

RIV 074 Hemet Horizontal Drains

Riverside County, California
District 08-Riv-74 (PM 48.8-49.2)
EA 08-1J020/PN 0817000182

Initial Study with Proposed Negative Declaration



Prepared by the
State of California Department of Transportation



October 2019

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General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of the build alternative being considered for the proposed project in Riverside County, California. The project proposes to protect drainage features from clogging, and to prevent slope erosion by re-aligning and constructing the existing drainage system on State Route 74 from PM 48.8 to PM 49.2. The document describes the project, the existing environment that could be affected by the project, potential impacts from the project, and proposed measures.

What you should do:

- Please read this Initial Study.
- Additional copies of this document as well as the technical studies are available for review at the Valle Vista Library, 25757 Fairview Ave, Hemet, California 92544.
- We welcome your comments. If you have any comments about the proposed project, please send your written comments to Caltrans by the deadline below.
- Submit comments via U.S. mail to Caltrans at the following address:
Julie Scrivner, Associate Environmental Planner
California Department of Transportation, District 8
Division of Environmental Planning Branch B
464 West 4th Street, MS 829
San Bernardino, CA 92401-1400
Submit comments via email to: D8.1J020.Comments@dot.ca.gov.
- Submit comments by the deadline: November 3, 2019

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do 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.

For individuals with sensory disabilities, this document is 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 Caltrans, District 8 Attn: Julie Scrivner, Environmental Planner, 464 W. 4th Street, or call the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

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STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SCH #:
08-RIV-74 PM 48.8/49.2
EA 08-1J020
PN 0817000182

Draft INITIAL STUDY with Negative Declaration

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

Project Description

The California Department of Transportation (Department) proposes to prevent slope erosion by re-aligning and constructing the existing drainage system on SR-74 from PM 48.8 to PM 49.2.

THE STATE OF CALIFORNIA
Department of Transportation

10/1/19
Date of Approval



David Bricker
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation

The following person(s) may be contacted for additional information concerning this document:

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PROJECT DESCRIPTION AND BACKGROUND:

Project Title:	RIV 074 Hemet Horizontal Drains
Lead Agency Name and Address:	California Department of Transportation, District 8 464 West 4 th Street San Bernardino, CA 92401-1400
Contact Person and telephone number:	Julie Scrivner Associate Environmental Planner Email address: julie.scrivner@dot.ca.gov Telephone: 909-806-3969
Project Location:	State Route 74 in Riverside County (PM 48.8-49.2)
Project Sponsor's Name and Address:	California Department of Transportation, District 8 464 West 4 th Street San Bernardino, CA 92401-1400
General Plan Description:	Open Space Conservation Habitat
Zoning:	Unmapped
Description of Project:	The project proposes to clean the existing horizontal drains, reestablish drainage, repair various storm drains, install new and extending existing culverts, grade slopes, and construct berms to protect the facility and support the base of the slope.
Surrounding Land Uses and Setting:	The proposed project area extends along a 0.4-mile distance, 0.7 miles east of Hemet (PM 48.8) and 1.1 miles east of Blackburn Road (PM 49.2) on State Route 74 in Riverside County within the <i>Pines to Palms</i> scenic byway.
Other Public Agencies Whose Approval is Required:	California Department of Fish and Wildlife, Regional Water Quality Board.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the CEQA checklist for additional information. Any boxes *not* checked represent issues that were considered as part of the scoping and environmental analysis for the project, but for which no adverse impacts were identified; therefore, no further discussion of those issues is in this document.

<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry	<input type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input 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 type="checkbox"/> Noise
<input type="checkbox"/> Paleontology	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Service Systems
<input type="checkbox"/> Mandatory Findings of Significance		

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Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The proposed project area extends along a .4-mile distance between PM 48.8 to PM 49.2 on State Route (SR) 74 in Riverside County, California. The project is located within the United States (U.S.) Geological Survey (USGS) 7.5-minute series topographic quadrangle of Blackburn Canyon, Township 5, Range 5, Section 13. See Appendix A: Figure 1, *Regional Vicinity Map*, Figure 2, *Project Local Map*, and Figure 3 *Aerial Project Location Map*.

In the proposed project limit, SR 74 consists of the two-lane State Designated Scenic *Pines to Palms* Highway. In this Initial Study, most of the permanent impact area is within the State Right of Way, with drainage pipe installation on and within adjoining private parcels, and a parcel owned by County of Riverside.

Caltrans proposes to install horizontal drains, reestablish drainage, repair various storm drains, grade slopes, and construct berms to protect the facility and support the base of the slope (See Appendix A: Figure 4, *Project Layout Map*).

The proposed project consists of the No Build Alternative, and the Build Alternative. The Build Alternative proposes the following:

- Clean existing drainage system.
- Extend horizontal outlets to drain directly to culvert.
- Construct headwall at outlets.
- Install horizontal drains – approximately 400 feet long, 2-inch diameter perforated pipes to be installed using horizontal drilling technique in 10 locations. Existing 6-inch horizontal drains will be left in place, and no cleaning work will be done on them.
- Install new culverts to drain the basin and prevent further flooding. Proposed 18-inch Corrugated Steel Pipe (CSP); 48-inch CSP; and 60-inch CSP.
- Grade outlets to minimize the stormwater ponding and sediment accumulation.
- Construct support berm to protect pump station from flooding.

- Re-grade the slopes and replacement of erosion and sediment control Best Management Practices (BMP).
- Construct an access road from the southeast corner of SR 74 and Doe Canyon Road intersection to the toe of the landslide grading.
- Upgrade existing Metal Beam Guard Rail system (MBGR) within the project limits to the current Caltrans standards.
- One lane of traffic on SR 74 will be blocked during construction of the project.
- Several properties out of Caltrans right of way will need to be accessed including the City of Hemet, and Permanent Drainage Easements will be needed for the following: APN 553-230-017, 553-240-015, 553-240-014, and land owned by County of Riverside adjacent to Pump House.

The proposed improvements would require permanent drainage easements; work on adjacent private and publicly owned parcels, an access road, work off the paved roadway; trenching, grading, or other ground disturbance; tree and vegetation removal, work in the drainage channel, shoulder backing, and possible utility relocation. The project will not involve realignments; detours; work on United States Forest Service (USFS), Bureau of Land Management (BLM), State Park, or other National owned lands; or bridge piers.

Purpose and Need

The purpose of this project is to complete a permanent restoration project to protect the existing drainage features from increased sediment flows and prevent further slope erosion. The project proposes to re-align and re-construct the existing drainage system that drains into the existing basin and restore the functioning capacity of the existing culverts and allow for storm-runoff and agricultural runoff to flow downstream without restrictions.

The existing basins and culverts are currently not functioning to their capacity and are undersized and with the continual debris collecting at these facilities and obstructing sediment flows and affecting the ability of the culverts to convey storm flows and agricultural runoff away from the slopes. The slopes are continually eroding due to agricultural and storm run-off and the proposed project was initiated to prevent the slopes from eroding and restore the stability and integrity of SR 74 to avoid potential highway closure.

