca aster	*Xylorhiza cognata*	Fed: CA: CNPS: CVMSHCP:	None None 1B.2 Covered	A perennial herb inhabiting arid canyons and washes of creosote-bush scrub and Sonoran desert scrub communities. Species is known mostly from Indio Hills and Mecca Hills. Blooms January-June (65-1,312 feet).	A	The project site's elevation is at -132 feet, well below the species lower elevation range. Therefore, it was determined that "No Effect" to the species will occur.

[1]Absent [A] - no habitat present and no further work needed. Habitat Present [HP] -habitat is or may be present. The species may be present. Present [P] - the species is present. Critical Habitat [CH] - Project footprint is located within a designated critical habitat unit but does not necessarily mean that appropriate habitat is present. Status: Federal Endangered (FE); Federal Threatened (FT); Federal Proposed (FP, FPE, FPT); Federal Candidate (FC), Federal Species of Concern (FSC); State Endangered (SE); State Threatened (ST); Fully Protected (FP); State Rare (SR); State Species of Special Concern (SSC) Sate Watch List (WL); California Native Plant Society (CNPS); Covered by the Coachella Valley Multiple Species Conservation Plan (Covered).

Appendix D AB 52 Native American Correspondence Log

AB52 Native American Consultation Log
AIRPORT BOULEVARD BRIDGE REPLACEMENT PROJECT

Affiliation	Name	Contact Date	Contact Type	Response
Native American Heritage Commission	Andrew Green, Cultural Resources Analyst	05/19/2021	Letter	Andrew Green of NAHC responded June 4, 2021 to the inquiry letter and indicated that a sacred lands search failed to indicate the presence of Native American cultural resources in the area. A list of Native American individuals or groups in the area was also provided. Tribes were contacted based on the AB52 list developed at the County.
Agua Caliente Band of Cahuilla Indians	Pattie Garcia-Plotkin, THPO	01/12/2022	Letter	Project Notification Letter, no response
	Lacy Padilla, Archaeologist	02/17/2022	Email	Lacy Padilla sent a letter via email indicating the project area is located within the Tribe's traditional use area and requesting the following: • Consultation • Cultural Resources Inventory of the project area by a qualified archaeologist • Copy of the records search with associated survey reports and site records from the information center • Copies of any cultural resource documentation (report and site records) generated in connection with this project
		03/10/2022	Email	Dokken Engineering archaeologist Amy Dunay responded via email stating the cultural resource reports including record search results will be sent once the draft is ready. The email further communicated that the record searches and pedestrian surveys of the project area were negative. In addition, the entirety of the channel under the bridge is currently being concrete lined by CVWD for scour protection, so little ground disturbance within the channel is anticipated

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Affiliation	Name	Contact Date	Contact Type	Response
Agua Caliente Band of Cahuilla Indians	Lacy Padilla, Archaeologist			during construction of the bridge with exception of the abutments at either end of the bridge along the channel levees.
		07/19/2022	Email	County of Riverside provided requested project information to the tribe via email.
		8/26/2022	Email	Tribe emailed letter requesting implementation of a measure in the event human remains are discovered. This measure has been implemented as TRBL-1 in the environmental document.
		10/3/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.
Augustine Band of Cahuilla Mission Indians	Amanda Vance, Chairperson	01/12/2022	Letter	Project Notification, no response
		03/04/2022	Email	Follow-up letter, no response
		06/22/2022	Email	Follow-up letter, no response.
		08/10/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.
Cabazon Band of Mission Indians	Doug Todd Welmas, Chairperson	01/12/2022	Letter	Project Notification, no response
		03/04/2022	Email	Follow-up letter, no response
		06/22/2022	Email	Follow-up letter, no response.
		08/10/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.
Cahuilla Band of Indians	Anthony Madrigal, Sr., THPO	01/12/2022	Letter	Project Notification, no response
		06/2/2022	Email	Follow-up letter, no response
		07/26/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.
Colorado River Indian Tribes	Brian Etsitty, THPO	01/12/2022	Letter	Project Notification, no response
		06/2/2022	Email	Follow-up letter, no response

