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Initial Study/Mitigated Negative Declaration
Railroad Avenue Bridge Replacement Project over Fornat Wash (Br. No. 56C0099) and East Channel Stubbe Wash (Br. No. 56C0101)

Riverside County, California

Federal Aid Project Numbers: BRLO 5956[228], BRLO 5956[229]



Prepared for:

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

Prepared by:
WSP USA
862 E Hospitality Ln #350
San Bernardino, CA 92408

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List of Acronyms

A	
AB	Assembly Bill
ACM	Asbestos-Containing Materials
ADL	Aerially Deposited Lead
ADT	Average Daily Traffic
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
ARB	Air Resources Board
ASR	Archaeological Survey Report
B	
BMP	Best Management Practice
BSA	Biological Study Area
C	
CA CGP	California Construction General Permit
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
County	County of Riverside Transportation Department
CRHR	California Register of Historic Resources
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
D	
dB Lmax	Maximum sound level
DTSC	Department of Toxic Substances Control
E	
EBL	Eligible Bridge List
EPA CGP	Environmental Protection Agency Construction General Permit
H	

HCP	Habitat Conservation Plan
HPSR	Historic Properties Survey Report
HRER	Historic Resources Evaluation Report
I	
I	Interstate
IRWM	Integrated Regional Water Management (San Gorgonio)
IS	Initial Study
L	
LBP	Lead-Based Paint
M	
MMRP	Mitigation Monitoring and Reporting Plan
MLD	Most Likely Descendent
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
N	
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
P	
PAP	Pass Area Plan
PCT	Pacific Crest Trail
PRC	Public Resources Code
PRIMP	Paleontological Resource Impact Mitigation Program
PTS	Paint and Thermoplastic Striping
R	
RWQCB	Regional Water Quality Control Board
S	
SC	Source Control
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District

SD	Site Design
SWPPP	Storm Water Pollution Prevention Plan
T	
TCE	Temporary Construction Easement
TMP	Traffic Management Plan
TWW	Treated Wood Waste
U	
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
U.S. EPA	United States Environmental Protection Agency
W	
WCVAP	Western Coachella Valley Area Plan
WEAP	Worker Environmental Awareness Program
WRCOG	Western Riverside Council of Governments

1 Introduction

1.1 Introduction

The California Environmental Quality Act (CEQA) is a Statewide environmental law contained in Public Resources Code (PRC) §§ 21000-21177. It applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. This Initial Study (IS) evaluates resource areas found in the CEQA Environmental Checklist provided in Section 3. This document is intended for use by the County of Riverside Transportation Department (County) as the CEQA lead agency, responsible agencies, and members of the public in evaluating the physical environmental effects resulting from planning and constructing the proposed Railroad Avenue Bridge Replacement Project over Fornat Wash (Br. No. 56C0099) and East Channel Stubbe Wash (Br. No. 56C0101) (Project).

The Initial Study is organized as follows:

- Section 1. Introduction* provides the purpose of this Initial Study, its intended use, and its public review process.
- Section 2. Project Setting and Description* provides details of the Project location, background, description, and purpose. This section also identifies required permits, approvals, or agreements for the Project.
- Section 3. Initial Study Checklist* provides a summary of the environmental factors potentially affected by the Project and a significance determination. This section also analyzes the potential effects the Project may have on the environment and identifies potential avoidance, minimization, and/or mitigation measures that would reduce or minimize the Project's effects on the environment.
- Section 4. References* catalogs details of in-text citations used in the document.
- Section 5. Preparers* list federal, state, or local agency personnel, including consultants, who were primarily responsible for preparing this document.
- Section 6. List of Technical Studies* identifies all technical studies prepared for the Project.

1.2 Purpose

The objective of this IS is to inform County decisionmakers, representatives of other affected/responsible agencies, the public, and interested parties of the potential environmental consequences of the Project. Determining whether a project may have a significant effect plays a critical role in the CEQA process. If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, the agency shall prepare a draft EIR. The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting. For

example, an activity which may not be significant in an urban area may be significant in a rural area.

In evaluating the significance of the environmental effect of a project, the lead agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.

The overall objective of this IS will be to provide the County with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND). As identified in CEQA Guidelines Section 15063(c), the purposes of an IS are to:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a ND.
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts, before an EIR is prepared, thereby enabling the project to qualify for a ND.
3. Assist in the preparation of an EIR, if one is required, by:
 - a. Focusing the EIR on the effects determined to be significant,
 - b. Identifying the effects determined not to be significant,
 - c. Explaining the reasons for determining that potentially significant effects would not be significant, and
 - d. Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a ND that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs;
7. Determine whether a previously prepared EIR could be used with the project.

1.3 Intended Use of this Initial Study

This IS evaluates the potential environmental impacts that may result from implementing the proposed Project. The document provides technical and environmental analyses for support in determining the significance of environmental impacts. The determination evaluates whether the Project would have no impact, a less than significant impact, a less than significant impact with the implementation of mitigation measures, or a significant impact even if mitigation measures are implemented. Below is a description of the evaluation of environmental impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g.,

the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analyses Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

The County used the substantial evidence provided in this document and the following technical studies prepared for the Project, to evaluate whether or not there are any significant environmental effects associated with implementation of the proposed Project. Based on these analyses, this IS supports adoption of an MND for the proposed Project.

- Biological Resources Technical Report
 - Natural Environmental Study (Minimal Impacts) (includes as appendix Jurisdictional Delineation Report).
- HPSR/ASR/HRER (Confidential- Not for Public Distribution)
- Initial Site Assessment and Supplemental Initial Site Assessment
- Location Hydraulic Study and Summary Floodplain Encroachment Report
- Paleontological Technical Memorandum
- Section 4(F) Evaluation
- Traffic Technical Memorandum
- Visual Impact Assessment Memorandum
- Water Quality Assessment Report

1.4 Public Review of this Initial Study

Public participation in the environmental review process is an essential part of the CEQA process and can help to identify public concern or additional environmental factors that should be considered. To facilitate public involvement in the CEQA review of this Project the County has made available a copy of this IS at the following locations:

- Online at: <https://rcprojects.org/railroadbridges>
- County of Riverside Transportation Department (3525 14th Street, Riverside, CA 92501).
- Cabazon Public Library (50425 Carmen Ave, Cabazon, CA 92230)

In addition, the technical studies prepared in support of the IS are also available for review on the Project website except for the cultural resources reports, which are confidential and not for public distribution.

A 30-day public circulation period will begin June 28, 2023, and ends July 27, 2023. Written comments relating to this IS should be addressed to:

County of Riverside Transportation Department
Attn: Frances Segovia, Senior Transportation Planner
3525 14th Street, Riverside, CA 92501

Submit comments via email no later than July 27, 2023, to: fsegovia@rivco.org

After the public circulation period, consideration of comments raised during the public review period will be considered and addressed prior to adoption of the MND by the County.

2 Project Setting and Description

1. Project Title:

Railroad Avenue Bridge Replacement Project over Fornat Wash (Br. No. 56C0099) and over East Channel Stubbe Wash (Br. No. 56C0101).

2. Lead Agency Name and Address:

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

3. Contact Person and Phone Number:

Frances Segovia, Senior Transportation Planner
(951) 955-1646

4. Project Location:

Along Railroad Avenue near Whitewater in Riverside County between Haugen-Lehmann Way east and Main Street west and south of Interstate 10 (I-10).

5. Project Sponsor's Name and Address:

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

6. General Plan Designation:

Rural Desert, Rural Residential, Tribal Lands - Bridge over Fornat Wash
Open Space Rural - Bridge over East Channel Stubbe Wash

7. Zoning:

Controlled Environmental (W-2-5) and Rural residential (R-R) - Bridge over Fornat Wash
Rural residential (R-R) – Bridge over East Channel Stubbe Wash

8. Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to replace the following two (2) existing scour critical and structurally deficient timber bridges along Railroad Avenue near Whitewater in Riverside County, California (see **Figure 1**):

- Railroad Avenue Bridge over Fornat Wash (Br. No. 56C0099)
- Railroad Avenue Bridge over East Channel Stubbe Wash (Br. No. 56C0101)

Railroad Avenue is an approximately 5-mile stretch of road that runs parallel to Interstate 10 (I-10) and the Union Pacific Railroad (UPRR). It connects the Haugen-Lehmann Way

and I-10 Interchange at the east end and Main Street and I-10 Interchange at the west end (see **Figure 2**). It mostly serves the sparsely populated Cabazon community. The average daily traffic (ADT) volume is approximately 211 vehicles. Periodically, the road carries detoured traffic from the heavily traveled I-10 when the freeway is temporarily closed for construction or emergency incidents. The road also serves as an access route for UPRR and utility maintenance crews. Therefore, it is important to maintain this frontage road in sound condition at all times.

The existing timber bridges carry two lanes (one lane in each direction) of traffic over Fornat and East Channel Stubbe Washes. The timber bridges are approximately 59 feet long and are 32 feet wide from curb-to-curb. The County proposes replacing the existing two 2-lane timber bridges along Railroad Avenue with new 2-lane modern concrete bridges with a curb-to-curb roadway width of 32 feet at the same locations.

The bridges are listed in the federal Eligible Bridge List (EBL) as "Structurally Deficient" with a low Sufficiency Rating between 59.1 and 62.9. A sufficiency rating is essentially an overall rating of a bridge's fitness for the duty that it performs. The rating is based on a bridge's structural evaluation, functional/geometric obsolescence, and its essentiality to the public. A low sufficiency rating may be due to structural defects, narrow lanes, low vertical clearance, or any of many possible issues. A bridge is healthy when its Sufficiency Rating is more than 80.0. Bridges with Sufficiency Rating equal to or less than 80.0 and more than 50.0 require rehabilitation or widening. When the Sufficiency Rating falls less than 50.0, bridge replacement shall be considered for public safety. Although the Railroad Avenue bridges carry a status flag of Structurally Deficient with Sufficiency Rating ratings between 50 and 80 (qualifying for major rehabilitation), it was determined that the bridges are far beyond their 50-year service life, and it would be more cost-efficient to replace the bridges. Additionally, a scour Plan of Action was performed on the bridges by the County in 2013. The Plan of Action recommended total replacement of the bridges as the most cost-effective option due to the extent of the scour, structural instability and deterioration of various timber bridge elements.

The proposed Project would replace the existing 2-lane timber bridges with new 2-lane modern concrete bridges. The proposed road width would consist of two 12-foot-wide travel lanes, one lane in each direction, and a 4-foot-wide shoulder on each side. Modern traffic barriers/railings meeting current Caltrans safety design standards would be constructed. The proposed bridges would be approximately 60 feet long depending on the channel hydraulic capacity and water surface freeboard requirements. Potentially the elevation of Fornat Wash Bridge may increase, but by no more than two feet to meet freeboard requirements. The East Channel Stubbe Wash Bridge elevation would remain the same. Additionally, approach roadway improvements would be provided, and channel improvements would be administered to avoid future scour problems. It is envisioned that the channel bottom would remain earthen.

An existing underground telephone line along the north side of Railroad Avenue and suspended along the north side of the East Channel Stubbe Wash bridge would be affected by construction and may require relocation.

All construction activities would be conducted within the existing roadway right of way with construction staging and material laydown areas on the roadway itself. Railroad

Avenue between the two bridges to be replaced would be closed to continuous traffic during construction. The duration of construction is anticipated to be about 12 months (6 months per bridge). It is envisioned that the two bridges would be constructed one at a time to allow access to UPRR facilities and adjacent utilities from the Haugen-Lehmann Way/I-10 Interchange or the Main Street/I-10 Interchange. A Traffic Management Plan (TMP) would be prepared to address closure of the road and access to local utilities and properties.

The proposed construction would require a temporary construction easement from UPRR for access to the channel bottom. However, construction activities are expected to stay at least 50 feet from the live rail tracks to eliminate any effects on railroad operation. The Railroad Avenue bridges abut adjacent State bridges (Br. No. 56-166 and Br. No. 56-168) that carry I-10 traffic over the same washes. Structural modifications to the State bridges are not anticipated; however, this will be evaluated during design. An encroachment permit from Caltrans District 8 to construct improvements abutting Caltrans right of way would be obtained prior to construction.

9. Surrounding Land Uses and Setting:

The Project is set within Rural Residential and Open Space Rural land uses. The nearest community to the Project area is the I-10 Haugen Lehmann Avenue Community neighborhood which is approximately 0.3-miles northeast. North of Railroad Avenue is the I-10, and south of Railroad Avenue is the UPRR rail corridor. The Pacific Crest Trail bypasses (by going underneath) Railroad Avenue at the East Channel Stubbe bridge. The Railroad Avenue bridge over Fornat Wash is located just west of the Morongo Reservation (Bureau of Indian Affairs; U.S. Forest Service Tribal Connections). The Project staging area on the east roadway approach to Fornat Wash Bridge would encroach into the Tribal boundaries, however all construction would be within County right of way.

10. Other Agencies Whose Approval is Required:

Table 1 below lists the permits and approvals required for Project construction.

Table 1. Permits and Approvals

Agency	Permits, Licenses, Agreements, and Certifications	Status
Caltrans	Section 4(f) Approval from Caltrans as delegated by FHWA.	Approved on June 17, 2022.
Regional Water Quality Control Board	Section 401 for water discharge	Application for 401 permit expected after Final Environmental Document (FED) approval.
State Water Resources Control Board	California Construction General Permit (CA CGP) Coverage	Application for CA CGP coverage is expected after FED approval.
Environmental Protection Agency	Construction General Permit Coverage	Application for EPA CGP coverage is expected after FED approval.
United States Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States.	Application for 404 permit expected after FED approval.
California Department of Fish and Wildlife	1602 Agreement for Streambed Alteration	Application for 1602 permit expected after FED approval.
United States Fish and Wildlife Service	Section 7 Consultation for Threatened and Endangered Species	Concurrence received on July 2, 2020.
State Historic Preservation Officer	Finding of Effect (FOE)	Concurrence received on June 7, 2022.
UPRR	Temporary Construction Easement (TCE)	Application for TCE permit expected prior to construction.
Caltrans	Encroachment Permit	Application for encroachment permit expected prior to construction.
Riverside County Department of Waste Resources - Lamb Canyon Landfill	Permit for disposal of Treated Wood Waste, as necessary	Application for Treated Wood Waste permit expected during construction, as necessary.

11. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Assembly Bill (AB) 52 notification letters were sent on February 23, 2022, to four Native American Tribes to provide information on the proposed Project and initiate formal consultation, if desired. One of the four tribes responded to the letter. More details regarding consultation efforts to date can be found in Section of 3.18 Tribal Cultural Resources or Appendix B.

3 Initial Study Checklist

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this Project, with Less Than Significant Impact with Mitigation Incorporated, as indicated by the checklist on the following pages.

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

The proposed Project would have no effect on: Agriculture and Forest Resources, Land Use/Planning, Mineral Resources, Population/Housing, and Public Services.

The proposed Project would have a Less than Significant Impact on: Aesthetics, Air Quality, Cultural Resources, Energy, Geology/Soils, Hazards and Hazardous Materials, Hydrology/Water Quality, Noise, Recreation, Transportation, Tribal Cultural Resources, Utilities/Service Systems, Wildfire, and Mandatory Findings of Significance.

The proposed Project would have a Less than Significant Impact with Mitigation Incorporated on: Biological Resources. Mitigation for impacts on this resource area includes the following:

BIO-4: Compensatory Mitigation for Replacement/Restoration of Jurisdictional Waters.

Permanent and temporary impacts from the replacement of Fornat Wash Bridge (#56C0099) and East Channel Stubbe Wash Bridge (#56C0101) will require compensatory mitigation for jurisdictional waters. Compensation can be a combination of enhancement, restoration, and/or rehabilitation. Compensation can also occur through the purchase of credits through the Coachella Valley Conservation Commission (CVCC) in-lieu fee program or other approved mitigation provider, including federal and state jurisdictional water resources. The temporary impacts will be restored with implementation of **BIO-1**. However, to ensure adequate compensatory mitigation is

obtained, final mitigation ratios will be determined after consultation with the USACE, RWQCB, and CDFW.

Determination

On the basis of this initial evaluation:

- I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Jan Bulinski
Jan Bulinski
Environmental Project Manager
County of Riverside Transportation Department

6/21/2023
Date

3.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the Project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Information in this section is based on field visits and the *Visual Impact Assessment Memorandum* (April 2020).

Regulatory Setting:

CEQA policy requires the state to take all necessary action to provide the people of the state “with...enjoyment of aesthetic, natural, scenic and historic environmental qualities” (CA Public Resources Code [PRC] Section 21001[b]).

Environmental Setting:

The Project area is characterized by an expansive desert and is surrounded by prominent ridgelines of the San Bernardino and San Jacinto mountain ranges (or the San Gorgonio Pass [Pass]). The Pass is well-known for its windy conditions which supports thousands of wind turbines throughout the surrounding landscape. Shallow alluvial channels consisting of stony, gravelly loamy, and fine sands cross through the Project area. As ephemeral streams, these alluvial channels are often dry shallow beds with sparse vegetation.

The Pacific Crest Trail (PCT), one of the first federally designated National Scenic trails, crosses under the East Channel Stubbe Wash Bridge. The PCT is 2,650 miles long and stretches from the Mexican border to British Columbia. The 42-foot-long segment of the PCT that crosses the Project area was established about 43 years ago (circa 1974); however, it is assumed to have achieved historical significance as a part of the larger nationally significant trail, which has a period of significance from 1935 (Pacific Crest Trail System Conference) to 1993 (entire trail officially dedicated). The trail segment within the Project area is part of an alluvial wash and is simply a well-traveled path with no specific built features that identify the trail.

Land use within the Project area is primarily rural open space. The built setting is comprised of transportation infrastructure, including Railroad Avenue, I-10, and the UPRR tracks, and limited

rural development including low density residential neighborhoods and more urban development, such as warehouses. From Railroad Avenue, locally recognized and visually prominent natural and built features, such as the San Bernardino and San Jacinto Mountains (background), San Gorgonio Pass wind farm turbines (background), the UPRR (foreground), I-10 (foreground), and PCT (foreground) are visible (see **Figure 3** and **Figure 4**). Views from the bridges extend across the relatively flat desert environment to distant vistas encompassing large vertical features such as utility poles, billboard advertisements, freeway signs, trees, and structures, as well as the horizon. Railroad Avenue is classified as a local rural road and has no streetlights or sidewalk improvements.

Views of the bridge structures themselves are limited and can only be seen from the floor of the ditches as they are not elevated and are perpendicular to the I-10 and UPRR bridges. From Railroad Avenue, motorists may recognize the guardrails/barriers and metal warning paddle signs/reflectors along the sides of the bridges as bridge approaches.

Fornat Wash Bridge is situated approximately two feet above the wash floor with timber beams covered with peeling textured stucco. The structure appears to be in fair condition with some deterioration of the original timber stringers from debris flowing in the wash (See Figure 4. View of the Bridge over Fornat Wash from Ditch).

East Channel Stubbe Wash Bridge is constructed of timber pile piers, concrete, and wood abutment walls. The deck stands approximately 12 feet above the wash floor and is coated with asphalt. The substructure consists of weathered timber beams and log piles. The structure appears to be in fair condition with some splitting of timbers in the center piers (See Figure 5. View of Bridge over East Channel Stubbe Wash from Wash/Segment of the PCT).

The bridges' substructure materials and construction style are characteristic of the time at which they were built (circa early 1930's); however, the overall bridge structures have similar forms, elevations, and lines to that of the adjacent railroad and I-10 bridge structures. As seen from the channel washes, the bridges add to the rural character and unique past of the area, but from the roadway itself, the bridges are less notable.

Visual Resources

The PCT, one of the first federally designated National Scenic trails, crosses under the East Channel Stubbe Wash Bridge within the Project corridor. The PCT is 2,650 miles long and stretches from the Mexican border to British Columbia. The 42-foot long segment of the PCT that crosses the project corridor was established about 43 years ago (circa 1974); however, it is assumed to have achieved historical significance as a part of the larger nationally significant trail, which has a period of significance from 1935 (Pacific Crest Trail System Conference) to 1993 (entire trail officially dedicated). The trail segment within the project corridor is part of an alluvial wash and is essentially just a well-traveled path. There are no specific built features that identify the trail.

Railroad Avenue is not an officially designated State Scenic Highway. The I-10 freeway is eligible for inclusion in the State Scenic Highway System but is not officially designated as a State Scenic Highway. No officially designated scenic vistas have been identified for the Project. However, the following features are notable visual elements within the Project corridor:

The San Gorgonio Pass, known for its windy conditions and wind farms, is a unique visual landscape along the I-10 between Beaumont and North Palm Springs with its rows of wind turbines rising above the relatively flat desert floor.

Edging the I-10 are the San Bernardino and San Jacinto mountain ranges that dominate the landscape with their rocky slopes and jagged tops visible for miles from the freeway and surrounding roadways.

Viewers

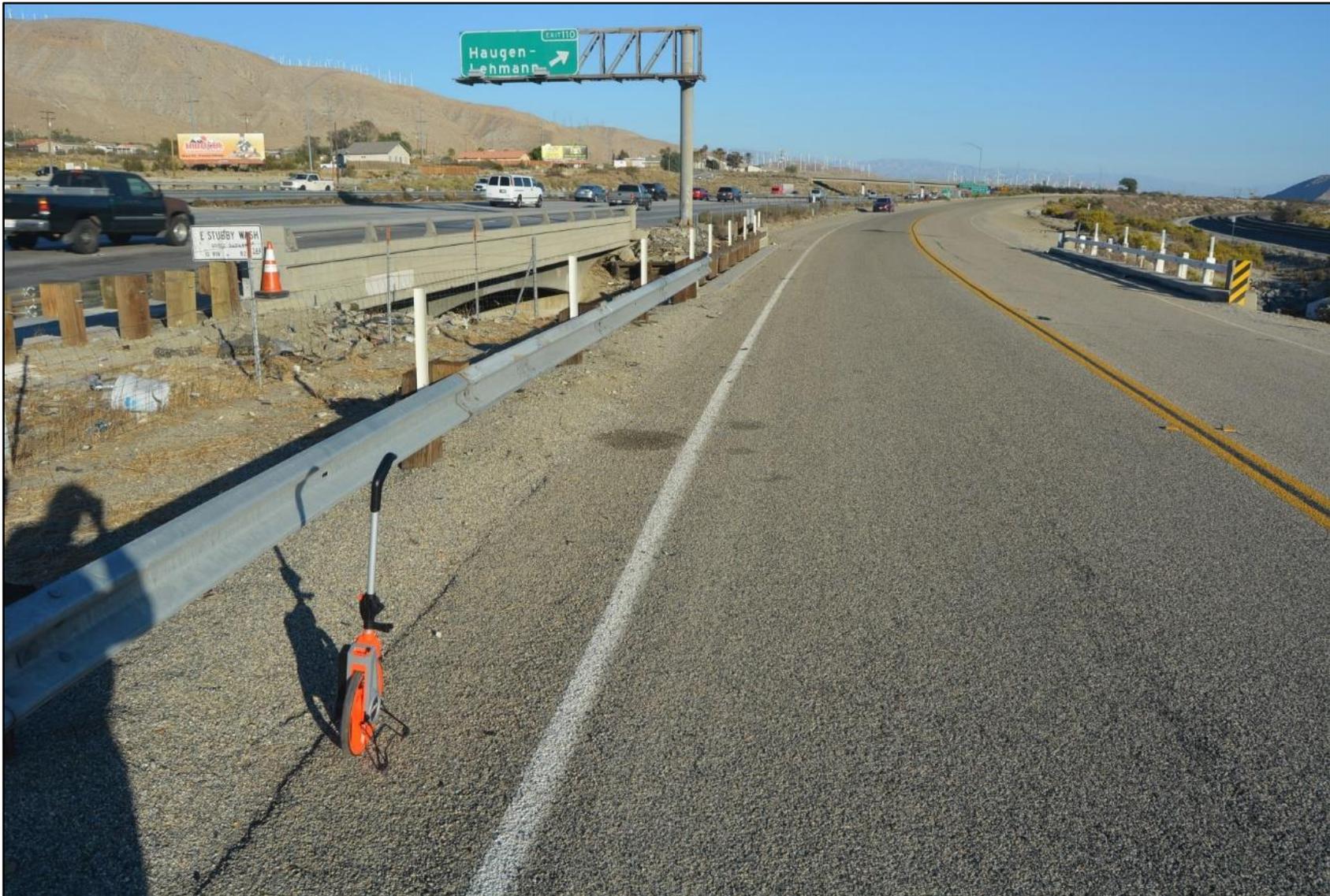
Viewers within the project corridor consist of travelers on Railroad Avenue, which include utility and UPRR crews working in or traveling through the Project corridor, residents, recreationists, and occasionally I-10 traffic, and neighbors (motorists on I-10 and local residents). Viewers are considered to have various levels of sensitivity to visual changes based on their relationship to the Project and visual preferences. For example, residents are usually considered to have a high level of sensitivity to visual changes due to their proximity to the changes, duration in which they view the changes (every day) and visual expectations (sense of ownership of views and desire for aesthetically pleasant surroundings). Travelers are considered to have low to moderate sensitivity to visual changes based on the duration in which they can see the changes (speed of travel), familiarity with existing conditions (commuter who sees the same stretch of roadway every day would be more familiar with existing views) and visual preference (expectations for visual order, harmony and coherence). Visual sensitivity is typically expressed as a scale from low to high with the mid-range being moderate-low, moderate and moderate-high.

Residents are considered to have the most familiarity with views within the Project corridor and a high sensitivity to visual changes (residential neighborhoods are located north of I-10, which blocks views of the bridges for these viewers). Utility and UPRR crews, as well as recreationists are considered to have some familiarity with views within the corridor and would be expected to have a moderate sensitivity to visual changes. Motorists on Railroad Avenue most likely include residents, utility and UPRR crews, and recreationists and therefore, are considered to have a moderate-high level of sensitivity to visual changes due to their expected familiarity with existing views along the roadway. Motorists on I-10 include a variety of users, including those with some familiarity with views within the corridor and those that may be experiencing these views infrequently or for the first time. I-10 motorists are expected to have a low sensitivity to visual changes due to the speed in which they are traveling through the corridor (limited time to notice small details) and focus on task at hand (driving).

Figure 3. View from Bridge over Fornat Wash



Figure 4. View from Bridge over East Channel Stubbe Wash



Impact Analysis:

a) and b) No Impact. The Project area does not include any scenic vistas or scenic resources and is not located near a State Scenic Highway.

c) Less than Significant Impact. The proposed Project would replace the existing timber bridges with concrete elements and upgrade the barriers/railings to meet current Caltrans safety design. The roadway would not be realigned, and the bridges would maintain a similar height, width and length. The modern materials would be compatible with the materials used on the I-10 and UPRR bridges and would present a consistent and unified look. The linear form and scale of the roadway and bridges would be consistent with what currently exists. The upgrades would not affect the overall visual character of the rural desert landscape with limited urban or residential development.

Viewers in the Project area consist of travelers, residents, and recreationists. During construction, traveler's views to and from the roadway would be temporarily affected by the presence of large construction equipment, materials, crews, and signage. In addition, it is expected that some vegetation adjacent to the bridges and/or within the channel washes may be removed resulting in a change in surrounding views. Although visual impacts are anticipated to be temporary and minimal, implementation of minimization measures **BIO-1** and **VIA-1** would further reduce Project impacts.

Recreationists' views when using the PCT may be affected during construction. The Project segment of the PCT would be closed to trail users requiring a detour west of the existing trail to an existing underpass at West Channel Stubbe Wash. Views of the East Channel Stubbe bridge structure and the visual experience for trail users would be affected throughout construction. Once construction is completed, this segment of the trail would be restored to its pre-construction condition, offering trail users the same quiet respite as they currently enjoy.

As viewed from the PCT, the wood piers and support beams of the East Channel Stubbe Wash bridge are an unusual element of the bridge structure and this segment of the trail. Removing the bridge and the rustic wooden understructure would result in a less than significant visual impact on those traversing the PCT. To further minimize this impact, measure **VIA-2** would be implemented as part of the Project.

d) No Impact. The Project would not install any new permanent lighting and construction would primarily be limited to daylight hours. Therefore, the Project is not anticipated to result in new light or glare sources that would affect day or nighttime views of the area.

Avoidance, Minimization, and/or Mitigation Measures:

The following minimization measures would be implemented as part of the Project to reduce potential impacts on aesthetic resources.

VIA-1: The construction contractor will preserve existing vegetation where feasible, use the existing roadway right of way for storage and laydown areas, limit construction to daylight hours, as feasible, and minimize the use of lighting to only what is required for directional and safety purposes to reduce the effects of construction on the visual environment.

VIA-2: The construction contractor will provide cost-effective, sculpted concrete and staining aesthetic treatment on the East Channel Stubbe Wash bridge that serves the Pacific Crest Trail.

BIO-1: Temporary Construction Areas. Post-construction, all temporary construction areas and the area under the bridge replacements will be returned to preconstruction contours, soils decompacted, and hydroseeded with a native seed mix. Ephemeral washes and their banks will be left with an earthen, sandy bottom. No riprap or other obstructive material will be placed under the new bridges.

3.2 Agriculture and Forestry Services

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

Source(s): Information in this section is based on the California Department of Conservation Farmland Mapping and Monitoring Program, the 2016 Riverside County Important Farmland Map (California Department of Conservation 2016a), and a Williamson Act records search.

Regulatory Setting:

The Farmland Mapping and Monitoring Program produces maps and statistical data used for analyzing impacts on California’s agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance.

