

Interstate 10 Facility Restoration Project

Riverside County, California
District 08-Riv-10 (PM 0.0/4.4)
EA 08-1J650/PN 0818000089

Draft Initial Study with Proposed Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation



May 2024

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General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study (IS), which examines the potential environmental impacts of alternatives being considered for the proposed Project in Riverside County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The document describes the Project, the existing environment that could be affected by the Project, potential impacts, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Copies of this document and the related technical studies, are available for review at 464 West 4th Street, San Bernardino, 92401.
- We welcome your comments. If you have any comments about the proposed project, please send your written comments to Caltrans by the deadline.
- Submit comments via U.S. mail to Caltrans at the following address:
Antonia Toledo, Environmental Branch Chief
California Department of Transportation, District 8
464 West 4th Street, MS820
San Bernardino, CA 92401-1400
- Submit comments via email to: D8.1J650.Comments@dot.ca.gov
- Be sure to send comments by the deadline: **June 24, 2024**

What happens next:

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

Alternative formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Eric Dionne, Chief, Public and Media Affairs, 464 West Fourth Street, San Bernardino, 92401, or use the California Relay Service 1(800) 735-2929 (TTY to Voice), 1(800) 735-2922 (Voice to TTY), 1(800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1(800) 854-7784 (Spanish and English Speech-to-Speech) or 711.

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Conduct roadway improvements and upgrades along Interstate 10 from Post Mile 0.0 to 4.4 in Riverside County, California.

**DRAFT INITIAL STUDY
with Proposed Mitigated Negative Declaration**

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

THE STATE OF CALIFORNIA
Department of Transportation

5/20/2024

Date of Approval

SO *Kurt Heidelberg*

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

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

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PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number:

DIST-CO-RTE-PM: 08-Riv-10-PM 0.0/4.4

EA: 1J650

Project Description

The California Department of Transportation (Caltrans) proposes to replace and grind lanes, conduct a random slab replacement, replace outside shoulders, reconstruct the median, cold plane and overlay, upgrade metal beam guard rails, upgrade curb ramps to Americans with Disability Act (ADA) standards, construct a Gross Solids Removal Device (GSRD) trash capture device, install fiber optic cable systems, and improve roadside safety at gore areas. The Project is located along Interstate 10 (I-10) from Post Mile (PM) 0.0 to PM 4.40 in Riverside County. All work is anticipated to be conducted within Caltrans right of way.

Determination

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

Caltrans has prepared an IS for this Project, and pending public review, expects to determine from this study that the proposed Project would not have a significant effect on the environment for the following reasons:

- The proposed Project would have no effect on aesthetics, agriculture and forest resources, land use and planning, mineral resources, population and housing, public services, recreation, utility and service systems, and wildfires.
- The proposed Project would have less than significant effects to air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation, and tribal cultural resources.
- With the following mitigation measure incorporated, the proposed Project would have less than significant effects to biological resources:

WET-1 To mitigate for permanent impacts to jurisdictional waters, Caltrans will pursue purchasing mitigation credits through a mitigation bank. If pursuing mitigation bank credits

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does not prove feasible, Caltrans shall pursue and secure lands with jurisdictional water features that meet mitigation requirements for the Project.

Kurt Heidelberg
Deputy District Director
Caltrans District 8
CEQA Lead Agency

Date

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CEQA ENVIRONMENTAL CHECKLIST

Project Title: Interstate 10 (I-10) Facility Restoration Project

Lead Agency Name and Address: California Department of Transportation, District 8
464 West 4th Street
San Bernardino, CA 92401-1400

Contact Person and Telephone Number: Antonia Toledo, Environmental Branch Chief
(909) 501-5741

Project Location: I-10 near Calimesa, from Post Mile (PM) 0.0 to PM 4.40, in Riverside County.

Project Sponsor's Name and Address: N/A

General Plan Description: Interstate highway

Zoning: Interstate highway

Description of Project: The Project proposes improvements and upgrades along I-10, near Calimesa from PM 0.0 to 4.40 in Riverside County. Improvements include replacing and grinding of lanes, random slab replacement, outside shoulder replacement, reconstruction of median, cold plane and overlay, upgrade guardrails and curb ramps, and install trash capture device and fiber optic cable systems.

Surrounding Land Uses and Setting: The proposed Project improvements are within existing State right of way (ROW). Adjacent to I-10 within the Project area, surrounding land uses consist of mostly commercial, residential, and rural land uses.

Other Agencies Whose Approval Is Required for Regulatory Permits: U.S. Army Corps of Engineers (USACE)
U.S. Fish and Wildlife Service (USFWS)
California Department of Fish and Wildlife (CDFW)
California Regional Water Quality Control Board (RWQCB)

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1? No.

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 9 for additional information.

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

Chapter 1 Proposed Project

Introduction

The California Department of Transportation (Caltrans) proposes to replace and grind lanes, conduct a random slab replacement, replace outside shoulders, reconstruct the median, cold plane and overlay, upgrade the metal beam guard rail, upgrade curb ramps to Americans with Disability Act (ADA) standards, construct a Gross Solids Removal Device (GSRD) trash capture device, install fiber optic cable systems, and improve roadside safety at gore areas. The project is located along I-10 from PM 0.0 to 4.4 in Riverside County. All work is anticipated to be conducted within Caltrans right of way (ROW). Refer to Figures 1 and 2 for the Project location and regional vicinity maps. The Build Alternative Map is included in Appendix A. Caltrans is the lead agency under the California Environmental Quality Act (CEQA).



Project Location
 Rancho Cucamonga
 Corona
 Perris
 Hemet
 Banning
 San Bernardino National Forest
 San Geronimo Pass
 Agua Caliente
 Camp Pendleton



Figure 1
Regional Vicinity
Interstate 10 Facility Restoration Project

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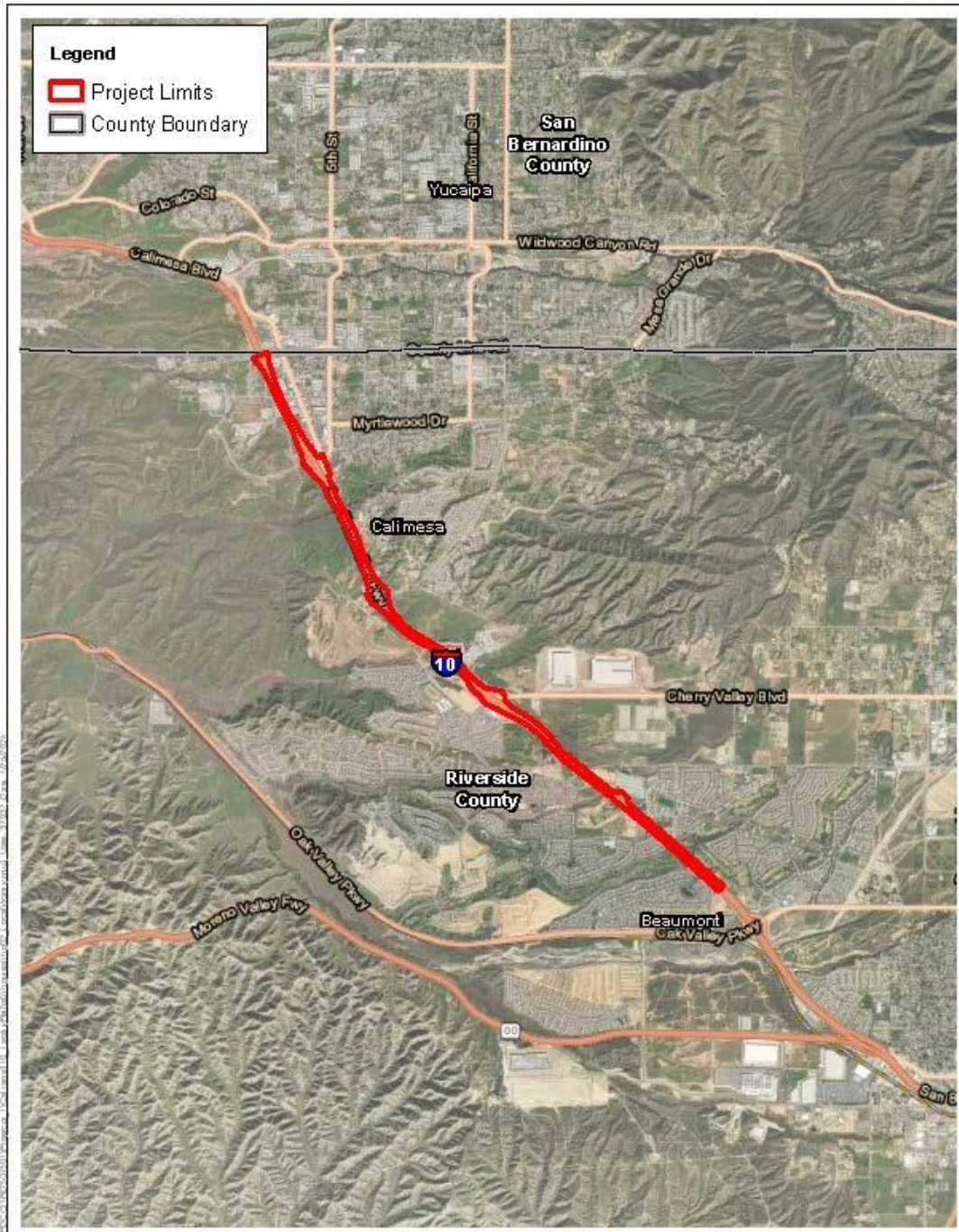


Figure 2
Project Vicinity
Interstate 10 Facility Restoration Project

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Existing Facility

Interstate 10 is a major interstate goods movement and commuter corridor connecting the Los Angeles Basin to the Coachella Valley and the inland desert areas. I-10 through the Project area runs north-south through the City of Calimesa. Land uses within the project area consist of open space, commercial and retail stores, restaurants, rural and residential communities.

Project Background

This portion of I-10 experiences heavy and continuous traffic and the existing pavement is showing distress and deterioration. In 2018, Caltrans prepared a Pavement Condition Survey which concluded that the excessive areas of cracking and poor ride quality on I-10 were beyond routine maintenance. It was also determined that the Metal Beam Guardrail (MBGR), signage, and curb ramps do not meet the current standards and would need to be upgraded. The Project is listed in the Southern California Association of Governments (SCAG) 2023 Federal Transportation Improvement Program (FTIP) for Riverside County as FTIP ID RIVLS02 with the following description: GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION – SHOPP ROADWAY PRESERVATION PROGRAM. PROJECTS ARE CONSISTENT W/40CFR PART 93.126 EXEMPT TABLE 2- PAVEMENT RESURFACING AND/OR REHABILITATION, EMERGENCY RELIEF (23 USC 125), WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES).

Project Description

This section describes the proposed Project alternatives that were developed while avoiding or minimizing environmental impacts. The alternatives are the No-Build Alternative and the Build Alternative (proposed Project).

No-Build Alternative

The No-Build Alternative would maintain the facility in its current condition. No improvements would be implemented at this time. As such, no capital cost is associated with this alternative. This portion of I-10 would continue to deteriorate with excessive areas of cracking resulting in poor ride quality. Furthermore, the MBGR, signage, and curb ramps would continue to not meet current standards.

Build Alternative

The Build Alternative proposes the following:

- Replace Lane #2 and #3 with Joint Plain Concrete Pavement (JPCP);
- Grind Lane #2;
- Conduct random slab replacement/grind Lane #1;
- Correct depression in Eastbound Lanes #1 and #2 from Cherry Valley Boulevard for 0.2 mile;
- Replace outside shoulders with Hot Mix Asphalt (HMA);
- Reconstruct median with HMA;

- Cold plane and overlay AC ramps at County Line Undercrossing (UC), Sandalwood Overcrossing (OC) and Singleton OC;
- Upgrade MBGR to Midwest Guardrail System (MGS);
- Upgrade curb ramps to ADA standards;
- Improve roadside safety at gore areas by using rock blanket slope paving;
- Construct GSRD trash capture device near County Line Road eastbound entrance;
- Install of fiber optic cable systems along and adjacent to the shoulder area within the Caltrans right of way.

All work will be located within the Caltrans right of way. The Project includes grinding, ground disturbance, construction vehicles driving and parking off-pavement, and night work. The project is estimated to last 200 working days.

Permits and Approvals Needed

The following permits, licenses, agreements, and certifications listed in Table 1-1 would be required for Project construction:

Table 1-1. Required Permits, Reviews, and Approvals

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	1602 Streambed Alteration Agreement	Caltrans would apply during the Plans, Specifications and Estimates (final design) phase of the Project.
State Water Resources Control Board (SWRCB)	National Pollutant Discharge Elimination System (NPDES) Statewide Stormwater Permit (order No. 2022-0033-DWQ, NPDES No. CAS000003) and Construction General Permit (Order No. WQ 2022-0057-DWQ, NPDES No. CAS000002)	Caltrans is under authority for both permits and would submit a Notice of Intent to implement the Construction General Permit.
Regional Water Quality Control Board (RWQCB)	Porter-Cologne Water Quality Control Act and Clean Water Act Section 401 Water Quality Certification	Caltrans would apply during the Plans, Specifications and Estimates (final design) phase of the Project.
U.S. Army Corps of Engineers (USACE)	Section 404 Nationwide Permit (NWP)	Caltrans would apply during the Plans, Specifications and Estimates (final design) phase of the project.
CDFW and U.S. Fish and Wildlife Service	Determination of Biologically Equivalent or Superior Preservation (DBESP)	Caltrans would apply during Project Approval & Environmental Document (PA&ED) phase of the project.

Chapter 2 California Environmental Quality Act (CEQA) Evaluation

CEQA Environmental Checklist

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

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

I. Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" 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"/>

Response to Items a), b), c), and d): No Impact. The Project is located in Riverside County along I-10 near the City of Calimesa from PM 0.0 to PM 4.4. The topography is predominately hilly and consists of paved roadways, disturbed shoulders, and culverts. Elevations range from approximately 2,499 feet above mean sea level (AMSL) near PM 4.4 to approximately 2,385 feet AMSL near PM 0.0. Based on the Questionnaire to Determine Visual Impact Assessment (VIA) Level prepared for the Project, the Project character will be highly compatible with the visual character of the existing landscape and will not create a new source of substantial light or glare. The proposed Project will also not be sensitive to viewer groups with regards to visible changes as a result of the Project. Furthermore, there are no federal, state, or locally designated scenic or historic visual resources located within the Project site. The Project will not result in a cumulative adverse change in the visual quality or character of the existing landscape. No visual resource impacts are anticipated as a result of the Project and no further visual technical study is required.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Aesthetics.

II. Agriculture and Forest Resources

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

Response to Item a): No Impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program, there are no farmlands or vacant lands that are mapped as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance within the Project site. Adjacent to the Project site, along I-10, the majority of the land is designated as Urban and Built-Up Land and Other Land which consists of land that includes low density rural developments and vacant land. There are areas to the west of I-10 that are designated as Farmland of Local Importance including portions of land at 7th Street and Sandalwood Drive, Mesa Road and Woodhouse Lane, Desert Lawn Drive and Plantation Drive, and Desert Lawn Drive and Champions Drive. All Project related work would

be within the Caltrans right of way and would not be in the aforementioned areas designated as Farmland of Local Importance.

Response to Item b): No Impact. The Project would not conflict with agricultural use zoning. There are no areas within the Project area under a Williamson Act contract.

Response to Item c): No Impact. There are no forest lands, timberlands, or timberland production areas adjacent to or within the proposed Project site. The proposed Project is not expected to conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

Response to Item d): No Impact. The proposed Project is not expected to result in the loss or conversion of forest lands.

Response to Item e): No Impact. The proposed Project is not expected to involve changes that could result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Agriculture and Forest Resources.

III. 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Response to Item a) b), and c): Less Than Significant Impact. California is divided geographically into 15 air basins for the purpose of managing the air resources of the state on a regional basis. Each air basin generally has similar meteorological and geographic conditions

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

The proposed Project is located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is responsible for managing the air resources for the portion of the Basin in which the Project is located and bringing the Basin into attainment for federal and state air quality standards. To achieve this goal, SCAQMD prepares plans for the attainment of air quality standards and maintenance of those standards once achieved. Riverside County is classified as an extreme nonattainment area of the federal 8-hour ozone (O₃) standard, a serious nonattainment area for the federal particulate matter 2.5 microns or less in diameter (PM_{2.5}) standard, and a maintenance area for the federal carbon monoxide (CO) standard. Riverside County is also classified as a nonattainment area for state 8-hour O₃, particulate matter 10 microns or less in diameter (PM₁₀), and PM_{2.5} standards. At the Lake Elsinore air quality monitoring station, which is the nearest monitoring station to the Project site, the data collected indicates that during the 2018 to 2020 period, exceedances were recorded for state 1-hour O₃ standard, state and federal 8-hour O₃ standards, the federal PM_{2.5} standard, and state PM₁₀ standard.

The Project is not anticipated to conflict with or obstruct with air quality plans because the Project would not increase capacity or result in additional traffic lanes that would result in long-term air quality impacts. The Project would result in roadway improvements, repairs and upgrades to current standards which is not expected to conflict with air quality plans.

The Project would restore the existing I-10 facility to a state of good repair that requires minimal maintenance, extends the life of the facility, improves the ride quality, and upgrades other highway equipment and facilities that are worn or functionally obsolete. As such, the project has been evaluated by Caltrans to be exempt and falls under the exemption category of "Pavement Rehabilitation" listed under Table 1 of the Caltrans Carbon Monoxide Protocol and Table 2 of 40 Code of Federal Regulation (CFR) 93.126. As a result, no air quality study is required and less than significant impacts are anticipated.

Construction

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavating, grading, hauling, and other construction-related activities. Emissions from construction equipment are also expected and include CO, nitrogen oxides (NO_x), volatile organic compounds (VOCs), directly emitted PM₁₀, PM_{2.5}, and toxic air contaminants, such as diesel exhaust particulate matter.

Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase, which includes activities such as clearing, cut-and-fill activities, and grading, because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site.

Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an added source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions would depend on soil moisture, silt content of the soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

In addition to dust-related PM₁₀ emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, and some soot particulate (PM₁₀ and PM_{2.5}) in exhaust emissions. However, these emissions would be temporary, lasting only during the duration of construction, and limited to the immediate area surrounding the construction site.

Operation

The proposed Project involves improving the functionality of I-10 and restoring the facility to a condition that requires minimal maintenance, extends the life of the facility, improves the ride quality, and upgrades other highway equipment and facilities that are worn out or functionally obsolete. As such, long-term operations would not result in impacts to air quality.

Response to Item d): Less Than Significant Impact.

Construction

Some phases of construction, particularly asphalt paving, is expected to result in short-term odors in the immediate area of each paving site. Such odors are anticipated to be quickly dispersed below detectable thresholds as distance from the site increases.

Operation

Project operation is not expected to create objectionable odors. Potential impacts from objectionable odors are expected to be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

If the Project is approved, to avoid and minimize potential impacts the following measures would be implemented for Air Quality:

AQ-1: During clearing, grading, earthmoving, or excavation operations, fugitive dust emissions will be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earthmoving, or excavation

operations will be minimized so as to prevent excessive amounts of dust. These control techniques will be indicated in project specifications. Visible dust beyond the property line emanating from the Project site will be prevented to the maximum extent feasible.

- AQ-2** Project grading plans will show the duration of construction. Ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers specifications.
- AQ-3** All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), e(2), and e(4), as amended, regarding the prevention of such material spilling onto public streets and roads.
- AQ-4** The Contractor will adhere to Caltrans Standard Specifications for Construction (Section 14-9.02). Section 14-9.02 specifically requires compliance by the Contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

IV. Biological Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Response to Item a): Less Than Significant Impact. The information from this section is based on the Natural Environment Study (Minimal Impacts) (NESMI) (Caltrans 2023d) and Jurisdictional Delineation (Caltrans 2024a) prepared for the Project.

Special-Status Plant Species

Based on literature reviews, site characteristics, and the biological survey conducted for the Project, it was determined that numerous Federal or State-listed plant species have the potential to occur within the biological study area (BSA). A discussion of the species with habitat present

within the BSA are provided below. It should be noted that no special-status plant species were observed during surveys conducted for the proposed Project.

Thread-leaved brodiaea

The thread-leaved brodiaea (*Brodiaea filifolia*) is a federal threatened, state endangered, California Native Plant Society (CNPS) Ranked 1B.1 and Western Riverside Multi-Species Habitat Conservation Plan (WR-MSHCP) species. Although not observed during surveys, there is annual grassland present that may provide suitable habitat for thread-leaved brodiaea.

Slender-horned spineflower

The slender-horned spineflower (*Dodecahema leptoceras*) is a federal endangered, State endangered, CNPS Ranked 1B.1, WR-MSHCP species found in chaparral, sandy soils, cismontane woodland habitats, and alluvial fans of coastal scrub. Slender-horned spineflower was not observed during surveys conducted for the proposed project. However, suitable habitat was observed with sandy soils and chaparral habitat.

Jaeger's milk-vetch

Jaeger's milk-vetch (*Astragalus pachypus var. jaegeri*) is a CNPS Ranked 1B.1 and WR-MSHCP species that inhabits chaparral, cismontane woodland, coastal scrub, valley and foothill grassland habitats. The Jaeger's milk-vetch was not observed during surveys conducted for the proposed Project.

Plummer's mariposa-lily

The Plummer's mariposa-lily (*Calochortus plummerae*) is a CNPS Ranked 4.2, WR-MSHCP species found in chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, valley and foothill grassland habitat. The plummer's mariposa-lily was not observed during surveys conducted for the proposed Project.

Smooth tarplant

Smooth tarplant (*Centromadia pungens ssp. laevis*) is a CNPS Ranked 1B.1, WR-MSHCP species found in chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grassland habitat. Smooth tarplant was not observed during surveys conducted for the proposed Project.

Parry's spineflower

Parry's spineflower (*Chorizanthe parryi var. parryi*) is a CNPS Ranked 1B.1, USFS Sensitive, BLM Sensitive, and WR-MSHCP species found in chaparral, cismontane woodland, coastal scrub, valley and foothill grassland habitats. The Parry's spineflower was not observed during surveys conducted for the proposed Project.

Southern California black walnut

The southern California black walnut is a CNPS Ranked 4.2, WR-MSHCP species found in chaparral, cismontane woodland, coastal scrub, and riparian woodland habitats. The southern California black walnut was not observed during surveys conducted for the proposed Project.

Robinson's pepper-grass

The Robinson's pepper-grass (*Lepidium virginicum var. robinsonii*) is a CNPS Ranked 4.3 species found in chaparral and coastal scrub habitat. The Robinson's pepper-grass was not observed during surveys conducted for the proposed Project.