Project History

The project location is the site of ongoing landslide activity on a north facing slope adjacent to Hwy 74. In 2014, a landslide occurred resulting in pavement uplifting and mass earth movement. Buttresses, benches, and drainage control features were constructed at the landslide. The proposed project is ongoing maintenance of erosion control efforts on an active slide.

Surrounding Land Uses and Setting:

The area surrounding the project area is formed primarily by the northeast flank of the San Jacinto Mountains, and is mountainous, rural, and agricultural. The San Jacinto River is the major drainage, flowing northwesterly out of the mountains and into the valley below. The closest community to the project area is the community of Valle Vista, located approximately 3 ½ miles west in the San Jacinto Valley below. Valle Vista and adjacent East Hemet are medium density communities made up primarily of single-family residential homes. The project is located within the San Jacinto River watershed, in the foothills of the San Jacinto Mountains. The San Jacinto River flows adjacent to the project location, immediately to the north. The San Jacinto River is an important corridor for species migration and habitat preservation as well as protection from natural hazards. The river is home to many habitats that contain rare and endemic species. Moreover, it offers outstanding value in drainage, flood control, water conservation, and natural hazard protection (Riverside 2015)¹. Vegetation in the immediate vicinity of the project area is Riversidean Alluvial fan Sage Scrub, Coastal Sage Scrub, Chaparral plant communities, Woodland, and Forests.

The project segment is within the *Pines to Palms* Scenic Byway. This portion of SR 74 is a State Designated Scenic Highway, extending for 48 miles from the western boundary of the San Bernardino National Forest to State Route 111 in Palm Desert. This designation, as defined in the Caltrans *Scenic Highway Guidelines*, means that a highway designated as scenic contains striking views, flora, geology, or other unique natural attributes. This route, with a wide range of elevations, provides the motorist with the opportunity to view a variety of vegetation types and viewsheds. Its variety in vegetation and scenic attributes has come to define SR-74 as the *Pines to Palms* route, and it was officially designated as a state scenic highway in 1971. As a scenic corridor, the Riverside County Plan specifies that Scenic Corridors are protected from any changes that would diminish the aesthetic value of the adjacent properties (Riverside 2015)².

The project area and surrounding land is zoned as Open Space Conservation Habitat by the County of Riverside and is within an unmapped zone under the Farmland Mapping and Monitoring

¹ Riverside Extended Mountain Area Plan In *County of Riverside General Plan*, Riverside County Planning Department (2015).

² Riverside Extended Mountain Area Plan In *County of Riverside General Plan*, Riverside County Planning Department (2015).

Program.³ Surrounding land use includes several private parcels dedicated to citrus agriculture. One of these orchards is located directly above the landside. A water pump owned by the County of Riverside is located within the project footprint on the south side of SR 74, and west of the landslide. This pump, a 40-horse power pump (Section 13 Booster Station), transports water from the Cranston Reservoir to the citrus grove on the hilltop above the project area. The Cranston Reservoir owned by the Lake Hemet Municipal Water District (LHMWD), is located on the north side of SR 74. The reservoir was constructed in 1995. It has a capacity of 49.0-acres-feet (approximately 16-million gallons). Another smaller reservoir, the Lake Huey Reservoir, also owned by LHMWD is located to the north of Cranston Reservoir within the San Jacinto drainage. Scattered single-family residences are in the general area, off of SR 74 adjacent to the project, and off of nearby Bee Canyon Truck Trail.

A US Forest Service Fire Station (Cranston Station) is located 0.35 miles west of the project area, on SR 74. San Bernardino National Forest Service lands surround the project area generally, with the western boundary at PM 48.3, and extending east into the San Jacinto Mountains.

Determination

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

Caltrans has prepared an Initial Study 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, Air Quality, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Land Use Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

In addition, the proposed project would have no significant effect on Aesthetics, Biological Resources, Greenhouse Gas Emissions, Hydrology and Water Quality, because the following measures would reduce potential effects.

VIS-1: Due to construction required, some existing native trees may be removed. Replacement trees shall be planted within the project footprint at a rate and size determined by the district Landscape Architect and be species native to the area.

³ California Department of Conservation, *DOC Maps: Agriculture*, <https://maps.conservation.ca.gov/agriculture/>. Accessed Sept. 28th, 2018.

VIS-2: Native wildflowers and chaparral planting in keeping with the surrounding environment shall be seeded or planted as seedlings as part of permanent erosion control.

VIS-3: If rock slope protection is required to protect earthen berms or drainage areas, the rock must be of the same type and appearance found locally in the natural area.

BIO-1: Caltrans Standard Best Management Practices (BMPs)

BIO-2: Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements (WRCMSHCP, Volume 1, Appendix C BMPs).

BIO-3: De-Watering Plan must be created and implemented in accordance with Caltrans Water Control Standard Specifications (Standard Specification 13-4.03G) if water is present or could be present during construction activities.

BIO-4: Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks (WRCMSHCP, Volume 1, Appendix C BMPs).

BIO-5: Worker Environmental Awareness Training: A qualified biologist to conduct a training session for project personnel prior to the initiation of construction. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished. The biologist will monitor all construction-related activities to ensure that all avoidance and minimization measures are being implemented and that there are no unanticipated impacts.

BIO-6: Equipment Staging: Equipment Staging, Storage, and Fueling: Equipment, vehicles, and materials must be staged and stored in previously-paved or previously-disturbed areas located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. Staging areas are identified in this NESMI and additional staging areas will require environmental clearance and will need an additional biological assessment. Access to sites shall be via pre-existing access routes to the greatest extent possible and necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters (WRCMSHCP, Volume 1, Appendix C, BMPs).

BIO-7: Environmental Sensitive Area (ESA) Fencing: Prior to vegetation clearing or construction, highly visible barriers (such as orange construction fencing) will be installed providing a no work buffer around riparian and riverine communities adjacent to the project footprint and flagged as Environmentally Sensitive Areas (ESAs) to be preserved. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work (WRCMSHCP, Volume 1, Appendix C, BMPs). Arroyo toad in Project Area if during construction an arroyo toad is discovered within the project impact areas, all construction activities will stop, and the biologist will be notified.

BIO-8: Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas (WRCMSHCP, Volume 1, Appendix C, BMPs).

BIO-9: Exclusion Fence: Prior to any ground-disturbance activities, exclusionary fencing (i.e., silt fence or other suitable non-penetrable fencing) will be installed along the boundary to prevent any construction activities from encroaching into adjacent areas and to prevent arroyo toad from moving into the construction area.

BIO-10: Lighting: Artificial lighting shall be shielded and/or directed away from adjacent habitats, as feasible.