CEQA requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land, to

encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

Environmental Setting:

The California Department of Conservation Farmland Mapping and Monitoring program classifies the Project area as ‘Other Land’ and ‘Grazing Land’. ‘Other Land’ is defined as land not included in any other mapping category (i.e., vacant and nonagricultural land surrounded by urban development and greater than 40 acres). ‘Grazing Land’ is land on which the existing vegetation is suited to the grazing of livestock.

Impact Analysis:

a) through e) No impact. No unique or prime farmlands or farmlands of statewide importance exist within the Project area and no conversion of prime farmland, unique or farmland of local importance would result from the Project. The proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract as there are no parcels under agricultural use or a Williamson Act contract within the Project area. There are no forests or timberlands within the Project area. As a result, no impact would occur, and no mitigation is required.

Avoidance, Minimization, and/or Mitigation Measures:

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

3.3 Air Quality

Would the Project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non- attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Information in this section is based on the Project GHG Emissions Analysis completed for the Project (July 2022), Federal Clean Air Act, California Clean Air Act, National Ambient Air Quality Standards, State Ambient Air Quality Standards, and the 2016 South Coast Air Quality Management District’s Air Quality Management Plan.

Regulatory Setting:

The Federal Clean Air Act is the primary federal law that governs air quality while the California Clean Air Act is its companion state law. These laws and regulations by the United States Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and State Ambient Air Quality Standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM)—which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM₁₀) and particles of 2.5 micrometers and smaller (PM_{2.5})—and sulfur dioxide (SO₂).

The South Coast Air Quality Management District (SCAQMD) created regional and local compliance with the Federal Clean Air Act. The SCAQMD, which produced the 2016 Air Quality Management Plan (AQMP) to identify strategies for meeting state and federal ambient air quality standards, implements the state air quality program through coordination with local planning agencies. Through these coordinated efforts, estimated significant thresholds and required strategies to meet compliance standards are produced. A project that exceeds the SCAQMD significance threshold and cannot be corrected through implemented mitigation measures to reduce the level of impact, conflicts with the AQMP.

Environmental Setting:

The proposed Project is within two air basins, the bridge over Fornat Wash falls under the South Coast Air Basin (SCAB) and the bridge over East Channel Stubbe Wash falls under the Salton Sea Air Basin (SSAB). Both air basins fall under the SCAQMD jurisdiction and the 2016 AQMP.

Western Riverside County (west of the San Geronio Pass) is located within the SCAB, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties. According to the AQMP adopted by the SCAQMD for the air basin, the worst air quality problem in the nation occurs in the SCAB. With very light average wind speeds, the basin atmosphere has a limited capability to disperse air contaminants horizontally.

The SSAB portion of Riverside County is separated from the SCAB region by the San Jacinto Mountains and from the Mojave Desert Air Basin to the east by the Little San Bernardino Mountains.

The Riverside County General Plan Air Quality Element provides the six-criteria air pollutant attainment status for each air basin within the county. As identified in the Air Quality Element, the SCAB and SSAB are designated as non-attainment areas for federal and state ozone (O₃) and Particulate Matter (PM₁₀) standards. The SCAB and SSAB are designated as attainment areas for federal and state Carbon Monoxide (CO), Sulfur Dioxide (SO₂), Nitrogen Oxide (NO₂), and Lead (Pb) standards.

Impact Analysis:

a) No Impact. During construction, short-term degradation of air quality may occur due to fugitive dust generated by construction activities involving vegetation clearing, bridge

demolition, site grading, and bridge reconstruction. Likewise, particulate emissions from diesel-powered construction equipment such as excavators, trucks, and pile drivers, may also impact air quality.

The SCAQMD’s Road Construction Emissions Model, Version 8.1.0 was used to estimate construction emissions for the Project. As such, the construction phase regional emissions were compared to the SCAQMD’s significance thresholds, which are as follows:

- 100 pounds per day of NO_x
- 75 pounds per day of volatile organic compounds (VOC)
- 150 pounds per day of PM₁₀
- 55 pounds per day of PM_{2.5}
- 150 pounds per day of SO_x
- 550 pounds per day of CO
- 10,000 metric tons/year of carbon dioxide equivalent (CO₂e) for industrial facilities

Projects with construction-related emissions that exceed any of these emission thresholds are considered significant.

Table 2 summarizes emissions of criteria pollutants per phase and the maximum emissions in pounds/day; emissions include both vehicle exhaust and fugitive dust.

Table 2. Estimated Construction Emissions of Criteria Pollutants (lbs/day)

Project Phase	NO _x	VOC	Total PM ₁₀	Total PM _{2.5}	SO _x	CO
Grubbing/Land Clearing	0	0	0	0	0	0
Grading/Excavation	74.0	7.6	9.1	4.1	0.2	69.4
Drainage/Utilities/Sub-Grade	50.5	5.3	8.0	3.2	0.1	50.8
Paving	7.8	0.9	0.4	0.3	0.1	12.7
Maximum (pounds/day)	74.0	7.6	9.1	4.1	0.2	69.4
SCAQMD Threshold	100	75	150	55	150	550
Exceeds Threshold?	No	No	No	No	No	No

As shown in **Table 2**, construction emissions would not exceed SCAQMD thresholds and therefore, would not conflict with the SCAQMD AQMP. To further reduce the effects of construction activities on air quality, measures **GHG-1** through **GHG-3** would be implemented.

Once constructed, the Project would not increase the number of travel lanes or facilitate additional vehicle trips or traffic. Under Federal Regulations the Project is exempt from air quality conformity per 40 CFR 93.126 as a Safety-Railroad/Highway Crossing project. Projects exempt from conformity are generally those that are air quality neutral and include safety, mass transit, air quality (i.e., ride-share, bicycle and/or pedestrian facilities) and other, similar projects.

As an air quality neutral project, the Project would not conflict or obstruct implementation of the SQAQMD AQMP during project operation.

b) No Impact. The SCAB and SSAB are designated as non-attainment areas for federal and state O₃ (ozone is formed over time from VOC and NO_x emissions) and PM₁₀ standards. As noted in **Table 2**, the Project would not exceed the SCAQMD thresholds for these criteria pollutants during construction. And, as an air quality neutral project, the Project would not result in increased emissions.

c) Less than Significant Impact. A sensitive receptor is a person or population group who is particularly susceptible to health effects due to exposure to an air contaminant, such as children and the elderly. Sensitive receptors include schools, hospitals, retirement homes, and residences where occupants include these sensitive groups. The East Channel Stubbe Wash Bridge is about 0.30 miles south from the nearest sensitive receptor (residential area).

During construction, the Project would generate pollutants related to site clearing, grubbing, and demolition. Sensitive receptors may be exposed to airborne particulates (dust) and emissions (diesel-fueled vehicles); however, these effects would be short-term and would not exceed emission thresholds. To further minimize potential impacts on air quality, measures **GHG-1** through **GHG-3** would be implemented.

d) No Impact. According to the SCAQMD *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (2005), land uses associated with odor complaints typically include agriculture, chemical plants, composting operations, dairies, refineries, and landfills. The proposed Project does not include any uses identified by the SCAQMD as being associated with odors.

Project construction equipment including heavy duty or diesel-fueled equipment may emit objectionable odors. Construction-related odors would be short-term in nature and cease upon Project completion. No mitigation is required.

Avoidance, Minimization, and/or Mitigation Measures:

Implementation of the following minimization measures would address temporary air quality effects related to construction activities.

GHG-1: During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions will be controlled by regular watering, or other dust preventive measures using the following procedures as specified in the South Coast Air Quality Management District Rules and Regulations:

- Onsite vehicle speed will be limited to 25 miles per hour;
- During clearing, grading, earthmoving, or excavation operations, areas being excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice daily with complete coverage preferable in the late morning and after work is done for the day;
- All soil material transported onsite or offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust;

- Areas disturbed by clearing, grading, earth moving, or excavation activities will be minimized to prevent excessive dust;
- Visible dust beyond the construction limits emanating from the Project will be prevented to the maximum extent feasible.

GHG-2: Ozone precursor emissions from construction vehicles will be controlled by maintaining equipment engines in good condition, and properly tuned per manufacturer’s specifications, to the satisfaction of the resident engineer.

GHG-3: All trucks that are to haul excavated or graded material offsite will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

3.4 Biological Resources

Would the Project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Information in this section is based on the *Natural Environment Study (Minimal Impacts)* (February 2020) and *Jurisdictional Delineation Report* (May 2019).

Regulatory Setting:

Federal and State Special-Status Species

Under Section 7 of the Federal Endangered Species Act (FESA), federal agencies are required to consult with the U.S. Fish and Wildlife Service (USFWS) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat.

California enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. The CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. Species listed under FESA and CESA that require a Biological Opinion under Section 7 may also need a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Under the Migratory Bird Treaty Act (MBTA), the killing, possessing, or trading of migratory birds is prohibited unless exempt by regulations prescribed by the Secretary of the Interior. The MBTA prohibits the possession of protected bird species and their nests, regardless of whether nests are active.

Birds of prey, such as owls and hawks, are protected in California under provisions of the State Fish and Game Code, which states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.”

Clean Water Act (1972)

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The following are important CWA sections related to wetland and riparian habitat:

- Section 401 requires an applicant for a federal license or permit to conduct any activity, which may result in a discharge to waters of the U.S., to obtain certification from the state that the discharge will comply with other provisions of the act.
- Section 402 establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCBs) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).
- Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation’s waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the U.S. EPA.

Environmental Setting:

The Project area occurs within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) in the Cabazon Conservation Area (Fornat Wash Bridge) and the Snow Creek/Windy Point Conservation Area (East Channel Stubbe Wash Bridge).

Conservation Areas are defined as land that provides core habitat for covered species, conserves natural communities, essential ecological processes, and secures biological corridors and linkages between major habitat areas. The Project is considered a covered activity under Section 7.3.1 of the CVMSHCP since it occurs within these Conservation Areas.

The Project's biological setting and affected environment was determined based on a Biological Study Area (BSA) for each bridge, which included the proposed Project disturbance limits and a 300-foot buffer around each bridge (see **Figure 5** and **Figure 6**).

Figure 5. Biological Study Area at Fornat Wash Bridge

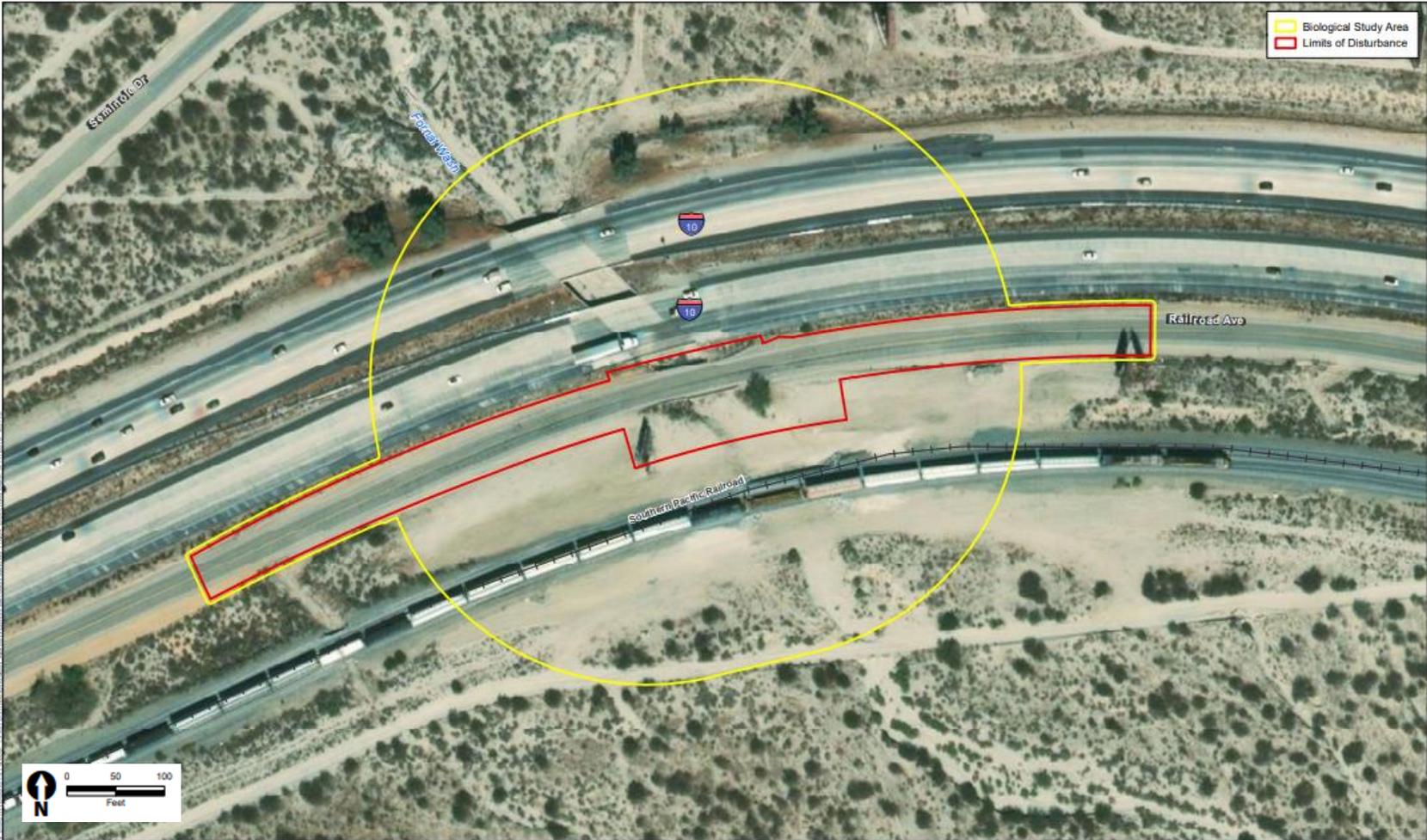
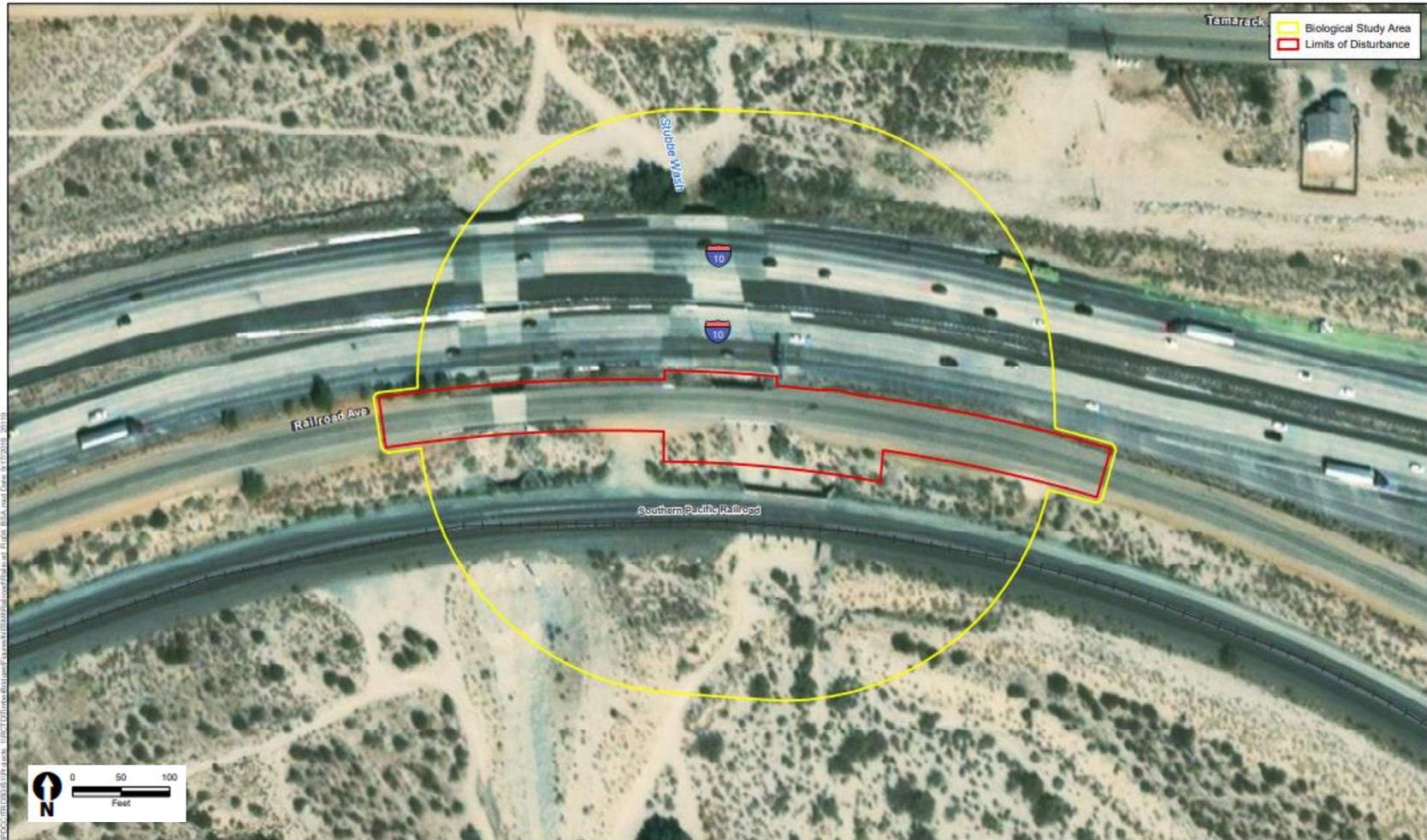


Figure 6. Biological Study Area at East Channel Stubbe Wash Bridge



Prior to conducting field surveys, relevant reference literature and natural resource databases were reviewed for potentially occurring plant and wildlife species and natural vegetation communities with special regulatory or management status and having a reasonable potential to occur within the BSAs. This evaluation included a review of the CDFW California Natural Diversity Database (CNDDDB) Special Animals List; California Native Plant Society (CNPS) Electronic Inventory (CNPS 2019); USFWS IPaC decision support system, and USFWS National Wetlands Inventory (USFWS 2019). Once completed, field surveys were conducted at each BSA in 2017 and 2019.

Vegetation communities and land use types were mapped and identified for the two BSAs (see **Figure 7** and **Figure 8**). Six vegetation communities and two land use types were mapped within the East Channel Stubbe Wash Bridge BSA. These vegetation communities and land use types include: narrowleaf goldenbush – bladderpod scrub; disturbed creosote bush scrub, creosote bush – brittlebush scrub; brittlebush scrub; desert wash; ruderal; and developed/disturbed. These vegetation communities and land use types are described in more detail below and summarized in **Table 3**:

- The Narrowleaf Goldenbush – Bladderpod Scrub community is typically dominated by narrowleaf goldenbush, bladderpod and yellow mock aster in the shrub canopy. Other species observed include brittlebush, telegraph weed, and non-native grasses, including ripgut brome, Mediterranean grass and slender wild oat. This vegetation community is found within the Fornat Wash Bridge BSA and has been disturbed by maintenance of the Caltrans and County right of way (ROW) and off-road vehicles.
- The Disturbed Creosote Bush Scrub community is characteristically dominated by creosote bush but may also include other shrubs such as burroweed, cheesebush, shadscale, brickellbush, and brittlebush. The scattered foliage may also include a low cover of emergent trees such as honey mesquite and seasonal annuals or perennial grasses. This vegetation community sits within the Fornat Wash Bridge BSA and occurs south of the UPRR ROW. Consequently, the foliage has been heavily disturbed by ROW maintenance activities and off-road vehicle use. Due to the disturbances, this vegetation community is sparse.
- The Creosote Bush – Brittlebush Scrub community is a shrub community characteristically dominated by creosote bush and brittlebush. Other species that can often be found in this scrub community are desert agave, burroweed, and desert holly. This vegetation community is found within the East Channel Stubbe Wash Bridge BSA and occurs south of the UPRR ROW. Some areas of this community have been disturbed by off-road vehicle use.
- The Brittlebush Scrub community characterizes brittlebush as a dominant or co-dominant species in a shrub community. Other plants that can be found in this shrub community are desert agave, California sagebrush, and California buckwheat. The Brittlebush Scrub occurs between Railroad Avenue and the UPRR within the East Channel Stubbe Wash BSA. The plants found within this community include brittlebush, goldenbush, California croton, burroweed, jimsonweed, and non-native grasses, including ripgut brome and Mediterranean grass.
- The Desert Wash community occurs within both bridge BSAs. The wash bottoms are composed of coarse sandy soils and have no vegetation or are sparsely vegetated with

species that occur in the scrub vegetation communities described above. Sporadic desert willows were also found within the Desert Wash community.

- The Ruderal vegetation community is often characterized as vegetation found on or adjacent to human-disturbed sites and is frequently disturbed. Ruderal vegetation communities were found in both BSAs. Ruderal vegetation consisted of tumble mustard, Athel tamarisk, and nonnative grasses.
- The Developed/Disturbed land use types were designated in both BSAs and account for the local dirt roads, existing paved roadways, and UPRR ROW that has been disturbed by maintenance activities. Most ROW areas were unvegetated, and the small amount of vegetation that was present was composed of nonnative species, such as tumble mustard and nonnative grasses.

Table 3. Summary of Vegetation Communities and Land Use Type within the BSAs

<i>Vegetation Community</i>	<i>Fornat Wash Bridge (acres)</i>	<i>East Channel Stubbe Wash Bridge (acres)</i>
Narrowleaf Goldenbush – Bladderpod Scrub	0.50	0.00
Disturbed Creosote Bush Scrub	0.13	0.00
Creosote Bush	0.00	0.14
Brittlebush Scrub	0.00	1.14
Desert Wash	0.37	0.56
Ruderal	0.57	0.58
Developed/Disturbed	4.76	3.73
Total within Study Area (acres)	6.33	6.15

Figure 7. Vegetation Communities/Land Use Types at Fornat Wash

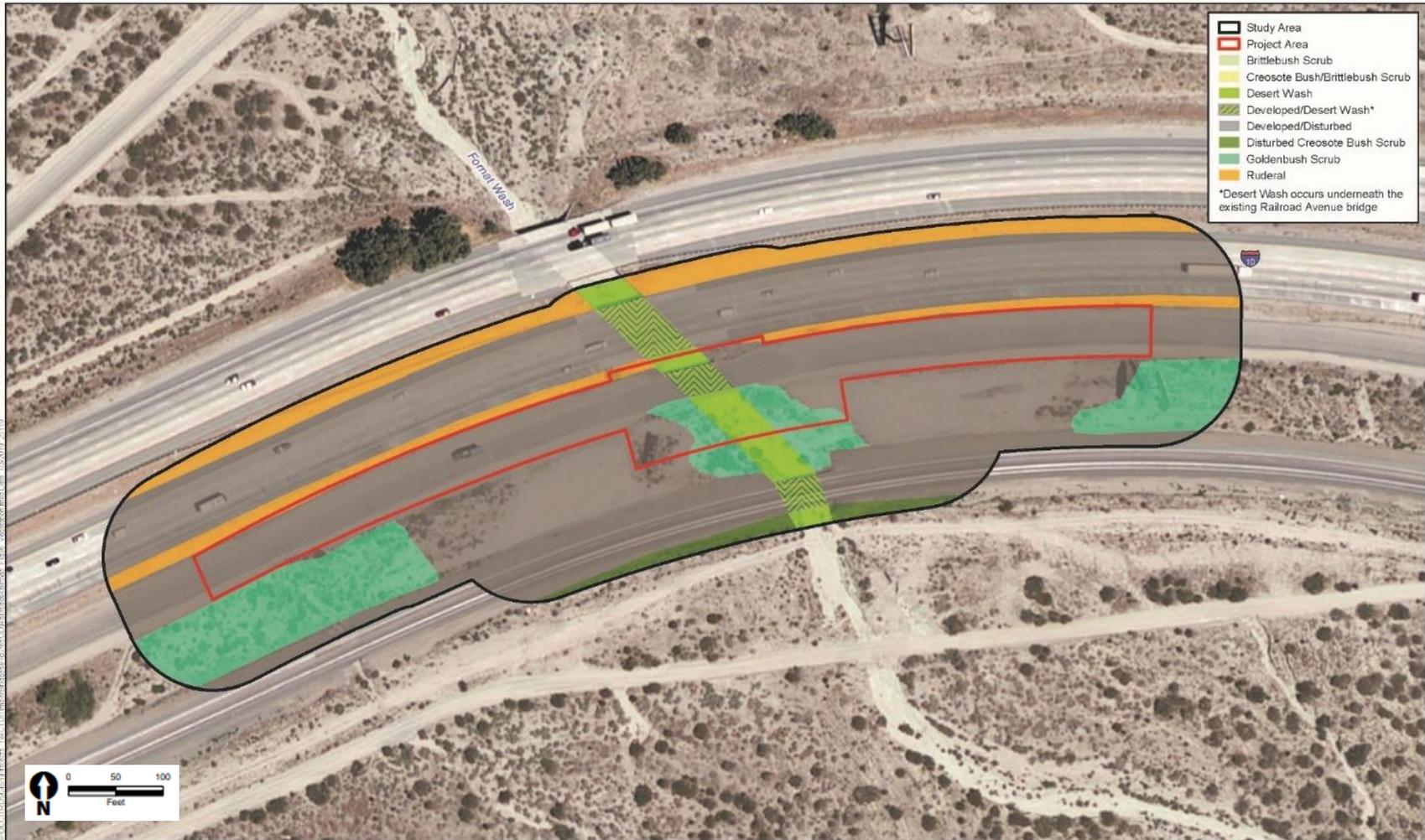


Figure 8. Vegetation Communities/Land Use Types at East Channel Stubbe Wash



Additional focused surveys were conducted for special-status plants, burrowing owls, desert tortoise, and bats. Below is a description of each survey, the methods used, and results.

Special-Status Plants

Review of relevant literature indicated 91 special-status plant species could occur within the BSAs. After further evaluation, suitable habitat was present for 19 species. A habitat assessment was conducted in May 2017, followed by a special-status plant focused survey with site visits in May, July, and October 2017 in suitable habitat of the BSA. The Guidelines for Conducting and Reporting Botanical Inventories (USFWS 2000) were followed. To ensure each target special-status species was detected during the blooming period, the survey was performed during different survey windows (spring, summer, and fall season) to increase detection of each species. The focused survey resulted in finding no special-status species.

Similar to the special status plant species review, of the 45 special status wildlife species, only one of the species was observed (loggerhead strike), and suitable habitat for an additional 15 wildlife species was identified. Suitable habitat is present for desert tortoise (federally and state-listed as endangered), Coachella Valley Jerusalem Cricket (no status), burrowing owl (Species of Special Concern [SSC]), vermilion flycatcher (SSC), yellow warbler (SSC), LeConte's thrasher (SSC), San Diego desert woodrat (SSC), flat-tailed horned lizard (SSC), Coachella Valley round-tailed ground squirrel (SSC), Palm Springs pocket mouse (SSC), desert bighorn sheep (state-listed), pocketed free-tailed bat (SSC), big free-tailed bat (SSC), Townsend's big-eared bat (SSC), pallid bat (SSC), and American badger (SSC).

Although suitable habitat is present for several special status species, the Project area lacks Core Habitat for covered species under the CVMSHCP. Core Habitat is not present because of Caltrans, County, and UPRR ROW maintenance activities. For that reason, no additional analysis is required for the species covered under the CVMSHCP, which include LeConte's thrasher, Coachella Valley round-tailed ground squirrel, Palm Springs pocket mouse, desert bighorn sheep, and Coachella Valley Jerusalem cricket.

Burrowing owls, bats, and desert tortoises are also considered a covered species under CVMSHCP; however, additional analysis is required because there is Core Habitat and potential for species to occupy the Project site or adjacent areas in the future. These species are discussed in more detail below.

Desert Tortoise

The desert tortoise is a federally and state-listed threatened species found throughout the Mojave and Sonoran Desert regions within canyons, washes, rocky foothills, alluvial fans, and other open areas. The species is found within succulent scrub, creosote bush scrub and blue paloverde (*Parkinsonia florida*)-ironwood (*Olneya tesota*)-smoke tree (*Psoralea argophylla*) vegetation communities high in species richness (USFWS 2009). The desert tortoise inhabits burrows and is most active from March through June and from September through October. Protocol focused surveys for desert tortoise were performed in 2017 and 2019. In 2017, one hundred percent of the Project's limits of disturbance (LOD) was surveyed, and an additional Zone of Influence buffer was surveyed, where legally possible, at 200-, 400-, and 600-meter intervals. To ensure the focused surveys are current, the survey was repeated in 2019, and followed the 2018, USFWS

Guidance. This survey consisted of evaluating the BSA at approximately 30-foot transects to allow for one hundred percent ground coverage.

No desert tortoise or definite tortoise signs were observed during the survey, and no USFWS critical habitat is present within the BSAs. Since the species was not found during the focused surveys, and no sign of their presence was observed, the species is considered absent.

Burrowing Owls

Protocol and focus surveys, as well as habitat assessments were conducted for burrowing owls. The Burrowing Owl Study Area consisted of a 500-foot buffer around the two subject bridges, with physical access occurring only within a 300-foot buffer and a visual assessment with binoculars occurring within an additional 200-foot buffer area due to access restrictions. Open lands that were sparsely vegetated were considered potentially suitable habitat including potentially suitable burrows that could be used by burrowing owls. The habitat evaluation concluded that suitable habitat for burrowing owls is present throughout all undeveloped areas of the initial 300-foot buffer of the Burrowing Owl Study Area.