San Bernardino aster

The San Bernardino aster (*Symphyotrichum defoliatum*) is a CNPS Ranked 1B.2, USFS Sensitive Species found in cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, and vernal mesic valley and foothill grassland habitats. This species can also be found near ditches, streams, and springs. The San Bernardino aster was not observed during surveys conducted for the proposed Project.

As mentioned, none of the above listed plant species were observed during the surveys conducted for the proposed Project. However, suitable habitat was observed. Database and records searches also indicate some observations of the above listed plant species within 2 miles of the BSA. Permanent and temporary impacts may result from the proposed Project. Paving of the maintenance vehicle pullout area and removal of vegetation may result in permanent impacts to special-status plant species. Temporary impacts during construction include ground disturbance of construction staging areas. Excessive dust, trash, unintentional ground disturbance, erosion, and runoff from the Project could also result in temporary impacts to special-status plant species. Based on the surveys conducted and lack of individual plant species observed in the Project impact area, the proposed Project will not cause the plant species listed above to trend towards listing, however, avoidance and minimization measures **BIO-1**, **BIO-3**, **BIO-4**, and **BIO-19** would be required to minimize impacts during construction.

Special-Status Animal Species. According to the NESMI prepared for the Project, although no Monarch butterflies (*Danaus plexippus*) were observed during surveys, the Project has the potential to directly impact Monarch butterflies due to the potential removal of host plants during construction. Temporary impacts may result from vegetation removal, ground disturbance, and staging areas with construction activity. Indirect, permanent impacts include potential habitat conversion through the introduction of invasive species. With the implementation of avoidance and minimization measures **BIO-1**, **BIO-17**, and **BIO-18**, the Project will have a *no effect* on the Monarch butterfly.

The Project has the potential to directly impact Crotch bumblebee (*Bombus crotchii*) with the removal of host plants during construction. Temporary impacts to this species include vegetation removal, ground disturbance, and construction areas utilized as staging areas. Indirect,

permanent impacts include conversion of habitat through the introduction of invasive species. With implementation of avoidance and minimization measures **BIO-1** and **BIO-17**, the project will have *no take* on the Crotch bumblebee.

Although special status reptile species [southern California legless lizard (*Anniella stebbinsi*), orange throated whiptail (*Aspidoscelis hyperythra*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), and coast horned lizard (*Phrynosoma blainvillii*)] were not observed during surveys, suitable habitat is present within the BSA. As such, special status reptile species have the potential to occur within the BSA. During construction, the Project has the potential to have direct temporary impacts to these species while the species are traversing the project area. Indirect effects include temporary surface/vibration disturbances as the species may be deterred from inhabiting or foraging in areas near these activities. Additional indirect impacts could occur from construction-related dust, trash sedimentation, and erosion which have the potential to alter the offsite conditions. Noxious weed seeds could be spread during construction activities to offsite habitats that are occupied by reptiles. If allowed to establish and spread, these weeds could alter the surrounding habitat for these species. Non-native places can also increase the risk of potential fires, which would harm reptiles. With implementation of avoidance and minimization measures **BIO-1**, **BIO-4**, **BIO-3**, **BIO-10**, **BIO-11**, **BIO-15**, and **BIO-16**, the Project is not anticipated to cause any of the listed reptile species to trend towards a listing status.

The southwestern willow flycatcher (*Empidonax traillii extimus*) was not observed within the BSA during surveys, however, based on the results of a literature search, special-status bird species have the potential to occur within the BSA and the Project vicinity. Impacts to vegetation communities that could provide suitable foraging habitat for special-status bird species may occur in association with the Project. Temporary impacts involving ground disturbance and vegetation removal could impact species in the area. However, the Project is not anticipated to substantially reduce foraging habitat or nesting habitat for special-status bird species. Any foraging bird species would avoid the construction area. The avoidance and minimization measures **BIO-1**, **BIO-2**, **BIO-3**, **BIO-4**, **BIO-5**, **BIO-11**, **BIO-12** would ensure impacts on nesting birds, should they be present, do not occur. With implementation of avoidance and minimization measures, there would be *no take* and *no effect* for the southwestern willow flycatcher.

The coastal California gnatcatcher (*Poliophtila californica californica*) was not observed within the BSA during surveys, but there is suitable habitat within the BSA. Ground disturbance and vegetation removal could impact coastal California gnatcatcher in the area. However, the Project is not anticipated to substantially reduce foraging habitat or nesting habitat for special-status bird species. Any foraging individuals would avoid the construction work area. Therefore, substantial impacts to coastal California gnatcatcher is not anticipated to occur. Implementation of avoidance and minimization measures **BIO-1**, **BIO-2**, **BIO-3**, **BIO-4**, **BIO-5**, **BIO-11**, and **BIO-12** would ensure impacts on coastal California gnatcatcher and nesting birds, should they be present, do not occur. As such, a *no effect* finding is anticipated for the coastal California gnatcatcher.

Burrowing owl (*Athene cunicularia*) suitable habitat was distributed throughout the BSA and included medians surrounding bridges, and larger areas of native vegetation in buffer areas. A total of 40 potential burrows were identified at 15 locations within the BSA. No burrowing owls or burrows with signs of owls were detected within the BSA. Despite being classified as a suitable habitat, these areas were in close proximity to a heavily trafficked highway which diminishes the appeal of these areas to burrowing owls. Temporary impacts involving ground disturbance and vegetation removal during construction could impact burrowing owl species in the area. The paving beyond the gore and construction of maintenance vehicle pullout areas could potentially permanently remove suitable habitat for special-status bird species including burrowing owls. However, the Project is not anticipated to substantially reduce foraging habitat or nesting habitat for special-status bird species, including burrowing owls. Therefore, substantial impacts to these species are not anticipated to occur. The avoidance and minimization measures **BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-9, BIO-10, BIO-11, BIO-13, and BIO-14** would ensure impacts on burrowing owls and nesting birds, should they be present, do not occur. The Project will not cause the burrowing owl to trend towards State or federal listing.

The least Bell's vireo (*Vireo bellii pusillus*) was not observed during surveys conducted for the project. There is suitable habitat, and the species could be affected by auditory or visual disturbances. Temporary impacts involving ground disturbances and vegetation removal during construction could impact species in the area. The paving beyond the gore areas, and construction of maintenance vehicle pullouts could potentially permanently remove suitable habitat for this species. However, the Project is not anticipated to substantially reduce foraging habitat or nesting habitat for special-status bird species. As such, impacts to least Bell's vireo are not anticipated to occur. The avoidance and minimization measures **BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-11, and BIO-12** would ensure impacts on least Bell's vireo and nesting birds, should they be present, do not occur. The Project would result in a *no effect* and *no take* for the least Bell's vireo.

Other special-status bird species, including Cooper's hawk (*Accipiter cooperii*), Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), golden eagle (*Aquila chrysaetos*), loggerhead shrike (*Lanius ludovicianus*), white-tailed kite (*Elanus leucurus*), California horned lark (*Ermophila alpestris actia*), yellow breasted chat (*Icteria virens*), yellow warbler (*Setophaga petechia*), Allen's hummingbird (*Selasphorus sasin*), Belding's Savannah sparrow (*Passerculus sandwichensis beldingi*), Bullock's oriole (*Icterus bullockii*), Lawrence's goldfinch (*Carduelis lawrencei*), nuttall's woodpecker (*Picoides nuttallii*), and wrenit (*Chamaea fasciata*) have suitable or marginal habitat within the BSA. Based on the results of a literature search, these special-status bird species have the potential to occur within the BSA and the vicinity. Temporary impacts involving ground disturbances and vegetation removal could impact species in the area. The paving beyond the gore area and construction of maintenance vehicle pullouts could potentially permanently remove suitable habitat for these special-status bird species. However, the Project is not anticipated to substantially reduce foraging habitat or nesting habitat and any foraging individuals would likely avoid the work area. As such, substantial impacts to these species are not anticipated. Implementation of avoidance and

minimization measures **BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-11, and BIO-12** would ensure impacts on these species and nesting birds, should they be present, do not occur. The Project would result in a *no effect* on birds protected by the Migratory Bird Act.

Special-status mammals including the Stephen's kangaroo rat (*Dipodomys stephensi*), mountain lion (*Puma concolor*), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), San Bernardion kangaroo rat (*Dipodomys merriami parvus*), and San Diego black-tailed jackrabbit (*Lepus californicus bennetti*) have suitable or marginal habitat within the BSA. These special-status mammal species have potential to occur within the BSA and vicinity. Temporary impacts involving ground disturbance and vegetation removal could impact species in the area. The paving beyond the gore area and construction of maintenance vehicle pullouts could potentially permanently remove suitable habitat for these special-status mammal species. However, the Project is not anticipated to substantially reduce foraging habitat or nesting habitat for special-status mammal species. Implementation of avoidance and minimization measures **BIO-1, BIO-2, and BIO-4** would ensure impacts do not occur.

Response to Item b): No Impact. During the surveys conducted for the project, no communities of concern were observed throughout the BSA. The Project is dominated by ornamental, ruderal, and annual grassland vegetation, with other vegetation communities including chaparral and willow thickets. No communities of concern were present within the BSA or Project Impact Area (PIA). As such, no impact to natural communities of concern is anticipated.

Response to Item c): Less Than Significant with Mitigation Incorporated. A jurisdictional delineation survey was conducted for the Project and one drainage feature was evaluated for the project: Feature 1, Calimesa Creek, located at PM R0.056. Feature 1 was identified as potentially jurisdictional with physical evidence and existing flow including an Ordinary High-Water Mark (OHWM) and surface connectivity to the surrounding watershed. The survey concluded that the Project is anticipated to impact potential jurisdictional waters of the U.S. and State. Therefore, the following permits are likely to be required: U.S. Army Corps of Engineers (USACE) 404 of the Clean Water Act Nationwide Permit, Regional Water Quality Control Board (RWQCB) 401 of the Clean Water Act, and the California Department of Fish and Wildlife (CDFW) Section 1602 Lake and Streambed Alteration Agreement. The proposed Project will result in permanent impacts on 0.01 acre and temporary impacts on 0.01 acre of non-wetland riverine features. These impact areas were determined based on preliminary design and are subject to change during the Plans, Specifications, and Estimate phase. As the Project will have permanent impacts to jurisdictional waters, implementation of measure **WET-1** will result in the purchase of mitigation credits or lands with jurisdictional water features. Construction activities will be limited to the smallest footprint possible within the drainage. Feature 1 and environmentally sensitive area (ESA) fencing will be erected along the construction footprint to avoid inadvertent disturbances to additional areas within the drainage, refer to measures **BIO-6, BIO-7, and BIO-8**. Caltrans standard Best Management Practices (BMPs), the BMPs in the anticipated Water

Pollution Control Plan (WPCP), and the 2023 Standard Specification (or latest versions) will be implemented to minimize effects during construction.

Response to Item d): Less Than Significant Impact. The project is within the Fontana Plains and Calimesa Terraces EcoRegion SubSection and the Southern California Mountain and Valley EcoRegion Section. The landscape consists of moderate-elevation narrow ranges. Granitic formations are beneath the uplands with areas of marine and nonmarine sedimentary rocks. The dominant vegetation community consists of disturbed and developed areas, with patches of annual grasslands and riparian plant communities present at some locations. The surrounding land uses consists of developed residential and commercial properties, agricultural fields, ornamental landscape, chamise chaparral, coast live-oak chaparral, and willow thickets. The CDFW Areas of Conservation Emphasis (ACE) dataset contains terrestrial conservation information on species biodiversity, significant habitats, and climate resilience. The ACE allows evaluation of an area based on statewide, regional, and other connectivity analyses and designates rankings from 1 to 5, with Rank 1 being low potential importance of connectivity and Rank 5 being high potential. The Project is within ACE Rank 3 from PM R0.0 to approximately R0.95. The remaining Project area is within ACE Rank 4. Rank 3 designations are areas that have been identified as having connectivity importance, but have not been identified as channelized areas, species corridors, or habitat linkages. Rank 4 designations are based on species-specific models and represent the best connections between core natural areas to maintain habitat connectivity. As the Project involves restoring the existing roadway facility to a condition that requires minimal maintenance, extending the life of the facility, improving the ride quality, and upgrading other highway equipment that are worn or otherwise become obsolete, impacts to the movement of wildlife would be considered less than significant. The Project area contains significant existing wildlife corridor and wildlife movement barriers due to vehicular uses along I-10, urbanization, and development in the area. The Project would not interfere substantially with the movement of native or migratory fish or wildlife species.

Response to Item e): No Impact. The proposed Project is not expected to conflict with any local policies or ordinances protecting biological resources.

Response to Item f): Less Than Significant Impact. The Project is within the Western Riverside Multi-Species Habitat Conservation Plan (WR-MSHCP). The Project is specifically located within criteria cells 410, 411, 326, and 323 of the WR-MSHCP. Caltrans, as a permittee to the WR-MSHCP is required to consult with the Regulatory Wildlife Agencies to ensure the Project is consistent with the requirements of the WR-MSHCP. The Project activities constitute covered maintenance activities identified in Section 7 of the WR-MSHCP, specifically Section 7.2.1 Operations and Maintenance Activities and Section 7.3.4 Existing Roads within the Criteria Area; Necessary Operation and Maintenance conducted for safety purposes; signage and guardrails. Section 7 activities are exempt from the WR-MSHCP consistency determination procedures if the species was listed after the MSHCP was created and an effect call is made. As such, less than significant impacts are anticipated in this regard.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans standard BMPs, the BMPs in the anticipated Water Pollution Control Plan (WPCP), and 2023 Standard Specifications (or latest version when construction is initiated) will be implemented to minimize effects during construction. Furthermore, the following avoidance and minimization measures would also be implemented for Biological Resources:

- BIO-1 Equipment Staging, Storing and Borrow Sites:** All staging, storing, and borrow sites require the approval of the Caltrans biologist.
- BIO-2 Temporary Artificial Lighting Restrictions:** Artificial lighting must be directed at the job site to minimize light spillover onto surrounding habitat if project activities occur at night.
- BIO-3 Species Avoidance:** If during project activities special-status plant species, nesting bird or special-status reptile species are discovered within the project site, all construction activities must stop within 10-ft for plants, 100-ft for nesting birds, 50-ft for special-status reptiles, and 265-ft for burrowing owls, and the Caltrans Biologist and Resident Engineer must be notified. Coordination with CDFW and USFWS may be required prior to restarting activities.
- BIO-4 Worker Environmental Awareness Program (WEAP):** A Qualified Biologist must present a biological resource information program/WEAP for nesting birds, special-status reptiles, WR-MSHCP species, and special-status plant species, prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.
- BIO-5 Biological Monitoring:** The qualified biologist must monitor project activities weekly to ensure that measures are being implemented and documented, daily, at locations where nesting birds were found during preconstruction surveys.
- BIO-6 Environmentally Sensitive Area (ESA):** To address impacts to jurisdictional waters, delineate Feature 1 as an ESA as shown on the plans and/or described in the specifications. Erect temporary high visibility fencing along the construction footprint within drainage Feature 1 to avoid inadvertent disturbances to additional areas within the drainage.
- BIO-7 ESA Fence Monitoring:** Integrity inspections of the temporary high visibility fencing and enclosures (onsite and cleared areas) must occur throughout the duration of the project weekly, and prior to commencing project activities, and after activities are completed. If during construction the fence fails, work must stop until it is repaired and the Qualified biologist inspects (and clears) the job site.
- BIO-8 ESA Fence Removal.** All fencing must be removed as a last order of work. During removal, a qualified biologist must be present.
- BIO-9 Animal Entrapment.** To prevent inadvertent entrapment of burrowing owls during project activities, all excavated steep-walled holes or trenches more than 2 feet deep must be covered at the close of each working day by plywood (or similar material) or

- provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the qualified biologist.
- BIO-10 Animal Sheltering.** To prevent inadvertent harm of special-status species during project activities, all construction materials including but not limited to culverts and sections of pipe, must be inspected for the presence of wildlife sheltering in them prior to use or movement of those materials. Sheltering animals must be released by the Qualified Biologist.
- BIO-11 Predator Prevention.** Project personnel are prohibited from feeding wildlife or bringing pets on the job site.
- BIO-12 Preconstruction Nesting Bird Survey.** If project activities cannot avoid the nesting bird season (February 1 through September 30), then preconstruction nesting bird surveys must be conducted 3 days prior to construction by a Qualified Biologist to locate and avoid nesting birds. If any active nest is located, a no construction buffer may be established and monitored by the Qualified Biologist.
- BIO-13 Preconstruction Burrowing Owl Survey.** Two burrowing owl preconstruction surveys must be performed by the qualified biologist: one survey 14-30 days prior to project activities, and one survey 24 hours prior to project activities.
- BIO-14 Work Areas.** Confine all work activities to a predetermined work area. Prior to the initiation of ground-disturbing activities, the Project footprint, including laydown and staging areas, will be clearly delineated using high visibility temporary fencing.
- BIO-15 Equipment Flagging.** After each shift, order project personnel to attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment for other special-status species before operating equipment during the next shift.
- BIO-16 Trash/Predation.** Caltrans must implement measures to reduce the attractiveness of job sites to special-status reptile species, and other subsidized predators by controlling trash and educating workers.
- BIO-17 Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing.** No more than 3 days prior to project activities, a Qualified Biologist must perform a preconstruction survey for rare insect host plants within the PIA and 50 feet outside the PIA. Should any rare insect host plants be found, the Resident Engineer must be contacted, and host plants must be flagged by the Qualified Biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmentally Sensitive Area (ESA) temporary high visibility fencing.

BIO-18 Plant Seed Mix. Seed mixes must contain a diverse array of native pollinator plant species.

BIO-19 Rare Plant Surveys, Flagging, and Fencing. Within three days prior to construction, a preconstruction survey must be conducted by a Qualified Biologist for special-status plant species within the PIA and 50 feet of the PIA. Special-status species must be flagged for visual identification to construction personnel for work avoidance. Special-status plant species detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) high visibility fencing.

WET-1 To mitigate for permanent impacts to jurisdictional waters, Caltrans will pursue purchasing mitigation credits through a mitigation bank. If pursuing mitigation bank credits does not prove feasible, Caltrans shall pursue and secure lands with jurisdictional water features that meet mitigation requirements for the Project.

V. Cultural Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response to Items a) and b): Less Than Significant Impact. With the heavy and continuous traffic experienced along I-10 in the Project area, the existing pavement is showing distress and deterioration. The Project would restore the I-10 facility to a condition that would require minimal maintenance, extend the life of the facility, improve the ride quality of motorists, and upgrade highway equipment that are worn out or functionally obsolete. All work associated with this Project will take place within the existing Caltrans right of way. The project qualifies as a screened undertaking consistent with Caltrans’ regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA). The provisions of Section 106 PA apply to this Project and falls under Class 1 “Pavement reconstruction, resurfacing, shoulder backing,

or placement of seal coats.”, Class 2, “Minor widening of less than one-half lane width, adding lanes, or adding paved shoulders”, Class 6, “Minor utility installation or relocation”, Class 11 “Modification of existing features, such as slopes, ditches, curbs, sidewalks, driveways, dikes, or headwalls, within or adjacent to the right of way.”, Class 12 “Minor operational improvements, such as culvert replacement and median or side-ditch paving.”, Class 13 “Addition or replacement of devices, such as glare screens, median barriers, fencing, guardrails, safety barriers, energy attenuators, guide post markers, safety cables, ladders, lighting, hoists, or signs.”, Class 20 “Modification of traffic control systems or devices utilizing existing infrastructure, including installation, removal, or modification of regulatory, warning , or informational signs or signals.” and Class 25, “Establishment, replacement, or removal of landscaping, vegetation, or irrigation systems on state or local property, including highway and local roads rights of way and building sites”. The cultural resources review included analysis of location maps, aerial photography, historic topographic maps, along with the Project’s conceptual design footprint. Based on this review, the Project has no potential to affect Historic Properties eligible for or listed on the National Register of Historic Places. The Project is exempt from further review and no additional archaeological or built environment studies are required and the Section 106 compliance process, CEQA Cultural Resources component, and Public Resources Code (PRC) 5024 compliance were deemed complete. With implementation of avoidance and minimization measure **CR-1**, any unknown or buried cultural resources encountered during construction would require a stoppage of work until a qualified archaeologist can evaluate the nature and significance of the find.

Response to Item c): Less Than Significant Impact. No human remains were discovered during field surveys conducted for the proposed Project, and no formal cemeteries are within the Project site. If buried cultural materials, including human remains, are encountered during construction, it is Caltrans’ policy that work stops in that area until a qualified archaeologist can evaluate the nature and significance of the find. If human remains are discovered, California Health and Safety Code Section 7050.5 will be followed. This Code, in summary, states that further disturbances and activities will stop in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted under this circumstance. Pursuant to California PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, who will then notify the Most Likely Descendant (MLD), as further detailed in measure **CR-2**.

Avoidance, Minimization, and/or Mitigation Measures

The following measures will be implemented for Cultural Resources:

- CR-1:** If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.
- CR-2:** In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native

American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning: Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.

VI. Energy

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

Response to Items a) and b): Less Than Significant Impact. The proposed Project is anticipated to use a minimal amount of energy during proposed construction activities, such as paving, installing fiber optic cable systems, reconstructing the median, and other construction-related activities. Construction-related effects on energy are likely to be greatest during energy use associated with the handling and transport of construction materials to and from the site. However, these construction activities are expected to be short-term in duration and, therefore, not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction. The Project would also not conflict or obstruct the implementation of the City of Calimesa General Plan, Sustainability Element for energy efficiency and conservation, specifically Policy SUS-20, SUS-21, and SUS-22 which make energy efficiency a core component of sustainability. The Project would restore the I-10 facility to a condition that would require minimal maintenance, extends the life of the facility, improves the ride quality of vehicles traveling along I-10, and upgrade highway equipment and facilities that are worn out or functionally obsolete. As such, operation of the proposed Project is not expected to result in a wasteful, inefficient, or unnecessary consumption of energy resources and the impacts are anticipated to be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Energy.

VII. Geology and Soils

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response to Items a.i) and a.ii): Less Than Significant Impact. The Project area is located within a seismically active region of southern California and, therefore, experiences the effects of seismic ground shaking. According to the California Department of Conservation, California Geological Survey's earthquake fault zone map, the nearest fault zone is the San Gorgonio Pass fault zone. According to the City of Calimesa General Plan, Safety Element, the nearest earthquake faults are the Banning Fault and Cherry Valley Fault, located to the east of I-10. Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, would be implemented to avoid any significant impacts

related to seismic ground shaking. Seismic design would also meet Riverside County requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed Project is expected to result in less than significant impact because construction and operation of the Project would have no opportunity to rupture a known earthquake fault or cause seismic shaking.