BIO-11: San Jacinto River and Tributaries: San Jacinto River will be identified as an Environmentally Sensitive Area. To avoid impacts to San Jacinto River and associated tributaries, the contractor will contain all work to the PIA. The contractor will ensure that no trash, construction debris, or any other material enter these drainages. If any work requires entrance into these drainages, then regulatory permits will be required. Comply with 2018 Standard Specification 5-1.36 Property and Facility Preservation and 14-1.02 Environmentally Sensitive Area. These standard specifications will be updated periodically when the Caltrans standard specifications are updated.

BIO-12: Vegetation Removal: To avoid impacts to migratory birds, vegetation removal must take place outside of the breeding season, which is regarded as February 15 – September 1. If this is not feasible, then BIO-13 will be implemented.

BIO-13: Preconstruction Nesting Bird Survey: If project activities cannot be avoided during the nesting period from February 15 through September 1, a qualified biologist will survey the entirety of the project area prior to commencing project related activities. The surveys will be conducted by the biologist at the appropriate time(s) of day, no more than three days prior to commencement of Project activities. If an active avian nest is located, a 100 foot no construction buffer (300 foot for raptors) will be put in place until nesting has ceased or the young have fledged. The biological monitor will implement and monitor the nest to ensure that impacts to nesting birds do not occur. Comply with 2015 Standard Specification 14-6.03B Bird Protection. These standard specifications will be updated periodically when the Caltrans standard specifications are updated.

BIO-14: Preconstruction Meeting Attendance: A Caltrans Biologist will attend the pre-construction meeting for this project. At the preconstruction meeting the biologist will inform the contractor of the potential presence of listed and special status species that may be affected by the project and the steps that they must take in order to avoid and minimize negative impacts to those species.

TRF-1: A traffic management plan would be implemented to minimize traffic delays during construction. In addition, this project will reduce GHG emissions by reducing the frequency of maintenance vehicle idle times associated with traffic control to maintain the roadway.

WQ-1: Prior to the start of construction, a SWPPP for reducing impacts on water quality shall be developed by the contractor and approved by the Department.

WQ-2: The SWPPP control measures shall address the following categories: soil stabilization practices; sediment control practices; sediment tracking control practices; wind erosion control practices; and non-stormwater management and waste management and disposal control practices.

WQ-3: The contractor shall be required to comply with water pollution control provisions and SWPPP and conform to the requirements of the Department's Standard Specification Section 7-1.01G "Water Pollution," of the Standard Specifications.

WQ-4: If necessary, soil disturbed areas of the project site will be fully protected using soil stabilization and sediment control BMPs at the end of each day, unless fair weather is predicted.

David Bricker
Deputy District Director
District 8, Division of Environmental Planning
California Department of Transportation

Date

DRAFT

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CEQA Environmental Checklist

08-SBD-40	R125-R154.6	0815000201
Dist.-Co.-Rte.	P.M/P.M.	Project ID#

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicated no impacts. A NO IMPACT answer in the last column reflects this determination. Where a clarifying discussion is needed, the discussion either follows the applicable section in the checklist or is placed 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.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?	<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"/>
II. AGRICULTURE AND FOREST RESOURCES:				
Would the project:				
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"/>
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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"/>
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III. AIR QUALITY: Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, or NOAA Fisheries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>
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c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>
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f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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VI. ENERGY: Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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VII. GEOLOGY AND SOILS: Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i)	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii)	ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iii)	iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iv)	iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>
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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"/>
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VIII. GREENHOUSE GAS EMISSIONS: Would the project:

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"/>
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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 checked="" type="checkbox"/>	<input type="checkbox"/>
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IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

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

X. HYDROLOGY AND WATER QUALITY: Would the project:

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, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| iv) Impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XI. LAND USE AND PLANNING: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |

XII. MINERAL RESOURCES: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |

XIII. NOISE: Would the project result in:

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

XIV. POPULATION AND HOUSING: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <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"/> |

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:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. RECREATION:

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"/>

XVII. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ☐ ☐ ☐ ☒

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. ☐ ☐ ☐ ☒

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ☐ ☐ ☐ ☒

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? ☐ ☐ ☐ ☒

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ☐ ☐ ☐ ☒

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ☐ ☐ ☐ ☒

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? ☐ ☐ ☐ ☒

XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☐ ☒

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? ☐ ☐ ☐ ☒

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? ☐ ☐ ☐ ☒

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ☐ ☐ ☐ ☒

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

Additional Explanations for Questions in the Impacts Checklist

I. Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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 checked="" type="checkbox"/>	<input 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"/>

The project is located within the designated California State Scenic Highway 74 *Pines to Palms* Scenic Byway which was officially designated October 18th, 1971, and as a *National Forest Scenic Byway* in July 1993. The following is based on a Visual Impact Assessment (VIA) Memorandum dated September 27, 2018.

a) No Impact. Visual impacts on scenic vistas are not anticipated by the proposed project. Although the project is located within the *Pines to Palms* Scenic Byway, there would be no change to the existing height of the roadway or other structural elements that would alter the viewshed. The proposed improvements would not have a significant impact on a scenic vista or obscure significant views.

b) Less Than Significant Impact. The project is located within the designated State Scenic Highway 74 *Pines to Palms* byway. Several measures are recommended to maintain the landscape character of the *Pines to Palms* Scenic Byway due to proposed tree and vegetation removal, and construction activities including planting of replacement native trees, seeding, or planting with native seedlings for erosion control; and use of rock of a similar appearance to local rock in berm or drainage construction.

c) No Impact. The existing visual character or quality of the site and its surroundings would remain the same as existing conditions; therefore, the project would not substantially degrade the area.

d) No Impact. The project would not implement or create any new sources of light or glare that would adversely affect day or nighttime views in the area.

Measures

- VIS 1** Due to construction required, some existing native trees may be removed. Replacement trees shall be planted within the project footprint at a rate and size determined by the district Landscape Architect and be species native to the area.
- VIS 2** Native wildflowers and chaparral planting in keeping with the surrounding environment shall be seeded or planted as seedlings as part of permanent erosion control.
- VIS 3** If rock slope protection is required to protect earthen berms or drainage areas, the rock must be of the same type and appearance found locally in the natural area.

II. Agriculture and Forest Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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. This project is outside the Farmland Mapping and Monitoring Program survey area. Privately owned citrus groves occupy the mesas above both side of the valley the project is located within. One of the citrus groves is located on a mesa directly above the Cranston landslide. A portion of the project footprint is located on a parcel containing a citrus grove, however the project is located on a steep slope that is not suitable to agriculture. As a result, the orchard will not be impacted by current project activities.

Response to Item b) No Impact. There are no areas within the study area under Williamson Act contract. The surrounding private land is zoned as agricultural land; however, farm land will not be converted or impacted.

Response to Item c) No Impact. San Bernardino National Forest land is located within a ½ mile of the project area. The proposed project will not impact forest lands because the project is within the Caltrans right-of-way, on private parcels, and on publicly held land owned by the Lake Hemet Municipal Water Department. The proposed project would not 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 would not result in the loss or conversion of forest land.