Once the habitat evaluation was completed, a focused survey was initiated. The focused survey consisted of four separate site visits spaced at intervals during the protocol survey window from February 15 to July 15. Line transects spaced 30-feet apart were used to evaluate the habitat within the 300-foot buffer. Binoculars were then used to scan visible areas within the additional 200-foot buffer. The focused survey found four (4) suitable burrows near Fornat Wash bridge and seven (7) near East Channel Stubbe Wash bridge. Although suitable burrows were found, there were no burrowing owls or signs of burrowing owls (i.e., whitewash, tracks) found during the focused survey.

Bats

Based on the literature review and reconnaissance survey, pocketed free-tailed bat, big free-tailed bat, Townsend's big-eared bat, and pallid bat could potentially occur within the Project area. These bat species are CDFW SSC and are known to roost in crevices within trees, bridges, rocks, caves, culverts, and buildings.

In June 2017, a habitat evaluation was conducted at the two bridges, as well as the I-10 and UPRR bridges. The Project bridges are both timber bridge structures that contain crevices and gaps that are suitable for roosting bats. The adjacent bridges associated with the I-10 and UPRR bridges are both concrete with crevices and imperfections and provide suitable habitat for roosting bats at the bridge abutment joints. Therefore, the bridges were closely reviewed for potential structures and conditions suitable for bat roosts. No bat sign (i.e., guano, urine) were documented within the two bridges on Railroad Avenue or the adjacent I-10 and UPRR bridges.

In July 2017, a focused emergence survey for colonial bats was performed by visually observing bridges at dusk when bats would be emerging from their roosts and foraging. Bat echolocation calls were recorded using Anabat Bat Detection System and analyzed using Sonobat software to identify the bat species in the vicinity of the bridges. These species are common regionally and could potentially roost within bridges or in rock outcrops occurring in the regional vicinity. During the acoustic survey, the canyon bat was the only species documented. The Mexican free-tail bat may have also been recorded however, due to poor audio quality from freeway noise (I-

10), the species was unconfirmed. No special-status bats were documented during surveys; therefore, they are not expected to occur.

Wildlife Corridors

Regionally, the San Gorgonio River and tributaries associated within the river are valuable biological corridors connecting the San Bernardino Mountains and the San Jacinto Mountains. These biological corridors are also identified by the CVMSHCP within the Conservation Area.

The CVMSHCP identifies Fornat Wash as an important biological corridor serving the Cabazon Conservation Area. Fornat Wash is a tributary of the San Gorgonio River and provides a biological connection between the San Bernardino Mountains to the north and the San Jacinto Mountains to the south. Although most of the habitat for CVMSHCP covered species occurs within the floodplain of the San Gorgonio River, the CVMSHCP does not identify species core habitat within the undercrossing at Fornat Wash Bridge. There are no known studies conducted for wildlife movement within Fornat Wash.

The CVMSHCP identifies East Channel Stubbe Wash as an important biological corridor through the Stubbe and Cottonwood Canyons and Snow Creek/Windy Point Conservation Areas, providing a connection between the areas south and north of the I-10. East Channel Stubbe Wash is a tributary of the San Gorgonio River. In addition, the biological corridor provides an avenue of sand transport through East Channel Stubbe Wash to the Whitewater River floodplain. The East Channel Stubbe Wash bridge undercrossing does not provide live-in habitat for most species due to the high level of human disturbance associated with maintenance and recreational use of the PCT. However, due to the location and height of the UPRR, Railroad Avenue, and I-10 bridges, the East Channel Stubbe Wash is expected to be used by a variety of species, including bighorn sheep, mule deer, coyote, and desert tortoise, to cross under these bridges.

Jurisdictional Waters and Wetlands

In March 2019, a delineation of jurisdictional waters and wetlands was conducted to support the federal and state regulatory permitting processes for the Project. A total of seven features were mapped within the Project area. All features consist of ephemeral sandy channels, either small channels formed by runoff or large flood control channels designed to convey flows under the I-10, Railroad Avenue, and UPRR. In total, approximately 1.11 acres of USACE/RWQCB non-wetland Waters of the U.S. (WoUS), 1.35 acres of CDFW unvegetated streambed, and 0.003 acres of CDFW riparian vegetation were mapped within the bridge BSAs (see **Table 4**). No wetlands were identified within the bridge BSAs. **Figure 9** through **Figure 12** illustrate locations of jurisdictional waters within the bridge BSAs.

Table 4. Summary of Potential USACE, RWQCB, and CDFW Jurisdiction

Bridge	USACE/RWQCB Non-Wetland WoUS/WoS (acres)	CDFW Unvegetated Streambed (acres)	CDFW Riparian Vegetation (acres)
Fornat Wash Bridge	0.44	0.55	0.003
East Channel Stubbe Wash Bridge	0.67	0.80	0.0
Total	1.11	1.35	0.003

Figure 9. Locations of CDFW Jurisdictional Resources at Fornat Wash Bridge

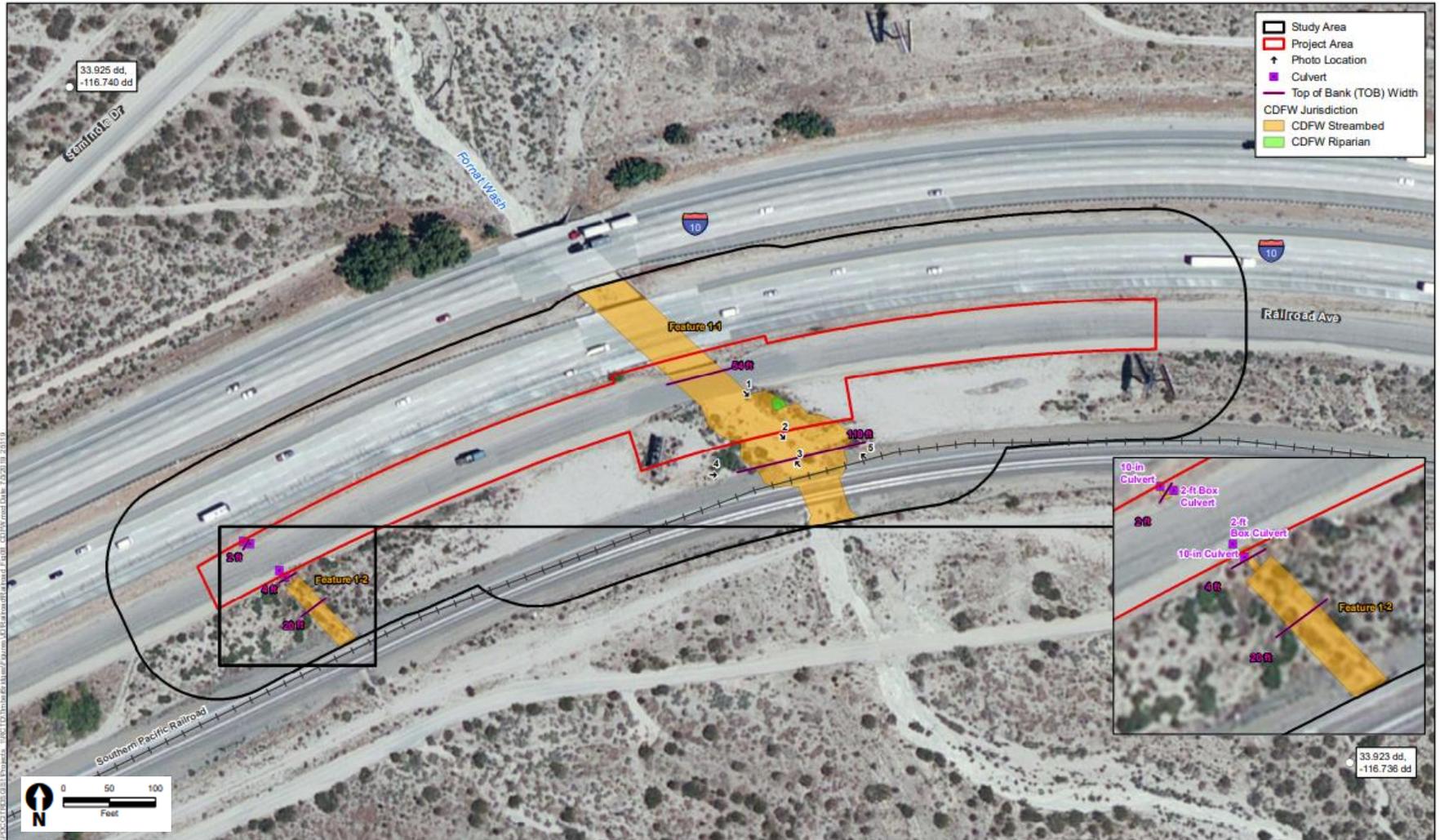


Figure 10. Locations of Non-Wetland Waters of the U.S. at Fornat Wash Bridge

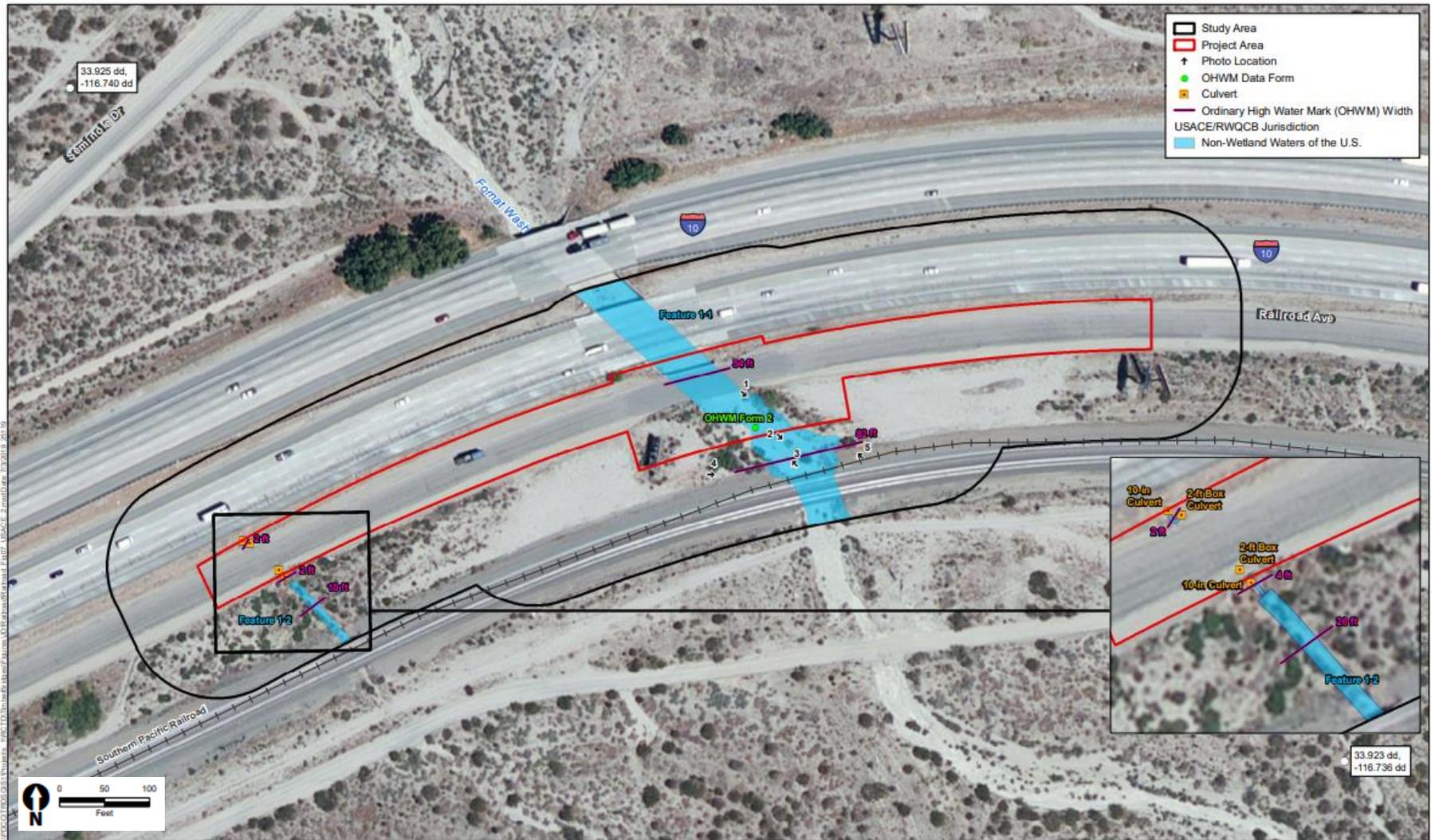


Figure 11. Locations of CDFW Jurisdictional Resources at East Channel Stubbe Wash Bridge



Figure 12. Locations of Non-Wetland Waters of the U.S. at East Channel Stubbe Wash Bridge



Impact Analysis:

a) Less than Significant Impact. Although construction activities would primarily be limited to the existing road ROW except for a temporary construction easement within the UPRR ROW, direct effects on vegetation communities would include removal of vegetation and manipulation of soils within the washes. Additionally, construction activities could potentially cause indirect effects through the spread of invasive plant species, increased risk of fire, increased trash, increased dust, and chemical spills. However, these potential indirect effects are not expected to appreciably affect sensitive vegetation communities. To ensure construction activities do not have indirect effects on downstream or adjacent resources, measure **BIO-1** would be implemented, and measure **BIO-2** would ensure the Project is consistent with the CVMSHCP.

Desert Tortoise

Although no signs of desert tortoises were present, the Project occurs within the species range and may migrate through the Project area. Therefore, implementation of avoidance measures **BIO-5** and **BIO-6** would ensure the Project would not impact the species and that the Project is consistent with the CVMSHCP. Additionally, the presence of a biological monitor (measure **BIO-3**) would ensure no impacts would occur.

Caltrans determined the Project would have a “no effect” on desert tortoise or desert tortoise critical habitat due to the species absence from the Project area. Therefore, consultation with the USFWS complete.

Burrowing Owls

Although no direct impacts are anticipated on burrowing owl due to the species’ absence from the BSAs, there is a potential for the species to occur within the Project vicinity prior to and during construction. Because this species is highly mobile, there is potential for the species to migrate to the Project area. Potential indirect effects that may occur on burrowing owl include, an increased generation of dust, noise, or vibration that could collapse burrows, trash that can attract predators, and degradation of habitat adjacent to the Project area. Therefore, implementation of measure **BIO-7** would ensure full avoidance of potential impacts on burrowing owl should they occur within the Project area. Measure **BIO-2** would minimize the potential for indirect effects on burrowing owls. Avoidance measure **BIO-6** would include a worker education program to inform workers about the species and how to avoid impacts. Lastly, presence of a biological monitor (see measure **BIO-3**) would also ensure no impacts would occur if the species were found present.

Migratory Birds

The proposed Project could potentially affect nesting birds. Noise, dust, and vibration generated by construction activities could result in nest abandonment in natural habitats adjacent to the impacted areas. Although there is no suitable habitat for Loggerhead shrike (SSC) in the BSAs, this species was incidentally observed foraging within the BSAs during a field survey. Implementation of avoidance measure **BIO-9** would reduce potential effects on migratory birds and their nests, including loggerhead shrike.

Bats

Although special-status bats are not expected to occur in the Project area, Project construction may directly and indirectly affect common bats. Removing the bridges could potentially disrupt common bats that are using the bridges for day or night roosts. Project construction may also indirectly affect non-special-status bats foraging in the vicinity or roosting in nearby trees. Noise and vibration from construction equipment and human encroachment may result in bats temporarily leaving their roosts, or, if breeding, abandoning their maternity colony. Implementation of avoidance measure **BIO-8** would ensure construction-related effects on bats would be avoided.

Special- Status Mammals

The proposed Project would remove potential habitat for pallid San Diego pocket mouse, San Diego desert woodrat, Los Angeles pocket mouse, and American badger. Construction activities could directly and/or indirectly affect the species’ habitat, burrows, and foraging and breeding behaviors. However, based on the size of the impact area and existing disturbances and maintenance activities associated with Railroad Avenue, the UPRR, and I-10, it is not anticipated for the Project to affect a substantial number of these species. Measure **BIO-2** would address any potential indirect effects on sensitive mammal species potentially occurring within the vicinity of the Project area.

b) Less than Significant with Mitigation Incorporated. Construction activities would potentially affect jurisdictional waters both temporarily and permanently at each bridge location. Temporary effects would occur within the work area needed to construct the new bridges. During construction, soil compaction may occur within the jurisdictional waters, which may affect flow rates through the Project site and downstream. The potential indirect effects on jurisdictional waters include introduction of invasive plant species, sedimentation, erosion, and chemical spills that may affect downstream resources. **Table 5** provides the summary of permanent and temporary impacts on jurisdictional resources at each bridge.

Table 5. Summary of Proposed Impacts on USACE/RWQCB and CDFW Jurisdictional Resources

Railroad Avenue Bridges	USACE/RWQCB Non-wetland (acres)		CDFW Unvegetated Streambed (acres)		CDFW Riparian (acres)	
	Perm. Impacts	Temp. Impacts	Perm. Impacts	Temp. Impacts	Perm. Impacts	Temp. Impacts
Fornat Wash Bridge	0.018	0.118	0.021	0.158	0.000	0.003
East Channel Stubbe Wash Bridge	0.029	0.137	0.030	0.160	0.000	0.000
Total	0.047	0.255	0.051	0.318	0.000	0.003

Under Section 401 and 404 of the CWA, compensatory mitigation is required for unavoidable impacts in order to replace the loss of wetland and aquatic resource functions in the watershed. Compensatory mitigation can take the form of permittee-responsible mitigation, mitigation

banks, and in-lieu fee mitigation. Compensatory mitigation measure **BIO-4** would be implemented to achieve the goal of “no net loss” of jurisdictional resources.

Temporary impacts to riparian habitat would be addressed through restoration to pre-construction conditions as identified in **BIO-1**. Additionally, minimization measure **BIO-2** would reduce the potential for water pollution and erosion-related impacts on waters.

c) No Impact. Based on the Jurisdictional Delineation Report completed for the Project, no state (RWQCB) or federal (USACE) jurisdictional wetlands are present in the BSAs.

d) Less than Significant Impact. During construction, there would be an increase in human presence including removal of the existing bridge and the use of construction equipment. Construction activities that generate noise and vibration would likely deter wildlife from using the area as a wildlife corridor. However, wildlife that might normally use the undercrossing at Fornat Wash could potentially use an undercrossing approximately 500 feet to the west. In addition, West Channel Stubbe Wash is approximately 270 feet west of the East Channel Stubbe Wash, which could temporarily accommodate wildlife. Wildlife is not expected to cross over Railroad Avenue since it directly abuts the I-10 which deters animals from crossing due to its high traffic volumes.

Biological corridors would be fully accessible for animal movement post construction. Implementation of avoidance and minimization measures would avoid impacts and reduce the likelihood of impacts on wildlife during construction activities. The measures include returning the sandy soils to original conditions (see measure **BIO-1**), implementing Best Management Practices (see measure **BIO-2**), and having a biological monitor onsite to ensure there are no incidental disturbances on biological resources (see measure **BIO-3**).

e) No Impact. The Project is consistent with the Riverside County Pass Area Plan (PAP) Measure 16.6 which ensures interconnected habitat conservation to provide a linkage from the San Jacinto Mountains to the Coachella Valley. In addition, the Project is compliant with the PAP Policy 16.10 and the Riverside County Western Coachella Valley Area Plan (WCVAP) Measure 22.1 which protects sensitive biological resources in the PAP through adherence to policies found in the CVMSHCP. Therefore, no impacts would occur, and no mitigation is required.

f) No Impact. The Project is a covered activity under the CVMSHCP (Volume I, Section 7.3.1.1) and is considered a project relating to “Operations and Maintenance, public access facilities.” The Project also occurs within established Conservation Areas: East Channel Stubbe Wash occurs within the Snow Creek /Windy Point Conservation Area and Fornat Wash Bridge occurs within the Cabazon Conservation Area.

The CVMSHCP identifies conservation objectives including minimizing indirect effects from project development adjacent to or within the Conservation Area as they relate to drainage, toxics, lighting, noise, invasive species, and barriers (CVMSHCP Volume I, Sections 4.5.1 through 4.5.6). The Project would implement avoidance and minimization measures **BIO-2**, and **BIO-5** through **BIO-7** to be consistent with the CVMSHCP Volume I Section 4.4 and 4.5. Additionally, the CVMSHCP identifies avoidance and minimization measures for desert tortoise and burrowing owls. Since there is the potential for desert tortoise and burrowing owls to occupy the Project area, avoidance and minimization measures **BIO-3**, **BIO-5**, **BIO-6** and **BIO-7** would

be incorporated to ensure full avoidance of potential impacts on the species and consistency with the CVMSHCP.

Avoidance, Minimization, and/or Mitigation Measures:

The Project would implement the following avoidance, minimization, and compensatory mitigation measures to reduce potential impacts on habitat and species, and to achieve no net loss of jurisdictional waters.

Avoidance measures:

BIO-5: Presence/Absence Desert Tortoise Survey. Prior to construction activities, a qualified biologist will perform a presence/absence survey within 100% of project LOD and a 200-foot buffer (or to the property boundary if permission cannot be obtained) for fresh sign of desert tortoise, including living tortoises, tortoise remains, burrows, tracks, scat, or eggshells. The presence/absence survey must be performed between February 15 and October 31. The presence/absence survey is valid for 90 days (or indefinitely if tortoise-proof fencing is installed around the work limits).

- If fresh sign of desert tortoise is found during the presence/absence survey, a preconstruction survey would be performed within the entire work area. The survey will be conducted from February 15 to June 15 or September 1 to October 31, during different tortoise activity periods (morning and afternoon). Tortoise-proof fencing will be installed around the work limits after any individuals are removed from the work area by a qualified biologist. The tortoise fencing will be maintained throughout the duration of construction activities.
- If no sign is found, a preconstruction clearance survey would not be required within 90 days of the last survey. If project construction has not started within that 90-day period, a new survey presence/absence survey may be necessary.

BIO-6: Worker Environmental Awareness Program Training. A Worker Environmental Awareness Program (WEAP) will be developed and presented to all construction personnel prior to the start of construction activities. The WEAP training will be presented by a qualified biologist. The biologist will describe the work limits in which the Project must be accomplished. The training will include general behavior and ecology for species of concern (i.e., desert tortoise and migratory birds), identification of the species, reporting requirements, and protection measures being implemented for the Project, which may include but not be limited to:

- Project personnel will not be allowed to bring pets into the Project construction site.
- No hazards to the desert tortoise (e.g., auger holes, trenches, pits, or other steep-sided depressions) will be left unfenced or uncovered; such hazards will be eliminated prior to the construction crew and the biologist(s) leaving the Project construction site for the day.
- During construction-related activities for the Project, motor vehicles will be limited to approved designated roadways and areas identified as permanently or

temporarily affected by construction of the Project. All motor vehicles driving on approved nonpaved roads in the Project area will not exceed 20 miles per hour.

- Anyone who operates a motor vehicle or construction equipment will check under the parked vehicles/equipment for the presence of desert tortoises before vehicle/equipment is moved.
- Should any desert tortoise be injured or killed, all activities will be halted within 500 feet of the incident, and the Field Contact Representative (FCR) and/or Approved Biologist immediately contacted. The FCR and/or Approved Biologist will be responsible for reporting the incident to the USFWS and CDFW.

BIO-7: Preconstruction Burrowing Owl Survey. A preconstruction burrowing owl survey will be performed within 500 feet of the Project's limits of disturbance and any staging areas at least 14 days prior to the initiation of ground disturbance activities. The survey will be performed by a biologist experienced performing surveys for burrowing owl and species identification. All burrows within the survey area will be examined to determine occupancy by burrowing owl. If the burrow is occupied, it will be flagged or staked, and a 160-foot buffer applied during the non-breeding season (September 1 through March 14) and 250-foot buffer applied during the breeding season (March 15 through August 31). No construction activities will be permitted within the avoidance buffer until the young are no longer dependent on the burrow.

If the burrow is unoccupied, the burrow will be made inaccessible to owls (e.g., one -way doors), and the Project may proceed. If either a nesting or escape burrow is occupied, relocation of owls could occur pursuant to CDFW 2012 protocol. A burrow will be considered occupied if at least one burrowing owl has been observed occupying a burrow during the past three years, either through observation during protocol surveys or through CNDDDB records.

BIO-8: Preconstruction Bat Survey and Exclusion. To avoid direct mortality on bats, and their daytime or maternity roosts, a qualified bat biologist will be retained to conduct bat and bat roosting site surveys prior to construction. This preconstruction survey will be conducted within 200 feet of Fornat Wash Bridge and East Channel Stubbe Wash Bridge during the general bat maternity season (between April 1 and September 30). The survey will occur at dusk and will include both acoustic data collection and an emergence count. If roosting sites or bats are not found, no further action will be necessary. Otherwise, the following exclusion is applicable:

Part A. If the preconstruction survey finds bats to be roosting and bridge removal is scheduled to occur between October 1 and March 31 (outside of the maternity season of April 1 through September 30), bats will be evicted by the methods discussed below. In addition, if bat roosts are found in the bridge and the Project may perform work underneath or within 200-feet of the bridge with bats (between April 1 and September 30), the discussion below would also apply.

The eviction of bats will be conducted using bat exclusion techniques developed by Bat Conservation International in consultation with CDFW and under the supervision of a qualified bat biologist. These techniques allow the bats to exit the roosting site but prevent re-entry. This process will include, but not be limited to, the installation of one-

way exclusion devices at the bridge(s). Sealing the bridge(s) at the time of abandonment, where applicable, may prevent the need for the exclusion process. Where exclusionary devices are installed on the bridge, the devices will remain in place for seven days, at which time the exclusion points and any other potential entrances will be sealed. A visual inspection of the bridge by a qualified bat biologist will be required prior to bridge removal to verify that all bats have been successfully excluded.

Part B. If the preconstruction survey finds bats to be roosting and bridge removal is scheduled to occur during the maternity season (April 1 through September 30), a qualified bat biologist will monitor the roost to determine if the roost site is a maternal roost. This may be determined by either visual inspection of the roost for bat pups, if possible, or monitoring the roost after the adults leave for the night to listen for bat pups. If the roost is determined to not be a maternal roost, then the bats will be evicted as described above under Part A. If the roost is determined to be a maternal roost, eviction of the maternal roost cannot occur during the nursery season, because bat pups cannot leave the roost until they have reached maturity. Once the maternity season is completed, construction and bridge removal can commence.

BIO-9: Preconstruction Survey for Nesting Birds. If construction activities are initiated during the bird breeding season (defined as February 15 through September 15), a preconstruction survey by a qualified biologist will occur within three days prior to construction activities. The survey will occur within all suitable nesting habitats within the Project's limits of disturbance and a 100-foot buffer, as access is allowed. If nesting birds are found at any time, an appropriate buffer will be established around the nest by the qualified biologist until it has been determined that young have fledged, or nesting activities have ceased.

Minimization measures:

BIO-1: Temporary Construction Areas. Post-construction, all temporary construction areas and the area under the bridge replacements will be returned to preconstruction contours, soils decompacted, and hydroseeded with a native seed mix. Ephemeral washes and their banks will be left with an earthen, sandy bottom. No riprap or other obstructive material will be placed under the new bridges.

BIO-2: Best Management Practices. The following BMPs will be implemented to reduce impacts on biological and aquatic resources.

- Dust control measures will be implemented to minimize impacts on adjacent vegetation.
- Activities that may produce sparks, including welding or grinding, will use protective gear to reduce fire risks, such as the use of shields and protective mats. Fire suppression capabilities, including extinguishers, shovels, and water tankers, will be available onsite whenever construction occurs during the fire season (as determined by the Riverside County Fire Department).
- Trash will be stored in closed containers so that it is not readily accessible to wildlife and will be removed from the construction site daily to avoid attracting wildlife to the Project area.

- Project construction will be limited to daylight hours as feasible and will minimize the use of lighting to only what is required for directional and safety purposes.
- Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth. No plant species listed in CVMSHCP Volume I, Section 4.5.5 will be used.
- Trucks carrying vegetation that will be removed from the Project area will be covered and disposed of in accordance with applicable laws and regulations.
- Plans for water pollution and erosion control will be developed and implemented in accordance with RWQCB requirements. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by Caltrans prior to construction. The water pollution and erosion control plan will include the following at a minimum:
 - Ensure no fluids or sediment from construction will enter ephemeral washes.
 - Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized.
 - No erodible materials will be deposited into watercourses. Brush, loose soils, or other debris material will not be stockpiled within stream channels or on adjacent banks.
 - Equipment maintenance, staging, storage, and dispensing of fuel, oil, coolant, or any other toxic substances will be located on non-sensitive upland sites with minimal risks of direct drainage into watercourses. These designated areas will be clearly marked and located in such a manner as to contain runoff from entering sensitive habitat, including watercourses and ephemeral washes.
 - Necessary precautions will be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials will be reported to appropriate entities, including, but not limited to, the applicable jurisdictional County, USFWS, CDFW, or RWQCB, and will be cleaned up immediately and contaminants removed to approved disposal areas.

BIO-3: Biological Monitor. An Approved Biologist will monitor all construction activities during initial ground disturbance. The Approved Biologist will ensure that all practicable measures are being employed to avoid incidental disturbance of the CVMSHCP Conservation Area adjacent to the BSAs. Once initial ground clearing is completed, ongoing weekly monitoring and reporting will occur throughout the duration of construction activities to ensure BMPs in **BIO-2** are implemented.

Mitigation measure:

BIO-4: Compensatory Mitigation for Replacement/Restoration of Jurisdictional Waters.