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Affiliation	Name	Contact Date	Contact Type	Response
		07/26/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.
Gabrieleno Band of Mission Indians	Andrew Salas, Chairperson	01/12/2022	Letter	Project Notification, no response
		06/2/2022	Email	Follow-up letter, no response
		07/26/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.
Morongo Band of Mission Indians	Ann Brierty, THPO	01/12/2022	Letter	Project Notification, no response
		6/2/2022	Letter	Follow-up letter was sent to tribe.
		7/5/2022	Letter	Letter received from Ann Brierty, the THPO for the tribe, requesting to consult under AB52. The tribe requested the current project design, record search information, copies of the cultural documents, shapefiles, and the geotechnical report.
		7/19/2022	Email	County of Riverside provided requested project information to the tribe via email.
		08/23/2022	Email	Follow-up email, no response
		09/6/2022	Email	Follow-up email, no response
		09/30/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.
Pala Band of Mission Indians	Shasta C. Gaughen, THPO	01/12/2022	Letter	Project Notification, no response
		06/2/2022	Email	Follow-up letter, no response
		07/26/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.
	Jill McCormick,	01/12/2022	Letter	Project Notification

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Affiliation	Name	Contact Date	Contact Type	Response
Quechan Tribe of the Fort Yuma Reservation	THPO	01/25/2022	Email	Jill McCormick of Quechan Indian Tribe responded via email that the tribe has no comment on the project. Consultation considered complete.
Ramona Band of Cahuilla	Joseph D. Hamilton, Chairperson	01/12/2022	Letter	Project Notification, no response
		06/2/2022	Email	Follow-up letter, no response
		07/26/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.
Rincon Band of Luiseno Indians	Cheryl Madrigal, Cultural Resources Manager	01/12/2022	Letter	Project Notification, no response
Rincon Band of Luiseno Indians	Deneen Pelton, Cultural Resources Department Coordinator	02/15/2022	Email	Ms. Pelton sent a letter via email stating that the Project is not within the Band's specific Area of Historic Interest and that the Band does not have any additional information to provide. Ms. Pelton recommended contacting a Tribe that is closer to the project. Consultation considered complete.
San Gabriel Band of Mission Indians	Anthony Morales, Chairperson	01/12/2022	Letter	Project Notification, no response
		06/2/2022	Email	Follow-up letter, no response
		07/26/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.
San Manuel Band of Mission Indians	Ryan Nordness, Cultural Director	01/12/2022	Letter	Project Notification, no response
		06/2/2022	Email	Follow-up letter, no response
		07/26/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.
		01/12/2022	Letter	Project Notification, no response

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AIRPORT BOULEVARD BRIDGE REPLACEMENT PROJECT

Affiliation	Name	Contact Date	Contact Type	Response
Soboba Band of Luiseno Indians	Isaiah Vivanco, Chairperson	03/04/2022	Email	Follow-up letter, no response
		06/22/2022	Email	Follow-up letter, no response.
		08/10/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.
Temecula Band of Luiseno Indians (Pechanga)	Ebru Ozdil, Cultural Analyst	01/12/2022	Letter	Project Notification, no response
		06/2/2022	Letter	Follow-up letter, no response
		07/26/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.
Torres- Martinez Desert Cahuilla Indians	Thomas Tortez, Chairperson	01/12/2022	Letter	Project Notification, no response
		03/04/2022	Email	Follow-up letter sent, response received from Gary Wayne Resvaloso, Jr., Cultural Committee and MLD. Consultation details with Gary Wayne Resvaloso, Jr. can be found below.
		07/26/2022	Letter	Close out letter stating no further consultation effort is required was provided to the tribe. Consultation considered complete.
	Gary Wayne Resvaloso, Jr. Cultural Committee and MLD	03/08/2022	Email	Gary Wayne Resvaloso Jr. responded on behalf of the Torres Martinez Cultural Committee on 3/8/2022 indicating the project area is located in the Tribe's Ancestral territory and requested a meeting to discuss project details or any questions, comments, and concerns that the committee may have. Future consultation will occur with Gary Wayne Resvaloso Jr.