Response to Item e) No Impact. There are no forest lands, timberlands, or agricultural lands within the project site. Forest Service land is adjacent but will not be impacted. The proposed project would not involve changes that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

No measures are required for Agricultural and Forest Resources

III. Air Quality

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

Response to Item a) No Impact. California is divided geographically into 15 air basins for the purpose of managing the air resources of the state on a regional basis. Each air basin generally has similar meteorological and geographic conditions throughout. Local districts are responsible for preparing the portion of the State Implementation Plan (SIP) applicable within their boundaries.

The proposed project is located in the South Coast Air Quality Management District (SCAQMD). SCAQMD has responsibility for managing the air resources for the portion of the Basin in which the project is located and is responsible for bringing the Basin into attainment for federal and state air quality standards. To achieve this goal, SCAQMD

prepares plans for the attainment of air quality standards, as well as maintenance of those standards once achieved.

Because the proposed project is listed, as currently proposed, in the region's conforming Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) and 2019 Federal Transportation Improvement Program (FTIP) regional transportation planning documents, project emissions are consistent with applicable air quality plans.

Response to Item b) No Impact

Construction

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction-related activities. Emissions from construction equipment also are expected and would include Carbon Monoxide (CO), nitrogen oxides (NO_x), volatile organic compounds (VOCs), directly emitted particulate matter (PM₁₀ and PM_{2.5}), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NO_x and VOCs in the presence of sunlight and heat.

Site preparation typically involve clearing; cut/fill, trenching, and grading. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils. These activities could temporarily generate enough PM₁₀, PM_{2.5}, and small amounts of CO, SO₂, NO_x, and VOCs to be of concern.

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

In addition to dust-related PM₁₀ emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, VOCs, and some soot particulate (PM₁₀ and PM_{2.5}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO₂ is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and ARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 parts per million of sulfur), so SO₂-related issues due to diesel exhaust would be minimal.

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

Operation

Because the project would not increase the number of travel lanes on SR-74, no increase in vehicle miles traveled (VMT) would occur as result of project implementation, and traffic volumes would be the same under the Build Alternative and No-Build Alternative. Therefore, the proposed project would not increase roadway capacity on SR-74 and would not increase emissions of criteria pollutants and their precursors following the construction period. No operational impacts related to violation of air quality standards would occur.

Response to Item c) No Impact. No sensitive land uses are located within 500 feet of the project. California Air Resources Board (ARB) characterizes sensitive land uses as simply as possible by using the example of residences, schools, daycare centers, playgrounds, and medical facilities. However, a variety of facilities are encompassed. For example, residences can include houses, apartments, and senior living complexes. Medical facilities can include hospitals, convalescent homes, and health clinics. Playgrounds could be play areas associated with parks or community centers. Because none of these sensitive land uses occur adjacent to the project area, no impacts related to exposure of sensitive receptor to substantial pollutant concentration would occur.⁴

Response to Item d) No Impact. According to the ARB, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting areas, refineries, landfills, dairies, and fiberglass molding facilities. Because the project would not include any of these types of uses, and no sensitive land uses are located along the project alignment, no impacts would occur.

Measures

The following Air Quality measures would be implemented to minimize potential impacts located in Caltrans' provisions in Section 14-9, "Air Quality," of the 2018 Standard Specifications and Special Provisions:

AQ-1: Fugitive Dust Contractor must abide.

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

IV. Biological Resources

⁴ California Environment Protection Agency, California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective (2005), Page 2. www.arb.ca.gov/ch/landuse.htm

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following discussion of Biological Resources is taken from the Natural Environment Study with Minimal Impacts prepared for this project by Caltrans biologist in 2019 (See Appendix E: List of Technical Studies) for further information.

Response to Items a, b, d): No Impact.

Natural Communities

The Project Impact Areas (PIA) can be divided into 4-quadrants of impact that intersect at the SR-74/Doe Canyon Road intersection and include the northwest, northeast, southwest and southeast quadrants. The project area supports the following native plant communities: Barren/Ruderal/SR-74/Agricultural Land; California Sagebrush-California Buckwheat; Scalebroom-California Buckwheat Association; Coast Live Oak-Sycamore Riparian Association; and Coast Live Oak-Chaparral Association. The plant communities described

above occur in the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP). The WRCMSHCP described these vegetation communities in 2005 (Updated 2015) and incorporated 50 Vegetation Community classifications. And, for the WRCMSHCP planning and analysis, the 50 classifications were collapsed to 14-Natural Vegetation Communities. The plant communities occurring within the project vicinity are described below.

Barren/Ruderal, Road (SR-74) / Agricultural Land

The barren/ruderal land cover type indicates areas where over 90 percent of the native vegetation has been removed, and usually consists of soft shoulders, staging areas, and gravel or dirt crossings adjacent to the highway. Additionally, degraded, developed or disturbed lands consist of areas that have been graded, cleared, or otherwise altered. Developed lands may include roadways, existing buildings, and structures. Disturbed lands include ornamental plantings for landscaping, escaped exotics, or ruderal vegetation dominated by non-native, weedy species such as mustard, fennel and Russian thistle. The BSA supports SR-74, graded shoulders, degraded slopes that support minimal ecological functions, slopes are hydroseeded, and roadside drainages that can be classified as degraded with minimal ecological functions. Additionally, the southwest quadrant is mostly degraded and developed lands.

Coastal Sage Scrub / California Sagebrush-California Buckwheat

The project impact area described as the northwest quadrant is dominated by coastal sage scrub. Coastal sage scrub is distributed throughout western Riverside County, occupying approximately 12% of the WRCMSHCP. It occurs from the eastern slopes of the Santa Ana Mountains to elevations in the San Jacinto Mountains less than 5,000-feet. Sage scrub often is distributed in patches throughout its range; over a scale of several miles, it can be found in diverse Vegetation Community mosaics with other plant communities, particularly grassland and chaparral, and oak/riparian woodland in wetter areas. In western Riverside County, coastal sage scrub is found both in large contiguous blocks, as well as integrated with chaparral and grasslands.

Coastal sage scrub is dominated by a characteristic suite of low-statured, aromatic, drought-deciduous shrubs and subshrub species. Composition varies substantially depending on physical circumstances and the successional status of the Vegetation Community; however, characteristic species include California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), laurel sumac (*Malosma laurina*), California encelia (*Encelia californica*), and several species of sage (e.g., *Salvia mellifera*, *S. apiana*).