Permanent and temporary impacts from the replacement of Fornat Wash Bridge (#56C0099) and East Channel Stubbe Wash Bridge (#56C0101) will require compensatory mitigation for jurisdictional waters. Compensation can be a combination of enhancement, restoration, and/or rehabilitation. Compensation can also occur through the purchase of credits through the Coachella Valley Conservation Commission (CVCC) in-lieu fee program or other approved mitigation provider, including federal and state

jurisdictional water resources. The temporary impacts will be restored with implementation of **BIO-1**. However, to ensure adequate compensatory mitigation is obtained, final mitigation ratios will be determined after consultation with the USACE, RWQCB, and CDFW.

3.5 Cultural Resources

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

Source(s): Information in this section is based on a cultural resources literature and records search, a review of the California Native American Heritage Commission’s (NAHC) Sacred Lands File, Native American consultation, and a field survey. Additionally, the information is sourced from the Historic Property Survey Report (HPSR), Historical Resources Evaluation Report, Archaeological Survey Report (ASR), and Department of Parks and Recreation (DPR) Forms (February 2022) and Finding of Effect (June 2022) prepared for the Project.

Regulatory Setting:

National Historic Preservation Act (NHPA)

The National Historic Preservation Act (NHPA) of 1966, sets forth national policy and eligibility procedures for defining significant historic properties-- districts, sites, buildings, and structures. Significance eligibility is determined based on the integrity of the resource and its association to American history, architecture, and culture.

Integrity is the ability of a property to convey its significance. To be listed in the National Register, a property must not only be shown to be significant under the National Register criteria, but it also must have integrity. The evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property’s physical features and how they relate to its significance.

Within the concept of integrity, the National Register criteria recognize seven aspects or qualities that, in various combinations, define integrity. These are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant.

Section 106 of the NHPA requires federal agencies to consider the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings.

California Register of Historical Resources (CRHR)

The CEQA requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as “unique” archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR. Historical resources are defined in PRC Section 5020.1(j). The criteria and integrity evaluation are similar to that of the National Register of Historic Places (NRHP). An eligible resource is identified as a property greater than 50 years old and that meets one or more of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- Associated with the lives of persons important to local, California or national history (Criterion 2).
- Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic value (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (Criterion 4).

Under CRHR, integrity is the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

CEQA Guidelines Section 15064.5

Section 15064.5 of the CEQA Guidelines requires the state lead agency to evaluate the project’s impact on historic resources listed in or determined to be eligible for listing in the CRHR. A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings

such that the significance of an historical resource would be materially impaired. The significance of an historical resource is materially impaired when a project:

- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

The lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

When a project will affect state-owned historical resources, as described in Public Resources Code Section 5024, and the lead agency is a state agency, the lead agency shall consult with the State Historic Preservation Officer as provided in Public Resources Code Section 5024.5. Consultation should be coordinated in a timely fashion with the preparation of environmental documents.

California Code Section 15064.5 provides guidance on determining the significance of impacts to archaeological and historical resources. A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

Environmental Setting:

The Area of Potential Effect (APE) includes all potential areas directly or indirectly affected by the Project, all construction and staging areas, Temporary Construction Easements (TCEs), and construction signage. In total, the APE encompasses approximately 2.27 acres and includes two discontinuous segments centered around each individual bridge: Fornat Wash Bridge (Bridge No. 56C0099) and East Channel Stubbe Wash Bridge (Bridge No. 56C0101). The vertical limit of the APE extends up to 20 feet in depth to accommodate excavation associated with construction of the bridge footings.

Historical Overview:

Regional Development

Trails and roads were important to the Spanish colonial enterprise as they tied Spanish missions and outposts together for communication and supply routes. In 1774, Spanish military Captain Juan Bautista de Anza led an exploratory expedition to establish a land route between Mexico and the settlements in California. On the first expedition, he reached Mission San Gabriel, via Yuma Arizona, passing to the west of the San Gorgonio Pass, through the San Jacinto Valley. The Spanish reconnaissance missions continued into the desert of Southern California to obtain information on topography, Native American population densities, to catch deserters, and to establish better inland travel routes (Forbes 1964:99; von Till Warren and Roske 1981:ii).

Although very little is known about historic developments in the San Gorgonio Pass before 1820, what is documented is that in 1821 a party of Cocomaricopa Natives had travelled to the San Gabriel Mission and told the Spanish padres of a trail that only took six days to reach the Colorado River. The Spanish were extremely interested in this more direct inland trail that could connect them with Mexico through the Southwest (Forbes 1964:105; von Till Warren and Roske 1981:2). However, in 1821, Mexico won their war of independence from Spain and control of Alta California which delayed pursuit of this route that would later become the Bradshaw Trail that passed through the San Gorgonio Pass. European settlement was slow and sporadic in the San Gorgonio Pass region during much of the Spanish and Mexican colonial era, and few Europeans settled permanently in the area.

On February 2, 1848, California became an American Territory with the signing of the Treaty of Guadalupe-Hidalgo that ended the Mexican American War. Two years later, on September 9, 1850, California became the thirty-first state in the Union (Starr 2005). Southern California was promoted as an ideal agricultural area, with fertile soil and a mild climate. Books on California painted beautiful pictures that appealed to both Americans and Europeans. There were three land booms tied to railroad construction: (1) after the transcontinental railroad was completed, enabling easy travel to California; (2) late 1870s after the Southern Pacific Railroad was completed; and (3) 1886–1888, when the Santa Fe transcontinental line was completed. Competition between the lines incited a rate war, and both tourists and potential settlers took advantage of the low fares to come to California (Lech 2004:222). In the 1870s and 1880s, settlement expanded in the San Gorgonio Pass near the stations built by the new Southern Pacific rail line.

Road and Highway Development in the Inland and Desert Regions of Southern California

State legislation regarding road development began in 1895 when the California Legislature created the Bureau of Highways, which surveyed the state's existing roads and recommended new routes for development. In 1897, the Department of Highways replaced the Bureau. Passage of the State Highways Act in 1909 replaced the Department of Highways with the new California Highway Commission and empowered the California Department of Engineering to issue \$18 million in bonds for development of an integrated state highway system. The Legislature authorized an additional \$15 million in bonds for highway development in 1915 (Caltrans 2016:75, 84–86). By the summer of 1919, the State of California had funded a total of \$73 million in highway improvements (Blow 1920:11).

By 1920, the state system included highway segments in Riverside County and three highway routes through the desert directing traffic to and from San Bernardino, Riverside, and Los Angeles. Also, by 1920, a lateral and newly designated state highway route extended east from the trunk-line highway at Indio approximating the old Bradshaw Road route through the Chuckwalla Valley and on to Blythe at the Colorado River (Blow 1920:202–203). On the national level, a new national highway numbering system took shape during the 1920s. This lateral desert route eventually became designated as a segment of U.S. Highway 60, a transcontinental route from Virginia Beach, Virginia, to Los Angeles. Later planners designated it as a segment of U.S. Highway 70, a transcontinental route initially from Morehead City, North Carolina, to Holbrook, Arizona, that planners extended into California along U.S. 60 and U.S. 99 (Krintz et al. 2012:8.10; State of California, Department of Public Works 1937; Weingroff 1997).

U.S. Highway 60/70

U.S. Highway 60/70, along with U.S. Route 66 (Route 66) and U.S. Route 80, are the three primary, early transcontinental automobile routes that had their western termini in Southern California. All three had their origins in early automobile travel across the country and were cobbled together from multiple pre-existing state and local routes (Roland et al. 2011:E27). Route 66 and U.S. Highway 80 were the first two routes, established by 1926 (Roland et al. 2011:E25). U.S. Highway 60/70 was cosigned across the Colorado Desert between Blythe and Beaumont between approximately 1932 until approximately 1966 when I-10 replaced the route (State of California, Department of Public Works 1966).

U.S. Highway 60/70 in 1932 did not compare in usage to Route 66 and U.S. Highway 80. However, by 1933, entries into California via U.S. Highway 60/70 surpassed Route 66 at Daggett and doubled within another year. Traffic across U.S. Highway 60/70 steadily increased from the mid-1930s through World War II. U.S. Highway 60/70 was popular both as a tourist route that carried passengers to the popular travel spots of Redlands, Riverside, and Los Angeles, but also to the newly glamorized destination of Palm Springs. In 1936, the California Department of Agriculture began to track commercial vehicles separately from other traffic. The statistics gathered clearly revealed that U.S. Highway 60/70 was the preferred trucking route. U.S. Highway 60/70 remained the most highly traveled truck route into the post-World War II period. While truck traffic along U.S. Highway 60/70 continued to increase into the 1950s, U.S. Highway 80 became the primary east-west truck route into Southern California in the post-war era (Roland et al. 2011:E28-E29).

Railroad Avenue

Railroad Avenue is an approximately 5.2-mile, two-lane, orphaned segment of the 1930s era transcontinental U.S. Highway 60/70. Riverside County designated Railroad Avenue a local, rural road subsequent to its function as a section of U.S. Highway 60/70. Since that time, Railroad Avenue has served primarily as a frontage road for I-10. Railroad Avenue is a lightly traveled road; however, it is also a designated bypass route when I-10 is closed as a result of construction or traffic incidents. Although this happens infrequently, Railroad Avenue can be subject to carrying tens of thousands of vehicles per day when the I-10 is impassable. Additionally, the UPRR uses Railroad Avenue as an access route for utility and maintenance crews.

The segment of U.S. Highway 60/70 that became Railroad Avenue appears to have been reconstructed in 1934 when the two subject timber stringer bridges in the APE were built to carry the cosigned route over the washes (Caltrans 2012a, 2012b; County of Riverside 1915; State of California, Department of Public Works 1937; State of California, Highway Commission 1934; USGS 1940; University of California, Santa Barbara 1936). In 1948, the highway and the two bridges were widened (Caltrans 2012a, Caltrans 2012b; State of California, Department of Public Works Division of Highways 1951). In 1947–1948, I-10 was approved for construction in the Project area; however, reconstruction and renumbering of the freeway was not completed until 1966.

During construction of I-10 in the Project area, the original route of the westbound lanes of U.S. Highway 60/70/99 was graded over to make way for construction of the new eastbound lanes, and the new westbound lanes for I-10 were built to the north. The original eastbound lanes of U.S. Route 60/70/99 were bypassed, and the two-lane, orphaned segment became Railroad Avenue (State of California, Department of Public Works 1947; State of California Highways Commission 1966; USGS 1955.).

Timber Bridges

Wood stringer bridges are an old type of design that dates to the origins of bridge construction (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3-80). Timber-stringer bridges are constructed of a series of closely spaced stringers that typically span between timber bents with multiple columns. This type of bridge was generally used for small, straightforward span crossings, such as over ditches/culverts, which presented no engineering difficulties. Even after the availability of other materials such as concrete and steel, timber bridges were still built due to their simplicity and the ready availability of materials. Today, this bridge type is still constructed utilizing rot-resistant materials, primarily on low-trafficked rural and backcountry roads.

The earliest bridges in California were constructed of timber, most likely because it was the only material available. With the growing demands of automobile usage in the state in the late nineteenth and early twentieth centuries, engineers increasingly chose steel and concrete over timber for bridges and utilized new technological advancements in bridge design. However, despite these design advancements and the availability of new materials, timber bridges were still constructed on primarily secondary or lower-use roads. As of 2004, there were 530 timber-stringer bridges remaining in California that were built before 1960. The majority of these were constructed in the 1930s through the 1950s on local roads; only 16 were built before 1930, and only three before 1920 (Hope 2004:13).

Pacific Crest Trail

In the early half of the twentieth century, the PCT began as a proposition for a scenic travel corridor stretching across the western states of California, Oregon, and Washington. Author and mountaineer Joseph T. Hazard cites Montgomery, an avid outdoorswoman and teacher, as the first person to propose such an idea to him as early as 1926. Shortly after, Fred Cleator’s trail mapping work in the Pacific Northwest would establish some of the first official segments of the PCT. However, it is Clinton C. Clarke, credited as the “Father” of the PCT, who would ultimately put the gears in motion for a completely unified western trail (Howell 2019).

Rather than establishing an entirely new corridor for the PCT, one of the major features of the project was to link several already established travel corridors into a single route. The 442-mile Oregon Skyline Trail, which is considered the first developed portion of the PCT, spanned from Mount Hood to Crater Lake. That trail would ultimately continue into Washington through the 445-mile Cascade Trail. The 185-mile John Muir Trail and 339-mile Lava Crest trail would also be utilized. The last leg of the northern segment of the PCT would extend south of Crater Lake to the northern border of California. The southern portion of the PCT would extend from California's northern border, down to the Mexican border in the south. It encompassed the 249-mile Tahoe-Yosemite Trail, 137-mile Sierra Trail, and the 406-mile Desert Crest Trail along with several new trails to connect them. The southernmost portion of the PCT started at the town of Campo near the Mexican border and would extend for nearly 650 miles (Howell 2019).

While the initial planning for the trail was mostly complete, it became the work of the Young Men's Christian Association (YMCA) and one of its secretaries, Warren Lee Rogers, to assess its feasibility in the field. A series of "flag-relay exploring expeditions" was utilized in order to survey the proposed route of the PCT in its entirety. Once a group would finish its leg, another would pick up and continue onward until the trail was completely traversed. The evaluation took a total of four summers to complete and spanned a total distance of 2,300 miles. On June 5, 1993, completion of the PCT was marked by a Golden Spike ceremony near Soledad Canyon in Southern California. The trail, as it stands today, spans 2,650 total miles (Howell 2019).

The route of the PCT under the bridges of I-10 and Railroad Avenue over East Channel Stubbe Wash within the APE was established circa 1976 (Pacific Crest Trail Association [PCTA] 2019a, 2019b). The original route established in this area in 1973 was to the east and went under Highway 111 Whitewater River Bridge and followed Whitewater River to the fish hatchery (U. S. Department of Agriculture – Forest Service 1973).

Description of Cultural Resources:

Pursuant to sections a and b of the 36 CFR 800.4 Identification of Historic Properties and to PRC Section 5024.1, the Project's APE was surveyed for historic properties. The APE is located along Railroad Avenue and includes approximately 2.27 acres. Three historic-period built-environment resources were identified within the APE including a transcontinental highway, a road with two features (the two subject timber-stringer bridges), and a trail. One resource, the cosigned transcontinental U.S. Highway 60/70 was recently documented, evaluated, and determined ineligible for listing in the NRHP as part of an associated project. Railroad Avenue (including the two associated subject bridges) located within the APE is more than 45 years old according to historic aerials, maps, and archival sources. The final resource, the PCT, was established within the APE circa 1976 (43 years old). However, the portion of the trail within the APE is part of a larger nationally significant trail and is therefore eligible for listing on the NRHP with a period of significance from 1935 (when the trail was officially planned) until 1992 (when the trail was declared complete).

Pacific Crest Trail

In its totality, the PCT is 2,650 miles long, stretching from the town of Campo near the Mexican border at the southern terminus to Manning Park in British Columbia at the northern terminus. A portion of the PCT, approximately 373-feet, bypasses (by going underneath) the Union Pacific Railroad, Railroad Avenue, and the I-10 freeway between Cabazon (to the west) and Whitewater (to the east). This recorded portion is part of the transition between the San Jacinto Mountains to

the south into the San Bernardino Mountains to the north. The trail here is simply a well traversed path along an alluvial wash with no specific built features.

U.S. Highway 60/70

Cosigned U.S. Highway 60/70 in California is the western terminus of the 1930s-era historic U.S. Highway 60/70 transcontinental highway or auto trail. U.S. Highway 60/70 is the last designated of three transcontinental routes into California along with U.S. Highway 66 (Route 66) and U.S. Highway 80. Both transcontinental U.S. Highway 60 and U.S. Highway 70 originated on the east coast in Virginia and North Carolina respectively.

Railroad Avenue

Railroad Avenue is a 5.2-mile local, two-lane frontage road that runs between the southbound lanes of the I-10 and the Southern Pacific Railroad between Main Street in Cabazon and Haugen-Lehman Way in Whitewater. No evidence was located that documents the exact date that this segment of the former U.S. Highway 60/70 was designated Railroad Avenue. Roads on this same general alignment have passed through this region since the time of wagon trails. Like other older roads, Railroad Avenue has evolved over time and the earlier changes are difficult to narrow to a specific date. What is documented, is that U.S. Highway 99 was the first numbered interstate highway signed onto an existing local route in 1926 followed by the reconstruction and signing of U.S. Highway 60/70 by 1932 (Roland et al 2011:E27; Livingston 2010; State of California, Department of Public Works 1930, 1937). In the mid to late 1960s, the construction of I-10 replaced U.S. Highway 60/70, leaving extant, orphan segments, such as Railroad Avenue, to serve as local and frontage roads for the railroad and newer highways.

Timber Bridges

The two subject bridges are described as three-span timber bridges constructed in 1934 to carry U.S. Highway 60/70/99 over the washes. The bridges span the relative ditches constructed along the U.S. Highway 60/70 to divert flood waters under the highway. Below is a description of each bridge structure:

- The Fornat Wash Bridge (Bridge No. 56C0099) consists of a three-span (skewed) timber-stringer bridge that spans the Fornat Wash. The bridge is constructed of timber pile piers and wood abutment walls. The deck is approximately 59 feet long with a width of 32 feet. Short timber wing walls extend an additional 4 feet to either side of the deck to support the bridge's road approach giving an overall length of approximately 67 feet. The bridge substructure consists of sawn timber piles arranged against board abutments on the west and east, and two sawn timber columns dividing the spans. Timber stringers that support 2 by 4 decking are visible along the side elevations. These are topped by a concrete layer comprising the curbs, deck, and end caps at either road approach. Two central columns are made of similar log piles. The underside of the bridge is situated approximately 2 feet above the wash floor with 4-foot by 10-foot timber beams spaced with block struts and covered with peeling textured stucco, possibly as a fire retardant. Four-by-four timbers attached with various types and ages of bolts support the bridge guardrails which are of contemporary metal on the north elevation and of 4 by 4 timbers in "Z" joinery on the south. Contemporary metal warning paddle signs and reflectors are attached at intervals.

The sufficiency rating of this bridge is 62.9 with a designated status of “Structurally Deficient” (Caltrans 2012a). According to Caltrans Local Agency Historic Bridge Inventory, this bridge is listed as a Category 5, “Bridge not eligible for NRHP”. Therefore, the bridge was not individually evaluated, but was evaluated as a feature of Railroad Avenue. The structure appears to be in fair condition with some deterioration of the original timber stringers from debris flowing in the wash. Repairs are in-kind and seem consistent with the 1940s repairs and reconstruction.

- The East Channel Stubbe Wash Bridge (Bridge No. 56C0101) consists of a three-span (skewed) redwood timber-stringer bridge that spans the East Channel Stubbe Wash. East Channel Stubbe Wash Bridge is constructed of timber pile piers, concrete, and wood abutment walls. Timber wing walls fan out from the abutments and are similarly constructed. The deck is coated with asphalt, is approximately 59 feet long and 32 feet wide, and stands approximately 12 feet above the wash floor. The substructure consists of log columns arranged against board abutments with 4 by 4 timbers bolted across the logs as support. Large timber beams spaced with block struts and the two columns of log piles, some of which are encased with metal and concrete, are present at the high-water level. On the west and east, two log pile columns divide the three spans. Timber bent caps support timber stringers and beams, all topped with 2 by 4 decking which is visible between the beams on the underside of the deck. A concrete layer comprises the curbs, deck, and four end caps at the road approaches. Four-by-four timbers attached to the stringers with various types and ages of bolts support the 4 by 4 timber bridge guardrails in modified “Z” joinery on the south. Contemporary metal warning paddle signs and reflectors are attached at intervals.

The sufficiency rating of this bridge is 59.1 with a designated status of “Structurally Deficient” (Caltrans 2012b). According to Caltrans Local Agency Historic Bridge Inventory, this bridge is listed as a Category 5, “Bridge not eligible for NRHP”. Therefore, the bridge was not individually evaluated, but was evaluated as a feature of Railroad Avenue. The structure appears to be in fair condition with some splitting of timbers in the center piers. Repairs are in-kind and seem consistent with the 1940s repairs and reconstruction.

Significance Evaluation for Inclusion in NRHP and CRHR:

A historic resource is determined eligible for the National Register and California Register based on the integrity of the resource and its association to American history, architecture, and culture. To be listed in the National or California Register, the historic resource must not only be shown to be significant under the National/California Register criteria, but it also must have integrity. Within the concept of integrity, there are seven aspects or qualities that, in various combinations, define integrity. These are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property will always possess several, and usually most, of the aspects.

Pacific Crest Trail

The PCT is considered eligible for listing on the NRHP/CHRH under Criterion A/1 at the national level as it's a world-renowned National Scenic Trail directly associated with the exponential growth of American outdoor recreation and conservation during the twentieth century. Due to its large size, the PCT has not been evaluated in its entirety, and it is beyond the scope of a single undertaking to conduct a thorough evaluation of such an immense resource. Until such time as the PCT can be fully evaluated, the PCT should be considered eligible under Criterion A/1 at the national level because the Pacific Crest Trail (PCT) is a world-renowned National Scenic Trail directly associated with the exponential growth of American outdoor recreation and conservation during the twentieth century. The period of significance is from 1935 when the Pacific Crest Trail System Conference (PCTSC) occurred, to 1993, when the entirety of the trail was officially dedicated. In general terms, the following should be considered the character defining features of the trail:

- Overall alignment that minimizes usage of private land with a majority of the trail through National Forests and protected wilderness.
- Trail location that generally avoids civilization, and only enters more developed and populated areas when necessary to maintain a continuous route.
- Trail location that generally traverses scenic and pristine mountainous terrain with few roads.

Routed to remain in close proximity to the crest of mountain ranges as much as possible, and only descends when necessary to maintain a continuous route.

- The resource's light footprint on the landscape.

The portion of the PCT within the APE exists in its original circa 1976 alignment; therefore, it has a high level of location. The modern San Geronio Pass regional landscape features Interstate 10, billboards, the Union Pacific Railroad, wind farms, facilities for electricity and water, as well as small rural desert neighborhoods. The current viewshed of the recorded segment is mostly unchanged since this portion of the PCT was established in 1976, retaining a high level of setting. The recorded portion of the PCT retains its original design, materials, and workmanship. The segment's association with outdoor recreation in the 20th century is high and it retains a high level of feeling. Thus, this recorded portion of the PCT is eligible for listing in the NRHP and CHRH under Criterion A/1 as a nationally significant recreational trail directly associated with the exponential growth of American outdoor recreation and conservation during the twentieth century.

U.S. Highway 60/70

U.S. Highway 60/70 is significant under Criterion A/1 as an important transcontinental automobile highway that represents important trends in early twentieth-century highway planning in California and across the country. As one of the three "all-weather" transcontinental highways into Southern California, U.S. Highway 60/70 is also significant culturally as a highly utilized travel and migration route and recognized tourist highway across the Colorado Desert. Finally, U.S. Highway 60/70 is significant as a symbol of commerce. The highway became the most favored commercial trucking route of the three transcontinental highways, a distinction it held until the mid-century. I-10 replaced much of this highway in California by the end of the 1960s which is evidence that it remained a good, direct route with minimal geographic barriers. The period of significance for this resource is from 1932, when signed, to 1967, when the

completion of I-10 through the Colorado Desert corridor left 16 orphan segments between Blythe and Beaumont.

Although U.S. Highway 60/70 is significant under Criterion A/1, it does not retain sufficient historic integrity to convey significance under NRHP/CRHR Criterion A/1. The approximately 150-mile Colorado Desert corridor of U.S. Highway 60/70, 90 miles (60 percent) of the former transcontinental highway alignment was either eliminated by the construction of I-10 or does not retain sufficient historic integrity to convey significance under NRHP/CRHR Criterion A/1. The longest intact segment of the former highway is the 16.75-mile Chuckwalla Valley Road segment. The next longest are the approximately 11.1-mile-long Blythe segment and the approximately 9.8-mile-long Varner Road segment east of Cathedral City. However, there are long stretches of the corridor that have no surviving segments or a combination of no surviving segments and segments with insufficient historic integrity to convey significance. These include approximately 12 miles of the corridor east of Beaumont, approximately 21 miles of the corridor east of Indio, 17 miles of the corridor at Chiriaco Summit to the east, and 15 miles of the corridor west of Blythe. By way of comparison, the NRHP-listed U.S. Highway 80 Historic District in California consists of abandoned and realigned transcontinental highway segments that date to the property's 1926–1964 period of significance, and that stretch contiguously across the 180-mile length of that corridor from San Diego to the state border at the Colorado River west of Yuma, Arizona. U.S. Highway 60/70 has significance under Criterion A as Southern California's third and most frequently traveled transcontinental highway for business and pleasure. However, in weighing that significance against the length of the highway corridor in which the resource remains extant and potentially retains sufficient integrity to convey significance, the resource does not retain sufficient historic integrity to convey significance under Criterion A/1. Therefore U.S. Highway 60/70 is not eligible for listing in the NRHP or the CRHR.

Railroad Avenue

Despite Railroad Avenue's important function as a detour route for I-10, interstate in the late 1960s, and UPRRs utilization for access to the railroad line, Railroad Avenue has not contributed to the broad patterns associated with local, state, or national history. Therefore, it has not significantly contributed to culture, economics, or politics, and is therefore not eligible under Criterion A/1. Additionally, the road is not known to be associated with significant person(s) associated with local, state, or national history; is not the work of a master and does not possess high artistic value; and is not likely to yield new information on road construction methods. Due to a lack of significance, Railroad Avenue is recommended ineligible for inclusion in the NRHP or CRHR.

Timber Bridges

According to Caltrans Local Agency Historic Bridge Inventory, these bridges are listed as a Category 5, "Bridge not eligible for NRHP." Therefore, the bridges were not individually evaluated, but were considered as a feature of Railroad Avenue. Because Railroad Avenue does not qualify as a significant resource under any of the four NRHP/CRHR criteria, the two subject bridges lack historical significance as features of Railroad Avenue.

A portion of the PCT passes under the bridges that carry I-10, Railroad Avenue, and the Union Pacific Railroad across East Channel Stubbe Wash. The PCT generally avoids civilization and developed areas and traverses scenic and pristine mountainous terrain with few roads. The PCT

in this area has to descend into developed areas of the San Geronio Pass from the San Bernardino Mountains to the north, across the desert valley, and re-ascend into the San Jacinto Mountain range to the south in order to maintain its unbroken route, a significant character defining feature of the PCT. This transition requires the trail to cross railroad lines as well as local roads and interstate highways. Since it is not feasible for hikers to walk across these dangerous obstacles, the recorded portion of the trail was routed under the bridges that carry these obstacles, including East Channel Stubbe Wash Bridge, strictly for safety purposes. East Channel Stubbe Wash Bridge is not historically significant as a character defining feature of the PCT.

Impact Analysis:

a) Less than Significant Impact. The Project proposes to demolish two existing timber bridges along Railroad Avenue and replace them with modern concrete bridges. Bridge demolition would include removal of existing wooden wing walls, abutments, and piers, and replacement with modern concrete alternatives. California Code Section 15064.5 provides guidance on determining the significance of impacts to historical resources and defines a substantial adverse change in the significance of an historical resource as meaning physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

Forty-two (42) feet of the PCT would be affected by the demolition and construction of the East Channel Stubbe Wash Bridge, which would require two temporary closures and a trail detour to the adjacent West Channel Stubbe Wash. Once construction is completed, the recorded portion of the trail would be returned to its original route. Additionally, demolition and replacement of the bridge would require excavation for pier removal and installation of new foundations that would affect the PCT. However, this area of the PCT is ever-changing due to water flows and the composition of the alluvial drainage. Therefore, this effect would be temporary as the trail surface would eventually return to its pre-Project state.

The area beneath the East Channel Stubbe Wash Bridge offers the quietest spot for hikers to stop as they travel this busy portion of the PCT. Online, hikers recount their experiences of the desert setting, shade and shelter provided by the bridges, and even of the “trail magic” (gifts and notes) left under or near the bridges by “trail angels” (other hikers and residents). Like the alluvial bed of the wash that forms the trail path itself, the gifts and notes from the “trail angels” are not character-defining features of the trail. The new bridge structure would continue to allow for passage by hikers and is anticipated to be used in a similar manner. Therefore, the proposed changes would not diminish the integrity of the PCT’s significant historic features.

Continuity of the unpaved trail is the primary character-defining feature for the portion of the PCT within the APE that contributes to the larger PCT’s historical significance. Although the East Channel Stubbe Wash Bridge is a prominent element of the trail’s desert transportation-corridor setting within this portion of the PCT, the timber construction of the bridge is not a character defining feature of the trail. Replacement of the bridges would introduce a permanent minor visual change to the PCT within this section of the trail; however, because the timber construction of the bridge is not a character-defining feature of the PCT, the minor visual change would not compromise the setting to the extent that is significant. The new bridge structure

would not diminish the trails significant historic features nor result in a significant impact on the PCT.

b) Less than Significant Impact. An archaeological survey of the APE was completed to assess the presence or absence of intact cultural materials. The survey determined that a majority of the APE is previously disturbed by construction of I-10 to the north and Railroad Avenue on both sides of the bridges. The only areas of general undisturbed contexts are the portions within the washes underneath the bridges, however, no archaeological resources were identified. Although no archaeological resources were found, the APE is in soils that have moderate to high sensitivity for buried archaeological deposits (Qa) and therefore, excavation for the Project may have the potential to unearth archaeological resources. To avoid potential impacts to unknown archaeological resources, avoidance measure **CR-1** would be implemented.

c) Less than Significant Impact. There are no known human remains or cemeteries within the APE; however, Project excavation may have the potential to unearth unmarked burials. To avoid the potential for impacts on unmarked burials, avoidance measure **CR-2** would be implemented to assess the significance of human remains discovered during construction.