Response to Item a.iii): Less Than Significant Impact. Liquefaction occurs primarily in loose, saturated, fine-to medium-grained soils in areas where the groundwater table is within approximately 50 feet below the ground surface. Shaking causes the soils to lose strength and behave as a liquid. Based on the City of Calimesa General Plan, Safety Element, the project area is located in areas designated as having Low to Moderate liquefaction susceptibility. Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, would be conducted to avoid any significant impacts related to liquefaction and seismic risks. Therefore, through the incorporation of standard seismic design practices, the proposed Project is expected to result in less than significant impacts.

Response to Items a.iv), c), and d): Less Than Significant Impact. According to the City of Calimesa General Plan, Safety Element, much of the City of Calimesa is susceptible to subsidence, which refers to the sudden shrinking or gradual downward settling and compaction of soils and surface materials. Soils subsidence may be caused by a variety of human and natural activities, including earthquakes and the long-term extraction of underlying groundwater, oil, or gas resources. Expansive soils can also be widely dispersed and can be found in hillside areas, as well as in low-lying alluvial basins. Any earthwork in the Project area would be performed in accordance with the most current edition of the Caltrans Standard Specifications; therefore, the proposed Project would result in less than significant impacts.

Response to Item b): Less Than Significant Impact. Grading and pavement activities during the construction phase of the Project would have the potential to displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Erosion control measures would be used to address site soil stabilization during construction.

State jurisdictions require that an approved Stormwater Pollution Prevention Plan (SWPPP) be prepared for projects that involve greater than one acre of disturbance. A SWPPP specifies best management practices (BMPs) that would minimize erosion and keep all products of erosion from moving off site and into receiving waters. Measures would be implemented to incorporate storm water treatment BMPs that preserve the existing hydrology to the maximum extent practicable. Additionally, ground disturbance in the Project area would be performed in accordance with the most current edition of the Caltrans Standard Specifications, the Project SWPPP, and the requirements of applicable government agencies; therefore, the proposed Project would result in less than significant impacts.

Response to Item e): No Impact. Due to the nature of the proposed Project, which involves improvements and upgrades to I-10, the proposed Project is not expected to affect existing or

proposed septic tanks or alternate wastewater disposal systems, nor would the use of septic tanks be involved during construction. Therefore, no impacts are anticipated.

Response to Item f): No Impact. As the Project is within a previously disturbed area, Caltrans has determined that no paleontological resources would be disturbed and no further paleontological studies are required for the proposed Project. Furthermore, there are no unique geological features that are expected to be impacted by the proposed Project.

Avoidance, Minimization, and/or Mitigation Measures

Measures **WQ-1** and **WQ-2** (see Section X, *Hydrology and Water Quality*) would be implemented to minimize soil erosion.

VIII. Greenhouse Gas Emissions

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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"/>

Response to Item a): Less Than Significant Impact. Construction-level GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays related to construction. Construction activities would generate 22,941 tons of CO₂e over the approximately 200-day construction period. The proposed Project involves improving the functionality of I-10 and restoring the facility to a condition that requires minimal maintenance, extends the life of the facility, improves the ride quality, and upgrades other highway equipment and facilities that are worn out or functionally obsolete. Furthermore, as this project would not increase the number of travel lanes on I-10, no increase in operational GHG emissions is expected to occur. Therefore, environmental impacts resulting from project GHG emissions are considered to be less than significant.

Response to Item b): No Impact. The project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions.

Avoidance, Minimization, and/or Mitigation Measures

The following measures will be implemented to reduce construction GHG emissions from the proposed Project.

- GHG-1** The contractor must comply with SCAQMD's rules, ordinances, and regulations regarding air quality restrictions.
- GHG-2** The Project will incorporate the use of energy efficient lighting.
- GHG-3** Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.
- GHG-4** The Project will maintain equipment in proper tune and working condition.
- GHG-5:** To improve the Project area's resiliency to climate change, during Final Design, selection of pavement type shall be coordinated with the Climate Change Branch to ensure use of best available and economically feasible materials.

IX. Hazards and Hazardous Materials

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

Response to Items a) and b): Less Than Significant Impact. Implementation of the proposed Project is not expected to 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. Typical construction-related hazardous materials would be used during construction of the proposed Project, these materials include fuel, solvents, paints, oils, and grease. It is possible that any of these substances could be released during construction activities. However, compliance with Federal, State, and local regulations would ensure that all hazardous materials are used, stored, and disposed of properly, which is anticipated to minimize potential impacts related to a hazardous materials release during the construction phase of the Project. Implementation of measure **HAZ-1** and **HAZ-2** would minimize potential impacts.

The proposed Project would not include the routine use, transport, or disposal of hazardous materials. An Initial Site Assessment (ISA) Checklist (Caltrans 2022b, updated 2023g) was prepared and concluded the risk level for the Project to be low. Any transport of hazardous materials to the site and removal of hazardous wastes from the site would comply with State and Federal regulations and therefore anticipated to result in a less than significant impact.

Response to Item c): Less Than Significant Impact. One school is located within a quarter mile of the proposed Project. Three schools are located beyond a quarter mile of the Project site. The table below lists the schools, addresses, and approximate distances to the Project.

Table 2-4. Schools Within the Vicinity

School	Address	Distance from Project Site
Monty's Montessori Academy	9580 Calimesa Blvd., Calimesa	0.15 mile
Summerwind Trails Middle School	1020 Poinsettia Circle, Calimesa	0.28 mile
Tournament Hills Elementary School	36611 Champions Drive, Beaumont	0.30 mile
Mesa View Middle School	800 Mustang Way, Calimesa	0.37 mile

As previously mentioned, construction-related hazardous materials typical for a roadway improvement project would be used during construction of the proposed Project, including fuel, solvents, paints, oils, and grease. It is possible that any of these substances could be released during construction activities. However, impacts due to exposure to or disturbance of hazardous materials or wastes are generally expected to be limited to the Project site. Any hazardous waste being hauled to or from the Project site would be secured and contained to prevent its release in accordance with existing federal and state regulations. As such, and because the Project would comply with all applicable regulations, impacts on nearby schools are expected to be less than significant.

Response to Item d): Less Than Significant Impact. According to the California Department of Toxic Substances Control (DTSC) EnviroStor database, there are no hazardous materials sites located near the Project site. Furthermore, based on the ISA Checklist prepared for the Project, there are no known hazardous waste sites in or near the project area that are listed on Federal, State, or local environmental and health regulatory agency records. Furthermore, the ISA Checklists concluded that the risk level is low for potential hazardous waste involvement associated with implementation of the Project.

Response to Items e) and f): Less Than Significant Impact. There are no airports located within the vicinity of the Project site. Furthermore, the Project is not located within the vicinity of a private airstrip, as such, no impacts are anticipated in this regard. The Project does not include any features that would interfere with any air traffic flight paths or other airport activities. The proposed Project would implement improvements to I-10 to extend the life of the facility, improve ride quality for motorists, and upgrade other highway equipment and facilities that are worn out or functionally obsolete. As such, the Project is not expected to interfere with emergency response or evacuation plans. During the construction phase, emergency response times could increase temporarily due to increased traffic congestion caused by construction,

speed reductions, and the presence of construction personnel and equipment. During construction, a Traffic Management Plan (TMP), as included in measure **TRA-1**, would be implemented to minimize these delays and help to ensure continued emergency access to the Project area.

Response to Item g): Less Than Significant Impact. Based on the CAL FIRE Fire Hazard Severity Zones Map for the City of Calimesa, the eastern portion of the Project from approximately Calimesa Boulevard/Mesa Grande Drive to approximately Calimesa Boulevard/Roberts Road is in an area designated as Very High Fire Hazard Severity Zones (VHFHSZ) in the Local Responsibility Area (LRA). All other portions of the Project are in the Non-VHFHSZ area. Although a portion of the Project site is within a VHFHSZ area, the proposed Project would implement improvements to I-10 to extend the life of the facility, improve ride quality for motorists, and upgrade other highway equipment and facilities that are worn out or functionally obsolete, so it is not expected to expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Avoidance, Minimization, and/or Mitigation Measures

Measure **TRA-1**, included in Section XVII Transportation, would be implemented to minimize potential transportation impacts. The following minimization measures would also be implemented for Hazards and Hazardous Materials:

- HAZ-1:** Should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction will be followed.
- HAZ-2:** Prior to and during construction, in order to avoid potential impacts from hazardous materials, the following will be performed in accordance with Caltrans Standard Specifications Section 36-4 (for cold planing), Section 14-11.14 (for treated wood waste), Section 7-1.02K(6)(j)(iii) (for non-hazardous soils), and Section 6-1.03 [for import/borrow-use SMARA commercial sites soil or test for Title 22 metals and aerially deposited lead (ADL)].
- HAZ-3:** Special handling is required if soil is excavated less than 1 foot. This applies to hotspots B1, B19, B20, B22, B23, B29, B30, B31. If excavating less than 1 foot, SSP 14-11.08 will be required for regulated soil (some soil Type R1 and some Type COM). The Department of Toxic Substances Control (DTSC) notification will also be required, in which case the Resident Engineer is required to let Caltrans Hazardous Waste know when the project starts, construction starts, and when the project ends so Caltrans can notify DTSC. If excavating greater than 1 foot, soil will be non-regulated and will use SSP 7.102K6 j(iii) and DTSC notification will not be required.
- HAZ-4** The following bridges will be tested for ACM during final design: County Line Road UC Bridge No. 56-0484, Sandalwood Drive OC Bridge No. 56-0483, Singleton Road OC Bridge No. 56-0482, Cherry Valley Boulevard OC Bridge No. 56-0481, and Brookside Avenue OC Bridge No. 56-0480.

X. Hydrology and Water Quality

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Response to Item a): Less Than Significant Impact. The potential temporary effects of the proposed Project on water quality in the area are anticipated to come from runoff during construction, including erosion. The National Pollutant Discharge Elimination System (NPDES)

permits issued by State Water Resources Control Board (SWRCB) set limits on discharges, schedules for compliance, special conditions, and monitoring programs. These permits also limit discharges, set water quality standards, and establish a monitoring program of the waste discharge. Potential impacts of the proposed Project on existing water quality include temporary increases in sediments, oil, grease, and chemical pollutants during construction, as well as potential long-term discharges of sediments and other pollutants that collect in stormwater runoff.

Short-term or temporary construction impacts on water quality have the potential to occur during ground disturbance activities, material and equipment use and storage at staging areas, and other construction activities. Because the Project would be constructed entirely within existing State ROW, the California Statewide Order No. 2022-0033-DWQ, NPDES Permit No. CAS000003 would apply to this Project. Coverage under the Construction General Permit (CGP) for stormwater discharges associated with construction activities and land disturbance activities, Order No. WQ 2022-0057-DWQ, NPDES No. CAS 000002, would also be required during the construction phase of the Project. Temporary impacts are anticipated to be minimized with the implementation of construction Best Management Practices (BMPs) to minimize construction runoff and protect water quality.

A SWPPP will be prepared for the Project to control pollutants, and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction. Temporary construction site BMPs would be implemented to reduce or eliminate pollutants in stormwater discharges. A site-specific Construction Site Monitoring Program would be developed as part of the SWPPP, prior to the start of construction, and revised as necessary to reflect Project revisions.

Compliance with the NPDES requirements would further reduce such polluting impacts during construction. Projects within State ROW are obligated to comply with the latest Caltrans and RWQCB water quality standards relative to the treatment of post-construction stormwater runoff. Determination and implementation of BMPs within the ROW are defined based on the evaluation of existing site constraints, constituents of concern at the receiving waters, soil conditions, and hydraulic conditions. Prior to approval of the final design of the Project, applicable post-construction BMPs would be identified to ensure that applicable Caltrans selection and siting criteria have been achieved. The Project would also construct a Gross Solids Removal Device (GSRD) trash capture device near County Line Road at the I-10 eastbound entrance ramp. GSRDs are BMPs that use screening technology to capture trash or gross solids such as paper, plastics, glass, and other debris that may be conveyed by stormwater runoff. Depending on the type of GSRD implemented, these devices are capable of 100 percent removal of gross solids from stormwater runoff with the capacity to retain one year's worth of solids. The trash device constructed for the Project will be used to reduce or prevent trash discharges from Caltrans' ROW to storm drain systems and receiving waters. Deployment of BMPs would reduce long-term water quality impacts due to implementation of the proposed Project. Therefore, less than significant water quality impacts are anticipated.

Response to Item b): No Impact. The Project would implement improvements to I-10 to a condition that would require minimal maintenance, extend the life of the facility, improve ride quality, and upgrade other highway equipment and facilities that are worn out or functionally obsolete. Ground disturbance is anticipated to be shallow and as such, groundwater is not anticipated to be affected by the proposed Project.

Response to Items c (i), (ii), (iii), and (iv): Less Than Significant Impact. The Project proposes improvements to I-10 as the existing pavement is showing signs of distress and deterioration. The Project would not alter existing drainage patterns. Erosion control and stormwater BMPs will be incorporated as part of the Project to reduce storm water impacts. A SWPPP will be prepared and approved prior to construction in order to protect any disturbed surface areas. Furthermore, BMPs would be designed and implemented to reduce the discharge of pollutants from the Caltrans storm drain system to the maximum extent practicable. The Project would also construct a GSRD trash capture device near County Line Road at the I-10 eastbound entrance ramp to capture trash and solids from stormwater runoff. Erosion control measures would also be used to address site soil stabilization and reduce deposition of sediments into adjacent surface waters. Temporary water pollution control and permanent erosion control plans will be prepared during the plans, specifications, and estimate design phase of the Project.

The Project is not expected to have any significant impacts on water quality with implementation of Caltrans Standard Measures **WQ-1** and **WQ-2**. Less than significant impacts are expected to occur with regards to runoff, drainage patterns, and water quality.

Response to Item d): Less Than Significant Impact. Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Map Numbers 06065C0785G and 06065C0114G), the proposed Project is primarily within Zone X (Area of Minimal Flood Hazard). A portion of the Project limits, along the Calimesa Channel near County Line Road and near Buena Mesa Drive, are identified as being within a Special Flood Hazard area subject to inundation by the one percent annual chance flood (i.e., 100-year flood). The Project is not expected to risk the release of pollutants due to Project inundation.

Response to Item e): Less Than Significant Impact. The proposed Project would not conflict with or obstruct implementation of the Water Quality Control Plan for the Santa Ana Region Basin. The implementation of permanent BMPs would minimize effects of increased runoff. There are no municipal or domestic water supply reservoirs or groundwater percolation facilities within the project limits. The proposed improvements to I-10 would not result in impacts to groundwater as ground disturbance would be shallow and not reach depths of groundwater. Therefore, impacts are anticipated to be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

The following Caltrans Standard Measures will be included for Hydrology and Water Quality:

WQ-1: Treatment control BMPs will be implemented to the maximum extent practicable, consistent with the requirements of the NPDES permit and Waste Discharge requirements.

WQ-2: The proposed Project will comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Order No. 2022-0057-DWQ, NPDES No. CAS000002, and any subsequent permits in effect at the time of construction.

The proposed Project will comply with the Construction General Permit by preparing and implementing a SWPPP to address issues related to construction-related activities, equipment, and materials that have the potential to affect water quality. The SWPPP is a project-specific document which includes the site’s risk level during construction, includes guidelines for monitoring and reporting, and provides Erosion Control Plan and BMPs details for the construction site. The SWPPP also includes Construction Site BMPs, which are implemented to minimize sediment and erosion during construction. The SWPPP will identify the sources of pollutants that may affect the quality of stormwater and include BMPs to control the pollutants, such as sediment control measures, catch basin inlet protection, construction materials management, and non-stormwater BMPs.

XI. Land Use and Planning

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

Response to Item a): No Impact. The proposed improvements would be fully within existing Caltrans right of way. As I-10 is an existing roadway, no physical division is anticipated to be created. Roadways are considered an integral part of development and land use patterns because they are required to facilitate travel and connectivity between areas. Implementation of the proposed Project is not expected to diminish access to adjacent areas, nor would it physically divide an established community. No impacts on existing established communities are anticipated.

Response to Item b): No Impact. The surrounding land uses consists of mostly commercial, residential, and rural areas. After completion of the project, the operation and use would remain the same, therefore, it would not conflict with any land use plan. Furthermore, the project would improve conditions on an existing roadway, which is consistent with the County of Riverside and City of Calimesa’s plans and policies to maintain safe and efficient mobility of people and goods throughout the region.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Land Use and Planning.

XII. Mineral Resources

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

Response to Items a), and b): No Impact. There are no known valuable mineral resources within the City of Calimesa, including the Project site. The Project is entirely located within the Caltrans right of way, along a developed highway, and would not result in the loss of a known mineral resource. No impacts are anticipated to mineral resources.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Mineral Resources.

XIII. Noise

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Response to Item a): Less Than Significant Impact. As I-10 experiences heavy and continuous traffic, the existing pavement along the Project alignment is showing distress and deterioration. There are currently excessive areas of cracking and poor ride quality along I-10. As such, the Project proposes improvements that would extend the life of the roadway facility, improves the ride quality, and upgrades the highway equipment and facilities that are worn out and functionally obsolete. With these improvements to the existing I-10 roadway, this project would not be considered a Type I project and no noise impact analysis is required. Implementation of the Project would not result in permanent increases to noise levels. Type I projects are defined in 23 Code of Federal Regulations (CFR) 772 as: 1) a construction of a highway in a new location; 2) the physical alteration of an existing highway that results in substantial horizontal or vertical alteration; 3) the addition of through-traffic lanes; 4) the addition of auxiliary lanes; 5) the addition or relocation of interchange lanes or ramps; 6) restriping existing pavement for adding a through traffic lane; or 7) the addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot, or toll plaza. Furthermore, construction would occur along and adjacent to I-10, which currently experiences constant noise levels from the heavily traveled roadway, and consistent with an active, interstate highway. As periodic nighttime construction activities are planned, noise control during these periods will conform to the provisions as set forth in the Caltrans Standard Specifications for “Noise Control” in Section 14-8.02 to minimize construction generated noise (refer to measure **NOI-1**).

Response to Item b): Less Than Significant Impact. Any groundborne noise or vibration would be limited to the construction period and would be short term in duration. Construction would occur in an area that experiences noise levels consistent with an active interstate highway. The proposed Project would comply with Caltrans Standard Specifications as outlined in **NOI-1**, and, as such, impacts related to the generation of excessive groundborne vibration or groundborne noise are anticipated to be less than significant.

Response to Item c): No Impact. There are no airports located within two miles of the vicinity of the Project. Additionally, no habitable structures are proposed as part of the proposed Project. The Project is not expected to expose people residing or working in the Project area to excessive noise levels, therefore, no impacts are anticipated to occur.

Avoidance, Minimization, and/or Mitigation Measures

The following Caltrans Standard Measure would be implemented to minimize potential impacts:

NOI-1: Construction will be conducted in accordance with applicable local noise standards and Caltrans’ provisions in Section 14-8.02, *Noise Control*, of the Standard Specifications and Special Provisions.

XIV. Population and Housing

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

Response to Item a): No Impact. The Project proposes improvements on an existing roadway and repairs to highway equipment that have become worn out or functionally obsolete. These improvements would not result in any construction of new homes or businesses, nor would the Project result in the need for roads or other infrastructure that would facilitate an increase in population. No impacts are anticipated in this regard.

Response to Item b): No Impact. The Project is not anticipated to require any additional permanent right of way. Furthermore, no residents or businesses would need to be relocated as a result of implementing the Project. The proposed Project does not necessitate the relocation of

any existing developments and/or people. All Project-related work would be conducted within the Caltrans right of way. No impacts are anticipated in this regard.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Population and Housing.

XV. Public Services

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

Fire Protection

Response to Fire Protection: Less Than Significant Impact. According to the City of Calimesa General Plan, Infrastructure and Public Services Element, fire protection services are provided through a contract with the Riverside County Fire Department. The City of Calimesa has contracted with Riverside County for fire services since the city incorporated in 1990. The City of Calimesa is served primarily by Calimesa Fire Station No. 21, located next to Calimesa City Hall at 906 Park Avenue. The response area of this fire station extends from County Line Road to Cherry Valley Boulevard.

Although continuous, uninterrupted access to I-10 throughout the duration of construction is expected, construction activities have the potential to result in temporary, localized, site-specific disruptions in the area of construction. This could lead to an increase in delay times for emergency response vehicles during construction. This construction-related congestion and delay would be addressed in the Traffic Management Plan (TMP) (**TRA-1**; refer to Section XVII Transportation) that is prepared in coordination with a public information program prior to construction.

The proposed Project is not expected to result in an increase in population, and therefore would not increase demand for community services. No fire stations are anticipated to be acquired or displaced; therefore, there would be no effect on the delivery of fire services. The proposed Project is not expected to induce growth or increase population in the study area or the greater

community beyond that which has been previously planned for and would not result in the need for additional fire protection. Less than significant impacts are anticipated to fire protection services.

Police Protection

Response to Police Protection: Less Than Significant Impact. As mentioned previously, construction related congestion could affect the response times for police service providers; however, continuous, uninterrupted access to I-10 would be provided throughout the duration of construction and there are sufficient alternate access routes to all parts of the project area and neighboring communities. In addition, implementation of a construction-period TMP would ensure that access is maintained to and from the Project area and that the police service providers are notified prior to the start of construction activities. Less than significant impacts are anticipated in this regard.

Schools

Response to Schools: No Impact. The City of Calimesa is served by two school districts: the Yucaipa-Calimesa Joint Unified School District, serving the western portion of the City of Calimesa, and the Beaumont Unified School District, serving the eastern portion of the City of Calimesa. The nearest public schools to the project site are the Mesa View Middle School (800 Mustang Way) and Summerwind Trails Middle School (1020 Poinsettia Circle). The proposed Project would not result in accessibility problems to existing schools in the vicinity of the Project and is not expected to result in any other impacts on school services.

Parks

Response to Parks: No Impact. Parks within 0.5 mile of the Project footprint consists of the following: Creekside Park (950 7th Place, Calimesa), Summerwind Park (1000 Engleman Drive, Calimesa), Trevino Park (11286 Tukwet Canyon Parkway, Beaumont), and Stetson Park (1241 West Monte Verde Drive, Beaumont). No parks are located within the Project limits of disturbance (LOD) and none are anticipated to be directly or indirectly affected by the proposed Project. As mentioned previously, the Project is not expected to induce population growth in the area beyond that which has been previously planned for and would not result in the need for additional parks or recreational facilities. Additionally, the Project is expected to be constructed within existing Caltrans right of way, with no impacts to parks.