Other common species include brittlebush (*Encelia farinosa*), lemonadeberry (*Rhus integrifolia*), sugarbush (*Rhus ovata*), yellow bush penstemon (*Keckiella antirrhinoides*), Mexican elderberry (*Sambucus mexicana*), sweetbush (*Bebbia juncea*), boxthorn (*Lycium* spp.), shore cactus (*Opuntia littoralis*), coastal cholla (*O. prolifer*), tall prickly-pear (*O. oricola*), and species of *Dudleya*. The majority of the biological study area can be classified as Coastal Sage Scrub and includes the upland habitat located at the northwest and southeast quadrants and the upland habitats adjacent to the drainage and project impacts occurring mostly in this vegetation plant community.

Riparian Scrub, Woodland, Forest / Coast Live Oak-Sycamore Riparian Association

Riparian vegetation, including forest, woodland, and scrub subtypes, is distributed in waterways and drainages throughout much of western Riverside County, covering approximately 1.2% of the WRCMSHCP (PSBS 1995). Most of the Coast Live Oak-Sycamore Riparian Vegetation Community occurs along the Santa Ana River drainage from Lake Evans to beyond the Prado Basin, along the San Geronio River north of Banning and along Temecula Creek east of Vail Lake.

Additional types of riparian vegetation can be found along the San Geronio River north of Banning (montane riparian forest), Temescal Canyon Wash and its tributaries (riparian scrub and mulefat scrub), the stream channels within the San Mateo Canyon watershed (riparian forest, southern sycamore/alder riparian woodland and riparian scrub), and Vail Lake (tamarisk scrub). This vegetation community occurs within the drainages located at the southwest quadrant and adjacent to the pump-station. Temporary and permanent impacts will be minimal to this vegetation community and regulatory permits will be required for any modifications to these drainages.

Riversidean Alluvial Fan Sage Scrub / Coast Live Oak-Chaparral Association

Riversidean alluvial fan sage scrub occurs throughout many drainages and comprises approximately 0.6% of the WRC-MSCHP. Large acreages of this vegetation type occur: on the Santa Ana River near Lake Evans in the City of Riverside; along the San Geronio River and tributaries near Banning; on the San Jacinto River from the National Forest to the Soboba Indian Reservation; near Temecula along Temecula Creek; the Aguanga area; Bautista Creek south of Hemet; and near Murrieta and Glen Ivy in the Temescal Valley.

Riversidean alluvial fan sage scrub is a Mediterranean shrubland type that occurs in washes and on gently sloping alluvial fans. Alluvial scrub is made up predominantly of drought-deciduous soft-leaved shrubs, but with significant cover of larger perennial species typically

found in chaparral. In addition, alluvial scrub typically is composed of white sage (*Salvia apiana*), redberry (*Rhamnus crocea*), flat-top buckwheat (*Eriogonum fasciculatum*), our lord's candle (*Yucca whipplei*), California croton (*Croton californicus*), cholla (*Opuntia* spp.), tarragon (*Artemisia dracunculoides*), yerba santa (*Eriodictyon* spp.), mule fat (*Baccharis salicifolia*), and mountain-mahogany (*Cercocarpus betuloides*). Two sensitive annual species are endemic to alluvial scrub vegetation in the WRCMSHCP: slender-horned spine flower (*Dodecahema leptoceras*) and Santa Ana River woollystar (*Eriastrum densifolium* ssp. *sanctorum*). Additionally, this vegetation community occurs within the drainages located at the southeastern portion of the biological study area and temporary and permanent are minimal because the project will not impact impacts will be minimal to this vegetation community and regulatory permits will be required for any modifications to these drainages.

Habitats and Natural Communities of Special Concern

Canyon Live Oak Ravine Forest, Riversidian Alluvial Fan Sage Scrub, Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, and Southern Sycamore Alder Riparian Woodland were identified by CDFW CNDDDB and have the potential of occurring within the BSA. Although, Southern Coast Live Oak Riparian Forest and Southern Cottonwood Willow Riparian Forest were identified within the BSA, none of these plant communities will be impacted as part of the construction activities. Additionally, the project will implement avoidance and minimization measures (**BIO-6, BIO-7, BIO-8, and BIO-11**) to ensure minimal impacts to these natural plant communities and Caltrans will not affect habitats and natural communities of concern.

Habitat Connectivity

The project will not impact or contribute to a barrier for habitat connectivity. The project will not increase the number of culverts and bridges but will maintain the same level of connectivity for wildlife movement. The removal of debris and improvement of the functionality of the culverts may encourage wildlife to utilize them for safe passage beneath the existing highway. Overall, the area in which the project is located serves as a core habitat for several special status species, as well as a variety of riparian species including keystone species. The BSA contains no major barriers to movement other than the already existing SR-74 corridor.

Plant Species

The USFWS IPAC species list identified Slender-horned spineflower (*Dodecahema leptoceras*) as federally listed plant species that may occur within the project site.

CDFW CNDDDB identified chaparral sand-verbena (*Abronia villosa* var. *aurita*), Jaeger's milkvetch (*Astragalus pachypus* v. *jaegeri*), Parry's spineflower (*Chorizanthe parryi* var. *parryi*), Mojave tarplant (*Deinandra mohavensis*), Slender-horned spineflower (*Dodecahema leptoceras*), Plummer's mariposa-lily (*Calochortus plummerae*), San Jacinto mariposa-lily (*Calochortus palmeri* var. *munzii*), San Jacinto Mountains bedstraw (*Galium angustifolium* ssp. *Jacinticum*), and White-bracted spineflower (*Chorizanthe xanti* var. *leucotheca*) as listed or special status plant species that may potentially occur within the project site.

Suitable habitat for these special status plant species was observed and no individuals of these species were identified within the biological study area during the general plant surveys. Additionally, the biological study area does not provide these plant species' constituent elements; further, the project footprint is limited to the paved roadway, graded shoulders, and degraded slopes; thus, the project will not affect these special status plant species and their habitat since suitable habitat is not present within the project impact area. Any potential impacts will be avoided and minimized by implementing measures **BIO-5** through **BIO-6**.

Animal Species

USFWS IPAC and CDFW CNDDDB species list identified the following species as having the potential to occur within the biological study area. Species Federally listed as Endangered include Quino checkerspot butterfly (*Euphydryas editha quino* (= *E. e. wrighti*)). Federally listed species as endangered include: least Bell's vireo (*Vireo bellii pusillus*), and southwestern willow flycatcher (*Empidonax traillii extimus*). Federally listed species as Endangered and State listed as Threatened include Stephens' Kangaroo Rat (*Dipodomys stephensi*). Federally listed species as Endangered include arroyo toad (*Anaxyrus californicus*), and State Candidate Species, San Bernardino Merriam's kangaroo rat (*Dipodomys merriami parvus*). Federally Threatened listed species include Coastal California gnatcatcher (*Polioptila californica californica*). State listed Species of Special Concern include: black swift (*Cypseloides niger*), coast horned lizard (*Phrynosoma blainvillii*), and Los Angeles pocket mouse (*Perognathus longimembris brevinasus*). United States Forest Service Sensitive and State Watch Listed species include: California mountain kingsnake (San Bernardino population) (*Lampropeltis zonata (parvirubra)*), and Orange-throated whiptail (*Aspidoscelis hyperythra*). United States Forest Service Sensitive and State Species of Special Concern include southern California legless lizard (*Anniella stebbinsi*).