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AIRPORT BOULEVARD BRIDGE REPLACEMENT PROJECT

Affiliation	Name	Contact Date	Contact Type	Response
Torres- Martinez Desert Cahuilla Indians	‘ Gary Wayne Resvaloso, Jr. Cultural Committee and MLD	03/31/2022	Zoom Meeting	A meeting was held to discuss the project. Amy Dunay (Dokken Engineering Archaeologist) provided overview of proposed project with the Torres Martinez Desert Cahuilla Indians, Caltrans Native American coordinator, and Riverside County Transportation Dept. Gary Resvaloso Jr., stated that the proposed project was within the Tribe’s Land Use Area and that there were four village sites located approximately 1-2 miles away from the proposed project area. The Tribe requested archaeological testing done in areas that have not been disturbed. Amy stated that she believes that all areas within the proposed project area have been disturbed, the most recent disturbance due to a separate project being done by the Coachella Valley Water District. Amy provided evidence of disturbance via aerial imagery (Google Earth) and photographs during the meeting. Gary Jones, Caltrans Native American Coordinator, inquired permission to include and mention the four village sites in the cultural reports. Gary and Thomas Tortez (Torres Martinez Desert Cahuilla Indians Cultural Committee) both stated that it was permissible to state the four village sites in the cultural reports.
		04/01/2022	Email	On April 1, 2022, the Torres Martinez Desert Cahuilla Indians sent names of their village sites and their general locations relative to the APE. The Tribe’s knowledge of village sites within 1 to 2 miles radius of the Project are: Temal Wakhish (earth dry- La Mesa) (west of APE), Awelpitcava (dog lying by the trail) (east of APE), Ekwawinet/

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Affiliation	Name	Contact Date	Contact Type	Response
Torres- Martinez Desert Cahuilla Indians	Gary Wayne Resvaloso, Jr. Cultural Committee and MLD			Kelewutkwīkwinut (wood hanging down) (west of APE), and Palaiyil (Water turtle) (north of APE).
		04/01/2022	Email	Amy sent the attendees at the 3/31/2022 meeting project maps, images of the project area, and a summary of the current condition of the project area. Because of the extensive ground disturbance that has occurred throughout the entirety of the project area, Amy concluded that there are no areas of undisturbed soils. Amy requested confirmation from the Tribe that as there are no undisturbed areas that they did not require archaeological testing.
		04/01/2022	Email	Gary Wayne Resvaloso Jr responded that they will review the information and follow up the next week.
		04/11/2022	Email	Gary Wayne Resvaloso Jr. responded regarding 3/31/2022 to summarize that previously the Tribe communicated that Phase 2 testing and Phase 3 data recovery would need to occur on any undisturbed soil within the project. They confirmed that Amy had previously communicated that the entire project area has been disturbed. The Tribe relayed that their current concern was whether archaeological/tribal monitoring was done during the previous activities/projects that disturbed the project area and if anything was found. If yes, they would like a copy of those reports. If no, they would require Tribal

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Affiliation	Name	Contact Date	Contact Type	Response
Torres- Martinez Desert Cahuilla Indians	Gary Wayne Resvaloso, Jr. Cultural Committee and MLD			monitoring to recover artifacts that might be present in the project area. Gary relayed that in the past, the Tribe monitored many CVWD water line replacements/ discontinued lines and have found cremation remains in the side walls of the trenches done in the 1940's. They also found artifacts in the canals. Gary stressed that he brings up this information to show that there was no archaeological monitoring during those activities to record these findings.
		07/26/2022	Letter	Close out letter stating no further consultation effort is required was provided to the tribe. Consultation considered complete.
Twenty- Nine Palms Band of Mission Indians	Darrel Mike, Chairperson	01/12/2022	Letter	Project Notification Letter, no response
		03/04/2022	Email	Follow-up letter, no response
		06/22/2022	Email	Follow-up letter, no response.
		08/10/2022	Letter	Final close-out letter sent to tribe, no response. Consultation considered complete.

Appendix E Acronyms

AB	Assembly Bill
BMPs	Best Management Practices
BSA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CH_4	methane
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CRHR	California Register of Historic Resources
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
dBA	Decibel A-weighted
EIC	Eastern Information Center
EIR	Environmental Impact Report
E.O.	Executive Order
EPA	Environmental Protection Agency
ESA	Environmentally Sensitive Area
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Administration
GHG	greenhouse gases
HCP	Habitat Conservation Plan

HFC	Hydrofluorocarbons
Ldn	day-night average sound level
Leq	equivalent continuous sound level
Lb	pound
Lmax	maximum sound level
LOS	Level of Service
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
Mph	miles per hour
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NEPA	National Environmental Protection Act
NHPA	National Historic Preservation Act
NO_2	nitrogen dioxide
NO_x	nitrogen oxides
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
PAL	Project Area Limits
Pb	lead
PFC	Perfluorocarbons
PM	particulate matter
ppb	parts per billion
ppm	parts per million
ROG	Reactive organic compounds
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board

SCAQMD	South Coast Air Quality Management District
SHPO	State Historic Preservation Office
SO_2	sulfur dioxide
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SCAB	South Coast Air Basin
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service