Other Public Facilities

Response to Other Public Facilities: No Impact. The Calimesa Library, located at 974 Calimesa Boulevard, is operated by the Riverside County Library System and approximately 0.15-mile east of the Project site. The Calimesa City Hall and the Horton Young Love Multipurpose Senior Center, located at 908 and 914 Park Avenue, are both approximately 0.35-mile east of the Project site. The Project would not restrict access to the library, City Hall, or Senior Center, and no direct or indirect impacts are anticipated to these public facilities. Furthermore, the Project would not result in the need for additional library facilities, City Hall services, or Senior Center facilities in the area.

Avoidance, Minimization, and/or Mitigation Measures

Standard Caltrans measure **TRA-1** (see Section XVII Transportation) would be implemented to minimize traffic delays during construction.

XVI. Recreation

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

Response to Items a) and b): No Impact. The proposed Project involves improvements and upgrades to the existing I-10 facility which will extend the life of the facility, improve ride quality for motorists, and upgrade highway equipment and facilities that are worn out or functionally obsolete. All work is expected to be performed within Caltrans right of way. As such, implementation of the Project does not have the capacity to generate a substantial increase in the use of any existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration could occur, nor would it require the construction or expansion of existing recreational facilities.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Recreation.

XVII. Transportation

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

Response to Item a) No Impact. The Project would result in improvements to I-10, by extending the life of the facility, improving the ride quality, and upgrading other highway equipment and facilities that are worn out or functionally obsolete. As such, the Project would not conflict with the City of Calimesa General Plan, Transportation and Mobility Element. The Project would also upgrade curb ramps to Americans with Disability Act (ADA) standards. The Project would improve highway functionality and pedestrian accessibility, for that reason no impacts are anticipated.

Response to Item b): Less Than Significant Impact. As the Project involves improvements and upgrades to I-10, it does not involve any capacity increasing elements and therefore, the Project is unlikely to induce measurable and substantial increases in VMT and a VMT analysis is not required. As indicated in Section 15064.3 (b)(2) transportation Projects that reduce, or have no impact on vehicle miles traveled should be presumed to cause a less than significant transportation impact. As such, less than significant impacts are anticipated in this regard.

Response to Item c): No Impact. The proposed Project would not substantially increase hazards because of a design feature or incompatible uses. In general, the proposed Project would improve highway functionality and upgrade highway equipment and facilities that have become worn out or functionally obsolete. Therefore, no impacts are anticipated in this regard.

Response to Item d): Less Than Significant Impact. Construction activities have the potential to result in temporary, localized, and site-specific disruptions during the construction period. This could lead to an increase in delay times for emergency response vehicles during construction; however, the proposed Project would include the Caltrans Standard Measure for preparation and implementation of a TMP (measure **TRA-1**, below), which would avoid or minimize any potential impacts. The Project is expected to also provide continuous, and

uninterrupted access to I-10 throughout the duration of construction. Impacts are anticipated to be less than significant during the construction period.

Avoidance, Minimization, and/or Mitigation Measures

The following Caltrans Standard Measure would be implemented to minimize potential Transportation impacts:

TRA-1: Prior to construction, a TMP will be prepared to minimize potential impacts on emergency services and commuters during construction.

XVIII. Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

Response to Items a) and b): Less Than Significant Impact. The project would involve improvements and upgrades to the existing I-10 highway from PM 0.0 to PM 4.40, with all work conducted within the Caltrans right of way. Furthermore, due to the nature of the improvements, any project-related ground disturbance would be shallow and would not reach depths of native soils. A cultural resources review was also performed which included reviews of location maps, aerial photography, historic topographic maps, and the conceptual design footprint. Based on the reviews, the Project would have no potential to affect historic properties. With implementation of **CR-1** and **CR-2**, related to archaeological and Native American discoveries, impacts on Tribal Cultural Resources are anticipated to be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

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

XIX. Utilities and Service Systems

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

Response to Item a): Less Than Significant Impact. The proposed Project would result in the installation of a new fiber optic cable system along and adjacent to the shoulder area of I-10 from PM 0.0 to PM 4.40, all within the existing Caltrans right of way. A GSRD trash capture device would also be constructed near County Line Road at the eastbound entrance ramp of I-10, within Caltrans right of way. These project improvements would not result in significant effects to existing water/wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. Any required construction installation measures would be identified during Final Design and coordinated with the utility owners.

Response to Item b): No Impact. The proposed Project would not construct any new residential or non-residential structures that would induce population or employment growth that would require a new water supply. Due to the nature and scope of the proposed improvements and upgrades to I-10, no impacts are anticipated on water supplies.

Response to Item c): No Impact. The Project is not expected to increase the demand for wastewater treatment providers or result in inadequate capacity for wastewater treatment providers beyond their current existing commitments because the Project would not require wastewater treatment. As the Project would involve improvements and upgrades to I-10 between

PM 0.0 to PM 4.40, construction activities are not expected to increase capacity of existing wastewater treatment facilities. As such, no impacts are anticipated in this regard.

Response to Item d): No Impact. As the Project would involve restoring the I-10 facility to a state of good repair that would require minimal maintenance, extend the life of the facility, and upgrade other highway appurtenances and facilities that are worn out or functionally obsolete, the Project would generate a minimal amount of solid waste. During operation of the facility, the Project would not generate solid waste, however, the GSRD trash capture device would collect roadway debris and trash from entering the stormwater drainage system. The debris collected from the trash capture device would be disposed of at local landfills. Furthermore, it is Caltrans' policy to recycle construction materials whenever possible. Opportunities to salvage and recycle items, such as metal beam guardrails would also be considered. As such, the Project is not expected to impair the attainment of the state's solid waste reductions goals.

Response to Item e): No Impact. The proposed Project would require the use of a local landfill, if applicable, to dispose of construction materials. The use of local landfills is expected to occur mainly during construction, however as the project would install a GSRD trash capture device, periodic maintenance will be required when trash and debris accumulate in the trash capture device. The debris collected will need to be cleared, sorted and taken to a landfill for disposal. It is Caltrans' policy to recycle materials whenever possible, and the Project is expected to comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required for Utility and Service Systems.

XX. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Response to Items a), b), c), and d): No Impact. The Project is not anticipated to exacerbate wildfire risk and, as there are no structures proposed, the proposed Project would not expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Based on the CAL FIRE Fire Hazard Severity Zones Map for the City of Calimesa, the eastern portion of the project from approximately Calimesa Boulevard/Mesa Grande Drive to approximately Calimesa Boulevard/Roberts Road is in an area designated as Very High Fire Hazard Severity Zones (VHFHSZ) in the Local Responsibility Area (LRA). All other portions of the Project are in the Non-VHFHSZ area. The Project would not require the installation or maintenance of infrastructure that may exacerbate fire risk and would not result in temporary or ongoing impacts on the environment. Furthermore, the Project does not expect to 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.

Avoidance, Minimization, and/or Mitigation Measures

CL-1: Project improvements will be constructed using fire-resistant materials (e.g., steel or concrete). In addition, vegetation will be cleared from the Project area to maintain a defensible space.

XXI. Mandatory Findings of Significance

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response to Item a): Less Than Significant Impact. As discussed in Section IV, *Biological Resources*, due to the adjacent suitable habitat for Federal/State-listed and other special-status species, avoidance and minimization measure to avoid potential impacts would be required. Furthermore, pursuant to the Federal Endangered Species Act (FESA), the proposed Project will have *no effect* on Federally listed species or their designated critical habitats. Pursuant to the California Endangered Species Act (CESA), the Project would result in *no take* to State-listed or Candidate Species and would not cause species of special concern or rare species to trend towards becoming listed. It is anticipated that the Project would impact both Waters of the State and Waters of the United States and permits are expected to be required. The Project will not require a Section 2081(b) Incidental Take Permit from CDFW.

Response to Item b): Less Than Significant Impact. Refer to detailed discussion in Section XXII Cumulative Impacts.

Response to Item c): Less Than Significant Impact. Operation of the Project is not expected to result in the exposure of persons to any substantially adverse natural or human-made hazards that could directly or indirectly cause substantial adverse effects on human beings, such as geologic hazards, air emissions, hazardous materials, or flooding. All potential effects that could result in substantial exposure of persons to hazards during construction of the Project are fully addressed

with recommended avoidance, minimization, and/or mitigation measures, and no permanent impacts have been identified as significant in this Initial Study. Avoidance and minimization measures would be incorporated into the Project in order to avoid and minimize the effects the Project would have on the environment.

Avoidance, Minimization, and/or Mitigation Measures

As indicated in Section IV Biological Resources, Caltrans standard BMPs, the BMPs in the anticipated SWPPP, and Standard Specifications (latest version) will be implemented to minimize effects during construction. Furthermore, measures **BIO-1** through **BIO-19** will be implemented for the Project.

XXII. Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed Project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial, impacts taking place over a period of time.

Cumulative impacts on resources in the Project area may result from residential, commercial, industrial, and highway development. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines.

A review of the City of Calimesa, Planning Department website as well as communication with Caltrans was conducted in order to compile a list of past, present, and reasonably foreseeable future projects. The projects are listed in Table 2-8, below.

Table 2-8. Cumulative Projects List

Name	Jurisdiction	Description	Status	Distance
0G170 I-10 Cherry Valley Interchange Improvements	Caltrans	I-10 Cherry Valley Boulevard interchange improvements	Environmental clearance phase ended Summer 2023 and Final Design is anticipated Fall 2024.	Approximately 800-feet east.
1F760 SB 10 EB Truck Climbing Lane Improvements	Caltrans	Interstate 10 eastbound truck climbing lane improvements from PM 36.4 to PM 39.2.	NOD signed November 2020.	Approximately 500-feet north.
1J640 Riv 10 Pavement Rehab	Caltrans	Interstate 10 pavement rehabilitation from PM 4.4 to PM 8.2 near Beaumont.	Construction anticipated to start October 2026.	Approximately 500-feet southeast.
0F981 Riv 10 Singleton Interchange	Caltrans	Interstate 10 at Singleton Road Interchange improvements from PM 1.5 to PM 2.3.	Construction completion 2024.	Approximately 500-feet south.
Oak Valley North	City of Calimesa	Subdivision for business park, high-density residential/ or church use located at Calimesa Boulevard and Singleton Road.	NOP, Draft Environmental Document preparation.	Approximately 2,000-feet east.
Riedman Subdivision/ Tentative Tract Map 37802	City of Calimesa	Subdivision for residential lots and utilities located at 10701 Desert Lawn Drive.	Final environmental document completed April 2022. Development Plan review pending.	Approximately 1,500-feet southwest.
Summerwind Ranch at Oak Valley	City of Calimesa	Master Planned community on over 6,000 acres for residential, commercial, recreational, and community use.	Specific Plan Amendment and EIR Addendum completed.	Approximately 2,500-feet west of I-10, south of Sandalwood Drive, and north of Cherry Valley Boulevard.
County Line Road Transportation Corridor	City of Calimesa	Construction of roadway corridor, drainage, and related improvements on County Line Road from Park Avenue to Bryant Street.	Final environmental document completed December 2019.	Approximately 0.36-mile east.
Sources: California Department of Transportation communication. City of Calimesa, Planning Department website: https://www.cityofcalimesa.net/172/Planning				

The following analysis evaluates the Project’s potential to contribute considerably to a cumulative impact.

As discussed previously, the proposed Project would have no effect on aesthetics, agriculture and forest resources, land use and planning, mineral resources, population and housing, public services, recreation, or wildfires and it would not contribute either directly or indirectly to a cumulatively considerable impact in these resource areas. The potential for the proposed Project to result in cumulative impacts that would be considered significant in the abovementioned resource areas is considered low because no impacts are anticipated from the proposed Project on these resources, and the proposed Project does not have the potential to result in cumulative impacts that would affect the health or sustainability of any of these resource areas.

For resources identified as having a less than significant impact or a less than significant impact with mitigation, a preliminary review of the potential impacts identified was conducted to determine if a reasonably foreseeable cumulative impact could occur. A cumulative evaluation for air quality, biological resources, hazards/hazardous materials, hydrology/water quality, utilities/service systems, and transportation/traffic topic areas are provided below.

Air Quality

The resource study area (RSA) for the Project is within the Basin, which is under the jurisdiction of SCAQMD. The U.S. Environmental Protection Agency (USEPA) has classified the Basin as an extreme nonattainment area for the federal eight-hour ozone standard. The USEPA has classified the Basin as a serious nonattainment area for the federal PM_{2.5} standard and an attainment/maintenance area for PM₁₀. CARB has classified the Basin as a nonattainment area for the state one-hour O₃ standard and for the state eight-hour O₃ standard. CARB has classified the Basin as a nonattainment area for the state PM₁₀ and PM_{2.5} standards.

Implementation of the Project would result in improvements and upgrades to the existing I-10 highway facility, as such, the Project is considered exempt and falls under the exemption category of “Pavement Rehabilitation” as listed in Table 1 of the Caltrans Carbon Monoxide Protocol and Table 2 of 40 CFR 93.126. The project would not result in cumulative impacts for air quality.

Biological Resources

The RSA for biological resources includes the area within a one-mile radius of the Project site. This area considers the minimal, incremental effects of the Project on biological resources within the Project vicinity, as well as other projects in the region with similar levels of development and types of biological resources.

A Notice of Preparation (NOP) was prepared for the Oak Valley North project in July 2023, and an extension to the public comment period filed in August 2023. The project will require the preparation of a Draft EIR, a Final EIR, before the EIR can be certified and approved. The I-10/Cherry Valley Interchange project is anticipated for Final Design during the summer of 2024. The Riedman Subdivision/Tentative Tract Map 37802 project has completed preparation of a Final Initial Study/Mitigated Negative Declaration (IS/MND) in April 2022 and the Tentative Tract Map 37802 was also recommended for approval by the City of Calimesa Planning Commission in April 2022. The Summerwind Ranch at Oak Valley is a Master Planned

Community on over 6,000 acres with residential, commercial, recreational, and community land uses planned and scheduled to be developed in several phases over a 15-year period, in accordance with market demand, with construction commencing around 2005. The County Line Road Transportation Corridor project is a multi-modal surface transportation enhancement project to address congestion and safety along County Line Road. The County Line Road Transportation Corridor project was expected to take approximately five months beginning in late 2019. These cumulative projects mentioned all have the potential to impact biological resources.

With the adjacent suitable habitat for Federal and State-listed and other special-status species, avoidance and minimization measures to avoid potential impacts will be required for the proposed Project. However, based on the analysis completed in the NESMI, the Project would result in *no take* to State-listed or Candidate Species and would not cause species of special concern and rare species to trend towards becoming listed. Construction activities of the cumulative projects mentioned above could overlap with the proposed Project. However, separate environmental analysis of the listed cumulative projects will be conducted to determine whether they will result in impacts on biological resources, and implementation of avoidance, mitigation and minimization measures would be incorporated on a project-by-project basis as applicable to minimize cumulative impacts for biological resources.

Cultural

The RSA includes the area within 0.5 mile of each side of the Project. The construction schedule and timing for the cumulative projects that could occur in the vicinity of the proposed Project could potentially overlap with the proposed Project.

Based on the City of Calimesa General Plan, Resource Management Element, the National Register of Historic Places does not include any historic structures in the City of Calimesa. The State Historic Resources Inventory has designated Haskell Ranch property as a historic site for its architectural significance as a dairy ranch. This property is located and included in the Summerwind Ranch Specific Plan area. The City of Calimesa General Plan, Resource Management Element also indicates that four archaeological sites have been identified in the Calimesa area with all four sites being located in San Timoteo Canyon. The San Timoteo Badlands area and the western portion of the City of Calimesa also have a high potential to produce paleontological resources. Reasonably foreseeable projects located in these areas could have the potential to affect these resources. Cumulative project impacts on cultural and paleontological resources would also vary based on the footprint of each project. All future projects that could affect cultural and paleontological resources would be required to evaluate and assess impacts and, if necessary, provide mitigation measures as required by CEQA.

Geology/Soils

The RSA includes the area within 0.5 mile of each side of the Project. The proposed Project, in conjunction with other planned projects in the vicinity, may result in short-term increases in erosion due to grading activities. Increased development density in the surrounding areas could expose persons and property to potential impacts related to seismic activity. However,

construction in accordance with the accepted engineering standards and building codes, on a project-by-project basis, will reduce the potential for structural damage due to seismic activity to the maximum extent feasible.

Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions and climate change are exclusively cumulative impacts; there are no non-cumulative GHG emissions impacts from a climate change perspective. Climate change is the result of cumulative global emissions. No single project, when considered in isolation, can cause climate change because a single project's emissions are not enough to change the radiative balance of the atmosphere. Because climate change is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, global climate change will have a significant cumulative impact on the natural environment, as well as human development and activity. As such, GHGs and climate change are cumulatively considerable, even though the contribution may be individually limited (SCAQMD 2008). SCAQMD methodology and thresholds are thus cumulative in nature.

As previously mentioned, the proposed Project has been evaluated as being exempt and falls under the exemption type of "Pavement Rehabilitation". The Project will result in minimal or no increases in long-term operational GHG emissions. Furthermore, the Project would implement measure **TRA-1** to reduce GHG emissions during the construction phase related to congestion. The Project would also implement Caltrans Standard Specifications related to air quality and comply with air pollution control rules, regulations, ordinances, and statutes during construction. These measures are anticipated to reduce construction vehicle emissions which help to reduce GHG emissions and lessen cumulative impacts. Therefore, the Project is not expected to contribute to a cumulatively significant impact related to GHG emissions and climate change.

Hazards/Hazardous Materials

The RSA for hazards and hazardous materials includes the area within 0.5 mile of each side of the Project. Site disturbance and the use and transport of petroleum-based lubricants, solvents, fuels, and paints to and from the site could create impacts related to the creation of a hazard through upset or accident conditions involving the release of a known or unknown hazardous material. Any hazardous waste that is generated during construction of the proposed Project would be collected and transported away from the site. Impacts are expected to be less than significant and would not have the potential to contribute to hazards associated with cumulative projects because these types of impacts would occur in small, localized areas intermittently. Avoidance and/or minimization measures would be implemented to minimize these potential impacts. These impacts do not have the potential to contribute to hazards associated with cumulative projects because these types of impacts are anticipated to be localized, occurring only in the immediate vicinity of the project sites. In addition, the implementation of appropriate minimization/avoidance measures during construction of the proposed Project would further reduce the impact.

As with the proposed Project, the other cumulative projects may require site grading and the use and transport of petroleum-based lubricants, solvents, fuels, and paints to and from the site and

could create impacts related to the creation of a hazard through upset or accident conditions involving the release of a known or unknown hazardous material. However, these impacts are also expected to occur in small, localized areas intermittently and be mitigated on a project-by-project basis.

Therefore, the proposed Project, in combination with the cumulative projects, is not anticipated to result in a significant cumulative impact related to hazards and hazardous materials.

Hydrology and Water Quality

This cumulative analysis examines the effects of the proposed Project in combination with other proposed projects, probable future projects, and projected future growth. The geographic context for the analysis of cumulative impacts associated with surface hydrology and water quality is the Santa Ana Watershed. The context for groundwater hydrology is the San Timoteo Groundwater subbasin and the Yucaipa Groundwater Subbasin, both within the larger Upper Santa Ana Valley Groundwater Basin. The context for cumulative hydrology and water quality impacts is geographic and a function of whether impacts could affect surface water features/watersheds, municipal storm drainage systems of Riverside County, floodplain, or groundwater, each of which has its own physical boundary.

Construction of the proposed Project, combined with other past and future development within the potentially affected geographic area, could degrade stormwater quality through an increase in impervious surface area as well as an increase in contaminated runoff, which could ultimately violate water quality standards and affect beneficial uses within the Santa Ana watershed. The quality of stormwater runoff varies with surrounding land uses, topography, and the amount of impervious cover, as well as the intensity and frequency of irrigation or rainfall. During construction, runoff may contain sediments, as well as construction materials and wastes (e.g., concrete debris), resulting from site clearing, pavement removal, ground disturbance, and construction and paving. During operation, runoff may contain oil, grease, and/or metals that accumulate on streets and driveways, pesticides, herbicides, particulate matter, nutrients, animal waste, litter, and oxygen-demanding substances from landscaped areas. The highest pollutant concentrations are generally in stormwater runoff generated at the beginning of the wet season and during the “first-flush,” when approximately 80 percent of all accumulated pollutants are washed off surfaces with the first 0.5 inch of rainfall, with street surfaces being the primary sources of pollutants in urban areas.

Cumulative development could affect water quality if the land use changes, the intensity of the land use changes, and/or drainage conditions are altered to facilitate the introduction of pollutants to surface or groundwater resources. Changes in land use would alter the type and amount of pollutants in stormwater runoff. An increase in the intensity of a land use would increase potential pollutant loads. Alterations in drainage patterns could increase pollutant loads by increasing the amount of stormwater runoff, transporting pollutants in stormwater runoff, causing or contributing to erosion if the rate of runoff increases, or exposing vulnerable areas to infiltration or runoff.

Construction of the proposed Project, as well as other planned cumulative projects in the vicinity, are not expected to result in surface disturbances through the grading and compaction associated with typical development activities. Existing vegetation may be removed depending on type of project, thereby increasing the potential for erosion. Consistent with municipal stormwater programs required by the MS4 Permit and Construction General Permit, the project-specific SWPPP would include construction BMPs. Therefore, the proposed Project is not expected to contribute to a cumulative water quality impact during construction.

During Project operation, the proposed Project could contribute to the degradation of water quality and a cumulative impact if any altered land use results in an increase in the type and concentration of pollutants in stormwater runoff. However, the proposed Project will include the installation of a GSRD trash capture device near the County Line Road eastbound entrance ramp, which would remove and collect trash and debris from stormwater runoff. New development projects that increase impervious surface areas also could result in increased stormwater runoff. Therefore, cumulative new development projects would need to be consistent with local and regional municipal stormwater programs and include post-construction design measures, such as Low-Impact Development, vegetative areas, and biofiltration swales, which provide water quality treatment. The proposed Project is expected to comply with pre-and post-construction stormwater controls, and therefore not have adverse effects on water quality in the project area. As such, the proposed Project is not anticipated to contribute to a cumulative water quality impact.

Cumulative projects need to implement project-specific measures, such as complying with the NPDES Construction General Permit (for projects disturbing more than one acre) and MS4 Permit, local requirements and guidance, and BMPs during the construction phase. These measures would prevent future development projects from having a cumulative adverse water quality impact. Cumulative impacts on water quality, as well as the proposed Project's contribution to cumulative impacts, are not expected to be cumulatively considerable.