Arroyo Toad Critical Habitat

The arroyo toad listed as a Species of Special Concern pursuant to the California Endangered Species Act (CESA) has the potential to be present at the site due to the presence of critical habitat. arroyo toad habitat occurs in coastal and desert drainages from Monterey County, California, to northwestern Baja California, Mexico. Many of the remaining population exists on United States Forest Service lands and are usually associated with third order or larger streams. The arroyo toad favors shallow pools and open sand and gravel channels along low-gradient reaches of medium to large sized streams for breeding. These streams can have perennial or intermittent stream flow and often experience periodic flooding. arroyo toads can also utilize smaller stream-sand canyons where low gradient breeding sites are more sparsely distributed. Sub-adults and adult arroyo toads use alluvial terraces adjacent to breeding habitat for foraging and burrowing. These areas are typically vegetated with shrubs and trees such as mulefat, Fremont cottonwood, California sycamore, willows, and coastal live oak. The understory vegetation present in arroyo toad habitat may consist of scattered herbs and short grasses, interspersed with areas of leaf litter or patches of bare and disturbed ground. Areas of fine sand and friable soils must also be present for arroyo toad to burrow in and can be interspersed with gravel and cobble deposits. Upland habitat utilized by arroyo toad during breeding and nonbreeding seasons include alluvial scrub, coastal sage scrub, chaparral, grasslands, and oak woodlands.

In accordance with the Endangered Species Act Section 3(5)(A)(i) and regulations 50 CFR 424.12(b), in determining which areas within the geographical area occupied at the time of listing to designate as revised critical habitat, the physical and biological features that are essential to the conservation of the species that may require special management considerations or protection are considered. These include, but are not limited to: (1) Space for individual and population growth, and for normal behavior; (2) Food, water, air, light, minerals, or other nutritional or physiological requirements; (3) Cover or shelter; (4) Sites for breeding, reproduction, and rearing (or development) of offspring; and (5) Habitats that are protected from disturbance or are representative of the historical, geographical, and ecological distributions of a species. According to the Federal Register, 76 FR 7256, a GIS-based modelling procedure was used to delineate upland habitat areas. This model lacked spatially explicit data on geomorphology and instead used elevation (82-foot limit) or distance (4,921 ft (if below elevation limit)) above the stream channel as an indicator of the extent of alluvial and upland foraging habitat. Since the roadway is within the 82-foot elevation limit and human alteration of the landscape (i.e. steep cut slopes) was not adequately accounted for, these areas beyond the roadway would constitute barriers to Arroyo Toad movement and should not be considered essential to Arroyo Toad populations.

Project impacts resulting from implementation of the proposed Project include: temporary impacts (including noise, surface disturbance, and vegetation removal) and permanent impacts (including installation horizontal drain pipes, headwalls, culverts, and widening shoulder) on the southeast quadrant. Temporary impacts will be addressed with the following avoidance and minimization measures (**BIO-7 through BIO-10**). The project activities are covered activities per the WRC-MSHCP and Caltrans will implement Standard BMPs as well as those listed in the WRC-MSHCP Volume 1 Appendix C to ensure no impacts occur to arroyo toad.

Due to the rationale provided in the Federal Register, the roadway acts as a barrier and upland habitat located beyond the roadway is considered inaccessible. Additionally, the project limits support relatively steep slopes, rock faces, and are supported by steeply-constructed embankments. Caltrans has determined this project will have no effect to arroyo toad and its critical habitat. Any potential impacts will be avoided and minimized by implementing measures **BIO-7 through BIO-10**.

No direct impacts to other listed animal species are anticipated.

Migratory Birds and Avian Species

The project vicinity contains suitable habitat for listed avian species and migratory birds. Riparian bird species have suitable habitat near the San Jacinto River and its tributaries in the form of riparian woodland/scrub; however, avoidance and minimization measures will be implemented to ensure the project does not impact these species' habitat.

Project activities would be constrained to the roadway shoulder and immediate area therefore, the likelihood that these species' nests and habitat would be directly affected by the project is minimal. In the event that vegetation control or tree removal is necessary, then **BIO-12** will be implemented. **BIO-13** will be conducted to ensure nesting birds will not be impacted if construction occurs during nesting bird season. Indirect impact to these species are addressed by measures **BIO-11** and **BIO-14**.

Response to Item c): No Impact

Wetlands and Other Waters

The project is located within Hydrological Unit 8 as defined by the California-statewide National Hydrography Dataset within the Upper San Jacinto River part of the Santa Ana River watershed. The project site supports various jurisdictional drainages. These drainages flow in a northwesterly direction originating at the top of the slopes and drain northwest along the eastbound lane and into the southeastern basin, crossing SR-74 and outlets into an existing 36" and 48" culverts. The drainage that originates from the top of the slopes

encompasses most of the BSA and flows westerly downstream along SR-74 eastbound lane for approximately 195-feet before exiting the site through the southeast quadrant. Additional drainages originate on-site from roadway runoff and from the existing horizontal-drains flow downstream in a westerly direction along SR-74 for approximately 157-feet before exiting the site through the northwest quadrant. The downstream drainage flow lines are not well defined and do not have an observed bed and bank instead the drainages lose definition as the slope-gradient decreases, becoming wide and flat areas of shallow streams that eventually flow downstream into the San Jacinto River. The on-site drainages are ephemeral and likely flow for less than 3 months per year and would therefore be classified as non-relatively permanent waters that flow into a non-navigable tributary to traditionally navigable waterway as defined by the USACOE. The on-site drainages flow for less than one-mile before reaching a non-navigable tributary to traditionally navigable waterway, the San Jacinto River. And, due to the proximity of the project site to a traditionally navigable waterway, the USACE will likely consider the on-site drainages to be under their jurisdiction. Additionally, because the project site supports riparian habitat and the project will require modifications of a streambed and CDFW will likely consider these streams jurisdictional waters of the State.

Any riparian vegetation within CDFW jurisdiction is protected from alteration, and thus the proposed project would require a Lake or Streambed Alteration Agreement pursuant to Section 1602 of the State Fish and Game Code. Alteration to drainages determined to be Waters of the United States would require a permit pursuant to Section 404 of the CWA.

At present, jurisdictional waters have been determined however the jurisdictional delineation will be completed at the design phases and will determine permanent and temporary impacts to the Waters of the State and Waters of the US.

Given that the project occurs within the Santa Ana River Regional Water Quality Control Board (RWQCB), under Section 401 of the Clean Water Act (CWA), the RWQCB must certify the project's discharge of dredge and fill material does not violate state water quality standards.

Measures to minimize impacts to Waters of the State and Waters of the United States include **BIO-1** through **BIO-4**.