Avoidance, Minimization, and/or Mitigation Measures:

The following avoidance measures would be implemented to avoid the potential impacts on undiscovered archaeological resources and human remains.

CR-1: If cultural materials are discovered during construction, all earth-moving activity within 60 feet around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CR-2: If human remains are discovered, Health and Safety Code Section 7050.5 states that further disturbances and activities will cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the construction contractor will coordinate with the County so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

3.6 Energy

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

Source(s): Information in this section is based on California Assembly Bill (AB) 32 (2006), CARB, County of Riverside Climate Action Plan (CAP) Update (November 2019), and the Western Riverside Council of Governments (WRCOG) Subregional CAP (September 2014).

Regulatory Setting:

CEQA Guidelines section 15126.2(b) and Appendix F, Energy Conservation, require an analysis of a project’s energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

AB 32

AB 32, the California Global Warming Solutions Act of 2006, requires CARB to adopt a statewide GHG emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020. CARB shall adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program. AB 32 directs the Climate Action Team established by the Governor to coordinate the efforts set forth under Executive Order S-3-05 to continue its role in coordinating overall climate policy.

County CAP

The County of Riverside CAP identifies how the County will comply with California and local energy and GHG reduction policies. The plan lists energy related measures that the County can incorporate into existing residential and non-residential buildings or new development projects to achieve a State-aligned GHG emissions reduction target.

Environmental Setting:

There are generally two types of energy consumption – direct and indirect. Direct energy is the energy consumed by vehicles using the Project. Indirect energy is the one-time energy consumption for construction and the energy needed to maintain the facility.

Railroad Avenue is classified as a local rural road with limited vehicle use and has no streetlights or illuminated signage. Primary sources of energy consumption include vehicles using the road for local access, as a temporary bypass to the I-10, and for maintenance activities.

Impact Analysis:

a) Less than Significant Impact. The proposed Project consists of replacing two existing bridge structures. During the 12-month construction period, the Project would use a variety of construction equipment including excavators, trucks, pile drivers, compactors, and bulldozers. Construction activities would primarily use diesel and gasoline for the use of equipment associated with demolition, debris hauling, materials delivery, and construction equipment. Energy consumption would also include gasoline used by construction workers driving to and from the Project area. Construction activities would result in a one-time energy expenditure.

Regarding long-term energy consumption, no new permanent source of energy demand would result from Project implementation. Once implemented, the Project would maintain the existing rural roadway conditions and would not result in a change in direct energy use (i.e., no additional vehicles would use the new facility). On-going maintenance energy requirements are expected to decrease since the bridges would be brand new. Therefore, no additional energy consumption and no new permanent source of energy demand for street or traffic lighting or fuel for maintenance activities would be required. Accordingly, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

b) No Impact. Two regional CAPs – the County of Riverside CAP Update (November 2019) and the WRCOG Subregional CAP (September 2014) – are relevant to the Project. The goal of the County of Riverside CAP is to integrate the County’s past and current efforts with its future efforts to grow and thrive sustainably. The goals of the WRCOG CAP includes promoting healthier communities, reducing emissions, and improving air quality.

The Project proposes a direct replacement of the existing bridge structures and would not increase vehicular capacity. Replacement of the bridge structures is expected to result in a decrease in maintenance energy requirements since the bridges would be brand new. Therefore, the Project would slightly decrease energy usage and GHG emissions. Additionally, all construction contracts include Caltrans’ Standard Specifications Section 7-1.02A and 71.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the Project and to certify they are aware of and will comply with all ARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes.

The proposed Project would implement minimization measures **GHG-1** through **GHG-3** to further reduce construction emissions. Because the Project would decrease operational energy consumption, the Project would not conflict with the County or WRCOG CAPs.

Avoidance, Minimization, and/or Mitigation Measures:

With implementation of the minimization measures identified below, the Project will further align with the County and WRCOG CAPs.

GHG-1: During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions will be controlled by regular watering, or other dust preventive measures using the following procedures as specified in the South Coast Air Quality Management District Rules and Regulations:

- Onsite vehicle speed will be limited to 25 miles per hour;

- During clearing, grading, earthmoving, or excavation operations, areas being excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice daily with complete coverage preferable in the late morning and after work is done for the day;
- All soil material transported onsite or offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust;
- Areas disturbed by clearing, grading, earth moving, or excavation activities will be minimized to prevent excessive dust;
- Visible dust beyond the construction limits emanating from the Project will be prevented to the maximum extent feasible.

GHG-2: Ozone precursor emissions from construction vehicles will be controlled by maintaining equipment engines in good condition, and properly tuned per manufacturer’s specifications, to the satisfaction of the resident engineer.

GHG-3: All trucks that are to haul excavated or graded material offsite will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

3.7 Geology and Soils

Would the Project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Information in this section is based on *Preliminary Foundations Report* (January 2020), *Paleontological Technical Memorandum* (July 2021), and the *Natural Environment Study (Minimal Impacts)* (February 2020).

Regulatory Setting:

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act prohibits the location of most types of structures intended for human occupancy across the traces of active faults and strictly regulates construction in the corridors along active faults (referred to as earthquake fault zones). It defines criteria for identifying active faults, giving legal weight to terms such as active, and establishes a process for reviewing building proposals in and adjacent to earthquake fault zones. It also regulates seismic retrofits of some types of structures.

Seismic Hazards Mapping Act of 1990

The Seismic Hazards Mapping Act of 1990 is intended to avoid or reduce damage resulting from earthquakes. While the Alquist-Priolo Earthquake Fault Zoning Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Earthquake Fault Zoning Act: the state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards; and cities and counties are required to regulate development within mapped seismic hazard zones.

Environmental Setting:

The Project area is not within an Alquist-Priolo Earthquake Fault Zone. The closest mapped faults are two segments of thrust faults belonging to the San Gorgonio Pass Fault Zone (Treiman, 1994). According to the Alquist-Priolo Special Studies Zone map for this area, the Fornat Wash bridge is about 2,900 feet southeast of a northeast trending section of the San Gorgonio Pass Fault Zone and the East Channel Stubbe Wash bridge is about 1,400 feet south of a separate section of the mapped trace of the San Gorgonio Pass Fault Zone.

The Project area is regionally located in the San Gorgonio Pass, a narrow alluvial valley bounded by the San Bernardino Mountains to the north and the San Jacinto Mountains to the south. The bridges are situated on the mid-fan to distal sections of a 2- to 3-mile-long alluvial fan complex emerging from the San Bernardino Mountains to the north. The alluvial fans are Pleistocene in age and are slightly dissected by active channels flowing to the southeast such as Fornat Wash and Stubbe Wash. Static groundwater is deep at the Project area.

Soils mapped within the Fornat Wash Bridge BSA consist of stony and gravelly loamy sands and fine sands (see **Figure 13**). The soils series are Gorgonio gravelly loamy fine sand, Soboba stony loamy sand, Tujunga gravelly loamy sand (USDA/NRCS 2019). Soils mapped at the East Channel Stubbe Wash Bridge BSA consist of fine sands to gravelly loamy sands (see **Figure 14**). The soils series are Carsitas gravelly sand, Myoma fine sand, Tujunga gravelly loamy sand, and river wash (USDA/NRCS 2019). Soils beneath the proposed bridge replacement footings are generally dense to very dense.

Figure 13. Soils at Fornat Wash Bridge

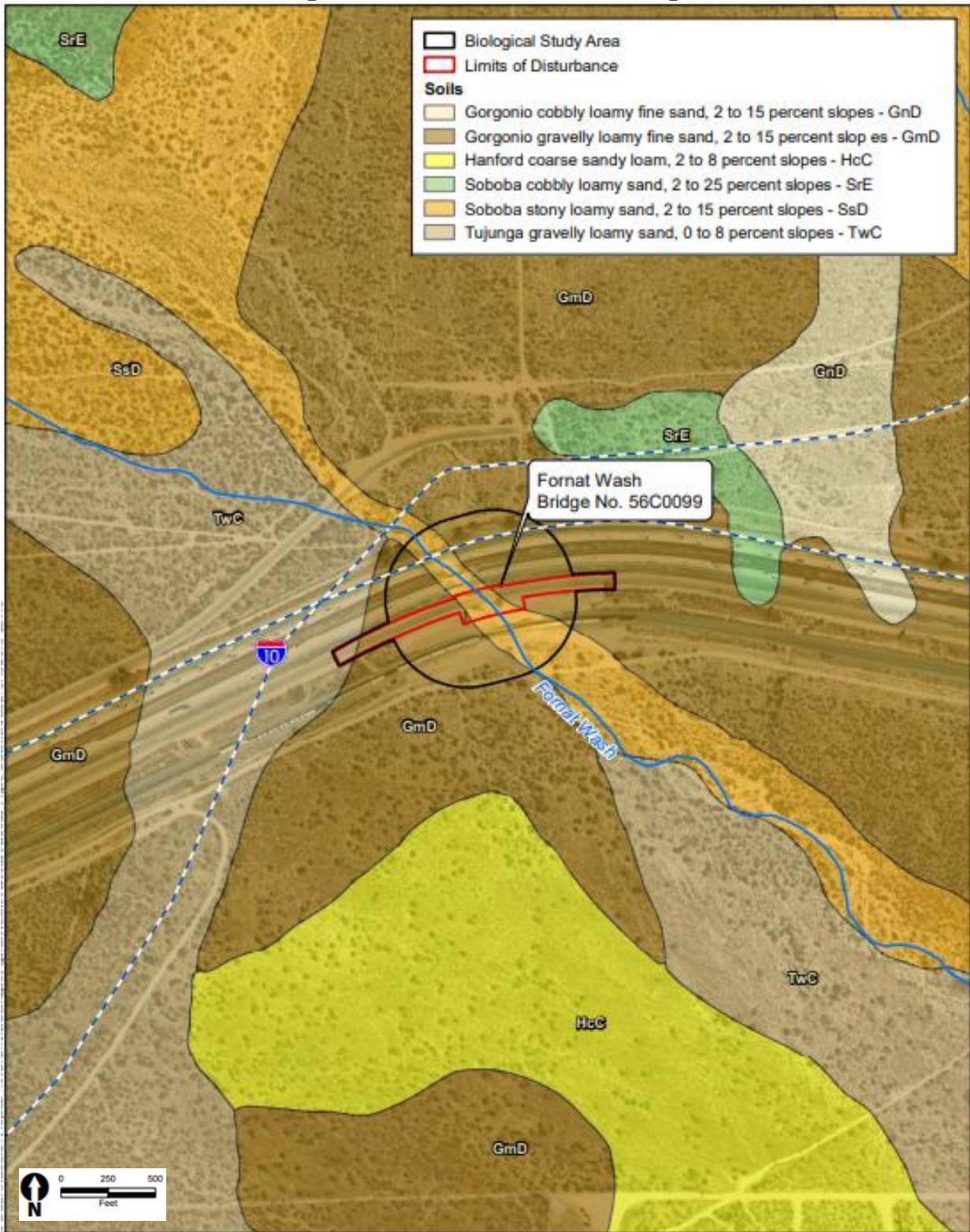
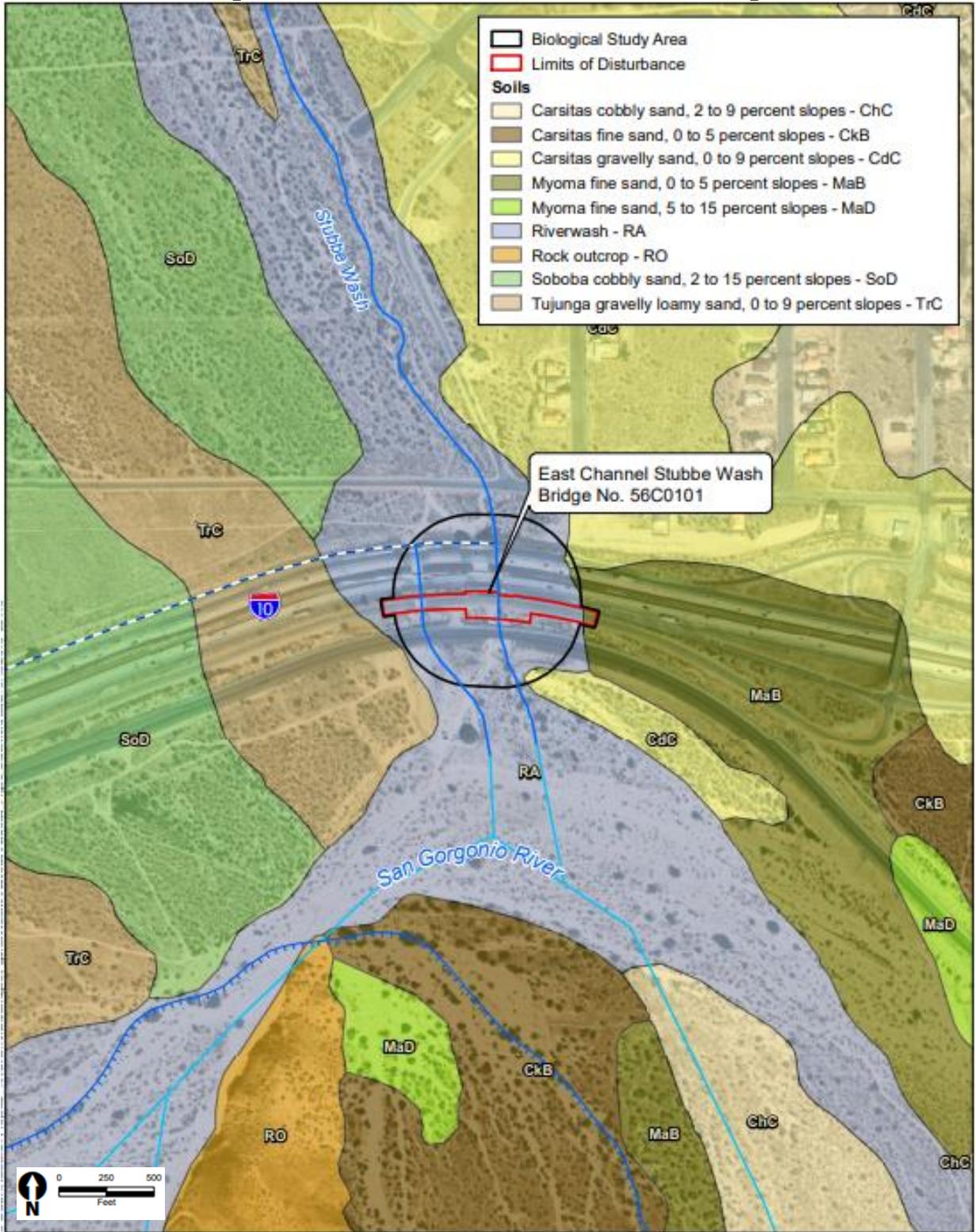


Figure 14. Soils at East Channel Stubbe Wash Bridge



Impact Analysis:

a (i-iv)) No Impact. The risk of fault rupture at the bridge sites is considered low because the closest fault is over 1,000 feet from the nearest bridge. The proposed bridges would be designed to meet the latest seismic standards to reduce the effects of seismic activity.

For liquefaction to occur, three conditions must simultaneously exist: loose to medium-dense granular soils, saturation of the soils by groundwater (typically upper 50 feet), and strong earthquake ground motion. Soils at the Project location are granular and generally dense to very dense and static groundwater is deep. Therefore, liquefaction risk is low.

No major slopes are present at Fornat Wash. Existing embankment slopes to the south of the bridge at East Channel Stubbe Wash are inclined and about 18 feet high with toe of slope covered by riprap.

Therefore, impacts related to fault rupture, ground shaking, liquefaction, and landslide would have no impact, and no mitigation is required.

b) Less than Significant Impact. Site clearing and grubbing, earthmoving activities, and excavation during construction, would result in soil disturbance, rendering surface soil susceptible to erosion. Eroded soil can runoff into surface water causing water pollution. Similarly, compaction of soils by heavy construction machinery may reduce the infiltration capacity of soils exposed during construction and increase runoff and erosion potential. When access to the channel bottoms is needed to construct the pile columns and cast-in-drilled-hole pile installations, the contractor may utilize a temporary earthen access ramp constructed in the channels. This earthen ramp would be protected by erosion and sediment control BMPs to reduce potential erosion of the earthen ramp. The County would implement the specific requirements of the California NPDES Construction General Permit including the Project-specific Stormwater Pollution Prevention Plan (SWPPP) (see measure **WQ-1**). The SWPPP will implement practices and control measures, including erosion control, onsite during construction activities. In addition, the Project would not alter existing drainage patterns post-construction, as post-construction conditions are expected to equal pre-construction conditions. Implementation of minimization measure **BIO-1** would ensure all temporary construction areas would be returned to preconstruction contours, and hydroseeded with a native seed mix. With the implementation of **WQ-1** and **BIO-1**, impacts related to soil erosion or loss of topsoil would be avoided.

c) No Impact. The Project is in an area that consists of stony and gravelly loamy sands and fine sands. These soil types do not tend to expand and shrink when saturated; therefore, the Project is not located on unstable soils. Additionally, to avoid disturbing soil, the existing piles that conflict with new pile caps would be cut off below the new pile cap level.

d) No Impact. Expansive soils have a significant amount of clay particles which can give up water (shrink) or take on water (expand). Soils within the Project area consist of stony and gravelly loamy sands and fine sands. Sandy soils are generally considered to be non-expansive or have very low expansion potential. Therefore, the Project would not be located on expansive soil, nor would it create a substantial direct or indirect risk to life or property.

e) No Impact. The proposed Project would be a direct replacement of existing bridge structures and would not require the use of septic tanks or other wastewater disposal systems.

f) Less than Significant Impact. Geologic maps, paleontological literature, and records search results were reviewed to determine the paleontological sensitivity of the Project area. Based on the findings, the Project area was identified as having a ‘High Potential’ for paleontological resources, although depths at which fossils may be encountered, if present, could vary. This contrasts with the County’s (2015) paleontological sensitivity map, which shows the entire surface area of the Project to be ‘Low Potential.’ The difference between the findings for the Project and the County’s map suggests the Project area may require additional investigation, such as a pre-construction survey, to confirm the accuracy of the desktop results. With implementation of avoidance measures **PAL-1** and **PAL-2**, direct or indirect impacts to potentially unique paleontological resources or sites or unique geologic features would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures:

With implementation of the avoidance and minimization measures identified below, the Project would have a less than significant impact on geology and soil.

Avoidance measures:

WQ-1: Stormwater Pollution Prevention Plan (SWPPP). A California Construction General Permit SWPPP and an EPA Construction General Permit SWPPP for portions of Project area occurring on Tribal Lands will be developed and implemented prior to construction.

PAL-1: Preparation of a PRIMP. Prior to any ground disturbing activities, the preparation of a paleontological resource impact mitigation program (PRIMP) will be prepared by a qualified professional paleontologist (Project Paleontologist) who meets the Society of Vertebrate Paleontology’s standards (2010). The purpose of the PRIMP is to establish procedures and discovery protocols based on industrywide best practices for the treatment of any paleontological resources encountered during Project related earth-disturbing activities related to Project construction. The PRIMP will include a Worker Environmental Awareness Program (WEAP) training, which would be implemented prior to the start of Project-related ground disturbance. WEAP training should be presented in-person to all field personnel to describe the types of fossils that may be found and the procedures to follow if any fossils are encountered. The PRIMP will indicate where construction monitoring will be required for the Project and the frequency of required monitoring (i.e., full-time, spot-checks, etc.).

PAL-2: Pre-Construction Paleontology Survey. A pre-construction survey will be conducted to ground truth the results of the records search conclusion of high sensitivity prior to grading to avoid potential permanent impacts. The pre-construction survey will collect and process sediment samples to determine the small-fossil potential of the APE. Any fossils uncovered during construction activities will be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

Minimization measure:

BIO-1: Temporary Construction Areas. Post-construction, all temporary construction areas and the area under the bridge replacements will be returned to preconstruction contours, soils decompacted, and hydroseeded with a native seed mix. Ephemeral washes and their

banks will be left with an earthen, sandy bottom. No riprap or other obstructive material will be placed under the new bridges.

3.8 Greenhouse Gas Emissions

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

Source(s): Information in this section is based on the Project GHG Emissions Analysis completed for the Project and the County of Riverside CAP (2019 update).

Regulatory Setting:

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

California Global Warming Solutions Act

California Global Warming Solutions Act of 2006 requires the ARB to adopt statewide greenhouse gas emissions by 2020 that are equivalent to the statewide greenhouse gas emissions levels of 1990. ARB adopted regulations that may require statewide gas emission reporting and verification to monitor and enforce compliance with this program. AB 32 will further direct the Climate Action Team, established by the Governor, through coordination efforts set forth under Executive Order S-3-05 that maintain strict climate policy standards.

Senate Bill 375-Redesigning Communities to Reduce Greenhouse Gases

SB 375 requires the ARB to develop regional GHG emission reduction targets for passenger vehicles. The ARB establishes 2020 and 2035 targets for each region covered by one of the State’s 18 metropolitan planning organizations.

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

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change by the United Nations and World Meteorological Organization in 1988 increased efforts to reduce GHG emissions and advance climate change research and policy. These efforts target emissions of GHGs generated by human activity, including carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF6), and various hydrofluorocarbons (HFCs). CO2, the

most abundant GHG, is a natural component of Earth’s atmosphere. However, fossil-fuel combustion has contributed to an additional source of human-generated CO2.

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

Environmental Setting:

The Sacramento Metropolitan Air Quality Management District’s Road Construction Emissions Model, Version 8.1.0 was used to estimate construction emissions for the Project. Inputs to the model were provided by the Project’s construction engineers. The Project is in the Salton Sea Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As such, the construction phase regional emissions were compared to the SCAQMD “significance” thresholds, which are as follows:

- 100 pounds per day of NOx
- 75 pounds per day of volatile organic compounds (VOC)
- 150 pounds per day of PM10
- 55 pounds per day of PM2.5
- 150 pounds per day of SOx
- 550 pounds per day of CO
- 10,000 metric tons/year of carbon dioxide equivalent (CO2e) for industrial facilities

Projects with construction-related emissions that exceed any of these emission thresholds are considered significant.

Table 6 below summarizes emissions of criteria pollutants per phase and the maximum emissions in pounds/day; emissions include both vehicle exhaust and fugitive dust.

Table 6. Estimated Construction Emissions of Criteria Pollutants (pounds/day)

Project Phase	NOx	VOC	Total PM10	Total PM2.5	SOx	CO
Grubbing/Land Clearing	0	0	0	0	0	0
Grading/Excavation	74.0	7.6	9.1	4.1	0.2	69.4
Drainage/Utilities/Sub-Grade	50.5	5.3	8.0	3.2	0.1	50.8
Paving	7.8	0.9	0.4	0.3	0.1	12.7
Maximum Emissions	74.0	7.6	9.1	4.1	0.2	69.4
SCAQMD Threshold	100	75	150	55	150	550
Exceeds Threshold?	No	No	No	No	No	No

The total estimated GHG emissions for the Project construction period are shown in **Table 7** below.

Table 7. Estimated Construction GHG Emissions (metric tons/phase)

Project Phase	CO ₂	CH ₄	N ₂ O	CO ₂ e
Grubbing/Land Clearing	0	0	0	0
Grading/Excavation	1,169	0.31	0.01	1,071
Drainage/Utilities/Sub-Grade	231	0.06	0.00	212
Paving	243	0.06	0.00	222.85
Maximum Emissions	1,169	0.31	0.01	1,071
Total (metric tons/construction project)	1,643	0.43	0.02	1,506

Impact Analysis:

a) Less than Significant Impact. The Project would generate GHG emissions during construction. Construction activities would primarily include diesel and gasoline equipment including excavators, trucks, pile drivers, compactors, and bulldozers. The equipment would be used for clearing and grubbing, bridge demolition and construction, debris hauling, materials delivery, and construction crew transport. These emissions are produced at different levels throughout the construction phase. Nevertheless, their frequency and occurrence can be reduced through implementing minimization measures.

The total estimated GHG emissions for the Project construction period are 1,506 metric tons of CO₂e. The total GHG emissions for the Project would be well below the SCAQMD threshold of 10,000 metric tons/year. Since none of the estimated emissions exceed SCAQMD significance thresholds, the Project is not considered to be potentially significant. However, minimization measures **GHG-1** through **GHG-3** would be implemented to further reduce construction emissions.

Operational Emissions

The purpose of the proposed Project is to upgrade the bridges to current design standards and does not include improvements that would increase the vehicle capacity of the roadway. Bridge replacement projects generally cause minimal or no increase in operational GHG emissions. Because the Project would not increase the number of travel lanes on Railroad Avenue, no increase in vehicle miles traveled (VMT) would occur as result of Project implementation.

While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

b) No Impact. The County of Riverside CAP and the Western Riverside Council of Governments (WRCOG) Subregional CAP identifies policies to reduce GHG emissions. The goal of the CAPs is to promote healthier communities, reduce emissions, improve air quality and protect natural systems. As discussed above, the Project is not anticipated to generate a substantial amount of construction emissions or increase operational GHG emissions. The Project would not conflict with the County’s CAP, WRCOGs CAP, the SCAQMD AQMP or any State or regional policy identified within the referenced documents related to GHG emissions.

The County of Riverside CAP identifies policies to reduce GHG emissions including federal, state, and local strategies. As discussed above, the Project is not anticipated to generate a substantial amount of construction emissions or increase operational GHG emissions. The Project is consistent with all federal and state requirements identified in the Riverside County CAP including the 2007 Clean Air Act, California Air Resources Board Standards and Programs, as well as Executive Orders S-3-05 and B-30-15. In addition to policies found in the County's CAP, Riverside County identifies General Plan policies that help reduce GHG emissions. For example, the Air Quality Element of the General Plan includes GHG reduction policies that align with goals and policies identified in the County's CAP. The Project would implement, comply and remain consistent with the following policies found in the County of Riverside General Plan Air Quality Element:

- **AQ-4.7:** To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, U.S. EPA, and CARB.
- **AQ 4.8:** Expand, as appropriate, measures contained in the County's Fugitive Dust Reduction Program for the Coachella Valley to the entire County.
- **AQ 4.9:** Require compliance with SCAQMD Rules 403 and 403.1 and support appropriate future measures to reduce fugitive dust emanating from construction sites.

Avoidance, Minimization, and/or Mitigation Measures:

With implementation of the minimization measures identified below, the Project will have a less than significant impact on greenhouse gas emissions.

GHG-1: During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions will be controlled by regular watering, or other dust preventive measures using the following procedures as specified in the South Coast Air Quality Management District Rules and Regulations:

- Onsite vehicle speed will be limited to 25 miles per hour;
- During clearing, grading, earthmoving, or excavation operations, areas being excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice daily with complete coverage preferable in the late morning and after work is done for the day;
- All soil material transported onsite or offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust;
- Areas disturbed by clearing, grading, earth moving, or excavation activities will be minimized to prevent excessive dust;
- Visible dust beyond the construction limits emanating from the Project will be prevented to the maximum extent feasible.

GHG-2: Ozone precursor emissions from construction vehicles will be controlled by maintaining equipment engines in good condition, and properly tuned per manufacturer's specifications, to the satisfaction of the resident engineer.

GHG-3: All trucks that are to haul excavated or graded material offsite will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

3.9 Hazards and Hazardous Materials

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

Source(s): Information in this section is based on the *Initial Site Assessment* (September 2019), and *Supplemental Initial Site Assessment* (June 2022).

Regulatory Setting:

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

California Department of Toxic Substances Control (DTSC)

The DTSC is a sub-department under the California Environmental Protection Agency and manages the federal hazardous waste program within the State. The DTSC protects Californians

and their environment from exposure to hazardous waste by enforcing hazardous waste laws and regulations. The department takes enforcement action against violators; oversees cleanup of hazardous wastes on contaminated properties; makes decisions on permit applications from companies that want to store, treat, or dispose of hazardous waste; and protects consumers against toxic ingredients in everyday products.

California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires clean-up of wastes that are below hazardous waste concentrations but could affect ground and surface water quality. California regulations that address waste management and contamination prevention and clean up include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Environmental Setting:

An Initial Site Assessment was prepared for the Project to review, evaluate, and document present and past land uses and practices. It provides preliminary identification of potentially hazardous waste that may be encountered during construction, and visually examines site conditions to identify Recognized Environmental Conditions (RECs). A REC is defined as the presence or likely presence of any hazardous substances or petroleum hydrocarbons on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum hydrocarbons into structures or into the ground, groundwater, or surface water of the subject property.

On April 30, 2019, and May 9, 2022, a site reconnaissance was conducted of the Project area. The site reconnaissance consisted of observing and documenting the existing site conditions of the Project area. Each bridge was observed by foot, including the eastern and western proposed roadway improvements, south-adjacent temporary construction easements, and staging areas. During the site reconnaissance, the following notable observations were made:

- The proposed TCE locations were observed to be in satisfactory condition and consisted of vacant, unpaved land occupied by miscellaneous debris, including wood, concrete, plastic, rusted metal, and abandoned tires that were scattered throughout each bridge location.
- A spill onto exposed soil was observed approximately 350 feet east of the bridge over Fornat Wash, next to the proposed roadway improvements. The spill was approximately three feet by one foot in size. The origin of the spill was unable to be ascertained by inspecting the immediate area surrounding the spill. The spill is not considered a significant environmental concern or potentially hazardous waste impact to the Project and is considered *de minimis*.
- Steel and concrete pillars were observed approximately 350 feet east of the bridge next to the proposed roadway improvements.
- Yellow striping was observed within the Project area along Railroad Avenue.