Transportation

The RSA for transportation includes the area within 0.5 mile of each side of the Project site. The proposed Project and the future cumulative transportation projects would include the preparation of a TMP which would include identification of any applicable detour routes within the construction area, placement of appropriate signs, cones, and barricades in the vicinity of construction, scheduling of construction activities during off-peak hours, and development of plans that ensure emergency access and entry to existing residences and businesses within the construction areas. Construction-related impacts from the proposed Project are not expected to result in cumulatively considerable traffic impacts.

Future cumulative projects may be under construction in the same timeframe as the proposed Project. To the extent that construction periods overlap, there is a potential for cumulative local level traffic impacts from potential multiple project detours and lane reductions occurring simultaneously in and adjacent to the Project area, potentially resulting in deterioration of traffic operations on local roadways. The proposed Project would have less than significant impacts on

traffic/transportation; therefore, the Project is not expected to contribute either directly or indirectly to a cumulatively considerable impact.

For transportation impacts related to vehicle miles traveled (VMT), a cumulative impact is a project's potential, when combined with other projects in an area or region, to significantly increase VMT. A project may contribute to a potential impact through its incremental addition to regional VMT when examined in combination with the effects of other past, present, and probable future projects. The proposed Project would result in improvements, upgrades, and repairs to I-10 and would not result in any increases to VMT. However, other cumulative projects that includes capacity enhancements would be required to conduct a VMT analysis on a project-by-project basis and implement VMT reducing measures. With implementation of these measures, the contribution is expected to be rendered less than cumulatively considerable.

Avoidance, Minimization, and/or Mitigation Measures

The proposed Project would include the Caltrans Standard Measure for preparation and implementation of a TMP (measure **TRA-1**) to avoid and/or minimize impacts.

TRA-1 Prior to construction, a TMP will be prepared to minimize potential impacts on emergency services and commuters during construction.

Chapter 3 Climate Change

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

Human activities generate GHGs consisting primarily of carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂ that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO₂.

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

Regulatory Setting

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to Caltrans' Standard Environmental Reference (SER), Chapter 16, Climate Change.

Federal

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

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project. In January 2023, the White House Council on

Environmental Quality (CEQ) issued updated and expanded interim National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change (88 Fed. Reg. 1196) (CEQ NEPA GHG Guidance), in accordance with EO 14057, *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*, 86 FR 70935 (Dec. 13, 2021) and EO 14008, *Tackling the Climate Crisis at Home and Abroad*. The CEQ guidance does not establish numeric thresholds of significance, but emphasizes quantifying reasonably foreseeable lifetime direct and indirect emissions whenever possible. This guidance also emphasizes resilience and environmental justice in project-level climate change and GHG analyses.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level rise, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values— “the triple bottom line of sustainability” (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201); and Corporate Average Fuel Economy (CAFE) Standards. The U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) sets and enforces corporate average fuel economy (CAFÉ) standards for on-road motor vehicles sold in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards for vehicles under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation’s energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014). These standards are periodically updated and published through the federal rulemaking process.

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs).

In 2005, EO S-3-05 initially set a goal to reduce California’s GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies. The California Air Resources Board (CARB) was directed to create a climate change scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human- caused GHG emissions by 85 percent below 1990 levels,

achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors, and passed legislation requiring state agencies to consider protection and management of natural and working lands as an important strategy in meeting the state's GHG reduction goals.

Environmental Setting

The proposed Project is in a rural and urban area of Riverside County with a well-developed road and street network. The proposed Project area consists of residential, commercial, restaurants, hotels, retail buildings, and open space. Traffic congestion during peak hours is common in the area of the proposed Project. A Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) by the Southern California Association of Governments (SCAG), guides transportation and housing development in the area of the proposed Project. The Riverside County Climate Action Plan (CAP) and the General Plan addresses GHGs in the proposed Project area.

GHG Inventories

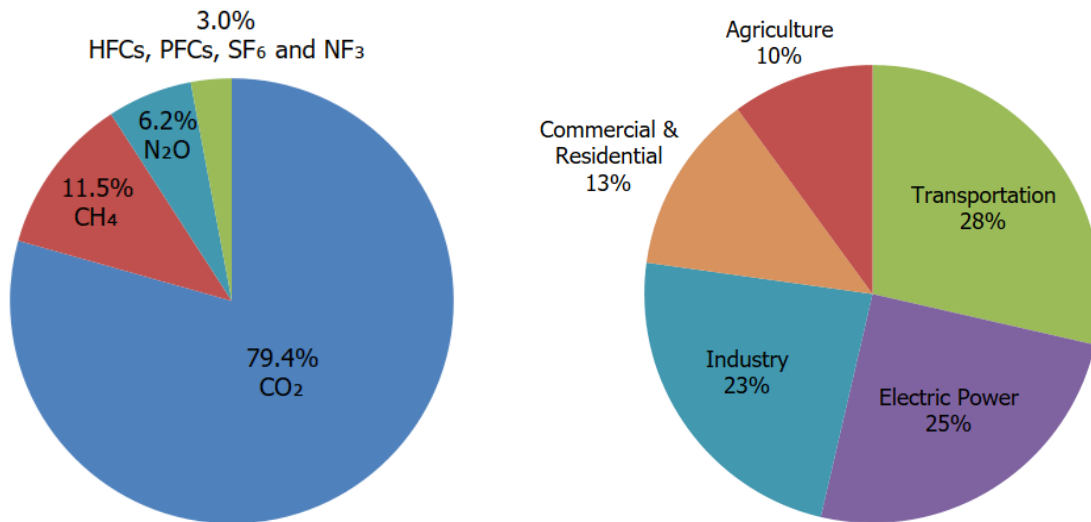
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state of California, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2021 were 5,586.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 12% of total U.S. emissions in 2021 [U.S. EPA 2023a].) While total GHG emissions in 2021 were 17% below 2005 levels, they increased by 6% over 2020 levels. Of these, 79.4% were CO₂, 11.5% were CH₄, and 6.2% were N₂O; the balance consisted of fluorinated gases. From 1990 to 2021, CO₂ emissions decreased by only 2% (U.S. EPA 2023a).

The transportation sector's share of total GHG emissions increased to 28% in 2021 and remains the largest contributing sector (Figure 4). Transportation fossil fuel combustion accounted for 92% of all CO₂ emissions in 2021. This is an increase of 7% over 2020, largely due to the rebound in economic activity following the COVID-19 pandemic (U.S. EPA 2023a, 2023b)).

Figure 4. U.S. 2021 Greenhouse Gas Emissions (Source: U.S. EPA 2023b)



State GHG Inventory

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state’s progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2020 despite growth in population and state economic output (Figure 5 and Figure 6) (ARB 2022a).

Figure 5. California 2022 Greenhouse Gas Emissions by Economic Sector (Source: ARB 2022a)

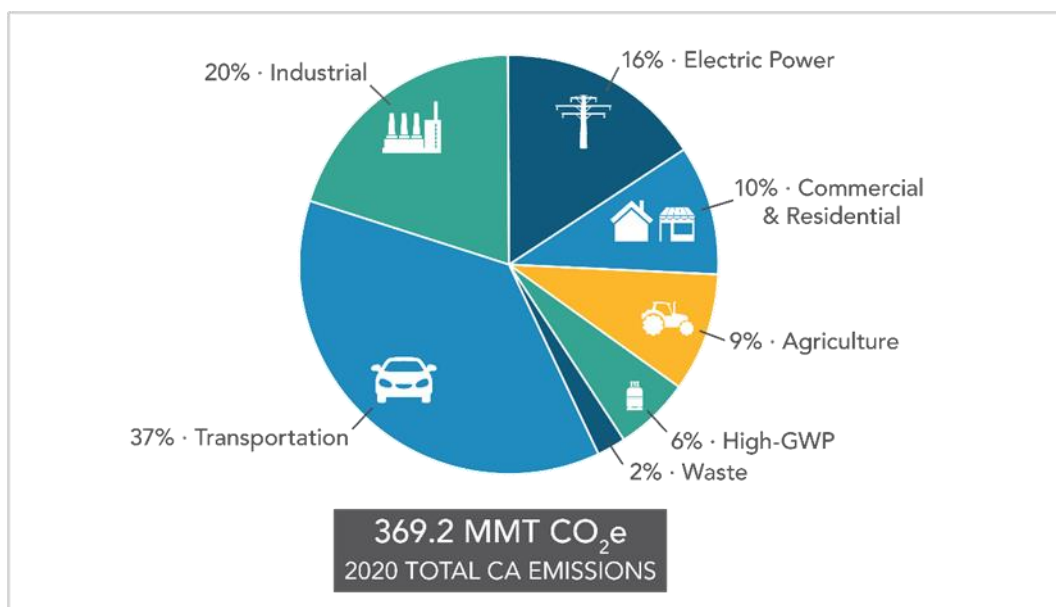
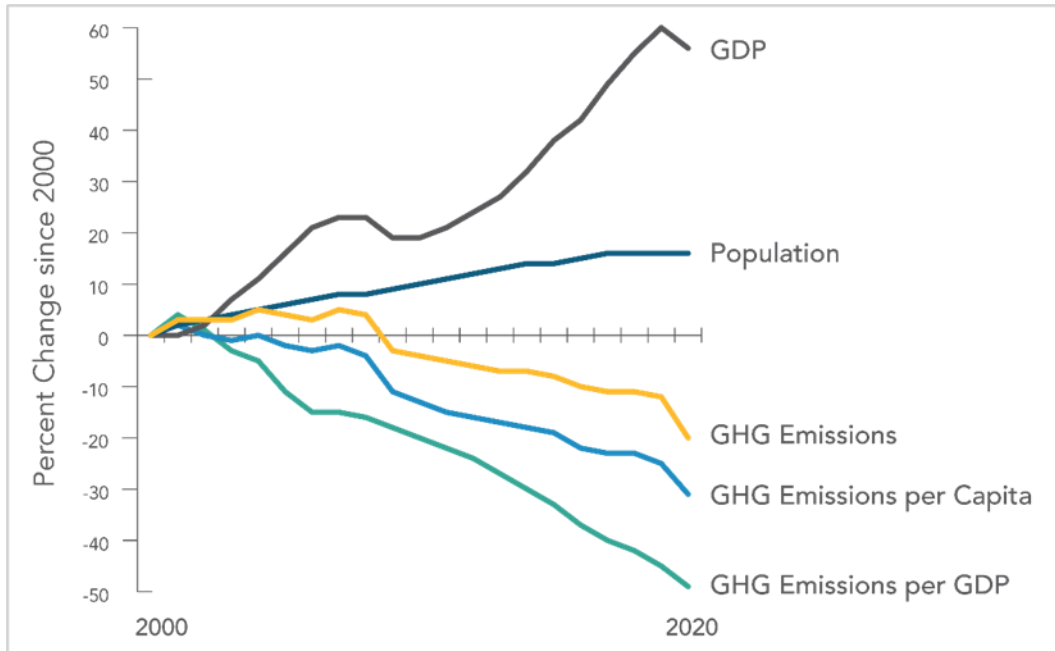


Figure 6. Change in California GDP, Population, and GHG Emissions since 2000 (Source ARB 2022a)



AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. ARB adopted the first scoping plan in 2008. The second updated plan, California’s 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The 2022 *Scoping Plan for Achieving Carbon Neutrality*, adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (ARB 2022b).

Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008*, ARB sets regional GHG reduction targets for California’s 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for SCAG. The regional reduction target for SCAG is 19 percent by 2035 (ARB 2021).

Table 3-1. Regional GHG Reduction Policies

Title	GHG Reduction Policies, Goals, or Strategies
Southern California Association of Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (adopted September 3, 2020)	<p>The SCS prepared as part of Connect SoCal complies with the emission reduction targets established by ARB and meets the requirements of SB 375 by achieving GHG emission reductions at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035.</p> <p>The RTP/SCS includes the following goals:</p> <ul style="list-style-type: none"> • Improve mobility, accessibility, reliability, and travel safety for people and goods • Enhance the preservation, security, and resilience of the regional transportation system • Increase person and goods movement and travel choices within the transportation system • Reduce greenhouse gas emissions and improve air quality • Adapt to a changing climate and support an integrated regional development pattern and transportation network • Leverage new transportation technologies and data-driven solutions that result in more efficient travel
Riverside County General Plan (adopted September 2021)	<p>Land Use Element</p> <ul style="list-style-type: none"> • Policy LU 2.1(f): Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile. • Policy LU 11.4: Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality. • Policy LU 13.4: Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate.
Riverside County General Plan (adopted February 2015)	<p>Circulation Element</p> <ul style="list-style-type: none"> • Policy C 1.2: Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities. • Policy C 1.7: Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers. • Policy C 1.8: Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302. • Policy C 5.2: Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping. • Policy C 20.14: Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles.
Riverside County General Plan Amendments (Adopted July 17, 2018)	<p>Air Quality Element</p> <ul style="list-style-type: none"> • Policy AQ 20.1: Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments. • Policy AQ 20.3: Reduce VMT and GHG emissions by improving circulation network efficiency.
Riverside County Climate Action Plan (2019)	<p>Transportation Measures</p> <ul style="list-style-type: none"> • R2-T1: Alternative Transportation Options

Title	GHG Reduction Policies, Goals, or Strategies
	<ul style="list-style-type: none"> • R2-T2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes Around the County • R2-T3: Ride-Sharing and Bike-to-Work Programs within Businesses • R2-T4: Electrify the fleet
Western Riverside Council of Governments Subregional Climate Action Plan (2014)	<ul style="list-style-type: none"> • Measure SR-8: Express Lanes • Measure SR-9: Congestion Pricing • Measure SR-12: Electric Vehicle Plan and Infrastructure • Measure SR-13: Construction and Demolition Waste Diversion

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH₄ and N₂O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂, using a metric called “carbon dioxide equivalent”, or CO₂e. The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂).

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project’s contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064(h)(1) and 15130).

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

Operational Emissions

The purpose of this Project is to restore the facility to a state of good repair so that it is in a condition that requires minimal maintenance, extends the life of the facility, improves the ride quality, and upgrades other highway equipment and facilities that are worn out or functionally obsolete. The Project will also improve highway functionality and pedestrian accessibility. This type of project generally causes minimal or no increase in operational GHG emissions. Because the Project would not increase the number of travel lanes on I-10, no increase in vehicle miles

traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered “temporary” in the same way as criteria pollutants that subside after construction is completed.

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

Based on the Project information provided, the Caltrans Construction Emissions Tool (Cal-CET) air modelling software was used to estimate construction and greenhouse gas (GHG) emissions. Overall construction emissions of GHGs would be 22,941 tons CO₂e over the approximately 200 day construction period.

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

CEQA Conclusion

The proposed Project involves improving the functionality of I-10 and restoring the facility to a condition that requires minimal maintenance, extends the life of the facility, improves the ride quality, and upgrades other highway equipment and facilities that are worn out or functionally obsolete. Construction GHG emissions would result during the construction phase at different levels, with overall construction GHG emissions of 22,941 tons CO₂e. Furthermore, as this project would not increase the number of travel lanes on I-10, no increase in operational GHG emissions is expected to occur. Therefore, environmental impacts resulting from project GHG emissions are considered to be less than significant. The project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions.

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

Greenhouse Gas Reduction Strategies

Statewide Efforts

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

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

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

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

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released *Natural and Working Lands Climate Smart Strategy* (California Natural Resources Agency 2022).

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15,

issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan for Transportation Infrastructure

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

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

Caltrans Strategic Plan

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

Caltrans Policy Directives and Other Initiatives

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

Project-Level GHG Reduction Strategies

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

TRA-1: Prior to construction, a TMP will be prepared to minimize potential impacts on emergency services and commuters during construction.

GHG-1: The contractor must comply with SCAQMD's rules, ordinances, and regulations regarding air quality restrictions.

GHG-2: The Project will incorporate the use of energy efficient lighting.

GHG-3: Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.

GHG-4: The Project will maintain equipment in proper tune and working condition.

GHG-5: To improve the Project area's resiliency to climate change, during Final Design, selection of pavement type shall be coordinated with the Climate Change Branch to ensure use of best available and economically feasible materials.

CL-1: Project improvements will be constructed using fire-resistant materials (e.g., steel or concrete). In addition, vegetation will be cleared from the Project area to maintain a defensible space.

Adaptation

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

Federal Efforts

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance. Caltrans practices generally align with the 2023 CEQ interim Guidance on Consideration of Greenhouse Gas

Emissions and Climate Change, which offers recommendations for additional ways of evaluating project effects related to GHG emissions and climate change. These recommendations are not regulatory requirements.

The *Fifth National Climate Assessment*, published in 2023, presents the most recent science and “analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years ... to support informed decision-making across the United States.” Building on previous assessments, it continues to advance “an inclusive, diverse, and sustained process for assessing and communicating scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate” (U.S. Global Change Research Program 2023).

The U.S. Department of Transportation recognizes the transportation sector’s major contribution of GHGs that cause climate change and has made climate action one of the department’s top priorities (U.S. DOT 2023). FHWA’s policy is to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2022).

The National Oceanic and Atmospheric Administration provides sea level rise projections for all U.S. coastal waters to help communities and decision makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (NOAA 2022).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California’s Fourth Climate Change Assessment (Fourth Assessment) (2018) provides information to help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state’s people, infrastructure, natural systems, working lands, and waters. The Fourth Assessment reported that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience an up to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures; a two-thirds decline in water supply from snowpack resulting in water shortages; a 77% increase in average area burned by wildfire; and large-scale erosion of up to 67% of Southern California beaches due to sea level rise. These effects will have profound impacts on infrastructure, agriculture, energy demand, natural systems, communities, and public health (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early

as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

To help actors throughout the state address the findings of California's Fourth Climate Change Assessment, AB 2800's multidisciplinary Climate-Safe Infrastructure Working Group published *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. This report provides guidance on assessing risk in the face of inherent uncertainties still posed by the best available climate change science. It also examines how state agencies can use infrastructure planning, design, and implementation processes to respond to the observed and anticipated climate change impacts (Climate-Safe Infrastructure Working Group 2018).

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the 2009 *California Climate Adaptation Strategy*, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio*, and the CAPTI (described above). Priorities in the 2023 *California Climate Adaptation Strategy* include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

EO B-30-15 recognizes that effects of climate change threaten California's infrastructure and requires state agencies to factor climate change into all planning and investment decisions. Under this EO, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies*, to encourage a uniform and systematic approach to building resilience.

SB 1 Coastal Resources: Sea Level Rise (Atkins 2021) established statewide goals to “anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone.” As the legislation directed, the Ocean Protection Council collaborated with 17 state planning and coastal management agencies to develop the *State Agency Sea-Level Rise Action Plan for California* in February 2022. This plan promotes coordinated actions by state agencies to enhance California's resilience to the impacts of sea level rise (California Ocean Protection Council 2022).

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

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

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Caltrans Sustainability Programs

The Director's Office of Equity, Sustainability and Tribal Affairs supports implementation of sustainable practices at Caltrans. The Sustainability Roadmap is a periodic progress report and plan for meeting the Governor's sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The Roadmap includes designing new buildings for climate change resilience and zero-net energy, and replacing fleet vehicles with zero-emission vehicles (Caltrans 2023).

Project Adaptation Analysis

Sea Level Rise

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

Precipitation and Flooding

Based on the Federal Emergency Management Agency Flood Insurance Rate Map, the proposed project is primarily within Zone X (Area of Minimal Flood Hazard). Portions of the project limits, the bridge crossing over the Calimesa Channel and the bridge crossing over the Garden Air Golf Course Wash, are located within Flood Hazard areas indicating a one percent annual chance flood (i.e., 100-year flood) in Zones A (area with high risk of flooding), AE (area with high risk of flooding where base flood elevations are provided), and X. Based on the Caltrans District 8 Climate Change Vulnerability Assessment Map (Caltrans 2019), the 100-year storm precipitation depth in the project area is expected to increase by up to 4.7% by 2055, but by only up to 3.7% by 2085.

Wildfire

Based on the Caltrans District 8 Climate Change Vulnerability Assessment Map (Caltrans 2019), the majority of the alignment is in an area designated as a moderate level of concern for the 2010 to 2070 wildfire exposures. The proposed Project is not in an area designated as a Very High Fire Hazard Severity Zone in a Local Responsibility Area. Caltrans standard specifications mandate fire prevention procedures, including a fire prevention plan, to avoid accidental fire starts during

construction. With implementation of adaptation measure **CL-1**, the proposed Project would be adapted and resilient to future wildfire.

Temperature

The Caltrans District 8 Climate Change Vulnerability Assessment Map (Caltrans 2019), indicates temperature changes during the project's design life. Based on the Caltrans District 8 Climate Change Vulnerability Assessment Map (Caltrans 2019), the average minimum air temperature in the project area is projected to increase by 1.3-1.6 degrees Fahrenheit by 2025, by 4.8-4.9 degrees Fahrenheit by 2055, and by 7.3-7.6 degrees Fahrenheit by 2085. The average maximum temperature over seven consecutive days in the project area will increase by up to 3.1 degrees Fahrenheit by 2025, up to 6.5 degrees Fahrenheit by 2055, and by up to 10.3 degrees Fahrenheit by 2085. As such, the climate specific to the Project's location will be taken into consideration, as noted in Measure **GHG-5**, when selecting the type of pavement to be utilized for the Project.

Chapter 4 Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental review process. It helps planners determine the scope of environmental documentation and the level of analysis required and identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. This section summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

U.S. Fish and Wildlife Service

An official USFWS species list, generated through IPaC, was requested and received on October 11, 2023.

Public Participation

This Draft Initial Study will be circulated and made available for public review and comment during the public review period. The Notice of Availability for this Draft Initial Study will be distributed to the federal, state, regional, and local agencies and elected officials, as well as interested groups, organizations, and individuals, as listed in Appendix F, Distribution List.