Response to Item e) No Impact

The County of Riverside Ordinance No. 559 provides regulations and guidelines for the management of native trees within unincorporated areas of the County to ensure that timberlands of the County are protected, and ecological balance is preserved. The Ordinance stipulates that tree removal may not occur on property greater than one-half acre in size and located at an elevation above 5,000 feet unless a permit to do so is obtained first or unless the tree removal is exempted. However, removal of regulated trees shall not apply to lands owned by the United States or State of California and to all trees removed by any federal or state agency and therefore Caltrans is exempt under Section 4B and 4D.

Response to Item f) No Impact

The project is located within the Riverside Extended Mountain Area Plan (REMAP) within the Upper San Jacinto River/Bautista Creek East Area Plan Subunit 5 and Criteria Areas 3725 and 3824. The proposed project is a covered activity under Volume 1, Section 7.3.4 Covered Activities within the Criteria Area, which includes pavement rehabilitation, among other maintenance and operation activities. The project is limited to the traveled lanes and graded shoulders and the Western Riverside County MSHCP allows for continual maintenance of the road in order to ensure the safety of the traveling public. Therefore, the project will not conflict with any provisions of a habitat conservation plan, natural community conservation plan or other local, regional or state habitat conservation plans.

Measures

BIO-1: Caltrans Standard Best Management Practices (BMPs)

BIO-2: Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements (WRCMSHCP, Volume 1, Appendix C BMPs).

BIO-3: De-Watering Plan must be created and implemented in accordance with Caltrans Water Control Standard Specifications (Standard Specification 13-4.03G) if water is present or could be present during construction activities.

BIO-4: Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks (WRCMSHCP, Volume 1, Appendix C BMPs).

BIO-5: Worker Environmental Awareness Training: A qualified biologist to conduct a training session for project personnel prior to the initiation of construction. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished. The biologist will monitor all construction-related activities to ensure that all avoidance and minimization measures are being implemented and that there are no unanticipated impacts.

BIO-6: Equipment Staging, Storage, and Fueling: Equipment, vehicles, and materials must be staged and stored in previously-paved or previously-disturbed areas located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. Staging areas are identified in this NESMI and additional staging areas will require environmental clearance and will need an additional biological assessment. Access to sites shall be via pre-existing access routes to the greatest extent possible and necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters (WRCMSHCP, Volume 1, Appendix C, BMPs).

- BIO-7:** Environmental Sensitive Area Fencing. Prior to vegetation clearing or construction, highly visible barriers (such as orange construction fencing) will be installed providing a no work buffer around riparian and riverine communities adjacent to the project footprint and flagged as Environmentally Sensitive Areas (ESAs) to be preserved. The upstream and downstream limits of project disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work (WRCMSHCP, Volume 1, Appendix C, BMPs). Arroyo toad in Project Area if during construction an arroyo toad is discovered within the project impact areas, all construction activities will stop, and the biologist will be notified.
- BIO-8:** Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas (WRCMSHCP, Volume 1, Appendix C, BMPs).
- BIO-9:** Exclusion Fence. Prior to any ground-disturbance activities, exclusionary fencing (i.e., silt fence or other suitable non-penetrable fencing) will be installed along the boundary to prevent any construction activities from encroaching into adjacent areas and to prevent from arroyo toad moving into the construction area.
- BIO-10:** Lighting: Artificial lighting shall be shielded and/or directed away from adjacent habitats, as feasible.
- BIO-11:** San Jacinto River and Tributaries: San Jacinto River will be identified as an Environmentally Sensitive Area. To avoid impacts to San Jacinto River and associated tributaries, the contractor will contain all work to the project impact area. The contractor will ensure that no trash, construction debris, or any other material enter these drainages. If any work requires entrance into these drainages, then regulatory permits will be required. Comply with 2018 Standard Specification 5-1.36 Property and Facility Preservation and 14-1.02 Environmentally Sensitive Area. These standard specifications will be updated periodically when the Caltrans standard specifications are updated.
- BIO-12:** Vegetation Removal: To avoid impacts to migratory birds, vegetation removal must take place outside of the breeding season, which is regarded as February 15 – September 1. If this is not feasible, then BIO-13 will be implemented.
- BIO-13:** Preconstruction Nesting Bird Survey: If Project activities cannot be avoided during the nesting period from February 15 through September 1, a qualified biologist will survey the entirety of the project area prior to commencing Project related activities. The surveys will be conducted by the biologist at the appropriate time(s) of day, no

more than three days prior to commencement of Project activities. If an active avian nest is located, a 100 foot no construction buffer (300 foot for raptors) will be put in place until nesting has ceased or the young have fledged. The biological monitor will implement and monitor the nest to ensure that impacts to nesting birds do not occur. Comply with 2018 Standard Specification 14-6.03B Bird Protection. These standard specifications will be updated periodically when the Caltrans standard specifications are updated.

BIO-14: Preconstruction Meeting Attendance: A Caltrans Biologist will attend the preconstruction meeting for this project. At the preconstruction meeting the biologist will inform the contractor of the potential presence of listed and special status species that may be affected by the project and the steps that they must take in order to avoid and minimize negative impacts to those species.

V. Cultural Resources

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

Regulatory Setting

The California Environmental Quality Act (CEQA) requires the consideration of cultural resources that are historical resources, unique archaeological resources, and tribal cultural resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j), and PRC Section 21083.2(h) as any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. In 2014, Assembly Bill 52 (AB 52) added the term “tribal cultural resources” to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource.

PRC Section 5024 and 14 CCR 4851(a)(1) requires state agencies to identify and protect state-owned historical resources that have been determined eligible for the National Register of Historic Places (NRHP). PRC Section 5024 further requires the Department to inventory state-owned structures in its rights-of-way.

Affected Environment

Information from this section was drawn from the Historic Property Survey Report (HPSR) (Clarendon 2019)⁵, Archaeological Survey Report (Clarendon 2019)⁶, and Finding of Effect (Smith 2019)⁷. Caltrans uses a single process to fulfill both its CEQA and NHPA Section 106 responsibilities. A cultural resource review was performed in October 2018 and in February 2019, and included a review of location maps, project plans, aerial photography, the Native American Heritage Commission (NAHC) *Sacred Lands File*, a review of the Caltrans Cultural Resources Database (CCRD), the National Register of Historic Places, the California Register of Historical Resources, National Historic Landmarks, California Historical Landmarks, California Points of Historical Interest, Caltrans Historical Bridge Inventory, review of previous project with overlapping Post Miles within and adjacent to the project area. An archaeological reconnaissance survey was performed by Caltrans archaeologists in October 2018.

In addition, consultation was undertaken with the Historical Society of Palm Desert by mail on February 11th, 2019. A response was received February 22nd, 2019 from Harry Quinn, HSPD Immediate Past President, explaining that the project lies outside of their area of interest. Caltrans has received no further response. Bruce Tappeiner, President of the Coachella Valley Archaeological Society was contacted on February 11th, 2019. Caltrans received no response.