No evidence of storage tanks, drums, hazardous substances or petroleum products, unidentified substance containers, odors, pools of liquid, or any other potential environmental concerns were

observed within the Project limits or adjacent to the Project limits. No RECs were observed during the site visit.

Impact Analysis:

a) and b) Less than Significant Impact. Although the Initial Site Assessments revealed no evidence of RECs within or adjacent to the Project area, there are several potential impacts relating to hazardous building materials which may be encountered during demolition and construction. The following potential impacts may warrant further investigation and/or implementation of special provisions prior to or during Project Construction:

- The two subject bridges have the potential to contain hazardous building materials, including asbestos-containing materials (ACM) and lead-based paint (LBP). ACMs and LBPs are commonly encountered on bridges. Asbestos was used in many building materials prior to 1978 but may have been used into the early 1980s. ACMs include fireproofing, acoustic ceiling material, transite pipe, roofing materials, thermal insulation, gaskets, sealants, and other building materials. It is of primary concern when it is friable (that is, material that can be easily crumbled). During demolition, if not properly identified and mitigated, asbestos fibers could become airborne. Therefore, a survey for hazardous materials, including ACM and LBP, will be conducted for structures requiring removal during final design and prior to the start of construction (avoidance measure **HAZ-1**). Additionally, should such materials be encountered, Caltrans Standard Specifications 14-11 Hazardous Waste and Contamination and Caltrans' BMP WM-6 Hazardous Waste Management for the handling, transport, and disposal of such materials would be implemented by the construction contractor.
- Yellow striping exists along portions of Railroad Avenue, and it is assumed that the striping contains lead and chromium. Historically, chrome yellow (containing lead-chromate) was used as the primary yellow pigment in traffic lane paints and thermoplastic striping (PTS). Given the recent phase-out of lead-chromate-containing PTS, it is generally assumed that existing yellow PTS associated with roadway markings contains lead and chromium unless there is specific knowledge that lead or chromium are not present (i.e., analytical data or definitive identification of the PTS source material). A survey of yellow paint and PTS should be conducted for striping that requires removal along Railroad Avenue (see avoidance measure **HAZ-2**).
- The Project area includes a small portion of unpaved land to the north of both bridges and adjacent to the I-10 freeway. There is a potential for aerially deposited lead (ADL) impacted soil in the Project area from deposition of historic automotive emissions during the period of leaded fuel use. A limited ADL screening survey should be conducted in areas of exposed soil within the Project disturbance limits where soil is anticipated to be excavated during Project construction (see avoidance measure **HAZ-3**).
- The Project bridges consist of creosote-treated wood. Treated wood is typically treated with preserving chemicals that protect the wood from insect attack and fungal decay during its use. During highway construction projects, treated wood waste (TWW) may be generated when posts along metal beam guard railing, three-beam barrier, piles, utility poles, or roadside signs are removed. Upon removal, the construction contractor would manage the transport, use, and disposal of TWW in accordance with the DTSC

requirements (see minimization measure **HAZ-4**). The DTSC requires that TWW either be disposed of as a hazardous waste or, if not tested, be permitted for disposal at specific non-hazardous waste landfills per CCR, Title 22, Division 4.5, Chapter 34.

The Project will implement avoidance and minimization measures **HAZ-1** to **HAZ-4** to further reduce impacts related to the transport, use, or release of hazardous materials to a less than significant impact level.

c) No Impact. The nearest school is Cabazon Elementary School, which is approximately 2.6 miles away from the Project area. Therefore, it is not anticipated that the Project would have an impact on schools related to the use or transport of hazardous materials.

d) No Impact. The Project is not located on a site included in the Cortese List (Government Code Section 65962.5).

e) No Impact. Review of the County of Riverside Airport Land Use Compatibility Plan confirmed the Project is not located within an airport land use plan. The nearest airports are the Banning Municipal Airport and Palm Springs International Airport, which are approximately 8 miles west and 14 miles south of the Project area, respectively. Therefore, the Project would not result in a safety hazard or generate excessive noise for people residing or working in the area.

f) No Impact. The Project would improve bridge conditions and would not permanently interfere with emergency response or emergency evacuation plans. Emergency personnel would have access through the construction site and all closures and detours to the public would be coordinated with law enforcement, fire protection, and emergency medical service providers per the Project's TMP (see measure **TRA-1**). Once construction is complete, the roadway would be open to through traffic and would continue to serve as a bypass frontage road for detoured traffic from I-10 with improved load carrying capacity that meets current standards.

g) Less than Significant Impact. The Project is located within a "very high/high/moderate" fire hazard severity zone, as identified by the Riverside County's General Plan Western Coachella Valley Area Plan (June 2021). Construction activities may increase the risk of fire within the Project area due to the presence and use of flammable materials such as cleaning solvents and gas-powered construction equipment. However, the construction contractor would implement minimization measure **BIO-2** to reduce wildfire risks and protect workers. Additionally, firefighting equipment (i.e., extinguishers, shovels, fire retardants) would be on-site for emergencies.

Once construction activities are complete, the Project is not anticipated to increase the risk of wildland fires because the replacement bridges would be constructed from fire-resistant (concrete) materials. The Project is not anticipated to increase the risk of loss, injury or death resulting from wildland fires; therefore, impacts would be less than significant, and no mitigation is required.

Avoidance, Minimization, and/or Mitigation Measures:

With implementation of the avoidance and minimization measures identified below, the Project will have a less than significant impact to no impacts on hazards and hazardous materials.

Avoidance measures:

HAZ-1: Asbestos-Containing Materials (ACM) and Lead-Based Paint (LBP) Surveys: A hazardous building materials survey, ACM and LBP, will be conducted for structures requiring removal during final design and prior to the start of construction. Should such materials be encountered, Caltrans Standard Specification 14-11 Hazardous Waste and Contamination and Best Management Practice WM-6 Hazardous Waste Management for the handling, transport, and disposal of hazardous building materials will be implemented by the construction contractor.

HAZ-2: Yellow Paint and Thermoplastic Striping (PTS) Surveys: A survey of yellow PTS should be conducted for striping that requires removal along portions of Railroad Avenue undergoing improvements in support of the Project. The PTS survey should be conducted during final design and prior to Project construction.

HAZ-3: Limited Aerially-Deposited Lead Screening Survey: A limited ADL screening survey should be conducted in areas of exposed soil within the Project area where soil is anticipated to be excavated during Project construction. The ADL survey should be conducted during final design and prior to Project construction.

HAZ-4: Treated Wood Waste: Upon removal, the bridges will be managed as treated wood waste (TWW) in accordance with the Department of Toxic Substances Control (DTSC) Alternative Management Standards for TWW. The nearest Class III landfill site accepting TWW is the Lamb Canyon Landfill in Beaumont, California which is approximately 21 miles from the Project area. The construction contractor, in coordination with the County, will be required to submit all applicable permits for disposing of the TWW.

TRA-1: A Traffic Management Plan (TMP). A TMP will be prepared for the Project prior to construction. The plan will include strategies and measures to avoid and minimize disruption to local access and roadways during construction. Detour routes will be identified, coordinated, and approved by the County and affected local agencies prior to the closure. Emergency providers and the California Highway Patrol will be notified in advance about all planned closures and detour routes. Upon construction completion, detour signage and traffic signal timings will be restored to preconstruction conditions.

Minimization measures:

BIO-2: Best Management Practices. The following BMPs will be implemented to reduce impacts on biological and aquatic resources.

- Dust control measures will be implemented to minimize impacts on adjacent vegetation.
- Activities that may produce sparks, including welding or grinding, will use protective gear to reduce fire risks, such as the use of shields and protective mats. Fire suppression capabilities, including extinguishers, shovels, and water tankers, will be available onsite whenever construction occurs during the fire season (as determined by the Riverside County Fire Department).
- Trash will be stored in closed containers so that it is not readily accessible to wildlife and will be removed from the construction site daily to avoid attracting wildlife to the Project area.
- Project construction will be limited to daylight hours as feasible and will minimize the use of lighting to only what is required for directional and safety purposes.

- Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth. No plant species listed in CVMSHCP Volume I, Section 4.5.5 will be used.
- Trucks carrying vegetation that will be removed from the Project area will be covered and disposed of in accordance with applicable laws and regulations.
- Plans for water pollution and erosion control will be developed and implemented in accordance with RWQCB requirements. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by Caltrans prior to construction. The water pollution and erosion control plan will include the following at a minimum:
 - Ensure no fluids or sediment from construction will enter ephemeral washes.
 - Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized.
 - No erodible materials will be deposited into watercourses. Brush, loose soils, or other debris material will not be stockpiled within stream channels or on adjacent banks.
 - Equipment maintenance, staging, storage, and dispensing of fuel, oil, coolant, or any other toxic substances will be located on non-sensitive upland sites with minimal risks of direct drainage into watercourses. These designated areas will be clearly marked and located in such a manner as to contain runoff from entering sensitive habitat, including watercourses and ephemeral washes.
 - Necessary precautions will be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials will be reported to appropriate entities, including, but not limited to, the applicable jurisdictional County, USFWS, CDFW, or RWQCB, and will be cleaned up immediately and contaminants removed to approved disposal areas.

3.10 Hydrology and Water Quality

Would the Project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				

(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Information in this section is based on the *Water Quality Assessment Report (WQAR)* (September 2019) and *Location Hydraulic Study and Summary Floodplain Encroachment Report* (September 2019) prepared for this Project. In addition, the following sources were also used the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the Water Quality Control Plan for the Colorado River Basin Region (January 2019), the San Gorgonio Integrated Regional Water Management (IRWM) (May 2018) and the Coachella Valley IRWM (December 2018).

Regulatory Setting:

Federal Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to waters of the United States (WoUS) from any point source unlawful unless the discharge complies with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). In the 1987 amendments, Congress directed dischargers of stormwater from municipal and industrial/construction point sources to comply with the NPDES permit program.

Porter-Cologne Water Quality Control Act

California adopted the Porter-Cologne Act in 1969, providing the legal basis for water quality regulation within California. This act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of “waste” as defined, and this definition is broader than the CWA definition of “pollutant.” Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements and may be required even when the discharge is already permitted or exempt under the CWA.

EPA’s Construction General Permit

The CWA is a comprehensive program “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.” The CWA also includes the objective of attaining

“water quality which provides for the protection and propagation of fish, shellfish and wildlife and recreation in and on the water.” To achieve these goals, the CWA requires EPA to control discharges of pollutants from point sources through the issuance of NPDES permits. The Water Quality Act of 1987 added section 402(p) to the CWA, which directed EPA to develop a phased approach to regulate stormwater discharges under the NPDES program.

The EPA issues the NPDES general permit for stormwater discharges from construction activities to waters of the United States. EPA issues this permit for eligible operators in all areas of the country where EPA is the NPDES permitting authority. In California, EPA is the NPDES permitting authority for tribal lands, given the nature of this Project’s extension into tribal lands, specifically, Morongo Band of Mission Indians, an EPA Construction General Permit will need to be issued for this Project.

California Construction General Permit

The State Water Resources Control Board’s Construction General Permit (CGP) regulates storm water discharges from construction sites that result in a Disturbed Soil Area of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the CGP. Construction activity that results in soil disturbances of less than one acre is subject to this CGP if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop SWPPPs; to implement sediment, erosion, and pollution prevention control measures or BMPs; and to obtain coverage under the CGP.

Environmental Setting:

The Project is in the Whitewater River Watershed which encompasses terrain from parts of the San Bernardino and Little San Bernardino Mountains, San Jacinto Mountains, and the Santa Rosa Mountains. Water flow and stormwater runoff carried within the watershed would primarily infiltrate below the surface through the porous desert floor, providing ground water recharge of the Coachella Valley Aquifer. When the region experiences heavy precipitation, high flow descends from the drainage basins and is ultimately conveyed southeast along Whitewater River as the final path before flow terminates at the Salton Sea.

The Whitewater River Watershed covers roughly 1,950 square miles and is further subdivided into many sub-watersheds. The Project is in the San Gorgonio Pass Subbasin. This subbasin covers approximately 38,650 acres (60 square miles) in Riverside County and is bounded by the San Bernardino Mountains to the north and by the San Jacinto Mountains to the south. According to the Coachella Valley Groundwater Basin, San Gorgonio Pass Sub Basin Bulletin 118 there are no known sources of impairments, and the groundwater is used primarily for municipal/irrigation and domestic use.

The Project is in a transition area between the San Gorgonio Pass on the west and the Coachella Valley on the East. Fornat Wash is located within the semi-arid region of the San Gorgonio Pass. The Project area experiences approximately 16.5 inches of rainfall per year on average. Both Fornat Wash and East Channel Stubbe Wash are dry most of the year and any runoff would either be evaporated or infiltrated into the porous ground.

Impact Analysis:

a) Less than Significant Impact. Project related construction activities that have the potential to affect water quality may include vegetation clearing, bridge demolition, generation of debris, and grading. In addition, raw materials used during construction, such as concrete, asphalt, mortar, and slurry, may contain potential pollutants, which, if uncontrolled, could lead to water quality issues, including sediment runoff, non-stormwater discharges, and potentially degradation of downstream receiving waters, groundwater, and/or ecosystems.

Construction related impacts to water quality would be addressed by implementing a SWPPP developed in accordance with the requirements of the California NPDES Construction General Permit (CGP). Additionally, the proposed eastern roadway improvements and construction staging areas at Fornat Wash would occur within the Morongo Band of Mission Indians Reservation. Given the nature of the Project's extension into Tribal Lands, coverage under the EPA's CGP in addition to coverage under the CA CGP (see avoidance measure **WQ-1**) would be required during construction. As part of gaining coverage under the EPS CGP, the Project would have an EPA SWPPP prepared for construction activities on Tribal lands. The CA CGP and EPA CGP SWPPPs would include, but are not limited to, best management practices, waste management, hazardous waste management, non-stormwater discharge management, spill prevention and clean up procedures, erosion control, sediment control, training, inspections, and monitoring during construction.

If a temporary earthen access ramp is used to access the channel bottoms, the construction contractor would implement erosion and sediment control BMPs around the earthen ramp during dry weather low flows and predicted rain events. If a heavy rain event is forecast, the construction contractor would divert the flows around the earthen ramp using run-on control BMPs, such as CASQA BMP NS-5 Clear Water Diversion, and erosion control BMPs on disturbed slope areas within the ditches. These BMPs would be outlined in the Project SWPPPs and would reduce or eliminate erosion from the earthen ramp from potentially causing adverse water quality impacts.

The use of heavy construction equipment may cause soil compaction and reduce the infiltration capacity of soils, which increases the potential for runoff and erosion. To avoid or minimize storm water runoff impacts caused by compaction of soils and redevelopment of the site, site design (SD) and source control (SC) BMPs would be implemented. Non-structural SC BMPs, such as employee training and litter control (see measures **WQ-2** and **WQ-3**), would be incorporated and maintained throughout the operational life of the Project using a regular maintenance program implemented by the County. Structural SC BMPs are any structural facility designed and constructed to mitigate impacts of storm water runoff pollution (i.e., slope and channel protection) (see minimization measure **WQ-4**). SD BMPs are used to directly reduce and control post-development runoff which is often accomplished by minimizing impervious areas to reduce the transport mechanism for moving pollutants off site (see minimization measure **WQ-5**). Additional SD and SC BMPs may include administrative actions, prohibition of practices, maintenance procedures, design of a structural facility, usage of alternative materials, and operation, maintenance, inspections, and compliance of an area.

b) No Impact. During final design, **WQ-5** would be incorporated to ensure impervious areas are minimized to the greatest extent possible. Additionally, post-construction, minimization measure **BIO-1** would be implemented to ensure all temporary construction areas would be returned to

preconstruction conditions, including soils decompaction. Once construction is complete, the Project would not significantly increase the amount of impermeable surface areas in a way that would substantially inhibit infiltration and recharge of local aquifers.

c i) No Impact. The proposed Project has the potential to increase siltation in the ditches during construction. However, BMPs identified in the SWPPP would be implemented and regularly maintained during each phase of construction to prevent soil erosion, waste discharge, and streambank erosion, and to control sediment from disturbed areas and the earthen access ramp from reaching flowing portions of the ditches. Once construction is completed, the bridge replacements are not expected to increase or contribute erosion or siltation to the ditches.

c ii, iii) No Impact. The Project proposes to lengthen both bridges by one foot with the width remaining the same. The difference in increased impervious area is essentially nonexistent because the existing roadway is already impervious. A one-foot change in bridge length is not expected to change the hydrology of the Project area and of the surrounding watersheds associated with the Project. Therefore, flows would continue to the San Gorgonio River without any anticipated negative impacts. To further minimize potential impacts, measure **WQ-5** would be incorporated in final design to ensure impervious areas are minimized to the greatest extent possible.

c iv) No Impact. During construction, the stream course would be diverted around the current phase of bridge construction to prevent potential stormwater or ephemeral flows from encountering the construction activities and storage areas. Once construction is complete, the existing drainage pattern would be retained. Flows would be managed in a manner similar to the existing conditions upstream and downstream of the current flow crossing.

d) Less than Significant Impact. The Project is located approximately 70 miles away from the Pacific Ocean and therefore, has no tsunami risk. A seiche is an oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure or winds. The nearest large body of water to the Project is Diamond Valley Lake, approximately 23 miles away; therefore, the risk of inundation from a seiche is unlikely. The Project is within the following Flood Hazard Zones (see **Figure 15**):

Zone “X”: The Fornat Wash Bridge is within a designated Zone “X” (unshaded), which means the area is outside the 0.2% annual chance floodplain. Zone X is an area determined to be outside the 500-year flood and protected by a levee from 100-year flood. Therefore, the Fornat Wash Bridge does not encroach into any defined floodplains or floodways.

Zone “A”: The East Channel Stubbe Wash Bridge is within a designated Special Flood Hazard Zone “A” known as the Stubbe Canyon Wash, which means that the area is subject to the 1% annual chance floodplain, with no known base flood elevations. Therefore, the East Stubbe Channel Wash Bridge encroaches into the 1% annual chance flood hazard zone as shown on **Figure 15**, and thus, is subject to inundation by the 100-year flood event.

Water Management (IRWM) region (May 2018) and Coachella Valley IRWM region (December 2018). The goal of the Basin Plan is to preserve and enhance water quality in the Colorado River Basin Region and to protect the beneficial uses of all regional waters for the benefit of present and future generations. Similarly, the objective of the IRWM is to provide a pathway for agencies and stakeholders to collaboratively identify and implement water management solutions that provide multiple integrated benefits to the stakeholders and communities within the region. The Project would be consistent with the Basin Plan and IRWM objectives because the Project, in accordance with requirements of the California NPDES CGP and U.S. EPA CGP (see standard measure **WQ-1**), would develop and implement a SWPPP to manage and control potential contaminants from entering stormwater flows during construction. Post-construction measures (see measures **WQ-2** through **WQ-5**) would be implemented to further protect the quality of surface water, receiving water, and ground water from the completed Project through its operational life.

Avoidance, Minimization, and/or Mitigation Measures:

The following avoidance and minimization measures will be implemented to further reduce the impact of the Project.

Avoidance measures:

- WQ-1: Stormwater Pollution Prevention Plan (SWPPP).** A California Construction General Permit SWPPP and an EPA Construction General Permit SWPPP for portions of the Project area occurring on Tribal Lands will be developed and implemented prior to construction.
- WQ-2: Employee Training.** Employee Training BMP will be in accordance with CASQA Municipal BMP SC-70 Road and Street Maintenance and County of Riverside Maintenance Requirements and Frequencies.

Minimization measures:

- WQ-3: Litter Control.** Litter Control BMP will be in accordance with CASQA Municipal BMP SC-70 Road and Street Maintenance and County of Riverside Maintenance Requirements and Frequencies.
- WQ-4: Slope and Channel Protection.** Slope and Channel Protection BMP will be in accordance with CASQA New Development and Re-development BMP SD-10 Site Design and Landscape Planning or the equivalent County of Riverside Standard.
- WQ-5: Minimization of Impervious Areas.** Minimization of Impervious Areas BMP will be in accordance with CASQA New Development and Redevelopment BMP SD-10 Site Design and Landscape Planning or the equivalent County of Riverside Standard.
- BIO-1: Temporary Construction Areas.** Post-construction, all temporary construction areas and the area under the bridge replacements will be returned to preconstruction contours, soils decompacted, and hydroseeded with a native seed mix. Ephemeral washes and their banks will be left with an earthen, sandy bottom. No riprap or other obstructive material will be placed under the new bridges.

3.11 Land Use and Planning

Would the Project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County General Plan Land Use Element, Riverside County Desert Center Area Plan.

Regulatory Setting:

California Government Code sections 65000-66037

The California Government Code delegates most of the State’s local land use and development decisions to cities and counties. Additionally, it establishes specific requirements pertaining to the regulation of land uses by local governments, including general plan requirements, specific plans, subdivisions, and zoning.

Pursuant to the CEQA Guidelines, a project’s impact related to land use planning is evaluated in terms of compatibility with existing land uses and consistency with local plans and other local land use controls (i.e., general plans, zoning codes, specific plans, etc.).

Environmental Setting:

The County of Riverside General Plan Land Use Element identifies the area around Fornat Wash Bridge as Rural Residential and the area around East Channel Stubbe Wash Bridge as Open Space Rural. The Project is located between the communities of Cabazon and Whitewater in eastern Riverside County. Cabazon, the closest community to Fornat Wash bridge, is approximately 2-miles away. The closest community to East Channel Stubbe Wash Bridge is the I-10 Haugen Lehmann Avenue neighborhood, which is approximately 0.3-miles northeast of the bridge. The I-10 freeway divides the I-10 Haugen Lehmann Avenue neighborhood from the Project with the community located north of the freeway and the Project area south of the freeway.

Impact Analysis:

a) No Impact. Railroad Avenue is an existing frontage road that supports local access as well as diverted freeway traffic during emergency events. The proposed Project would replace the existing structurally deficient bridges with modern bridges to maintain the roadway as a frontage road. The road currently does not divide an established community and would not divide any community post-construction.

b) No Impact. The Project is within two Riverside County General Plan subplans: Fornat Wash is in the Pass Area Plan (PAP) and East Channel Stubbe Wash Bridge is in the Western Coachella Valley Area Plan (WCVAP). The Project is consistent with both the PAP and the

WCVAP goals of maintaining the predominantly desert and mountainous setting, while preserving significant natural open space features in rural open space areas, a goal reiterated in the County of Riverside General Plan Land Use Element. The proposed Project would maintain the existing roadway and rural, open space setting by replacing the existing bridges with new, structurally sound concrete bridges.

In addition, the proposed Project occurs within the boundaries of the CVMSHCP in the Cabazon Conservation Area and the Snow Creek/Windy Point Conservation Areas. As described in Section 3.4 of this document, the Project would implement avoidance and minimization measures **BIO-2**, **BIO-5** through **BIO-7** to ensure full consistency with the CVMSHCP. Portions of the Project are not covered by the CVMSHCP but are within the Morongo Band of Mission Indians reservation lands. Coordination with the tribe concluded that there are no land use plans in place that the Project would need to comply with.

Avoidance, Minimization, and/or Mitigation Measures:

The Project would implement the following avoidance and minimization measures to reduce potential impacts on hydrology and water quality and ensure full consistency with the CVMSHCP.

Avoidance measures:

BIO-5: Presence/Absence Desert Tortoise Survey. An Approved Biologist will conduct a presence/absence survey of all work areas plus an additional 200-foot buffer (or to the property boundary if permission cannot be obtained) for desert tortoise. The Approved Biologist will review the surveyed area for fresh signs of desert tortoise, including living tortoises, tortoise remains, burrows, tracks, scat, or eggshells. The presence/absence survey must be performed between February 15 and October 31 and will remain valid for 90 days (or indefinitely if tortoise-proof fencing is installed around the work limits).

If fresh sign of desert tortoise is found during the presence/absence survey, a preconstruction survey would be performed within the entire work area. The survey will be conducted from February 15 to June 15 or September 1 to October 31, during different tortoise activity periods (morning and afternoon). Additionally, desert tortoise fencing will be installed around the work limits after any individuals are removed from the work area by the qualified biologist. The tortoise fencing will be maintained throughout the duration of construction activities.

If no sign of desert tortoise is found, a preconstruction clearance survey would not be required within 90 days of the last survey. If Project construction has not started within that 90-day period, a new presence/absence survey is necessary.

BIO-6: Worker Environmental Awareness Program Training. A Worker Environmental Awareness Program (WEAP) will be developed and presented to all construction personnel prior to the start of construction activities. The WEAP training will be presented by a qualified biologist. The biologist will describe the work limits in which the Project must be accomplished. The training will include general behavior and ecology for species of concern (i.e., desert tortoise and migratory birds), identification of the species, reporting requirements, and protection measures being implemented for the Project, which may include but not be limited to:

- Project personnel will not be allowed to bring pets into the Project construction site.
- No hazards to the desert tortoise (e.g., auger holes, trenches, pits, or other steep-sided depressions) will be left unfenced or uncovered; such hazards will be eliminated prior to the construction crew and the biologist(s) leaving the Project construction site for the day.
- During construction-related activities for the Project, motor vehicles will be limited to approved designated roadways and areas identified as permanently or temporarily affected by construction of the Project. All motor vehicles driving on approved nonpaved roads in the Project area will not exceed 20 miles per hour.
- Anyone who operates a motor vehicle or construction equipment will check under the parked vehicles/equipment for the presence of desert tortoises before vehicle/equipment is moved.
- Should any desert tortoise be injured or killed, all activities will be halted within 500 feet of the incident, and the Field Contact Representative (FCR) and/or Approved Biologist immediately contacted. The FCR and/or Approved Biologist will be responsible for reporting the incident to the USFWS and CDFW.

BIO-7: Preconstruction Burrowing Owl Survey. A preconstruction burrowing owl survey will be performed within 500 feet of the Project construction areas and any staging areas at least 14 days prior to the initiation of ground disturbance activities. The survey will be performed by a biologist experienced performing surveys for burrowing owl and species identification. All burrows within the survey area will be examined to determine occupancy by burrowing owl. If the burrow is occupied, it will be flagged or staked, and a 160-foot buffer applied during the non-breeding season (September 1 through March 14) and 250-foot buffer applied during the breeding season (March 15 through August 31). No construction activities will be permitted within the avoidance buffer until the young are no longer dependent on the burrow.

If the burrow is unoccupied, the burrow will be made inaccessible to owls (e.g., one-way doors), and the Project may proceed. If either a nesting or escape burrow is occupied, relocation of owls could occur pursuant to CDFW 2012 protocol. A burrow will be considered occupied if at least one burrowing owl has been observed occupying a burrow during the past three years, either through observation during protocol surveys or through CNDDDB records.

Minimization measures:

BIO-2: Best Management Practices. The following BMPs will be implemented to reduce impacts on biological and aquatic resources.

- Dust control measures will be implemented to minimize impacts on adjacent vegetation.
- Activities that may produce sparks, including welding or grinding, will use protective gear to reduce fire risks, such as the use of shields and protective mats. Fire suppression capabilities, including extinguishers, shovels, and water tankers, will be

available onsite whenever construction occurs during the fire season (as determined by the Riverside County Fire Department).

- Trash will be stored in closed containers so that it is not readily accessible to wildlife and will be removed from the construction site daily to avoid attracting wildlife to the Project area.
- Project construction will be limited to daylight hours as feasible and will minimize the use of lighting to only what is required for directional and safety purposes.
- Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth. No plant species listed in CVMSHCP Volume I, Section 4.5.5 will be used.
- Trucks carrying vegetation that will be removed from the Project area will be covered and disposed of in accordance with applicable laws and regulations.
- Plans for water pollution and erosion control will be developed and implemented in accordance with RWQCB requirements. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by Caltrans prior to construction. The water pollution and erosion control plan will include the following at a minimum:
 - Ensure no fluids or sediment from construction will enter ephemeral washes.
 - Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized.
 - No erodible materials will be deposited into watercourses. Brush, loose soils, or other debris material will not be stockpiled within stream channels or on adjacent banks.
 - Equipment maintenance, staging, storage, and dispensing of fuel, oil, coolant, or any other toxic substances will be located on non-sensitive upland sites with minimal risks of direct drainage into watercourses. These designated areas will be clearly marked and located in such a manner as to contain runoff from entering sensitive habitat, including watercourses and ephemeral washes.
 - Necessary precautions will be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials will be reported to appropriate entities, including, but not limited to, the applicable jurisdictional County, USFWS, CDFW, or RWQCB, and will be cleaned up immediately and contaminants removed to approved disposal areas.

3.12 Mineral Resources

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

Source(s): Riverside County General Plan Multipurpose Open Space Element.

Regulatory Setting:

The California Surface Mining and Reclamation Act of 1975 (SMARA) was enacted by the California Legislature to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment.

Environmental Setting:

The Riverside County General Plan’s Multipurpose Open Space Element contains a section on mineral resources that identifies areas designated as Mineral Resource Zones (MRZs). The State Mining and Geology Board uses the MRZs to classify lands that contain valuable mineral deposits. The Mineral Resources Areas Map found in the referenced mineral resources section of the General Plan identifies the Project area as MRZ-3. Areas zoned MRZ-3 indicate that due to insufficient data, the presence and extent of mineral resources are unknown. Zones classified as MRZ-3 are typically heavily developed and are not likely to be evaluated for mineral resources any further.

Impact Analysis:

a) and b) No Impact. The MRZ-3 zoning indicates there may be the potential to encounter mineral resources at or near the Project location. The proposed Project would replace existing bridges at the same locations resulting in the same or similar condition as currently exists; therefore, the Project would not result in a loss of or impact accessibility to a locally important resource recovery site. Any potential resources located outside of the roadway ROW or other disturbed area would still be available.