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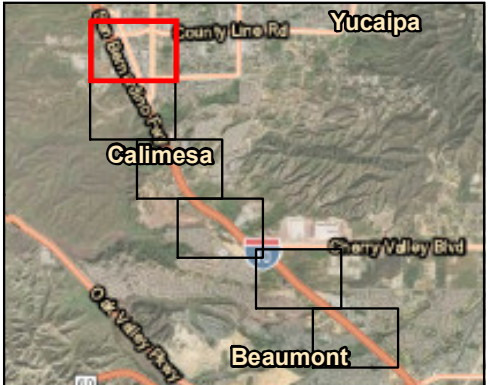
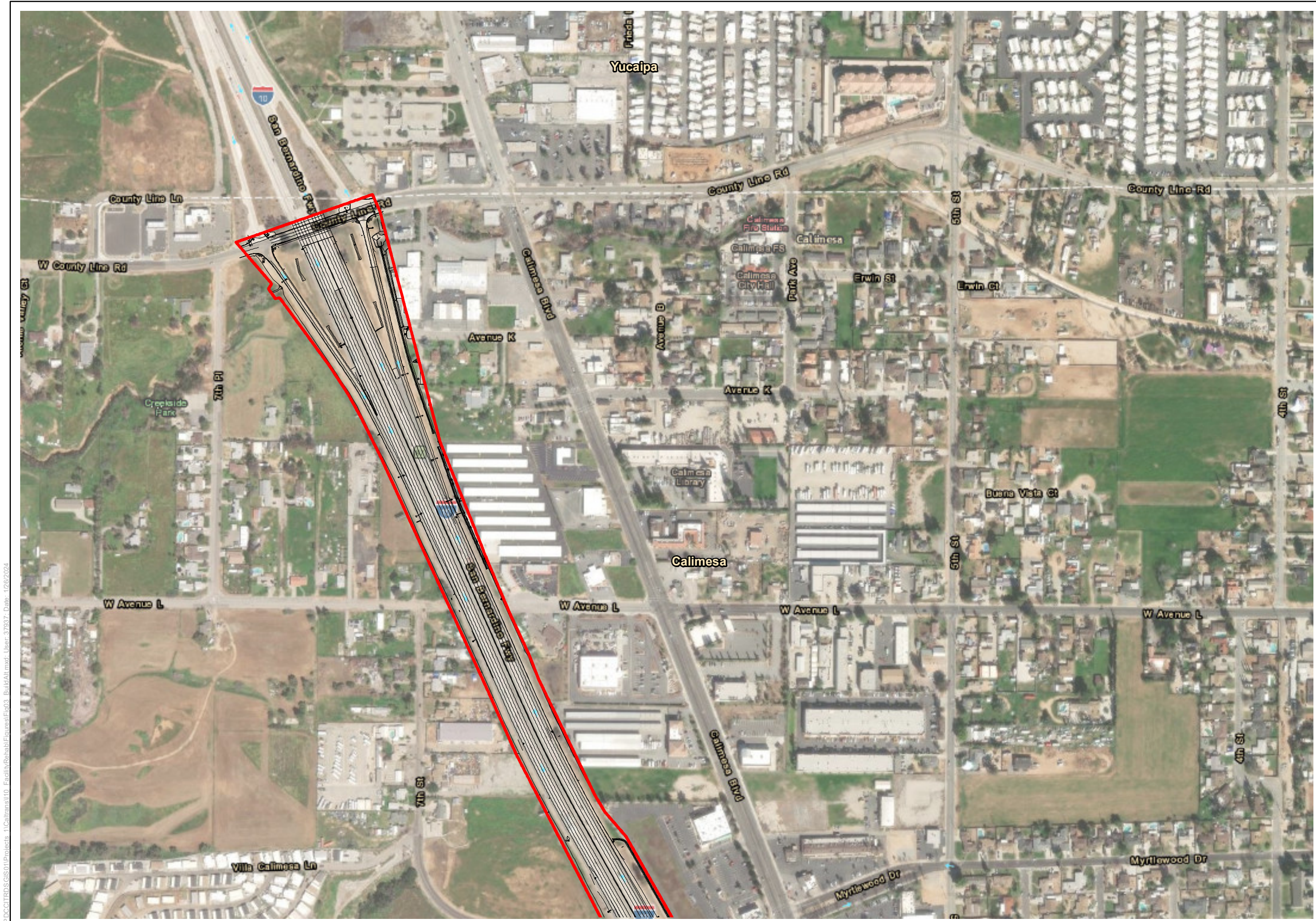
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Appendix A Project Layout Map

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Legend
 — Project Design
 □ Limits of Disturbance

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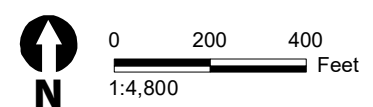
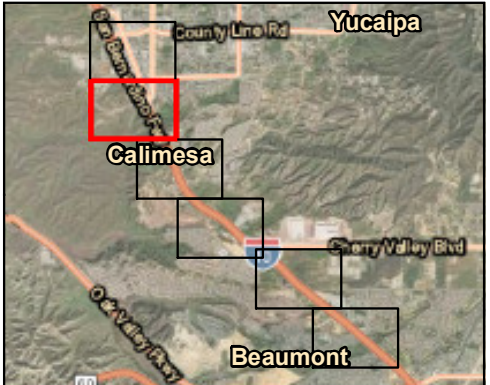


Figure 3
Build Alternative
Interstate 10 Facility Restoration Project



Legend
 — Project Design
 □ Limits of Disturbance

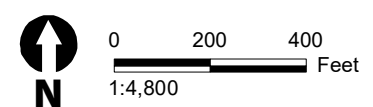
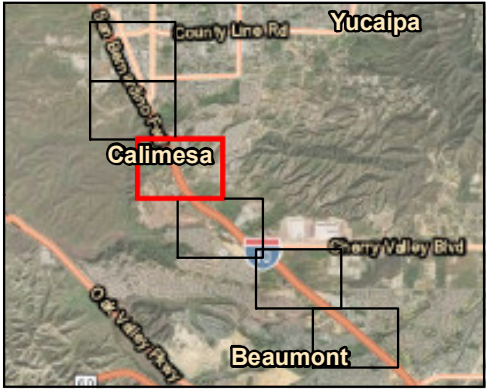


Figure 3
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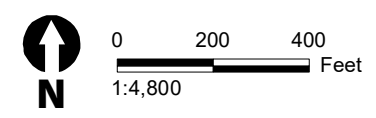
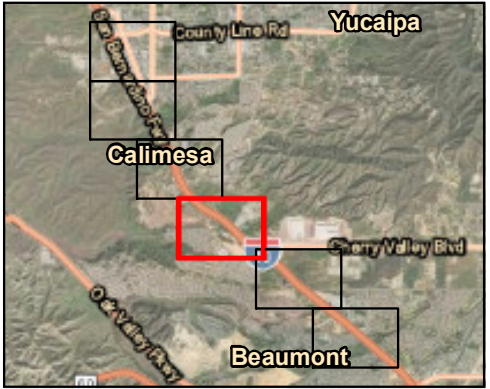


Figure 3
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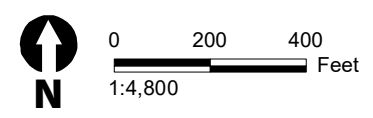
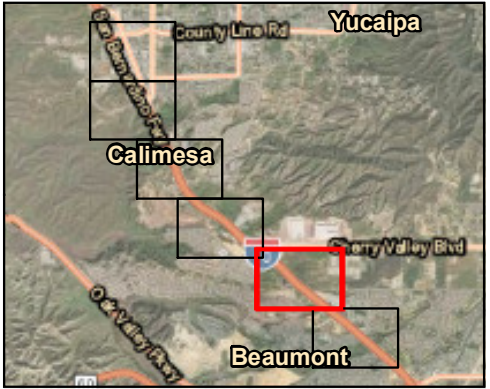
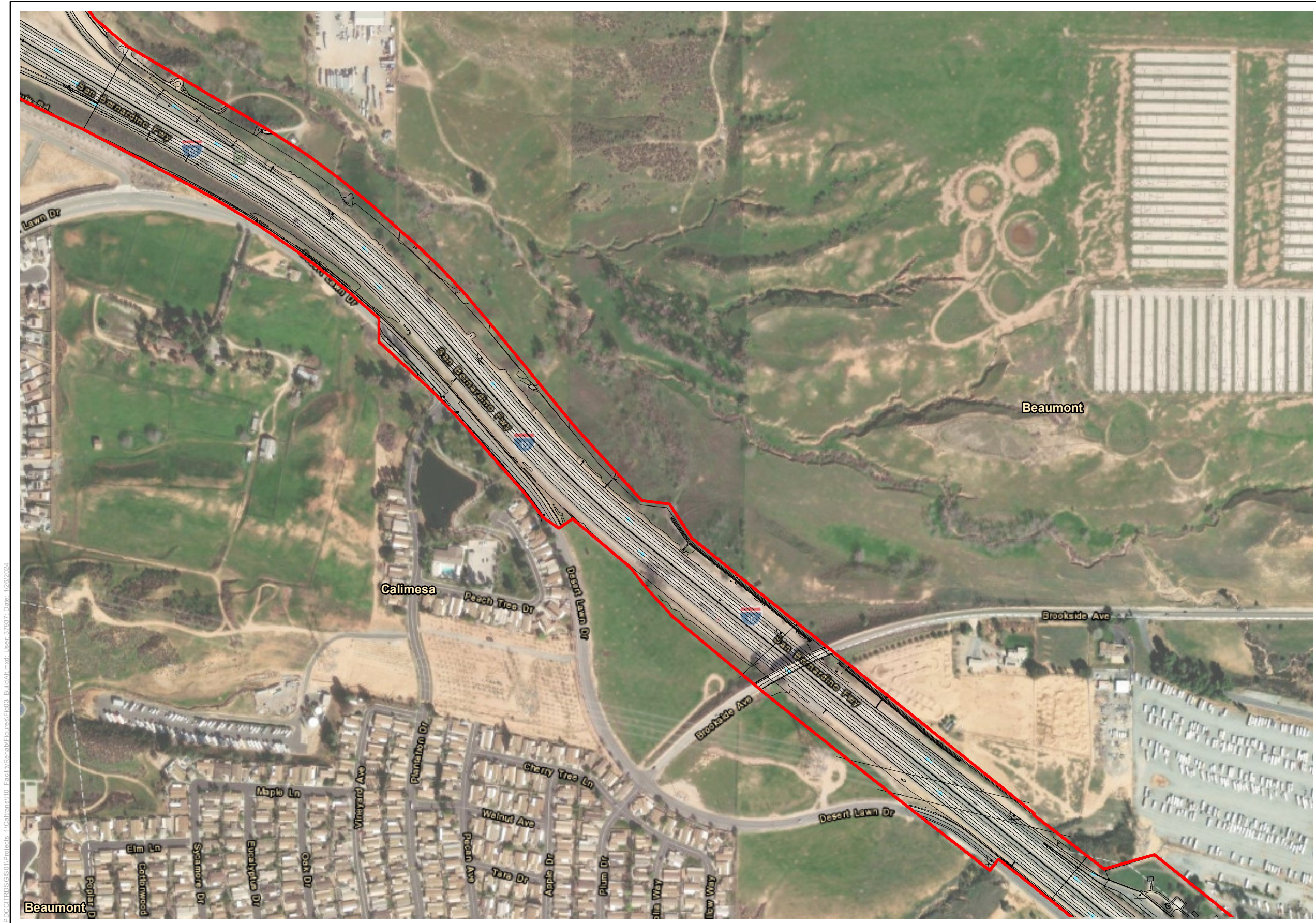


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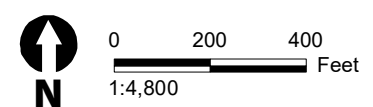
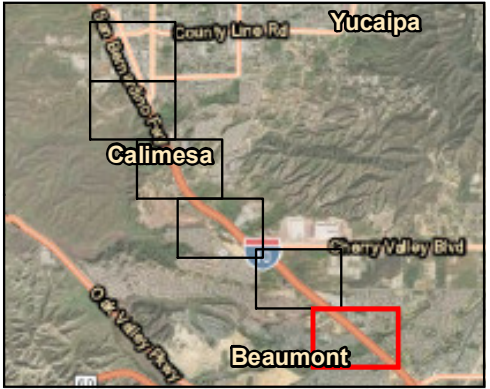


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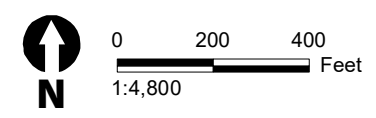


Figure 3
Build Alternative
Interstate 10 Facility Restoration Project

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Appendix B List of Preparers

The following personnel contributed to the preparation of this document:

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- Elizabeth Irvin, Senior Manager – Editing
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- Katrina Sukola, Senior Environmental Scientist, Water Quality
- Keith Lay, Managing Director, Air Quality and Climate Change
- Youji Yasui, Environmental Project Manager

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Appendix C Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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September 2023

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in black ink, appearing to read 'Tony Tavares', written over a white background.

TONY TAVARES
Director

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

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Appendix D Environmental Commitments Record

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation, maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

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Environmental Commitments Record (ECR)

DIST-CO-RTE: 08-Riv-10 **PM/PM:** (PM 0.0/4.4) **EA/Project ID.:** EA 08-1J650/PN 0818000089
Project Description: Conduct roadway improvements and upgrades along Interstate 10 from Post Mile 0.0 to 4.4 in Riverside County, California.

Date (Last modification): May 2024
Environmental Planner: Jeanine Porter **Phone No.:** (909) 472-1301
Construction Liaison: **Phone No.:**
Resident Engineer: **Phone No.:**

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirement Completed by:	Permit Requirement Completed on:	Comments
1602	California Department of Fish and Wildlife						
401	Regional Water Quality Control Board						
404	U.S. Army Corps of Engineers						
NPDES Stormwater Permit and Construction General Permit	Regional Water Quality Control Board						
Determination of Biologically Equivalent or Superior Preservation (DBESP)	California Department of Fish and Wildlife, U.S. Fish and Wildlife Service						

ENVIRONMENTAL COMMITMENTS

PA&ED

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Water Quality	WQ-1 Treatment control BMPs will be implemented to the maximum extent practicable, consistent with the requirements of the NPDES permit and Waste Discharge requirements.	Environmental Document	No	Resident Engineer, Contractor						No
Water Quality	WQ-2 The proposed Project will comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Order No. 2022-0057-DWQ, NPDES No. CAS000002, and any subsequent permits in effect at the time of construction. The proposed Project will comply with the Construction General Permit by preparing and implementing a SWPPP to address issues related to construction-related activities, equipment, and materials that have the potential to affect water quality. The SWPPP is a project-specific document which includes the site's risk level during construction, includes guidelines for monitoring and reporting, and provides Erosion Control Plan and BMPs details for the construction site. The SWPPP also includes Construction Site BMPs, which are implemented to minimize sediment and erosion during construction. The SWPPP will identify the sources of pollutants that may affect the quality of stormwater and include BMPs to control the pollutants, such as sediment control measures, catch basin inlet protection, construction materials management, and non-stormwater BMPs.	Environmental Document	No	Resident Engineer, Contractor						No

PS&E/BEFORE RTL

Environmental Commitment Record for I-10 Facility Restoration Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Air Quality	AQ-2 Project grading plans will show the duration of construction. Ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers specifications.	Environmental Document	No	Resident Engineer, Contractor						No
Air Quality	AQ-4 The Contractor will adhere to Caltrans Standard Specifications for Construction (Section 14-9.02). Section 14-9.02 specifically requires compliance by the Contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.	Environmental Document	No	Resident Engineer, Contractor						No
Biology	BIO-6 Environmentally Sensitive Area (ESA): To address impacts to jurisdictional waters, delineate Feature 1 as an ESA as shown on the plans and/or described in the specifications. Erect temporary high visibility fencing along the construction footprint within drainage Feature 1 to avoid inadvertent disturbances to additional areas within the drainage.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist, Contractor						No
Biology	BIO-18 Plant Seed Mix. Seed mixes must contain a diverse array of native pollinator plant species.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist, Contractor						No
Biology	WET-1 To mitigate for permanent impacts to jurisdictional waters, Caltrans will pursue purchasing mitigation credits through a mitigation bank. If pursuing mitigation bank credits does not prove feasible, Caltrans shall pursue and secure lands with jurisdictional water features that meet mitigation requirements for the Project.	Environmental Document	Yes	Resident Engineer, Project Biologist,						Yes
Other	GHG-1 The contractor must comply with SCQAMD's rules, ordinances, and regulations regarding air quality restrictions.	Environmental Document	No	Resident Engineer, Contractor						No
Other	GHG-2 The Project will incorporate the use of energy efficient lighting.	Environmental Document	No	Resident Engineer, Contractor						No
Other	GHG-3 Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.	Environmental Document	No	Resident Engineer, Contractor						No
Other	CL-1 Project improvements will be constructed using fire-resistant materials (e.g., steel or concrete). In addition, vegetation will be cleared from the Project area to maintain a defensible space.	Environmental Document	No	Resident Engineer, Contractor						No
Hazardous Waste	HAZ-4 The following bridges will be tested for ACM during final design: County Line Road UC Bridge No. 56-0484, Sandalwood Drive OC Bridge No. 56-0483, Singleton Road OC Bridge No. 56-0482, Cherry Valley Boulevard OC Bridge No. 56-0481, and Brookside Avenue OC Bridge No. 56-0480.	Environmental Document	No	Resident Engineer, Contractor						No

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Biology	BIO-1 Equipment Staging, Storing and Borrow Sites: All staging, storing, and borrow sites require the approval of the Caltrans biologist.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist, Contractor						No
Biology	BIO-4 Worker Environmental Awareness Program (WEAP): A Qualified Biologist must present a biological resource information program/WEAP for nesting birds, special-status reptiles, WR-MSHCP species, and special-status plant species, prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Project Biologist, Contractor						No
Biology	BIO-7 ESA Fence Monitoring: Integrity inspections of the temporary high visibility fencing and enclosures (onsite and cleared areas) must occur throughout the duration of the project weekly, and prior to commencing project activities, and after activities are completed. If during construction the fence fails, work must stop until it is repaired and the Qualified biologist inspects (and clears) the job site.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist, Contractor						No
Biology	BIO-12 Preconstruction Nesting Bird Survey. If project activities cannot avoid the nesting bird season (February 1 through September 30), then preconstruction nesting bird surveys must be conducted 3 days prior to construction by a Qualified Biologist to locate and avoid nesting birds. If any active nest is located, a no construction buffer may be established and monitored by the Qualified Biologist.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist						No

Environmental Commitment Record for I-10 Facility Restoration Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Biology	BIO-13 Preconstruction Burrowing Owl Survey. Two burrowing owl preconstruction surveys must be performed by the qualified biologist: one survey 14-30 days prior to project activities, and one survey 24 hours prior to project activities.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist						No
Biology	BIO-14 Work Areas. Confine all work activities to a predetermined work area. Prior to the initiation of ground-disturbing activities, the Project footprint, including laydown and staging areas, will be clearly delineated using high visibility temporary fencing.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist, Contractor						No
Biology	BIO-17 Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing. No more than 3 days prior to project activities, a Qualified Biologist must perform a preconstruction survey for rare insect host plants within the PIA and 50 feet outside the PIA. Should any rare insect host plants be found, the Resident Engineer must be contacted, and host plants must be flagged by the Qualified Biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmentally Sensitive Area (ESA) temporary high visibility fencing.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist, Contractor						No
Biology	BIO-19 Rare Plant Surveys, Flagging, and Fencing. Within three days prior to construction, a preconstruction survey must be conducted by a Qualified Biologist for special-status plant species within the PIA and 50 feet of the PIA. Special-status species must be flagged for visual identification to construction personnel for work avoidance. Special-status plant species detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) high visibility fencing.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist, Contractor						No
Hazardous Waste	HAZ-2 Prior to and during construction, in order to avoid potential impacts from hazardous materials, the following will be performed in accordance with Caltrans Standard Specifications Section 36-4 (for cold planing), Section 14-11.14 (for treated wood waste), Section 7-1.02K(6)(j)(iii) (for non-hazardous soils), and Section 6-1.03 [for import/borrow-use SMARA commercial sites soil or test for Title 22 metals and aerially deposited lead (ADL)].	Initial Site Assessment Checklist, Environmental Document	No	Resident Engineer, Contractor						No
Other	TRA-1 Prior to construction, a TMP will be prepared to minimize potential impacts on emergency services and commuters during construction.	Environmental Document	No	Resident Engineer						No

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Air Quality	AQ-1 During clearing, grading, earthmoving, or excavation operations, fugitive dust emissions will be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized so as to prevent excessive amounts of dust. These control techniques will be indicated in project specifications. Visible dust beyond the property line emanating from the Project site will be prevented to the maximum extent feasible	Environmental Document	No	Resident Engineer, Contractor						No
Air Quality	AQ-3 All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), e(2), and e(4), as amended, regarding the prevention of such material spilling onto public streets and roads.	Environmental Document	No	Resident Engineer, Contractor						No
Biology	BIO-2 Temporary Artificial Lighting Restrictions: Artificial lighting must be directed at the job site to minimize light spillover onto surrounding habitat if project activities occur at night.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist, Contractor						No
Biology	BIO-3 Species Avoidance: If during project activities special-status plant species, nesting bird or special-status reptile species are discovered within the project site, all construction activities must stop within 10-ft for plants, 100-ft for nesting birds, 50-ft for	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist, Contractor						No

Environmental Commitment Record for I-10 Facility Restoration Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	special-status reptiles, and 265-ft for burrowing owls, and the Caltrans Biologist and Resident Engineer must be notified. Coordination with CDFW and USFWS may be required prior to restarting activities.									
Biology	BIO-5 Biological Monitoring: The qualified biologist must monitor project activities weekly to ensure that measures are being implemented and documented, daily, at locations where nesting birds were found during preconstruction surveys.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Project Biologist, Contractor						No
Biology	BIO-8 ESA Fence Removal. All fencing must be removed as a last order of work. During removal, a qualified biologist must be present.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Project Biologist, Contractor						No
Biology	BIO-9 Animal Entrapment. To prevent inadvertent entrapment of burrowing owls during project activities, all excavated steep-walled holes or trenches more than 2 feet deep must be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the qualified biologist.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist, Contractor						No
Biology	BIO-10 Animal Sheltering. To prevent inadvertent harm of special-status species during project activities, all construction materials including but not limited to culverts and sections of pipe, must be inspected for the presence of wildlife sheltering in them prior to use or movement of those materials. Sheltering animals must be released by the Qualified Biologist.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist, Contractor						No
Biology	BIO-11 Predator Prevention. Project personnel are prohibited from feeding wildlife or bringing pets on the job site.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Project Biologist, Contractor						No
Biology	BIO-15 Equipment Flagging. After each shift, order project personnel to attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment for other special-status species before operating equipment during the next shift.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist, Contractor						No
Biology	BIO-16 Trash/Predation. Caltrans must implement measures to reduce the attractiveness of job sites to special-status reptile species, and other subsidized predators by controlling trash and educating workers.	Natural Environment Study (Minimal Impacts), Environmental Document	Yes	Resident Engineer, Project Biologist						No
Cultural	CR-1 If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.	Section 106 Compliance Memo	No	Resident Engineer, Contractor, Qualified Archaeologist						No
Cultural	CR-2 In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning: Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.	Section 106 Compliance Memo	No	Resident Engineer, Contractor, Qualified Archaeologist						No
Hazardous Waste	HAZ-1 Should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction will be followed.	Environmental Document	No	Resident Engineer, Contractor						No
Hazardous Waste	HAZ-3 Special handling is required if soil is excavated less than 1 foot. This applies to hotspots B1, B19, B20, B22, B23, B29, B30, B31. If excavating less than 1 foot, SSP 14-11.08 will be required for regulated soil (some soil Type R1 and some Type COM). The Department of Toxic Substances Control (DTSC) notification will also be required, in which case the Resident Engineer is required to let Caltrans Hazardous Waste know when the project starts, construction starts, and when the project ends so Caltrans can notify DTSC. If excavating greater than 1 foot, soil will be non-regulated and will use SSP 7.102K6 (iii) and DTSC notification will not be needed.	Environmental Document	No	Resident Engineer, Contractor						No
Noise	NOI-1 Construction will be conducted in accordance with applicable local noise standards and Caltrans' provisions in Section 14-8.02, Noise Control, of the Standard Specifications and Special Provisions.	Environmental Document	No	Resident Engineer, Contractor						No
Other	GHG-4 The Project will maintain equipment in proper tune and working condition.	Environmental Document	No	Resident Engineer, Contractor						No