Avoidance, Minimization, and/or Mitigation Measures:

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

3.13 Noise

Would the Project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Information in this section is based on the Federal Highway Administration’s *Construction Noise Handbook* (August 2006), Riverside County Ordinance No. 847, and the Riverside County General Plan Noise Element.

Regulatory Setting:

The State of California requires each county and city to adopt a General Plan that includes a Noise Element, which is to be prepared per guidelines adopted by the Governor’s Office of Planning and Research. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. CEQA requires baseline versus build analysis to assess whether a proposed project will have a noise impact.

Environmental Setting:

Noise sensitive receptors are areas where occupants are more susceptible to the adverse effects of noise pollution. Sensitive receptors include schools, residences, libraries, hospitals, and other care facilities. Noise levels decrease as the distance from the noise source to the receiver increases. The nearest noise sensitive receptors (residences) are approximately 700-feet from the proposed construction areas and on the opposite side of I-10.

Impact Analysis:

a) Less than Significant Impact. During construction, the Project would require the use of pickup trucks, bulldozers, dump trucks, and pile drivers. As identified in the Federal Highway Administration’s *Construction Noise Handbook* (August 2006), construction equipment noise levels at their peak may range from 75 (pickup truck) to 101 (pile driver) dBA Lmax (maximum sound level) at 50 feet from the noise source. Beyond 50 feet the sound level decreases at a rate of about 6 decibels for every doubling of distance. Because there are no noise sensitive receptors within close proximity to the proposed Project, the effects of construction noise are expected to be less than significant. Additionally, noise generated during construction would be temporary and intermittent and would cease upon Project completion.

The Project does not propose to increase the capacity of Railroad Avenue and therefore, during operations the Project would not permanently increase ambient noise levels beyond the Riverside County General Plan Noise Element standards for Rural Open Space land uses (45 dBA). In addition, per the County’s Ordinance No.847, capital improvement projects of a governmental agency are exempt from noise regulation.

b) Less than Significant Impact. Construction of the new bridges would require the use of pile drivers as well as heavy earthmoving equipment. Ground borne vibration and ground borne noise levels would be temporary, intermittent, and short in duration. The nearest residential structure is approximately 700-feet from proposed construction areas and on the opposite side of I-10. Due to distance from construction activities and location on the other side of I-10 (a consistent noise source), construction activities are not expected to cause excessive ground borne vibration or ground born noise levels that would be noticeable to the local community.

c) No Impact. The nearest airports are the Banning Municipal Airport and Palm Springs International Airport, which are approximately 8-miles west and 14-miles south of the Project area, respectively. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels.

Avoidance, Minimization, and/or Mitigation Measures:

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

3.14 Population and Housing

Would the Project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Information in this section is based on the Riverside County Land Use Element.

Regulatory Setting:

CEQA requires the analysis of a project’s potential to induce growth. The CEQA guidelines (Section 15126.2[e]) require that environmental documents “...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment...”

Environmental Setting:

Population growth projections developed for the Southern California Association of Government’s (SCAG’s) 2016–2040 Regional Transportation Plan/Sustainable Communities

Strategy (RTP/SCS) indicate that the population of Riverside County is expected to increase from 2,316,000 to 3,183,000 between 2015 and 2040, which is a 37.4-percent increase (SCAG 2016). From 2006 to 2016, Riverside County had the largest share of population growth among the six counties in the SCAG region. The County added an additional 360,000 new residents (nearly 40 percent of the region's increase in population).

The nearest community to the Project area is the I-10 Haugen Lehmann Avenue neighborhood, which is approximately 700-feet northeast of East Channel Stubbe Wash. The land use designation at the bridge over Fornat wash includes Rural Desert, Rural Residential, Tribal Lands. The land use designation at the bridge over East Channel Stubbe Wash is Open Space Rural. These land use designations do not allow for expansive development within its boundaries.

Impact Analysis:

a) No Impact. The proposed bridge replacements would allow the existing roadway to be used as a temporary bypass road for freeway traffic during emergency or maintenance closures. Railroad Avenue is currently load restricted and therefore, is not capable of handling all bypassed freeway traffic. By replacing the existing structurally deficient timber bridges with new modern bridges the roadway would meet current design standards and vehicle loads. Furthermore, the Project does not propose to increase the capacity of Railroad Avenue to accommodate additional vehicle volumes particularly as the demand does not warrant the additional capacity. The proposed Project is limited to the bridge replacement and as such would not induce population growth. Therefore, no impact would occur, and no mitigation is required.

b) No Impact. The proposed Project would be constructed within the existing ROW except for a temporary construction easement from the UPRR to access the channel bottoms. No permanent property acquisitions would be required. The Project would not displace people, any existing housing, or necessitate the construction of replacement housing anywhere.

Avoidance, Minimization, and/or Mitigation Measures:

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

3.15 Public Services

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Information in this section is based on the Riverside General Plan Circulation Element.

Regulatory Setting:

The CEQA guidelines (Section 15126.2[e]) require that environmental documents “...discuss the ways in which the proposed project could foster economic or population growth, or... tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects...”

Environmental Setting:

Fire protection and emergency services are provided by the Riverside County Fire Department. There are 210 firefighters serving the 81.4 square-mile Riverside County and the nearest fire station is approximately three miles away from the bridge over Fornat Wash. Police protection services in the Project area are provided by the Riverside County Sheriff’s Department. The Riverside County Sheriff’s Department serves the County through ten Sheriff Stations spread across the County. The nearest Sheriff’s Station is approximately three miles away from the bridge over Fornat Wash.

The nearest school is approximately six miles away from the bridge over Fornat Wash. The closest recreational facility is the PCT, which crosses underneath the bridge at East Channel Stubbe Wash.

Impact Analysis:

a) No Impact. The Project proposes to replace existing structurally deficient bridge structures with new modern bridges to allow the continued use of the roadway as a local access road and

periodic bypass for highway traffic during emergency or maintenance closures. The proposed Project does not include new or proposes to alter government facilities and as such would not impact existing service ratios, response times or other performance objectives.

During construction, emergency personnel would continue to have access through the Project site. A TMP would be prepared and implemented to inform emergency response providers of planned construction activities to minimize any effects on response times. Potential closures or reroutes would be coordinated with law enforcement, fire protection, and emergency medical service providers per the Project’s TMP (see measure **TRA-1**). Once construction is completed, the roadway would be open to all traffic and would continue to be used to detour traffic and emergency vehicles when the I-10 is closed.

Avoidance, Minimization, and/or Mitigation Measures:

To address potential impacts to emergency service response times as a result of temporary roadway detours or closures, the following avoidance measure would be implemented as part of the Project.

TRA-1: Traffic Management Plan (TMP). A TMP will be prepared for the Project prior to construction. The plan will include strategies and measures to avoid and minimize disruption to local access and roadways during construction. Detour routes will be identified, coordinated, and approved by the County and affected local agencies prior to the closure. Emergency providers and the California Highway Patrol will be notified in advance about all planned closures and detour routes. Upon construction completion, detour signage and traffic signal timings will be restored to preconstruction conditions.

3.16 Recreation

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

Source(s): Information in this section is based on the *Section 4(f) De Minimis Impact Determination* (June 2022).

Regulatory Setting:

There are no State regulations related to recreational resources that are applicable to the proposed Project.

Environmental Setting:

The closest public park is the Cabazon Skatepark approximately 7-miles away from the proposed Project. Within the Project area, a portion of the PCT, approximately 373-feet, bypasses (by going underneath) the Union Pacific Railroad, Railroad Avenue, and the I-10 freeway between Cabazon (to the west) and Whitewater (to the east). In its totality, the PCT is 2,650 miles long, stretching from the town of Campo near the Mexican border at the southern terminus to Manning Park in British Columbia at the northern terminus. The portion of the trail that bypasses Railroad Avenue is part of the transition between the San Jacinto Mountains to the south into the San Bernardino Mountains to the north. A major feature of the larger PCT is that it links several travel corridors into a single route, including the Oregon Skyline Trail, Cascade Trail, John Muir Trail, Lava Crest Trail, Tahoe-Yosemite Trail, Sierra Trail, and Desert Crest Trail.

The trail segment through the Project area is simply a well traversed path along an alluvial wash with no specific built features. The trail is made up of loose, eroded rock or sediment that has been shaped by water flowing through the area during the rainy seasons. Due to the lower elevation and position under the East Channel Stubbe Wash bridge, hikers often use this segment of the trail as a resting spot to escape from the desert heat.

Impact Analysis:

a) No Impact. The Project would require two temporary closures of the PCT and detour of trail users during portions of construction involving removal of the East Channel Stubbe Wash bridge, excavation of abutment foundations, pile driving, and erection of precast girders. Closure of the trail would reduce the potential for trail users to be exposed to possible falling debris and heavy dust during construction. Each closure would last up to 10 days. The construction contractor would provide the United States Forest Service (USFS), the Bureau of Land Management (BLM), and the Pacific Crest Trail Association (PCTA) with a schedule of work, schedule of closures, and detour plans for periods of closure 90 days in advance of closure to provide 30 days' notice to trail users (see avoidance measure **REC-1**). Additionally, the closures would be signed, and detour information provided at Tamarack Road and south of the UPRR tracks to identify the alternative crossing (see minimization measure **REC-2**). Furthermore, public notices would be posted to alert trail users of construction activities. If needed, flagmen, fencing, or other protective measures would be used to avoid potential conflicts between construction activities and trail users.

During trail closures, trail users would be re-routed to the West Channel Stubbe Wash where they could use the existing concrete I-10, Railroad Avenue, and UPRR underpass. The detour route was field verified and determined suitable to serve as a detour route. The vertical bridge clearance under I-10 and Railroad Avenue is 14 feet. The UPRR undercrossing has a vertical height of 9 feet and a cell width of 8 feet. Due to the limited vertical clearance of the UPRR underpass, equestrians would have to dismount and walk their horses through the undercrossing. Signs would be posted south of the UPRR undercrossing and north of the I-10 undercrossing alerting equestrians of the height restrictions at the UPRR undercrossing.

Except for the two, 10-day closures, a temporary protected crossing would be available at East Channel Stubbe Wash for the duration of construction (see minimization measure **REC-3**). The protected crossing would have a vertical height of 12 feet and a cell width of 10 feet. During construction, hikers and equestrians would have the option to use the PCT or avoid construction

noise and dust by using the West Channel Stubbe bypass. For the duration of construction, the construction contractor would be required to establish a warning mechanism (flaggers, whistles, etc.) to alert construction workers that hikers and equestrians are waiting to cross the construction site (see minimization measure **REC-4**). Once alerted, all major construction activities that could affect the comfort of hikers and equestrians would be paused until the trail users have passed through the construction site. The expected wait time for trail users to be allowed passage through the construction site would be up to 30 minutes. Once construction is completed, any incidental or unanticipated damage or disrepair to the trail that may have resulted during construction would be restored to pre-construction conditions (see minimization measure **REC-5**). Use of the West Channel Stubbe Wash as a detour route would not require restoration activities after construction as no improvements are proposed.

Project implementation is not expected to affect the trail in the long term. Aside from the two periods where the trail is closed, the PCT would be maintained in its original alignment. It is anticipated that the new bridge structure would continue to allow for passage by hikers and is anticipated to be used in a similar manner. Therefore, the proposed Project would not change the use of and would have a less than significant impact on the recreational facility.

b) No Impact. The proposed Project is a bridge replacement project that does not include recreational facilities or require the construction or expansion of recreational facilities. The Project does not include a population increasing component (i.e., construction of dwelling or commercial units) that could cause additional demand on or the need to construct or expand recreational facilities. Therefore, no impact would occur and no mitigation is required.

Avoidance, Minimization, and/or Mitigation Measures:

With implementation of the avoidance and minimization measures below, the proposed Project will have a less than significant impact on recreational resources.

Avoidance measure:

REC-1: Agency Coordination. The construction contractor will provide the United States Forest Service (USFS), the Bureau of Land Management (BLM), and the Pacific Crest Trail Association (PCTA) with a schedule of work, schedule of closures, and detour plans for periods of closure 90 days in advance of closure to provide 30 days' notice to trail users.

Minimization measures:

REC-2: Signage for Alternative Trail Route. Signs will be posted north of the I-10 undercrossing at Tamarack Road and south of the UPRR undercrossing alerting equestrians of the height restrictions at the UPRR undercrossing.

REC-3: Temporary Alternative Trail Route. During construction a protected crossing will be provided at the East Channel Stubbe Wash, with the exception of the two 10-day trail closures, as an available option for hikers and equestrians to use.

REC-4: Public Safety. During construction, the construction contractor will be required to establish a warning mechanism (flaggers, whistles, etc.) to alert construction workers that trail users are waiting to pass through the construction site.

REC-5: Restoration of Impacted Trail Segment. Once construction is complete, any incidental or unanticipated damage or disrepair to the trail that may have resulted during construction will be restored to pre-construction conditions.

3.17 Transportation

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

Source(s): Information in this section is based on the *Traffic Technical Memorandum* (April 2019), the Riverside County Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled, and the Riverside County General Plan Circulation Element.

Regulatory Setting:

Senate Bill 743

SB 743 (Steinberg, 2013) updates the way transportation impacts are measured in California for new development projects, making sure they are built in a way that allows Californians more options to drive less.

CEQA Guidelines Section 15064.3

On December 28, 2018, the State CEQA Guidelines were updated, and Section 15064.3 was added and codified. The new updates went into effect that same year. Section 15064.3 specifically provides considerations for evaluating project-related transportation impacts and notes that ‘vehicle miles traveled’ (VMT) is the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2), a project’s effect on automobile delay will not constitute a significant environmental impact.

Section 15064.3 (b)(2) provides criteria for analyzing transportation project impacts. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have

already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

Environmental Setting:

Railroad Avenue is an approximately 5-mile stretch of road that runs parallel to I-10 and the UPRR. It connects the Haugen-Lehmann Way and I-10 at the east end and Main Street and I-10 at the west end. It mostly serves the sparsely populated Cabazon community. The ADT volume is approximately 211 vehicles. Periodically, the road carries detoured traffic from the heavily traveled I-10 when the freeway is temporarily closed for construction or emergency incidents. The road also serves as an access route for UPRR and utility maintenance crews.

Impact Analysis:

a) No Impact. The proposed bridge replacements would allow for the continued use of the road as a collector road, as well as an alternative route for I-10 traffic during temporary maintenance or emergency closures of the freeway. This is consistent with the County's General Plan Circulation Element, which identifies Railroad Avenue as a collector road. Therefore, the Project would not conflict with the County's Circulation Element and no mitigation is required.

b) No Impact. According to the December 2020, Riverside County Transportation Analysis Guidelines, the proposed Project can be categorized as a Non-Significant Transportation Impact Project under the rehabilitation, maintenance, replacement, safety, and repair example. This example is derived directly from the 2018 Office of Planning and Research Guidance. CEQA Guidelines Section 15064.3(b) states that transportation projects that reduce or have no impact on VMT can be presumed to have a less than significant transportation impact. The proposed Project would replace two structurally deficient wooden bridge structures with new concrete bridge structures. The existing bridge structures have exceeded their 50-year life span and are now load restricted due to deterioration and scour of the timber bridge members. Replacement of the bridges would allow for improvements to meet current vehicle loads and safety standards. The Project would not result in additional vehicle miles traveled because the Project does not increase vehicle capacity. The Project would not conflict with CEQA Guidelines section 15064.3, subdivision (b). No mitigation is required.

c) No Impact. The Project proposes to replace the existing bridges with concrete bridges of the same or similar length and width consistent with current Caltrans design standards. No changes in horizontal or vertical roadway geometry would result from the bridge replacements. No mitigation is required.

d) Less Than Significant Impact. During construction, all closures and detours would be coordinated with law enforcement, fire protection, and emergency medical service providers per the Project's TMP (see avoidance measure **TRA-1**) to ensure access for emergency vehicles through the construction site. Once construction is completed, the road would be open to all traffic and would meet current design standards for access, including for emergency vehicles.

Avoidance, Minimization, and/or Mitigation Measures:

The Project will implement the following avoidance measure:

TRA-1: Traffic Management Plan (TMP). A TMP will be prepared for the Project prior to construction. The plan will include strategies and measures to avoid and minimize disruption to local access and roadways during construction. Detour routes will be identified, coordinated, and approved by the County and affected local agencies prior to the closure. Emergency providers and the California Highway Patrol will be notified in advance about all planned closures and detour routes. Upon construction completion, detour signage and traffic signal timings will be restored to preconstruction conditions.

3.18 Tribal Cultural Resources

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Information in this section is based on AB 52 consultation conducted for the Project, the *Historic Property Survey Report*, *Historical Resources Evaluation Report*, and *Archaeological Survey Report* (February 2022).

Regulatory Setting:

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.

Environmental Setting:

The APE was established and includes all potential areas directly or indirectly affected by the Project, all construction and staging areas, Temporary Construction Easements (TCEs) and construction signage. In total, the APE encompasses approximately 2.27 acres and includes two discontinuous segments centered around each individual bridge: Fornat Wash Bridge (Bridge No. 56C0099) and East Channel Stubbe Wash Bridge (Bridge No. 56C0101). The vertical limit of the APE extends up to 20 feet in depth to accommodate excavation associated with construction of the bridge footings.

Consultation with Native American groups occurred during the Section 106 process required under NEPA through Caltrans and during the AB 52 process required under CEQA through the County. This section discussion is focused on the consultation efforts conducted under AB 52.

TCR identification efforts were conducted to determine whether a TCR, as defined by PRC § 21074, would be impacted by the Project. These efforts included background research, a search of archaeological site records and cultural survey reports on file at the EIC, literature and map review, a review of the Sacred Lands File by the NAHC, efforts to coordinate with Native American Tribal Governments, and a pedestrian field survey.

The NAHC was contacted on February 5, 2019, to review its Sacred Lands Files (SLF), to determine if any known cultural resource information was available in the SLF. In a reply dated February 8, 2019, the NAHC stated that the SLF search for the Project was completed with

negative results; however, the absence of specific site information in the SLF does not necessarily indicate the absence of cultural resources in the APE. Therefore, the County provided a list of Native American contacts within the region.

On February 23, 2022, initial AB 52 consultation letters were sent to the four Native American individuals on the AB 52 list provided by the County. Letters were sent to the following tribal representatives:

- Agua Caliente Band of Cahuilla Indians; Director/Tribal Historic Preservation Officer, Patricia Garcia-Plotkin
- Morongo Band of Mission Indians; Tribal Historic Preservation Officer, Ann Brierty
- Soboba Band of Luiseno Indians; Tribal Historic Preservation Officer, Joseph Ontiveros
- Twenty-Nine Palms Band of Mission Indians; Tribal Historic Preservation Officer, Anthony Madrigal

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; Director/Tribal Historic Preservation Officer, Patricia Garcia-Plotkin. An email response was received from Lacy Padilla, Archaeologist for the Agua Caliente Band of Cahuilla Indians on March 25, 2022. Ms. Padilla noted the Project is within the Tribe's Traditional Use Area. For this reason, the Tribe requested the following: (1) formal consultation under AB 52; (2) copies of any cultural resource documentation connected to the Project; and (3) presence of an approved Cultural Resource Monitor during any ground-disturbing activities associated with the Project. A copy of the Archaeological Survey Report prepared for the Project was sent to the tribe on March 29, 2022. On April 4, 2022, the County met with the tribe for formal consultation. Ms. Padilla noted five prehistoric trails (three trails under Fornat Wash and two trails under East Channel Stubbe Wash) within the APE, leading from the hills north of the Project to the valley south of the Project. Ms. Padilla requested the schedule for the environmental document circulation and construction schedule, as well as a copy of the environmental document. The milestone schedule for the environmental document circulation and construction schedule was provided to Ms. Padilla on May 11, 2022. On June 1, 2022, a monitoring denial letter was emailed to the tribe formally closing out AB 52 consultation.

Morongo Band of Mission Indians; Tribal Historic Preservation Officer, Ann Brierty. No response to the initial letter was received. The County sent a follow-up email on April 18, 2022 regarding the AB 52 initiation letter and closed out consultation with the Tribe.

Soboba Band of Luiseno Indians; Tribal Historic Preservation Officer, Joseph Ontiveros. No response to the initial letter was received. The County sent a follow-up email on April 18, 2022 regarding the AB 52 initiation letter and closed out consultation with the Tribe.

Twenty-Nine Palms Band of Mission Indians; Tribal Historic Preservation Officer, Anthony Madrigal. No response to the initial letter was received. The County sent a follow-up email on April 18, 2022 regarding the AB 52 initiation letter and closed out consultation with the Tribe.

Through the SLF records search and tribal consultation process, no listed or eligible for listing TCRs were identified within the APE.

Impact Analysis:

a) No Impact. As mentioned above, a records search and AB 52 tribal consultation was conducted for the Project. No TCRs were identified as a result of these efforts; therefore, the Project is not anticipated to have an impact on TCRs.

b) Less than Significant Impact. No TCRs were identified during the AB 52 consultation process or were found within the Project APE. Therefore, no impacts are expected to occur. Standard avoidance measures for inadvertent discoveries and identification of human remains would be incorporated into the Project (see measures **CR-1** and **CR-2**).

Avoidance, Minimization, and/or Mitigation Measures:

With implementation of the avoidance measures identified below, the Project would have a less than significant impact on tribal cultural resources.

CR-1: If cultural materials are discovered during construction, all earth-moving activity within 60 feet around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CR-2: If human remains are discovered, Health and Safety Code Section 7050.5 states that further disturbances and activities will cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the construction contractor will coordinate with the County so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

3.19 Utilities and Service Systems

Would the Project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Source(s): Information in this section is based on information collected from the preliminary right of way and utility research completed for the proposed Project.

Regulatory Setting:

Water Conservation Act of 2009 (Senate Bill X7-7)

The Water Conservation Act of 2009 (SB X7-7) requires all water suppliers to increase water use efficiency. The urban water use goal within the state is to achieve a 20 percent reduction in per capita water use by December 31, 2020.

California Integrated Waste Management Act (AB 939)

AB 939 established the California Integrated Waste Management Board under CalRecycle, which required all counties within California to prepare integrated waste management plans. Additionally, it changed the focus of solid waste management from landfill to diversion strategies (e.g., source reduction, recycling, and composting), and required all municipalities to divert 25 percent of their solid waste from landfill disposal by January 1, 1995, and 50 percent by 2000. Later legislation mandates the 50 percent diversion requirement be achieved every year.

Environmental Setting:

Several telephone companies provide services in the Project area including AT&T/Frontier and Sprint. AT&T/Frontier's line runs on the north side of Railroad Avenue while Sprint's runs along the south side. An abandoned gas line runs along the north side of Railroad Avenue.

Impact Analysis:

a) Less than Significant Impact. Existing utilities that run along the north side of Railroad Avenue may require relocation. The construction contractor, in coordination with the County, would coordinate with the utility provider during final design for potential relocation of utilities (see minimization measure **UTIL-1**). The proposed bridge replacements would not require or result in construction of new utilities or service systems.

b) and c) No Impact. The proposed bridge replacements would not include development that requires new or expanded water supply. The intent of the Project is to ensure the roadway remains viable as a local access road and occasional bypass for I-10 traffic during periodic closures due to maintenance or emergencies.

d) and e) No Impact. The existing bridge structures consist of creosote-treated wood. Upon removal, the timber debris from the bridges would be managed as TWW in accordance with the DTSC Alternative Management Standards for TWW. The nearest Class III landfill site accepting TWW is the Lamb Canyon Landfill in Beaumont, California which is approximately 16 miles from the Project area. The expected amount of contaminated timber debris to be disposed of is estimated to be about 75,500 board feet. The construction contractor, in coordination with the County, would be required to submit all applicable permits for disposing of the TWW (see measure **HAZ-4**).

Avoidance, Minimization, and/or Mitigation Measures:

With implementation of the following minimization measures, the Project would have a less than significant impact on utilities.

UTIL-1: Potential relocation of suspended utilities will be coordinated with the local utility providers prior to construction and in coordination with the County.

HAZ-4: Upon removal, the bridges will be managed as treated wood waste (TWW) in accordance with the Department of Toxic Substances Control (DTSC) Alternative Management Standards for TWW. The nearest Class III landfill site accepting TWW is the Lamb Canyon Landfill in Beaumont, California which is approximately 21 miles from the Project area. The construction contractor, in coordination with the County, will be required to submit all applicable permits for disposing of the TWW.

3.20 Wildfire

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

Source(s): Information in this section is based on CAL FIRE’s Fire Hazard Severity Zones map and Riverside County General Plan Safety Element Update.

Regulatory Setting:

The California Department of Forestry and Fire Protection (CAL FIRE) is responsible for the stewardship and fire protection of over 31 million acres of California's privately owned wildlands. CAL FIRE classifies and maps wildfire hazards within State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs). LRAs are lands on which neither state nor federal government have any legal responsibility for providing fire protection. SRAs are lands in which the State of California holds financial responsibility for providing fire protection. SRAs are defined based on land ownership, population density and land use. For example, CAL FIRE does not have responsibility for densely populated areas, incorporated cities, agricultural lands, or lands administered by the federal government. Per California Public Resource Code 4201-4204, SRAs are mapped based on relevant factors such as fuels, terrain, and weather, and their potential for causing ignition to buildings.

Per California Government Code 51175-89, CAL FIRE is required to identify very high fire hazard severity zones. Fire hazards can be in SRAs or LRAs and mapping of the very high fire hazard severity zones is based on data and models of potential fuels over a 30-50-year time horizon and their associated expected fire behavior and expected burn probabilities which quantifies the likelihood and nature of vegetation fire exposure (including firebrands) to buildings.

Senate Bill 1241 requires the Office of Planning and Research, in coordination with CAL FIRE to prepare, develop, and transmit to the Secretary of the Natural Resources Agency proposed changes or amendments to the initial study checklist for the inclusion of questions related to fire hazard impacts for projects in state responsibility areas and very high fire hazard severity zones.

Environmental Setting:

According to CAL FIRE's Fire Hazard Severity Zones online interactive map, the Project is in a state responsibility area and in a "very high/high/moderate" fire hazard severity zone.

Impact Analysis:

a) Less than Significant Impact. During construction, Railroad Avenue would remain open for emergency personnel. Additionally, a TMP (see avoidance measure **TRA-1**) would be prepared and implemented to inform emergency response providers of planned construction and detour routes. Upon Project completion, Railroad Avenue would meet current design standards for vehicle loads and would be open to all vehicle traffic including emergency vehicles.

b) Less than Significant Impact. According to CAL FIRE's Fire Hazard Severity Zones online interactive map and the Riverside County General Plan Safety Element (September 2021 Update), the Project is in a "very high/high/moderate" fire hazard severity zone. Construction equipment and machinery increase the likelihood of fire risks due to the use of gasoline and diesel. However, the construction contractor would implement minimization measure **BIO-2** to prevent the risk of wildfire. Additionally, firefighting equipment (i.e., extinguishers, shovels, fire retardants) would be on-site for emergencies.

Replacement of the timber bridge structures with new concrete structures would reduce the risk of uncontrolled wildfires by removing inherently flammable timber materials. Replacement of

the bridges would not result in increased wildfire risks or pollutant concentrations beyond existing conditions and would enhance overall safety conditions in the area.

c) No Impact. The proposed bridge replacements would meet current design standards and load carrying capacity. The Project would not install any infrastructure, such as new power lines or other utilities that could exacerbate wildfire risks.

d) No Impact. The Project is within a relatively flat area and the washes are dry most of the year. Any runoff from the roadways either evaporates or infiltrates into the porous ground. The proposed Project would lengthen both bridges by about one foot with the width remaining the same. After construction, the runoff flowrate would increase nominally due to the additional impervious surface area; however, the one-foot change in bridge length is not expected to change the upstream or downstream hydrology of the washes or the Whitewater River watershed. Runoff would continue to flow to the San Gorgonio River without negative impacts.

The Project does not plan to change the hydrologic features of either wash and it would make improvements to avoid future scour problems. The existing drainage pattern would be retained and would still be able to handle the 100-, 200- and 500-year flows. Flows would be managed the same as existing conditions upstream and downstream of the current crossings. Additionally, slope stability is expected to be adequate for protecting against flooding and landslide risk is considered low. Therefore, the Project would not pose a significant risk for downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Avoidance, Minimization, and/or Mitigation Measures:

With implementation of the avoidance and minimization measures identified below, the Project would have a less than significant impact on wildfire.

Avoidance measure:

TRA-1: Traffic Management Plan (TMP). A TMP will be prepared for the Project prior to construction. The plan will include strategies and measures to avoid and minimize disruption to local access and roadways during construction. Detour routes will be identified, coordinated, and approved by the County and affected local agencies prior to the closure. Emergency providers and the California Highway Patrol will be notified in advance about all planned closures and detour routes. Upon construction completion, detour signage and traffic signal timings will be restored to preconstruction conditions.

Minimization measure:

BIO-2: Best Management Practices. The following BMPs will be implemented to reduce impacts on biological and aquatic resources.

- Dust control measures will be implemented to minimize impacts on adjacent vegetation.
- Activities that may produce sparks, including welding or grinding, will use protective gear to reduce fire risks, such as the use of shields and protective mats. Fire suppression capabilities, including extinguishers, shovels, and water tankers, will be available onsite whenever construction occurs during the fire season (as determined by the Riverside County Fire Department).

- Trash will be stored in closed containers so that it is not readily accessible to wildlife and will be removed from the construction site daily to avoid attracting wildlife to the Project area.
- Project construction will be limited to daylight hours as feasible and will minimize the use of lighting to only what is required for directional and safety purposes.
- Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth. No plant species listed in CVMSHCP Volume I, Section 4.5.5 will be used.
- Trucks carrying vegetation that will be removed from the Project area will be covered and disposed of in accordance with applicable laws and regulations.
- Plans for water pollution and erosion control will be developed and implemented in accordance with RWQCB requirements. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by Caltrans prior to construction. The water pollution and erosion control plan will include the following at a minimum:
 - Ensure no fluids or sediment from construction will enter ephemeral washes.
 - Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized.
 - No erodible materials will be deposited into watercourses. Brush, loose soils, or other debris material will not be stockpiled within stream channels or on adjacent banks.
 - Equipment maintenance, staging, storage, and dispensing of fuel, oil, coolant, or any other toxic substances will be located on non-sensitive upland sites with minimal risks of direct drainage into watercourses. These designated areas will be clearly marked and located in such a manner as to contain runoff from entering sensitive habitat, including watercourses and ephemeral washes.
 - Necessary precautions will be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials will be reported to appropriate entities, including, but not limited to, the applicable jurisdictional County, USFWS, CDFW, or RWQCB, and will be cleaned up immediately and contaminants removed to approved disposal areas.

3.21 Mandatory Finding of Significance

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

Impact Analysis:

a) Less than Significant Impact with Mitigation Incorporated. As described in Section 3.4 Biological Resources, the proposed Project has the potential to impact sensitive species, natural communities, and jurisdictional waters. As a result, measures **BIO-1** through **BIO-8** would be implemented as part of the Project. Inclusion of these measures would ensure that the Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, substantially reduce the number or restrict the range of a rare or endangered plant or animal. Additionally, as described in Section 3.5 Cultural Resources and 3.18 Tribal Cultural Resources, the Project would not have adverse impacts on cultural or tribal cultural resources, as there are none within the Project APE. The Project would implement **CR-1** and **CR-2** to reduce the potential for impacts on undiscovered cultural resources. Therefore, impacts are considered less than significant with mitigation.

b) Less than Significant. All topic areas were determined to result in less than significant impacts. In addition to standard measures, avoidance, minimization, and/or mitigation measures have been identified and would be implemented to further reduce potential impacts. Therefore, the Project would not result in individual impacts that could contribute to a cumulative effect.

c) No Impact. Generally, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in analyses for air quality, hazards and hazardous materials, and noise, the proposed Project would have a less than significant impact on these resources and would implement BMPs, standard measures, and reduction measures to further reduce the Project's impacts. Therefore, the proposed Project would not result in substantial adverse effects on human beings, either directly or indirectly.

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5 List of Preparers

County of Riverside

Umer Ahmed, MSCE, P.E.

Jan Bulinski

Frances Segovia

Engineering Project Manager

Environmental Project Manager

Senior Transportation Planner

CNS Engineers

James Lu S.E./P.E.

Steve Hosford P.E.

Guyet Nguyen

Structures Manager/Project Manager

Senior Project Manager

Senior Project Manager

WSP

Theresa Dickerson

Alana Flaherty

Annie Lee

Lawrence Spurgeon

Rebecca Frohning

Director, Environmental Planning

Associate Consultant, Environmental Planner

Consultant, Environmental Planner

Environmental Planning Manager

Air Quality and GHG

ICF

Colleen Martin

Marisa Flores

Senior Biologist

Biologist

Applied Earthworks

Joan George

Susan Wood, Ph.D.,

M. Colleen Hamilton

Evan Mills

Chris Shi, Ph.D.,

Amy Ollendorf, Ph.D.

Co-Principal Investigator, Historical Archaeology

Architectural Historian

Principal Architectural Historian

Co-Principal Investigator, Prehistoric Archaeology

Project Paleontologist

Paleontology Program Manager

Group Delta Consultants, Inc

Curt Scheyhing, P.E., G.E.

Terry Otis, P.G., C.E.G.

Glen Burks, Ph.D., P.E.

Aapris Medzhibovsky

Principal Geotechnical Engineer

Senior Engineering Geologist

Director of Environmental Services

Project Geologist

Aguilar Consulting, Inc

Ceazar V. Aguilar, P.E.

Project Drainage Engineer

KOA Corporation

Frank Barrera

Senior Planner

CASC Engineering and Consulting

Louis Flores, CESSWI, QSP, QISP

Christopher Ogaz, P.E., CPESC

Environmental Analyst

NPDES Coordinator/Senior Transportation Planner

6 List of Technical Studies (Bound Under Separate Cover)

Technical studies are available via the Project webpage except for the cultural reports, which contain confidential resource information.

- Biological Resources Technical Report
 - Natural Environmental Study (Minimal Impacts) (includes as appendix Jurisdictional Delineation Report).
- HPSR/ASR/HRER (Confidential- Not for Public Distribution)
- Initial Site Assessment and Supplemental Initial Site Assessment
- Location Hydraulic Study and Summary Floodplain Encroachment Report
- Paleontological Technical Memorandum
- Section 4(F) Evaluation
- Traffic Technical Memorandum
- Visual Impact Assessment Memorandum
- Water Quality Assessment Report

Appendix A – Mitigation Monitoring and Reporting Plan

This Mitigation Monitoring and Reporting Program has been prepared for implementing Avoidance, Minimization, and/or Mitigation measures for the Railroad Avenue Bridge Replacement Project.

The California Environmental Quality Act (CEQA) requires public agencies to prepare a mitigation and monitoring plan when adopting a mitigated negative declaration as stated in Public Resources Code Section 21081.6 (a) (1). This Public Resources Code states that “the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.”

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with the state law and includes measures that may be included as conditions of approval for the Railroad Avenue Bridge Replacement Project. The MMRP would ensure the Project’s conditions of approval are being implemented properly and timely. The MMRP identifies what action(s) will be taken, who will be responsible for implementing the action(s), and when the action(s) will need to occur.

The County, as lead agency for the Project, will be responsible for compliance with the measures identified and adopted as approvals for the Project. The County will monitor and report on the implementation of all mitigation measures. The construction contractor will be responsible for implementing the measures with oversight from the County.

Mitigation Monitoring and Reporting Program						
Mitigation Measures		Mitigation Monitoring			Reporting	
Mitigation Measure	Measure Type	Monitoring Schedule	Monitoring Responsibility	Monitoring Procedure	Comments	Date/Initials
Biological Resources						
BIO-1: Temporary Construction Areas. Post-construction, all temporary construction areas and the area under the bridge replacements will be returned to preconstruction contours, soils decompacted, and hydroseeded with a native seed mix. Ephemeral washes and their banks will be left with an earthen, sandy bottom. No riprap or other obstructive material will be placed under the new bridges.	Minimization	Post Construction	County-appointed Biologist/ Resident Engineer/ Construction Contractor			
BIO-2 Best Management Practices. BMPs will be implemented to reduce impacts on biological and aquatic resources. <ul style="list-style-type: none"> • Dust control measures will be implemented to minimize impacts on adjacent vegetation. • Activities that may produce sparks, including welding or grinding, will use protective gear to reduce fire risks, such as the use of shields and protective mats. Fire suppression capabilities, including extinguishers, shovels, and water tankers, will be available onsite whenever construction occurs during the fire season (as determined by the Riverside County Fire Department). • Trash will be stored in closed containers so that it is not readily accessible to wildlife and will be removed from the construction site daily to avoid attracting wildlife to the Project site. • Project construction will be limited to daylight hours as feasible and will minimize the use of lighting to only what is required for directional and safety purposes. • Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth. No plant species listed in CVMSHCP Volume I, Section 4.5.5 will be used. • Trucks carrying vegetation that will be removed from the Project will be covered and disposed of in accordance with applicable laws and regulations. • Plans for water pollution and erosion control will be developed and implemented in accordance with RWQCB requirements. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by Caltrans prior to construction. The water pollution and erosion control plan will include the following at a minimum: <ul style="list-style-type: none"> ○ Ensure no fluids or sediment from construction will enter ephemeral washes. ○ Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized. ○ No erodible materials will be deposited into watercourses. Brush, loose soils, or other debris material will not be stockpiled within stream channels or on adjacent banks. 	Minimization	During Construction	County-appointed Biologist/ Resident Engineer/ Construction Contractor			

<ul style="list-style-type: none"> ○ Equipment maintenance, staging, storage, and dispensing of fuel, oil, coolant, or any other toxic substances will be located on non-sensitive upland sites with minimal risks of direct drainage into watercourses. These designated areas will be clearly marked and located in such a manner as to contain runoff from entering sensitive habitat, including watercourses and ephemeral washes. ○ Necessary precautions will be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials will be reported to appropriate entities, including, but not limited to, the applicable jurisdictional County, USFWS, CDFW, and the RWQCB, and will be cleaned up immediately and contaminated soils removed to approved disposal areas. 					
<p>BIO-3 Biological Monitor. An Approved Biologist will monitor all construction activities during initial ground disturbance. The Approved Biologist will ensure that all practicable measures are being employed to avoid incidental disturbance of the CVMSHCP Conservation Area adjacent to the BSAs. Once initial ground clearing is completed, ongoing weekly monitoring and reporting will occur throughout the duration of construction activities to ensure BMPs in BIO-2 are implemented.</p>	Minimization	During Construction	County-appointed Biologist/ Resident Engineer/ Construction Contractor		
<p>BIO-4: Compensatory Mitigation for Replacement/Restoration of Jurisdictional Waters. Permanent and temporary impacts from the replacement of Fornat Wash Bridge (#56C0099) and East Channel Stubbe Wash Bridge (#56C0101) will require compensatory mitigation for jurisdictional waters. Compensation can be a combination of enhancement, restoration, and/or rehabilitation. Compensation can also occur through the purchase of credits through the Coachella Valley Conservation Commission (CVCC) in-lieu fee program or other approved mitigation provider, including federal and state jurisdictional water resources. The temporary impacts will be restored with implementation of BIO-1. However, to ensure adequate compensatory mitigation is obtained, final mitigation ratios will be determined after consultation with the USACE, RWQCB, and CDFW.</p>	Compensatory	Final Design	Project Engineer/ Resident Engineer/Construction Contractor		
<p>BIO-5 Presence/Absence Desert Tortoise Survey. Prior to construction activities, a qualified biologist will perform a presence/absence survey within 100% of project LOD and a 200-foot buffer (or to the property boundary if permission cannot be obtained) for fresh sign of desert tortoise, including living tortoises, tortoise remains, burrows, tracks, scat, or eggshells. The presence/absence survey must be performed between February 15 and October 31. The presence/absence survey is valid for 90 days (or indefinitely if tortoise-proof fencing is installed around the work limits).</p> <ul style="list-style-type: none"> ● If fresh sign of desert tortoise is found during the presence/absence survey, a preconstruction survey would be performed within the entire work area. The survey will be conducted from February 15 to June 15 or September 1 to October 31, during different tortoise activity periods (morning and afternoon). Tortoise-proof fencing will be installed around the work limits after any individuals are removed from the work area by a qualified biologist. The tortoise fencing will be maintained throughout the duration of construction activities. ● If no sign is found, a preconstruction clearance survey would not be required within 90 days of the last survey. If project construction 	Avoidance	Prior to Construction	County-appointed Biologist/ Resident Engineer/ Construction Contractor		

has not started within that 90-day period, a new survey presence/absence survey may be necessary.					
<p>BIO-6: Worker Environmental Awareness Program Training. A Worker Environmental Awareness Program (WEAP) will be developed and presented to all construction personnel prior to the start of construction activities. The WEAP training will be presented by a qualified biologist. The biologist will describe the work limits in which the Project must be accomplished. The training will include general behavior and ecology for species of concern (i.e., desert tortoise and migratory birds), identification of the species, reporting requirements, and protection measures being implemented for the Project, which may include but not be limited to:</p> <ul style="list-style-type: none"> • Project personnel will not be allowed to bring pets into the Project construction site. • No hazards to the desert tortoise (e.g., auger holes, trenches, pits, or other steep-sided depressions) will be left unfenced or uncovered; such hazards will be eliminated prior to the construction crew and the biologist(s) leaving the Project construction site for the day. • During construction-related activities for the Project, motor vehicles will be limited to approved designated roadways and areas identified as permanently or temporarily affected by construction of the Project. All motor vehicles driving on approved nonpaved roads in the Project area will not exceed 20 miles per hour. • Anyone who operates a motor vehicle or construction equipment will check under the parked vehicles/equipment for the presence of desert tortoises before vehicle/equipment is moved. • Should any desert tortoise be injured or killed, all activities will be halted within 500 feet of the incident, and the Field Contact Representative (FCR) and/or Approved Biologist immediately contacted. The FCR and/or Approved Biologist will be responsible for reporting the incident to the USFWS and CDFW. 	Avoidance	Prior to Construction	County-appointed Biologist/ Resident Engineer/ Construction Contractor		
<p>BIO-7 Preconstruction Burrowing Owl Survey. A preconstruction burrowing owl survey will be performed within 500 feet of the Project's limits of disturbance and any staging areas at least 14 days prior to the initiation of ground disturbance activities. The survey will be performed by a biologist experienced performing surveys for burrowing owl and species identification. All burrows within the survey area will be examined to determine occupancy by burrowing owl. If the burrow is occupied, it will be flagged or staked, and a 160-foot buffer applied during the non-breeding season (September 1 through March 14) and 250-foot buffer applied during the breeding season (March 15 through August 31). No construction activities will be permitted within the avoidance buffer until the young are no longer dependent on the burrow.</p> <p>If the burrow is unoccupied, the burrow will be made inaccessible to owls (e.g., one -way doors), and the Project may proceed. If either a nesting or escape burrow is occupied, relocation of owls could occur pursuant to CDFW 2012 protocol. A burrow will be considered occupied if at least one burrowing owl has been observed occupying a burrow during the past three years, either through observation during protocol surveys or through CNDDDB records.</p>	Avoidance	At least 14 days prior to ground disturbing activities	County-appointed Biologist/ Resident Engineer/ Construction Contractor		

<p>BIO-8: Preconstruction Bat Survey and Exclusion. To avoid direct mortality on bats, and their daytime or maternity roosts, a qualified bat biologist will be retained to conduct bat and bat roosting site surveys prior to construction. This preconstruction survey will be conducted within 200 feet of Fornat Wash Bridge and East Channel Stubbe Wash Bridge during the general bat maternity season (between April 1 and September 30). The survey will occur at dusk and will include both acoustic data collection and an emergence count. If roosting sites or bats are not found, no further action will be necessary. Otherwise, the following exclusion is applicable:</p> <p><i>Part A.</i> If the preconstruction survey finds bats to be roosting and bridge removal is scheduled to occur between October 1 and March 31 (outside of the maternity season of April 1 through September 30), bats will be evicted by the methods discussed below. In addition, if bat roosts are found in the bridge and the Project may perform work underneath or within 200-feet of the bridge with bats (between April 1 and September 30), the discussion below would also apply.</p> <p>The eviction of bats will be conducted using bat exclusion techniques developed by Bat Conservation International in consultation with CDFW and under the supervision of a qualified bat biologist. These techniques allow the bats to exit the roosting site but prevent re-entry. This process will include, but not be limited to, the installation of one- way exclusion devices at the bridge(s). Sealing the bridge(s) at the time of abandonment, where applicable, may prevent the need for the exclusion process. Where exclusionary devices are installed on the bridge, the devices will remain in place for seven days, at which time the exclusion points and any other potential entrances will be sealed. A visual inspection of the bridge by a qualified bat biologist will be required prior to bridge removal to verify that all bats have been successfully excluded.</p> <p><i>Part B.</i> If the preconstruction survey finds bats to be roosting and bridge removal is scheduled to occur during the maternity season (April 1 through September 30), a qualified bat biologist will monitor the roost to determine if the roost site is a maternal roost. This may be determined by either visual inspection of the roost for bat pups, if possible, or monitoring the roost after the adults leave for the night to listen for bat pups. If the roost is determined to not be a maternal roost, then the bats will be evicted as described above under Part A. If the roost is determined to be a maternal roost, eviction of the maternal roost cannot occur during the nursery season, because bat pups cannot leave the roost until they have reached maturity. Once the maternity season is completed, construction and bridge removal can commence.</p>	Avoidance	Prior to construction	County-appointed Biologist/ Resident Engineer/ Construction Contractor			
<p>BIO-9: Preconstruction Survey for Nesting Birds. If construction activities are initiated during the bird breeding season (defined as February 15 through September 15), a preconstruction survey by a qualified biologist will occur within three days prior to construction activities. The survey will occur within all suitable nesting habitats within the Project's limits of disturbance and a 100-foot buffer, as access is allowed. If nesting birds are found at any time, an appropriate buffer will be established around the nest by the qualified biologist until it has been determined that young have fledged, or nesting activities have ceased.</p>	Avoidance	Prior to Construction	County-appointed Biologist/ Resident Engineer/ Construction Contractor			

Visual Resources						
VIA-1: The construction contractor will preserve existing vegetation where feasible, use the existing roadway right of way for storage and laydown areas, limit construction to daylight hours, as feasible, and minimize the use of lighting to only what is required for directional and safety purposes to reduce the effects of construction on the visual environment.	Minimization	During Construction	Project Engineer/ Resident Engineer/ Construction Contractor			
VIA-2: The construction contractor will provide cost-effective, sculpted concrete and staining aesthetic treatment on the East Channel Stubbe Wash bridge that serves the Pacific Crest Trail.	Minimization	Final Design	Project Engineer/ Resident Engineer/ Construction Contractor			
Cultural Resources						
CR-1: If cultural materials are discovered during construction, all earth-moving activity within 60 feet around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	Avoidance	During Construction	Qualified archaeologist/ Resident Engineer/ Construction Contractor			
CR-2: If human remains are discovered, Health and Safety Code Section 7050.5 states that further disturbances and activities will cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the construction contractor will coordinate with the County so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.	Avoidance	During Construction	Qualified archaeologist/ Resident Engineer/ Construction Contractor			
Paleontological Resources						
PAL-1: Preparation of a PRIMP: Prior to any ground disturbing activities, the preparation of a paleontological resource impact mitigation program (PRIMP) will be prepared by a qualified professional paleontologist (Project Paleontologist) who meets the Society of Vertebrate Paleontology's standards (2010). The purpose of the PRIMP is to establish procedures and discovery protocols based on industrywide best practices for the treatment of any paleontological resources encountered during Project related earth-disturbing activities related to Project construction. The PRIMP will include a Worker Environmental Awareness Program (WEAP) training, which would be implemented prior to the start of Project-related ground disturbance. WEAP training should be presented in-person to all field personnel to describe the types of fossils that may be found and the procedures to follow if any fossils are encountered. The PRIMP will indicate where construction monitoring will be required for the Project and the frequency of required monitoring (i.e., full-time, spot-checks, etc.).	Minimization	Final design	Qualified Paleontologist/ Resident Engineer/ Construction Contractor			
PAL-2: Pre-Construction Paleontology Survey: A pre-construction survey will be conducted to ground truth the results of the records search conclusion of high sensitivity prior to grading to avoid potential permanent impacts. The pre-construction survey will collect and process sediment samples to determine the small-fossil potential of the APE. Any fossils uncovered during construction activities will be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.	Minimization	During Construction	Qualified Paleontologist/ Resident Engineer/ Construction Contractor			

Hazards and Hazardous Materials						
HAZ-1 Asbestos-Containing Materials (ACM) and Lead-Based Paint (LBP) Surveys: A hazardous building materials survey, ACM and LBP, will be conducted for structures requiring removal during final design and prior to the start of construction. Should such materials be encountered, Caltrans Standard Specification 14-11 Hazardous Waste and Contamination and Best Management Practice WM-6 Hazardous Waste Management for the handling, transport, and disposal of hazardous building materials will be implemented by the construction contractor.	Avoidance	Final Design/Prior to Construction	Project Engineer/Resident Engineer			
HAZ-2 Yellow Paint and Thermoplastic Striping (PTS) Surveys: A survey of yellow PTS should be conducted for striping that requires removal along portions of Railroad Avenue undergoing improvements in support of the Project. The PTS survey should be conducted during final design and prior to Project construction.	Avoidance	Final Design/Prior to Construction	Project Engineer/Resident Engineer			
HAZ-3 Limited Aerially-Deposited Lead Screening Survey: A limited ADL screening survey should be conducted in areas of exposed soil within the Project area where soil is anticipated to be excavated during Project construction. The ADL survey should be conducted during final design and prior to Project construction.	Avoidance	Final Design/Prior to Construction	Project Engineer/Resident Engineer			
HAZ-4 Treated Wood Waste: Upon removal, the bridges will be managed as treated wood waste (TWW) in accordance with the Department of Toxic Substances Control (DTSC) Alternative Management Standards for TWW. The nearest Class III landfill site accepting TWW is the Lamb Canyon Landfill in Beaumont, California which is approximately 21 miles from the Project area. The construction contractor, in coordination with the County, will be required to submit all applicable permits for disposing of the TWW.	Avoidance	During Construction	Project Engineer/Resident Engineer/Construction Contractor			
Transportation/Traffic						
TRA-1: Traffic Management Plan (TMP): A TMP will be prepared for the Project prior to construction. The plan will include strategies and measures to avoid and minimize disruption to local access and roadways during construction. Detour routes will be identified, coordinated, and approved by the County and affected local agencies prior to the closure. Emergency providers and the California Highway Patrol will be notified in advance about all planned closures and detour routes. Upon construction completion, detour signage and traffic signal timings will be restored to preconstruction conditions.	Avoidance	Final Design/Prior to Construction	Project Engineer/Resident Engineer/Construction Contractor			
Hydrology and Water Quality						
WQ-1: Stormwater Pollution Prevention Plan (SWPPP). A California Construction General Permit SWPPP and an EPA Construction General Permit SWPPP for portions of the Project occurring on Tribal Lands will be developed and implemented prior to construction.	Avoidance	Prior to Construction	Stormwater Pollution Manager/Resident Engineer/ Construction Contractor			
WQ-2: Employee Training. Employee Training BMP will be in accordance with CASQA Municipal BMP SC-70 Road and Street Maintenance and County of Riverside Maintenance Requirements and Frequencies.	Avoidance	Prior to Construction	Stormwater Pollution Manager/Resident Engineer/ Construction Contractor			
WQ-3: Litter Control. Litter Control BMP will be in accordance with CASQA Municipal BMP SC-70 Road and Street Maintenance and County of Riverside Maintenance Requirements and Frequencies.	Minimization	During Construction	Stormwater Pollution Manager/Resident Engineer/ Construction Contractor			

WQ-4: Slope and Channel Protection: Slope and Channel Protection BMP will be in accordance with CASQA New Development and Re-development BMP SD-10 Site Design and Landscape Planning or the equivalent County of Riverside Standard.	Minimization	During Construction	Stormwater Pollution Manager/ Resident Engineer/ Construction Contractor			
WQ-5: Minimization of Impervious Areas. Minimization of Impervious Areas BMP will be in accordance with CASQA New Development and Redevelopment BMP SD-10 Site Design and Landscape Planning or the equivalent County of Riverside Standard.	Minimization	During Construction	Stormwater Pollution Manager/ Resident Engineer/ Construction Contractor			
Greenhouse Gas Emissions						
GHG-1: During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions will be controlled by regular watering, or other dust preventive measures using the following procedures as specified in the South Coast Air Quality Management District Rules and Regulations: <ul style="list-style-type: none"> Onsite vehicle speed will be limited to 25 miles per hour; During clearing, grading, earthmoving, or excavation operations, areas being excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice daily with complete coverage preferable in the late morning and after work is done for the day; All soil material transported onsite or offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust; Areas disturbed by clearing, grading, earth moving, or excavation activities will be minimized to prevent excessive dust; Visible dust beyond the construction limits emanating from the Project will be prevented to the maximum extent feasible. 	Minimization	During Construction	Resident Engineer/ Construction Contractor			
GHG-2: Ozone precursor emissions from construction vehicles will be controlled by maintaining equipment engines in good condition, and properly tuned per manufacturer's specifications, to the satisfaction of the resident engineer.	Minimization	Final Design/During Construction	Resident Engineer/ Construction Contractor			
GHG-3: All trucks that are to haul excavated or graded material offsite will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.	Minimization	During Construction	Resident Engineer/ Construction Contractor			
Recreation						
REC-1: Agency Coordination: The construction contractor will provide the United States Forest Service (USFS), the Bureau of Land Management (BLM), and the Pacific Crest Trail Association (PCTA) with a schedule of work, schedule of closures, and detour plans for periods of closure 90 days in advance of closure to provide 30 days' notice to trail users.	Avoidance	Prior to Construction	Project Engineer/Resident Engineer			
REC-2: Signage for Trail Detour Routes. Signs will be posted north of the I-10 undercrossing at Tamarack Road and south of the UPRR undercrossing alerting equestrians of the height restrictions at the UPRR undercrossing.	Minimization	During Construction	Project Engineer/Resident Engineer/ Construction Contractor			
REC-3: Temporary Alternative Trail Route. During construction a protected crossing will be provided at the East Channel Stubbe Wash, with the exception of the two 10-day trail closures, as an available option for hikers and equestrians to use.	Minimization	During Construction	Project Engineer/Resident Engineer/ Construction Contractor			

REC-4 Public Safety: During construction, the construction contractor will be required to establish a warning mechanism (flaggers, whistles, etc.) to alert construction workers that trail users are waiting to pass through the construction site.	Minimization	During Construction	Project Engineer/Resident Engineer/ Construction Contractor			
REC-5 Restoration of Impacted Trail Segment: Once construction is complete, any incidental or unanticipated damage or disrepair to the trail that may have resulted during construction will be restored to pre-construction conditions.	Minimization	Post- Construction	Project Engineer/Resident Engineer/ Construction Contractor			
Utilities and Service Systems						
UTIL-1: Potential relocation of suspended utilities will be coordinated with the local utility providers prior to construction and in coordination with the County.	Minimization	Final Design	Project Engineer/ Resident Engineer/ Construction Contractor			

Appendix B – Assembly Bill (AB) 52 Consultation Log

LIST OF NATIVE AMERICAN CONTACTS AND RECORD OF RESPONSES

Name	Date	Responses
Patricia Garcia-Plotkin Director/Tribal Historic Preservation Office Agua Caliente Band of Cahuilla Indians	February 23, 2022	Assembly Bill 52 (AB52) notification letter sent via United States Postal Service.
	March 10, 2022	County (Frances Segovia) received Certified Mail receipt confirming delivery of notification letter.
	March 25, 2022	Email response received from Lacy Padilla, Archaeologist for the Agua Caliente Band of Cahuilla Indians (ACBCI). Ms. Padilla notes the Project is within the Tribe’s Traditional Use Area. For this reason, the ACBCI requests the following: (1) formal government-to-government consultation under California Assembly Bill 52; (2) copies of any cultural resource documentation connected to the Project; and (3) presence of an approved Cultural Resource Monitor during any ground-disturbing activities associated with the Project.
	March 29, 2022	A copy of the Archaeological Survey Report prepared for the Project was transmitted via email to Ms. Padilla.
	April 4, 2022	The County met with Ms. Padilla and Ms. Gonzalez for a formal AB 52 consultation meeting. Ms. Padilla noted five prehistoric trails (3 trails under Fornat Wash and 2 trails under East Channel Stubbe Wash) within the APE, leading from the hills north of the Project to the valley south of the Project. Ms. Padilla requested the schedule for the environmental document circulation and construction schedule, as well as a copy of the environmental document.
	May 11, 2022	The milestone schedule for the environmental document circulation and construction schedule was transmitted via email to Ms. Padilla.
	June 1, 2022	The County (Frances Segovia) emailed Ms. Padilla a monitoring denial letter and closed out AB 52 consultation with the Tribe.
	June 6, 2022	County received Certified Mail receipt confirming delivery of close-out consultation letter.

Name	Date	Responses
Ann Brierty Tribal Historic Preservation Officer Morongo Band of Mission Indians	February 23, 2022	Assembly Bill 52 notification letter sent via United States Postal Service.
	March 2, 2022	County (Frances Segovia) received Certified Mail receipt confirming delivery of notification letter.
	April 18, 2022	No response received by March 25, 2022; therefore, the County assumed the Tribe does not wish to consult on this Project. The County emailed Ms. Brierty a follow-up AB 52 initiation letter and closed out consultation with the Tribe.
	April 25, 2022	County received Certified Mail receipt confirming delivery of close-out consultation letter.
Joseph Ontiveros Tribal Historic Preservation Officer Soboba Band of Luiseno Indians	February 23, 2022	Assembly Bill 52 notification letter sent via United States Postal Service.
	March 2, 2022	County (Frances Segovia) received Certified Mail receipt confirming delivery of notification letter.
	April 18, 2022	No response received by March 25, 2022; therefore, the County assumed the Tribe does not wish to consult on this Project. The County emailed Mr. Ontiveros a follow-up AB 52 initiation letter and closed out consultation with the Tribe.
	April 25, 2022	County received Certified Mail receipt confirming delivery of close-out consultation letter.
Anthony Madrigal Tribal Historic Preservation Officer Twenty-Nine Palms Band of Mission Indians	February 23, 2022	Assembly Bill 52 notification letter sent via United States Postal Service.
	March 2, 2022	County (Frances Segovia) received Certified Mail receipt confirming delivery of notification letter.
	April 18, 2022	No response received by March 25, 2022; therefore, the County assumed the Tribe does not wish to consult on this Project. The County emailed Ms. Brierty a follow-up AB 52 initiation letter and closed out consultation with the Tribe.
	April 25, 2022	County received Certified Mail receipt confirming delivery of close-out consultation letter.