Environmental Commitment Record for I-10 Facility Restoration Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Other	GHG-5 To improve the Project area's resiliency to climate change, during Final Design, selection of pavement type shall be coordinated with the Climate Change Branch to ensure use of best available and economically feasible materials.	Environmental Document	No	Resident Engineer, Contractor						No

Appendix E List of Acronyms and Abbreviations

AB	Assembly Bill
ADL	aerially deposited lead
APE	area of potential effects
Basin	South Coast Air Basin
BMPs	best management practices
BSA	biological study area
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₄	methane
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CTP	California Transportation Plan
dBA	a-weighted decibels
DOT	Department of Transportation
ECR	Environmental Commitments Record
EO	Executive Order
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
HFCs	hydrofluorocarbons
I-10	Interstate 10
LBP	lead-based paint
LCFS	low carbon fuel standard
LED	light-emitting diode
Leq(h)	hourly equivalent sound level
LOD	limits of disturbance
LRA	local responsibility area
MLD	Most Likely Descendant
MMTCO ₂ e	million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zones
N ₂ O	nitrous oxide
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System

PM	Post Mile
PM ₁₀	particulate matter 10 micrometers or less
PM _{2.5}	particulate matter 2.5 micrometers or less
PRC	Public Resources Code
ROG	reactive organic gas
ROW	right of way
RSA	resource study area
RTP	Regional Transportation Plan
RWQCB	California Regional Water Quality Control Board
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SER	Standard Environmental Reference
SF ₆	sulfur hexafluoride
SIP	State Implementation Plan
SLR	sea-level rise
SO ₂	sulfur dioxide
SWPPP	Storm Water Pollution Prevention Plan
TMP	Traffic Management Plan
USC	United States Code
USEPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGCRP	U.S. Global Change Research Program
VMT	vehicle miles traveled

Appendix F Distribution List

A public notice of this IS and/or a Notice of Intent to Adopt a Mitigated Negative Declaration was distributed to federal, state, regional, and local agencies, elected officials, and utilities and service providers. In addition, all property owners and occupants within a 500-foot radius of the project limits were provided the Notice of Intent. The Distribution List of Public Agencies, Elected Officials, and Service Providers is followed by the list of Interested parties, Property Owners, and Members of the Public.

Public Agencies, Elected Officials, and Service Providers

<p>CALIFORNIA DEPT. OF FISH & WILDLIFE 3602 INLAND EMPIRE BOULEVARD, #C-220 ONTARIO, CA 91764</p>	<p>KARIN CLEARY-ROSE INLAND DIVISION CHIEF U.S. FISH AND WILDLIFE SERVICE CARLSBAD OFFICE 6010 HIDDEN VALLEY ROAD CARLSBAD, CA 92011</p>	<p>JOHN M. TAYLOR U.S. FISH AND WILDLIFE SERVICE 777 EAST TAHQUITZ CANYON WAY, SUITE 208 PALM SPRINGS, CA 92262</p>
<p>U.S. ARMY CORPS OF ENGINEERS ORANGE & RIVERSIDE COUNTIES SECTION P.O. BOX 532711 915 WILSHIRE BOULEVARD, SUITE 980 LOS ANGELES, CA 90053-2325</p>	<p>SUSAN STURGES ENVIRONMENTAL PROTECTION AGENCY REGION 9 ENVIRONMENTAL REVIEW OFFICE 75 HAWTHORNE STREET SAN FRANCISCO, CA 94105</p>	<p>FEDERAL HIGHWAY ADMINISTRATION 888 SOUTH FIGUEROA STREET, #1850 LOS ANGELES, CA 90017-5467</p>
<p>NATURAL RESOURCES CONSERVATION SERVICE 25864 BUSINESS CENTER DRIVE, #K REDLANDS, CA 92374-4515</p>	<p>CARLY BECK STATE OF CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE, REGION 6 INLAND DESERTS REGION 3602 INLAND EMPIRE BOULEVARD, SUITE C-220 ONTARIO, CA 91764</p>	<p>CALIFORNIA AIR RESOURCES BOARD AIR QUALITY & TRANSPORTATION PLANNING BRANCH 1001 "I" STREET, 7TH FLOOR SACRAMENTO, CA 95814</p>
<p>STATE WATER RESOURCES CONTROL BOARD 1001 I STREET SACRAMENTO, CA 95814-2828</p>	<p>CALIFORNIA TRANSPORTATION COMMISSION COMMISSION CHAIR 1120 N STREET ROOM 2221 SACRAMENTO, CA 95814-5605</p>	<p>JULIANNE POLANCO STATE HISTORIC PRESERVATION OFFICER STATE OF CALIFORNIA OFFICE OF HISTORIC PRESERVATION 1725 23RD STREET, SUITE 100 SACRAMENTO, CA 95816</p>
<p>DEBBIE PILAS-TREADWAY DIRECTOR NATIVE AMERICAN HERITAGE COMMISSION 1550 HARBOR BOULEVARD, SUITE 100 WEST SACRAMENTO, CA 95694</p>	<p>CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES 5796 CORPORATE AVENUE CYPRESS, CA 90630</p>	<p>CALIFORNIA DEPT. OF CONSERVATION 888 FIGUEROA STREET, #475 LOS ANGELES, CA 90017</p>
<p>RICHARD D. ROTH SENATE DISTRICT 31 3737 MAIN STREET, SUITE 104 RIVERSIDE, CA 92501</p>	<p>DANIEL WONG RIVERSIDE COUNTY REGIONAL CONTACT SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT 21865 COPLEY DRIVE DIAMOND BAR, CA 91765</p>	<p>CALIFORNIA HIGHWAY PATROL 195 HIGHLAND SPRINGS AVENUE BEAUMONT, CA 92223</p>
<p>DAVID LEWIS PROJECT DELIVERY DIRECTOR RIVERSIDE COUNTY TRANSPORTATION COMMISSION P.O. BOX 12008 RIVERSIDE, CA 92502</p>	<p>RIVERSIDE COUNTY PLANNING COMMISSION 4080 LEMON STREET, 12TH FLOOR RIVERSIDE, CA 92501</p>	<p>MARK ADELSON CHIEF, REGIONAL PLANNING PROGRAMS SANTA ANA REGIONAL WATER QUALITY CONTROL BOARD 3737 MAIN STREET, SUITE 500 RIVERSIDE, CA 92501-3348</p>
<p>CITY OF CALIMESA KELLY LUCIA, PLANNING DIRECTOR 908 PARK AVENUE CALIMESA, CA 92320</p>	<p>CITY OF CALIMESA WILLIAM DAVIS, MAYOR 908 PARK AVENUE CALIMESA, CA 92320</p>	<p>CITY OF CALIMESA WENDY HEWITT, MAYOR PRO TEM 908 PARK AVENUE CALIMESA, CA 92320</p>

CITY OF CALIMESA LINDA MOLINA, COUNCIL MEMBER 908 PARK AVENUE CALIMESA, CA 92320	CITY OF CALIMESA JEFF CERVANTEZ, COUNCIL MEMBER 908 PARK AVENUE CALIMESA, CA 92320	CITY OF CALIMESA JOHN MANLY, COUNCIL MEMBER 908 PARK AVENUE CALIMESA, CA 92320
RIVERSIDE COUNTY SHERIFF'S DEPARTMENT 50290 MAIN STREET CABAZON, CA 92230	CITY OF CALIMESA FIRE DEPARTMENT 908 PARK AVENUE CALIMESA, CA 92320	SOUTHERN CALIFORNIA EDISON P.O. BOX 800 ROSEMEAD, CA 91770
SOUTHERN CALIFORNIA GAS COMPANY 1981 WEST LUGONIA AVENUE REDLANDS, CA 92374	CITY OF BEAUMONT PUBLIC WORKS DEPT. 550 E. 6 TH STREET BEAUMONT, CA 92223	YUCAIPA VALLEY WATER DISTRICT 12770 SECOND STREET YUCAIPA, CA 92399
BUEAUMONT CHERRY VALLEY WATER DISTRICT 560 MAGNOLIA AVENUE BEAUMONT, CA 92223	VERIZON 150 SOUTH JUANITA STREET HEMET, CA 92543	FRONTIER COMMUNICATIONS 401 MERRITT 7 NORWALK, CT 06851

Interested Parties, Property Owners, and Members of the Public

<p>DEV YOCOM-BALDWIN 3299 HORSELESS CARRIAGE RD, STE H NORCO CA 92860</p>	<p>BKEC INC 11251 DESERT LAWN DR CALIMESA CA 92320</p>	<p>PLANTATION CO 10961 DESERT LAWN DR CALIMESA CA 92320-2232</p>
<p>FRANK J BURGESS 11058 DESERT LAWN DR CALIMESA CA 92320</p>	<p>FRANK J BURGESS 11106 DESERT LAWN DR CALIMESA CA 92320</p>	<p>DEV YOCOM-BALDWIN 11154 DESERT LAWN DR CALIMESA CA 92320</p>
<p>GREGORY B MORRISON 8439 ETIWANDA AVE APT J RANCHO CUCAMONGA CA 91739</p>	<p>JONG OCK MAO 36625 BROOKSIDE AVE CHERRY VALLEY CA 92223-4048</p>	<p>MICHAEL A ADLER 36785 BROOKSIDE AVE CHERRY VALLEY CA 92223-4050</p>
<p>COLORADO RIVER MOBILE HOMES 36805 BROOKSIDE AVE CHERRY VALLEY CA 92223-4061</p>	<p>COLORADO RIVER MOBILE HOMES 36805 BROOKSIDE AVE CHERRY VALLEY CA 92223-4061</p>	<p>COLORADO RIVER MOBILE HOMES 36805 BROOKSIDE AVE CHERRY VALLEY CA 92223-4061</p>
<p>OAK VALLEY COMMUNITY ASSN 26650 THE OLD RD STE 110 VALENCIA CA 91381</p>	<p>FAIRWAY CANYON SDC 4131 S MAIN ST SANTA ANA CA 92707</p>	<p>MORONGO BAND OF MISSION INDIANS 12700 PUMARRA RD BANNING CA 92220</p>
<p>MICHELLE M HO 37092 MEADOW BROOK WAY BEAUMONT CA 92223-8002</p>	<p>SHERRIE LYONS 37114 MEADOW BROOK WAY BEAUMONT CA 92223-8045</p>	<p>REANNA WYLIE 37126 MEADOW BROOK WAY BEAUMONT CA 92223-8045</p>
<p>CHRISTIAN GOODLOE 37138 MEADOW BROOK WAY BEAUMONT CA 92223-8045</p>	<p>ARMANDO ALCANTAR LOPEZ 37150 MEADOW BROOK WAY BEAUMONT CA 92223-8003</p>	<p>CHAO TONG 37164 MEADOW BROOK WAY BEAUMONT CA 92223-8003</p>
<p>MICHAEL D HEGLAR 37172 MEADOW BROOK WAY BEAUMONT CA 92223-8003</p>	<p>TYLER DARBY BONNELL 37178 MEADOW BROOK WAY BEAUMONT CA 92223-8003</p>	<p>OLUJIDE IGE 37184 MEADOW BROOK WAY BEAUMONT CA 92223-8003</p>
<p>NICHOLAS STEWART 37192 MEADOW BROOK WAY BEAUMONT CA 92223-8003</p>	<p>JONATHEAN D REESE 11508 BUNKER PL BEAUMONT CA 92223-8008</p>	<p>SHIELA CHUA NG 11514 BUNKER PL BEAUMONT CA 92223-8008</p>

DANILO MALLARI 11526 BUNKER PL BEAUMONT CA 92223-8008	SUSAN FERGUSON 11538 BUNKER PL BEAUMONT CA 92223-8008	CHIO FAMILY TRUST DATED 06/28/13 11542 BUNKER PL BEAUMONT CA 92223-8008
SHANEN CLIFFORD JONES 11554 BUNKER PL BEAUMONT CA 92223-8008	FIGUEROA FAMILY TRUST DTD 12/10/2020 & ANY AMENDMENT 11568 BUNKER PL BEAUMONT CA 92223-8008	RAMON TORRES BARRIGA 11572 BUNKER PL BEAUMONT CA 92223-8008
TRAVIS HANSON 11578 BUNKER PL BEAUMONT CA 92223-8008	JONATHAN KIM PEASE 11582 BUNKER PL BEAUMONT CA 92223-8008	EMEKA P NWANERI 37270 WINGED FOOT RD BEAUMONT CA 92223-8010
KARLA L OLMOS 37275 WINGED FOOT RD BEAUMONT CA 92223-8010	GLENDA J GEORGE PATTERSON 37263 WINGED FOOT RD BEAUMONT CA 92223-8010	FRANK T CRUZ 37251 WINGED FOOT RD BEAUMONT CA 92223-8010
YU 2020 FAMILY TRUST 37239 WINGED FOOT RD BEAUMONT CA 92223-8010	ALBERT GONZALEZ 37227 WINGED FOOT RD BEAUMONT CA 92223-8010	ANGEL J FIGUEROA 37213 WINGED FOOT RD BEAUMONT CA 92223-8010
SAUL OROZCO 37195 WINGED FOOT RD BEAUMONT CA 92223-8010	JIMMY D PARKER 37183 WINGED FOOT RD BEAUMONT CA 92223-8010	FIGUEROA FAMILY TRUST 37177 WINGED FOOT RD BEAUMONT CA 92223-8010
RAMON ROBERT FUENTES 37165 WINGED FOOT RD BEAUMONT CA 92223-8010	FRED B CAMPOS 37148 WINGED FOOT RD BEAUMONT CA 92223-8010	MAGETTE NIANE 37162 WINGED FOOT RD BEAUMONT CA 92223-8010
JOHN J LOPEZ 37174 WINGED FOOT RD BEAUMONT CA 92223-8010	RICHARD A CHIO 11585 BUNKER PL BEAUMONT CA 92223-8008	DOUGLAS J BERGQUIST 11577 BUNKER PL BEAUMONT CA 92223-8008
GLENN J HERRERA 11569 BUNKER PL BEAUMONT CA 92223-8008	DON NICKELSBURG 11557 BUNKER PL BEAUMONT CA 92223-8008	ERIK CAMERON NEFF 11543 BUNKER PL BEAUMONT CA 92223-8008
SARA CAMACHO 37187 MEADOW BROOK WAY BEAUMONT CA 92223-8003	JANET R TENNYSON 37181 MEADOW BROOK WAY BEAUMONT CA 92223-8003	JAVIER OSWALDO CARTAGENA 37175 MEADOW BROOK WAY BEAUMONT CA 92223-8003

GEMA V RUIZ 37167 MEADOW BROOK WAY BEAUMONT CA 92223-8003	LOPEZ FAMILY TRUST 11528 PLUM HOLLOW PL BEAUMONT CA 92223-8004	JASON MCPETERS 11530 PLUM HOLLOW PL BEAUMONT CA 92223-8004
EMILIO ROBERTO MORENO 11532 PLUM HOLLOW PL BEAUMONT CA 92223-8004	BENJAMIN BECKER 37149 MEADOW BROOK WAY BEAUMONT CA 92223-8045	STEVE ARMANDO ESCOBAR 37135 MEADOW BROOK WAY BEAUMONT CA 92223-8045
MK BUILDERS INC 10967 PIPELINE AVE POMONA CA 91766	AMANDA HATCH LANPHERE 38516 AMATEUR WAY BEAUMONT CA 92223-8087	FELICIA WILLIAMS 38534 AMATEUR WAY BEAUMONT CA 92223-8087
RANDY A RICHEY 38658 AMATEUR WAY BEAUMONT CA 92223-8087	SALVADOR LOPEZ 38670 AMATEUR WAY BEAUMONT CA 92223-8087	MARCIN J ZIOLKO 38692 AMATEUR WAY BEAUMONT CA 92223-8087
DONNIE HALL 13035 BOWKER PLAY CT BEAUMONT CA 92223-8088	RICARDO ALCANTARA 13031 BOWKER PLAY CT BEAUMONT CA 92223-8088	CHRISTOPHER STOLTZFUS 13027 BOWKER PLAY CT BEAUMONT CA 92223-8088
OSCAR TISCARENO 13025 BOWKER PLAY CT BEAUMONT CA 92223-8088	MOSELEY LUCINDA FORDE 13019 BOWKER PLAY CT BEAUMONT CA 92223-8088	CESAR L SANCHEZ 13011 BOWKER PLAY CT BEAUMONT CA 92223-8088
NATHALIE RAZZOUK 13014 BOWKER PLAY CT BEAUMONT CA 92223-8088	GLENN A SCHWARTZMAN 13018 BOWKER PLAY CT BEAUMONT CA 92223-8088	RANDALL DILLON 13022 BOWKER PLAY CT BEAUMONT CA 92223-8088
EDWARD V SHIPLEY 13026 BOWKER PLAY CT BEAUMONT CA 92223-8088	TIFFANY MONIQUE GRATTON 13030 BOWKER PLAY CT BEAUMONT CA 92223-8088	SINGH SUKHJIT & RAJBIR KAUR REVOCABLE TRUST 13034 BOWKER PLAY CT BEAUMONT CA 92223-8088
DENNIS J CORY 13038 BOWKER PLAY CT BEAUMONT CA 92223-8088	PINE JAMES C & MARCIA TRUST 13040 BOWKER PLAY CT BEAUMONT CA 92223-8088	FRANK R STENCIL 38246 AMATEUR WAY BEAUMONT CA 92223-8086
HARDS ROBERT M REVOCABLE TR 38360 AMATEUR WAY BEAUMONT CA 92223-8086	DANNIE J OCONNER 38422 AMATEUR WAY BEAUMONT CA 92223-8086	GIBSON THOMAS L & GIBSON PATRICIA E FAMILY TRUST 38470 AMATEUR WAY BEAUMONT CA 92223-8086

BRIAN HOEHN 38489 MULLIGAN DR BEAUMONT CA 92223-8084	THOMAS R LOVEJOY 38453 MULLIGAN DR BEAUMONT CA 92223-8084	MARTIN DE JESUS SOLARES 38429 MULLIGAN DR BEAUMONT CA 92223-8084
JORGE E RODRIGUEZ 38375 MULLIGAN DR BEAUMONT CA 92223-8084	PETER J BERNAL 38327 MULLIGAN DR BEAUMONT CA 92223-8084	MARY K FRANKS 38303 MULLIGAN DR BEAUMONT CA 92223-8083
FEATHERS FIVE 38239 MULLIGAN DR BEAUMONT CA 92223-8083	CHANTAL MI WON KIM 38167 MULLIGAN DR BEAUMONT CA 92223-8083	ROBERTO MONTES 38145 MULLIGAN DR BEAUMONT CA 92223-8083
DEMOND L THOMPSON 38184 MULLIGAN DR BEAUMONT CA 92223-8083	RICHARD ORUM DOUGLAS 38216 MULLIGAN DR BEAUMONT CA 92223-8083	CHRISTINA ORTIZ 38240 MULLIGAN DR BEAUMONT CA 92223-8083
LAMONT C LEACH 38292 MULLIGAN DR BEAUMONT CA 92223-8083	JOSE D GOMEZ 38318 MULLIGAN DR BEAUMONT CA 92223-8083	ROBERT D KELLY 38336 MULLIGAN DR BEAUMONT CA 92223-8084
DAVID NUNEZ 38360 MULLIGAN DR BEAUMONT CA 92223-8084	REBECCA LYNNE BRYANT 38408 MULLIGAN DR BEAUMONT CA 92223-8084	DONALD JONES 38424 MULLIGAN DR BEAUMONT CA 92223-8084
SAMUEL OLVERA MOTA 38442 MULLIGAN DR BEAUMONT CA 92223-8084	COOK FAMILY TRUST 38468 MULLIGAN DR BEAUMONT CA 92223-8084	STEVEN LEE MOORE 38492 MULLIGAN DR BEAUMONT CA 92223-8084
OAK VALLEY II COMMUNITY ASSN 10880 WILSHIRE BLVD LOS ANGELES CA 90024	CITY OF BEAUMONT 550 E 6 TH ST BEAUMONT CA 92223	DIOCESE OF SAN BERNARDINO LAND DEV CORP 10300 CALIMESA BLVD CALIMESA CA 92320
PARDEE HOMES 19540 JAMBOREE RD STE 300 IRVINE CA 92612	LUIS F VELASQUEZ 9230 CALIMESA BLVD CALIMESA CA 92320-1932	JOHN M REISENHOFER 38064 MULLIGAN DR BEAUMONT CA 92223-8083
WILLIAM J LAMELA 38096 MULLIGAN DR BEAUMONT CA 92223-8083	DANIELLE GARCIA 38120 MULLIGAN DR BEAUMONT CA 92223-8083	JOSHUA CURTIS WEATHERBY 38152 MULLIGAN DR BEAUMONT CA 92223-8083

ANTHONY DURAN 38714 AMATEUR WAY BEAUMONT CA 92223-8087	SENAIDO S CERVANTES 38728 AMATEUR WAY BEAUMONT CA 92223-8087	AMANDEEP POUAR 38746 AMATEUR WAY BEAUMONT CA 92223-8087
KRISTINA SMITH 38762 AMATEUR WAY BEAUMONT CA 92223-8087	MARYLOU NEJO 13077 BOWKER PLAY CT BEAUMONT CA 92223-8090	ERIC COLLINS-OPON 13073 BOWKER PLAY CT BEAUMONT CA 92223-8090
CHARLOTTE A EVANS 13065 BOWKER PLAY CT BEAUMONT CA 92223-8089	SMITH DIEM NGUYEN 13061 BOWKER PLAY CT BEAUMONT CA 92223-8089	AWNI DWEKAT 13059 BOWKER PLAY CT BEAUMONT CA 92223-8089
BENJAMIN BOZARTH 13057 BOWKER PLAY CT BEAUMONT CA 92223-8089	EMERSON SALENGA 13047 BOWKER PLAY CT BEAUMONT CA 92223-8088	HECTOR ALEXIS VICTORIO 13044 BOWKER PLAY CT BEAUMONT CA 92223-8088
YUBITZA E CASTILLO 13048 BOWKER PLAY CT BEAUMONT CA 92223-8089	JOSE GUADALUPE ORTIZ 13052 BOWKER PLAY CT BEAUMONT CA 92223-8089	CONSUELO MEDINA 13056 BOWKER PLAY CT BEAUMONT CA 92223-8089
GILBERT F RIVERA 13060 BOWKER PLAY CT BEAUMONT CA 92223-8089	TAYLOR CHARLINDA L REV LIVING TRUST DTD 7/17/23 13064 BOWKER PLAY CT BEAUMONT CA 92223-8089	RUNA ALKADDUMI 13068 BOWKER PLAY CT BEAUMONT CA 92223-8089
KATHLEEN THOMAS 13072 BOWKER PLAY CT BEAUMONT CA 92223-8090	AARON FOX 13076 BOWKER PLAY CT BEAUMONT CA 92223-8090	TERESITA ZAZUETA 13080 BOWKER PLAY CT BEAUMONT CA 92223-8090
BRENT A POWELL 13084 BOWKER PLAY CT BEAUMONT CA 92223-8090	NINA G VILLA 13088 BOWKER PLAY CT BEAUMONT CA 92223-8090	DAVID JUAREZ 13094 BOWKER PLAY CT BEAUMONT CA 92223-8090
LUTHER FRENCH 39610 GRAND AVE CHERRY VALLY CA 92223	YUCAIPA VALLEY COUNTY WATER DISTRICT PO BOX 458 YUCAIPA CA 92399	OAK VALLEY II COMMUNITY ASSN 5171 CALIFORNIA STE 120 IRVINE CA 92617
AMBER R ELLINGSON 35011 MESA GRANDE DR CALIMESA CA 92320-1907	KEERATIKARN KALAJAK 1687 CALLAWAY CT BEAUMONT CA 92223-8585	RYAN PHELPS 1682 CACTUS WREN CT BEAUMONT CA 92223-8579

JEREMY G HARGEST 1684 CACTUS WREN CT BEAUMONT CA 92223-8579	JOSE A AVITIA 1686 CACTUS WREN CT BEAUMONT CA 92223-8579	ERIKA PATRICIA RODRIGUEZ 1695 CACTUS WREN CT BEAUMONT CA 92223-8579
CARLOS LOPEZ 1693 CACTUS WREN CT BEAUMONT CA 92223-8579	MICHAEL GONZALEZ 1689 CACTUS WREN CT BEAUMONT CA 92223-8579	SOMPATSORN KLINGOSUM 1685 CACTUS WREN CT BEAUMONT CA 92223-8579
KRYSTAL M PROTZ 1683 CACTUS WREN CT BEAUMONT CA 92223-8579	RIOS-MORRIS FAMILY REVOCABLE LIVING TRUST 1680 N DEODAR DR BEAUMONT CA 92223-8580	JOAQUIN RODRIGUEZ 1684 N DEODAR DR BEAUMONT CA 92223-8581
GUSTAVO G ALVARADO MENDOZA 1688 N DEODAR DR BEAUMONT CA 92223-8581	ALEJANDRO REY ALFON 1692 N DEODAR DR BEAUMONT CA 92223-8581	VALDIVIA MATTHEW CURTIS TORIBIO 1694 N DEODAR DR BEAUMONT CA 92223-8581
FREDRICK M EARNHART 1699 N DEODAR DR BEAUMONT CA 92223-8581	ELMER MATIAS RAMIREZ 1695 N DEODAR DR BEAUMONT CA 92223-8581	DENNY SONDAKH 1693 N DEODAR DR BEAUMONT CA 92223-8581
TODD M JOEL 1691 N DEODAR DR BEAUMONT CA 92223-8581	HILARION ZARRAGA 1687 N DEODAR DR BEAUMONT CA 92223-8581	ANTHONY TAMAYO 1683 N DEODAR DR BEAUMONT CA 92223-8580
GRAVEL M PUENTE 1679 N DEODAR DR BEAUMONT CA 92223-8580	PHILIP B SHERIDAN 1675 N DEODAR DR BEAUMONT CA 92223-8580	ARLENE J SANDOVAL 1671 N DEODAR DR BEAUMONT CA 92223-8580
FRANKLIN M TRUJILLO 1267 E DEODAR DR BEAUMONT CA 92223-8583	JIAN LI 1261 E DEODAR DR BEAUMONT CA 92223-8583	HENRY G RUANO 1255 E DEODAR DR BEAUMONT CA 92223-8583
GERONIMO ESTRADA 1249 E DEODAR DR BEAUMONT CA 92223-8583	RAUL CHOLICO 1241 E DEODAR DR BEAUMONT CA 92223-8583	SUSAN INEZ TORRES 1233 E DEODAR DR BEAUMONT CA 92223-8582
AARON HENDERSON 1227 E DEODAR DR BEAUMONT CA 92223-8582	ALLAN P ANGEL 1225 E DEODAR DR BEAUMONT CA 92223-8582	WILLIAM R WYNN 632 S HOPE AVE ONTARIO CA 91761

JESSE RAMOS 1649 S MONTE VERDE DR BEAUMONT CA 92223-8588	ERIC USTATION 1643 S MONTE VERDE DR BEAUMONT CA 92223-8588	CARLA OLDS 1639 S MONTE VERDE DR BEAUMONT CA 92223-8588
DAVID R VANDERPOOL 1210 TUMBLEWEED CT BEAUMONT CA 92223-8590	MICHAEL A WALEK 1214 TUMBLEWEED CT BEAUMONT CA 92223-8590	JOHN A TOA 1218 TUMBLEWEED CT BEAUMONT CA 92223-8590
ALEX M SHAFFER 1222 TUMBLEWEED CT BEAUMONT CA 92223-8590	RAUL SANDOVAL 1226 TUMBLEWEED CT BEAUMONT CA 92223-8590	WENDY JOY SANCHEZ 1221 TUMBLEWEED CT BEAUMONT CA 92223-8590
HUONG LIM 1215 TUMBLEWEED CT BEAUMONT CA 92223-8590	SAMUEL DE LUCIO 1211 TUMBLEWEED CT BEAUMONT CA 92223-8590	JOSEPH JARRELL 1627 S MONTE VERDE DR BEAUMONT CA 92223-8588
RUSSELL ETHRIDGE 1619 S MONTE VERDE DR BEAUMONT CA 92223-8588	JASON P HOLLAND 1615 S MONTE VERDE DR BEAUMONT CA 92223-8587	NOAH AGUILAR 1601 S MONTE VERDE DR BEAUMONT CA 92223-8587
BENTON J WILLIAMS 1602 S MONTE VERDE DR BEAUMONT CA 92223-8587	VINCENT M VALDIVIA 1614 S MONTE VERDE DR BEAUMONT CA 92223-8587	EVAN C BERNARDO 1620 S MONTE VERDE DR BEAUMONT CA 92223-8588
GESILLE DEJUAN 1628 S MONTE VERDE DR BEAUMONT CA 92223-8588	SADLER FAMILY TRUST 1632 S MONTE VERDE DR BEAUMONT CA 92223-8588	MICHAEL A CANCHOLA 1640 S MONTE VERDE DR BEAUMONT CA 92223-8588
THOMAS G WHITING 9670 CALIMESA BLVD CALIMESA CA 92320	SIDNEY KEITH THOMPSON 1605 HIBISCUS CT BEAUMONT CA 92223-8603	LAWRENCE J GIBSON 1611 HIBISCUS CT BEAUMONT CA 92223-8603
JAI D ARORA 1615 HIBISCUS CT BEAUMONT CA 92223-8603	CALIF OAK VALLEY GOLF & RESORT 1888 GOLF CLUB DR BEAUMONT CA 92223-9700	CREEK VILLAGE NOBLE 15957 AURORA CREST DR WHITTIER CA 90605
FRANK J BURGESS 11010 DESERT LAWN DR CALIMESA CA 92320	PROP STEARNS 9950 CALIMESA BLVD CALIMESA CA 92320-2007	VALLEY BOULEVARD CHERRY 36015 CHERRY VALLEY BLVD CALIMESA CA 92320-2301

VALLEY BOULEVARD CHERRY 101 MAIN ST STE A SEAL BEACH CA 90740	AHN FAMILY TRUST 8592 LOS COYOTES DR BUENA PARK CA 90621	LUTHER FRENCH 36233 CHERRY VALLEY BLVD CHERRY VALLEY CA 92223-3915
SECOND STREET EAST 36271 CHERRY VALLEY BLVD CALIMESA CA 92320	BARBARA A MILLER 642 W AVENUE L CALIMESA CA 92320-1020	CALIMESA DEVELOPMENT 987 S 7TH PL CALIMESA CA 92320-1015
PATRICK EDWARD MCENROE 991 7TH ST CALIMESA CA 92320-1015	TAYA BARRON 670 W AVENUE L CALIMESA CA 92320-1020	TROELENBERG GEORGE LIVING 1003 7TH PL CALIMESA CA 92320-1017
HERLINDO SALAZAR 1011 7TH ST CALIMESA CA 92320	JENNY LORENZO 706 W AVENUE L CALIMESA CA 92320-1022	GEORGE M SANDOVAL 690 W AVENUE L CALIMESA CA 92320-1020
MARK W REEDER 682 W AVENUE L CALIMESA CA 92320-1020	JEFFREY A NOAH 694 W AVENUE L CALIMESA CA 92320-1020	NEAL T BAKER ENTERPRISES 665 W COUNTY LINE RD CALIMESA CA 92320-1136
MICAL 650 W AVENUE L CALIMESA CA 92320-1020	MCJOHN ESTATE 656 W AVENUE L CALIMESA CA 92320-1020	SOUTH MESA WATER CO PO BOX 458 CALIMESA CA 92320
KENNETH R STUART 654 W AVENUE K CALIMESA CA 92320-1115	ACRICAST INC PO BOX 518 CALIMESA CA 92320	INTERESTS ADONIS 950 CALIMESA BLVD CALIMESA CA 92320-1121
KENNETH R STUART 936 CALIMESA BLVD CALIMESA CA 92320-1121	JAYDEN L SHUTT 625 W AVENUE K CALIMESA CA 92320-1114	BURRIS LEROY DAVID & HAZEL MARIE LIV TRUST 637 W AVENUE K CALIMESA CA 92320-1114
PROP MERLIN 10701 DESERT LAWN DR CALIMESA CA 92320-2201	ZETA UNION 849 VIA ALONDRA #3 CAMARILLO CA 93012	COUNTY LINE SERVICE STATION PO BOX 1958 CORONA CA 92878
ZETA UNION 948 7TH ST CALIMESA CA 92320-1016	CALIMESA MOTEL MANAGEMENT 616 W AVENUE L CALIMESA CA 92320-1108	COUNTY LINE NEIGHBORHOOD MARKET 742 W COUNTY LINE RD CALIMESA CA 92320-1079

SOUTH MESA WATER CO PO BOX 458 CALIMESA CA 92320	LEARNED PERRY LTD PARTNERSHIP 630 W AVENUE L CALIMESA CA 92320-1108	DEV CALIMESA 3848 CAMPUS DR STE 220 NEWPORT BEACH CA 92660
SANDRA LEARNED PERRY 1000 CALIMESA BLVD CALIMESA CA 92320-1144	MICHAEL P ANDREWS 980 CALIMESA BLVD CALIMESA CA 92320-1139	REDLANDS CALIMESA 1 350 TERRACINA BLVD REDLANDS CA 92373
KERRY JEANNE RUSSELL 600 W AVENUE L CALIMESA CA 92320-5050	RICHARD L PARKER 1030 CALIMESA BLVD CALIMESA CA 92320-1144	SMITH INV PHELPS 27222 CORCUBION MISSION VIEJO CA 92692
E WAYNE SIMMONS INC PO BOX 848 CALIMESA CA 92320	LOREN A & LAURA M. WILSON FAMILY TRUST 1103 CALIMESA BLVD CALIMESA CA 92320-1508	LAUREL STREET PARTNERS 8680 CALIMESA BLVD CALIMESA CA 92320-1940
ROBERT LEE STUART 1071 S 7TH ST CALIMESA CA 92320-1011	SANTIAGO PRECIADO 1079 S 7TH ST CALIMESA CA 92320-1011	JOHNSON SUSAN REVOCABLE LIVING TRUST 1089 7TH ST CALIMESA CA 92320-1011
CALIMESA 7TH 1091 7TH ST CALIMESA CA 92320-1073	DEV HUNCO 1104 CALIMESA BLVD CALIMESA CA 92320-1509	GOODMAN ROBERT J LIVING TRUST 621 W AVENUE L CALIMESA CA 92320-1107
JOEL C HEYWOOD 1270 MAVERICK CT CALIMESA CA 92320	RUTH SCHULTZ 1105 7TH ST CALIMESA CA 92320-1013	JORRITSMA GEORGE & MARVALEE L 1100 S 7 TH ST CALIMESA CA 92320
STORAGE LIFE 1096 CALIMESA BLVD CALIMESA CA 92320-1563	ADACHI PROP MANAGEMENT 1060 CALIMESA BLVD CALIMESA CA 92320-1552	ROBERT J GOODMAN PO BOX 2598 RUNNING SPRINGS CA 92382
VIBHAKERBHAI B PATEL 1115 S 7TH ST CALIMESA CA 92320-1013	THIRD STREET PARTNERS 12295 4TH ST YUCAIPA CA 92399	CHAO TRUST 1168 CALIMESA BLVD CALIMESA CA 92320-1509
CARL KARCHER ENTERPRISES INC 1164 CALIMESA BLVD CALIMESA CA 92320-1509	TOM & JERRY HSIUNG 1166 CALIMESA BLVD CALIMESA CA 92320-1509	GEORGE A PEARSON 499 SANDALWOOD DR CALIMESA CA 92320-1539

DT CALIMESA 1126 CALIMESA BLVD CALIMESA CA 92320-1509	GEORGE L GILDRED 1186 CALIMESA BLVD CALIMESA CA 92320-1509	DT CALIMESA 1136 CALIMESA BLVD CALIMESA CA 92320-1509
GOPAL KRISHNA CO INC 1216 CALIMESA BLVD CALIMESA CA 92320-1511	EKAB ELDIAB 1198 CALIMESA BLVD CALIMESA CA 92320-1509	TACO BELL CORP 1190 CALIMESA BLVD CALIMESA CA 92320-1509
RAGO VINCENZA FAMILY TRUST DTD 12/1/04 675 W AVENUE L CALIMESA CA 92320-1019	PRO MULTI SOURCES INC 671 W AVENUE L CALIMESA CA 92320-1019	ROBERT R BOWLER 661 W AVENUE L CALIMESA CA 92320-1019
BLANCA DORIS RAMIREZ 639 E AVENUE L CALIMESA CA 92320	RICHARD P SHOFFEITT 1078 S 7TH ST CALIMESA CA 92320-1012	TRACY MACK 1088 7TH ST CALIMESA CA 92320-1012
BRIAN S SHEAFER 1116 7TH ST CALIMESA CA 92320-1014	JORRITSMA GEORGE & MARVALEE L 1100 7TH ST CALIMESA CA 92320-1014	LYNN L SNEAD 1118 7TH ST CALIMESA CA 92320-1014
PROP SAN G PO BOX 1112 CORONA DEL MAR CA 92625	VERDE OWNER MESA 2 PARK PLAZA STE 700 IRVINE CA 92614	JOANNE L OAKLEY 1215 5TH ST CALIMESA CA 92320-1514
JACK IN THE BOX 1199 7TH ST CALIMESA CA 92320-1013	CLIFFORD D ACHORD 1216 CHERRY LN CALIMESA CA 92320-1518	YUN CHIH TSAI 540 SANDALWOOD DR CALIMESA CA 92320-1500
KELLY ANN MASINI 497 SANDALWOOD DR CALIMESA CA 92320-1539	PROP KHALISSA 548 MYRTLEWOOD DR CALIMESA CA 92320-1505	DAVID REX SWAIN 481 SANDALWOOD DR CALIMESA CA 92320-1539
MENH SONG LU 1129 CALIMESA BLVD CALIMESA CA 92320-1560	SABA PARTNERS INC 1213 CALIMESA BLVD CALIMESA CA 92320-1510	VIBHAKERBHAI B PATEL 1205 CALIMESA BLVD CALIMESA CA 92320-1510
JUANITA RIOS 1207 S 5TH ST CALIMESA CA 92320-1514	BRANDON MACIAS 1199 S 5TH ST CALIMESA CA 92320-1548	STATER BROS MARKET 1195 CALIMESA BLVD CALIMESA CA 92320-1549

<p>INV QSR 1139 CALIMESA BLVD CALIMESA CA 92320-1549</p>	<p>MCDONALDS CORP 1199 CALIMESA BLVD CALIMESA CA 92320-1549</p>	<p>PLAZA CALIMESA 1197 CALIMESA BLVD CALIMESA CA 92320-1558</p>
<p>LINDA FUENTES 35019 MESA GRANDE DR CALIMESA CA 92320-1907</p>	<p>MARK E BUTERBAUGH 35025 MESA GRANDE DR CALIMESA CA 92320-1907</p>	<p>THE PATRICIA M. PETERS TRUST 36240 CHERRY VALLEY BLVD CALIMESA CA 92320</p>
<p>BARRY W RANDOLPH PO BOX 415 CALIMESA CA 92320</p>	<p>JEFFREY F HEWITT 955 ROBERTS RD CALIMESA CA 92320</p>	<p>ASPIRE HOMES 1036 INTERSTATE I 0 CALIMESA CA 92320</p>
<p>KARINE TONOYAN 34860 REDWOOD LN CALIMESA CA 92320-1910</p>	<p>TROELENBERG GEORGE LIVING TR 199 SUMMIT VIEW NO M CALIMESA CA 92329</p>	<p>CALIMESA NEXTGEN 10320 CALIMESA BLVD CALIMESA CA 92320</p>
<p>THE PATRICIA M. PETERS TRUST UTD 36240 CHERRY VALLEY BLV CALIMESA CA 92320</p>	<p>BETTY C YOST 9240 CALIMESA BLVD CALIMESA CA 92320-1932</p>	<p>VITALON INV CO 5225 VIA BRUMOSA YORBA LINDA CA 92686</p>
<p>TERRY W LITTLEFIELD 34870 BUENA MESA DR CALIMESA CA 92320-1913</p>	<p>PAUL ANDREW SOWELL 13458 OAK MOUNTAIN DR YUCAIPA CA 92399</p>	<p>KELLY L ALLRED 9480 CALIMESA BLVD CALIMESA CA 92320-2000</p>
<p>JOHN N CRAIG 35245 CHANDLER AVE CALIMESA CA 92320</p>	<p>CRAIG TRUST 35223 CHANDLER AVE CALIMESA CA 92320</p>	<p>JOANNE K FERGUSON 981 ROBERTS RD CALIMESA CA 92320-2203</p>
<p>ISMAEL F SANTANA 485 SANDALWOOD DR CALIMESA CA 92320-1539</p>	<p>GREGORY SIMARD 489 SANDALWOOD DR CALIMESA CA 92320-1539</p>	<p>FILIBERTA ROMERO 495 SANDALWOOD DR CALIMESA CA 92320-1539</p>
<p>BIRTCHER OAK VALLEY OWNER QR 35010 SINGLETON RD CALIMESA CA 92320-2207</p>	<p>CALIMESA RETAIL CENTER 1004 CHERRY VALLEY BLVD CALIMESA CA 92320-2247</p>	<p>JEN SOCIAL 1 556 SOUTH FAIR OAKS AVE PASADENA CA 91105</p>
<p>VERDE OWNER MESA 2 PARK PLAZA STE 700 IRVINE CA 92614</p>	<p>DEL TACO LLC 1012 CHERRY VALLEY BLVD CALIMESA CA 92320-2247</p>	<p>CORI KEMP 1116 RAVEN CT CALIMESA CA 92320-4922</p>

<p>WESTERN RIVERSIDE CO REG CONSERV AUTHORITY 3133 MISSION INN AVE RIVERSIDE CA 92507</p>	<p>BRETT EVERETT CAMPBELL 1120 RAVEN CT CALIMESA CA 92320-4922</p>	<p>KEVIN KELLY THORSON 35222 CHANDLER AVE CALIMESA CA 92320-1931</p>
<p>SARTIN PROPERTIES LLC 33562 YUCAIPA BLVD YUCAIPA CA 92399</p>	<p>MAJESTIC CHERRY VALLEY PARTNERS 13191 CROSSROADS PKY N FL6 INDUSTRY CA 91746</p>	<p>THOMAS G WHITING 9780 CALIMESA BLVD CALIMESA CA 92320-2008</p>
<p>GOOD SHEPHERD MINISTRIES INTERNATIONAL 9580 CALIMESA BLVD CALIMESA CA 92320-2001</p>	<p>BRIAN BALDWIN 34890 MESA GRANDE DR CALIMESA CA 92320-1941</p>	<p>KEVIN JOHNSTON 2288 BUENA VISTA AVENUE LIVERMORE, CA 94550</p>

Appendix G List of Technical Studies

Construction GHG Emissions Estimate Memorandum. November 1, 2023.

Environmental Study Request Revision #1 Memorandum – Air Quality. August 9, 2023.

Environmental Study Request Revision (Noise Review) Email Memorandum. November 3, 2022, updated October 12, 2023.

Initial Site Assessment (ISA) Checklist and Updated Checklist. October 16, 2023

Jurisdictional Delineation RIV-10 Pavement Rehab Project. April 15, 2024

Natural Environment Study (Minimal Impacts). October 11, 2023.

Scoping Questionnaire For Water Quality Issues. April 12, 2024.

Section 106 Compliance – Screened Undertaking For EA 1J650, In Accordance With The First Amended Section 106 Programmatic Agreement (PA), Executed January, 1, 2014. Memorandum dated November 20, 2023.

Questionnaire to Determine Visual Impact Assessment (VIA) Level. October 26, 2023.