A total of three previously recorded cultural resources were identified during the literature review. One of the cultural resources is within the Area of Potential Effect (APE) and consists of the Pines to Palm Highway. Two of the cultural resources are outside the horizontal and vertical APE of the proposed project. One of these is the historic period Lake Hemet Canal (P-33-005570), which occurs outside of the vertical APE and therefore will not be impacted by project activities and does not require further consideration under CEQA. The other cultural resource, a prehistoric habitation site (P-33-001184) is located outside the project APE, will not be impacted by project activities, and does not require further consideration under CEQA.

Eligible Historical Resources

- P-33-015321 (CA-RIV-8089H): Pines to Palm Highway

⁵ Clarendon, Shannon (2019). *Historic Property Survey Report*. E-FIS Project Number 08-1700-0182. State of California Transportation Agency, Department of Transportation.

⁶ Clarendon, Shannon (2019). *Archaeological Survey Report. RIV 74 Hemet Horizontal Drains 08-RIV-074 PM R48.8/49.2 Riverside County, California*. California Department of Transportation.

⁷ .Smith, Mary K. (2019) *Finding of Effect (FOE) for RIV 74 Horizontal Drain Project Near Hemet, Riverside County, California, PM 48.8/49.2, PN 08-1700-0182*. California Department of Transportation.

Native American consultation was initiated in compliance with AB 52 (PRC 21080.3.1). On October 29, 2018 Caltrans requested a review of the *Sacred Lands File* from the Native American Heritage Commission (NAHC). The *Sacred Lands File* had negative results for known but identified Native American tribes, groups, and individuals to be contacted. A detailed summary of Native American consultation is provided in this document, see Section XVIII Tribal Cultural Resources below.

Response to Items a), b): No Impact.

The following historical resource; P-33-015321 (CA-RIV-8089H) the Pines to Palm Highway is located within the APE and has been determined eligible for the NRHP under Criterion A for its association with early 20th century recreation and tourism at the local level of significance and is a state-owned historic resource. However, the segment of the Pines to Palm Highway located within the project footprint was realigned in the late 1960s and involves modern features that do not contribute to the historic property. Caltrans, pursuant to Section 106 PA Stipulation X.B.2 and if applicable PRC 5024 MOU Stipulation X.B.2, has determined a Finding of No Adverse Effect is appropriate for this undertaking. As a result, no historical resources will be impacted by the proposed project activities as outlined in State CEQA Guidelines 15064.5(a).⁸

The State Historic Preservation Office (SHPO) concurred with Caltrans' finding of No Adverse Effect to P-33-015321 (CA-RIV-8089H): Pines to Palm Highway in a letter dated August 14, 2019.

In addition, no archaeological resources are located within the project APE and according to the Archaeological Survey Report there is a low probability of encountering buried cultural deposits because of the project's proximity to the San Jacinto River within an active erosional environment⁹.

Response to Item c): No Impact. There is no indication that human remains are present within the project site; including those interred outside of formal cemeteries. If human remains are encountered, these remains shall be treated in accordance with California Health and Safety Code (HSC) Section 70.50.5. See measure CR-2 below.

Measures

No measures are required for cultural resources; however, the following standard Caltrans design features will be included.

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

⁸ Smith, Mary K. (2019) *Finding of Effect (FOE) for RIV 74 Horizontal Drain Project Near Hemet, Riverside County, California, PM 48.8/49.2, EA: 1J020, PN: 08-1700-0182*. California Department of Transportation.

⁹ Clarendon, Shannon (2019) *Archaeological Survey Report: RIV 74 Hemet Horizontal Drains 08-RIV-074 PM R48.8/49.2 Riverside County, California Project Number 08-1700-0182 EA: 1J020*. California Department of Transportation.

CR-2: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. 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. At this time, the person who discovered the remains will contact Andrew Walters, (Senior Environmental Planner, Cultural Studies, 909-383-2647) or Gary Jones (District Native American Coordinator, 909-383-7505) so that they may work with the Most Likely Descendant on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

VI. Energy

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

Response to a) and b) No Impact. The project is an off-road maintenance project that will result in negligible energy consumption during project construction and will not increase energy consumption by vehicle flow. This project will not increase vehicle miles travelled and therefore will not contribute to increase in use of future energy resources. Included in the project design are measures to reduce idling time for all construction equipment; and implementation of a Traffic Management Plan (TMP) will involve strategies to minimize traffic delays which cause unnecessary passenger vehicle idling times (TRF-1); and specific renewable energy requirements are included in the TMP that in the event portable changeable message signs are used, the signs would be solar powered. The Riverside County General Plan provides guidance on building energy efficiency into projects

VII. Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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) i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Response to Item a.i), a.ii, a.iii, a.iv): No Impact. The project location is not within an Alquist-Priolo Special Studies Zone. The project site, as is most of Southern California, is in a seismically active area. According to the California Division of Mines and Geology (CDMG) Preliminary Fault Activity Map, nearby active fault zones include multiple traces of the San Jacinto Fault within a mile of the project area. Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, is anticipated to avoid or minimize any significant impacts related to seismic ground shaking. Seismic design would also meet city and county requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed project would result in no impact because project construction and operation would have no opportunity to rupture a known earthquake fault or cause seismic shaking,

According to the Riverside County's liquefaction zone map the project is located in a zone with moderate susceptibility to liquefaction. Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, is anticipated to avoid or minimize any significant impacts related to liquefaction and seismic risk. Seismic design would also meet city and county requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed project would result in no impact because construction or operation would not cause any seismic-related ground failure, including liquefaction.

The project is within an active landslide and is proposed to continue maintenance of mitigation efforts undertaken by Caltrans beginning in 2014 with the original event. There is low probability that landslides would result from maintenance activities.

Response to Item b): No Impact.

Grading and grinding during the construction phase of the project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. The disturbed soil area is defined by Caltrans as consisting of areas of exposed, erodible soil that are within the construction limits and that result from construction-related activity. Construction site BMPs, which are standard practices for erosion and water quality control, would be used on the project site and would include the use of street sweeping, temporary cover for materials storage, and equipment parking at staging areas and side slopes. Construction methods related to water conservation practices, vehicle and equipment cleaning, fueling, and maintenance would be followed.

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 BMPs that would minimize erosion and keep all products of erosion from moving off site into receiving waters. Earthwork 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 no impacts.

Response to Item c and d): No Impact.

The project is located with an area that is seismically active. In addition, landslides have been occurring at the project location beginning in 2014 and the underlying Bautista Formation is an expansive soil susceptible to landslides. This project is proposed to continue maintenance of previous slope stabilization efforts. There is low probability that landslides would result from maintenance activities.

Response to Item e): No Impact. The proposed project would not 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 would occur.

Response to Item f): No Impact. Based on limited ground surface disturbance it is expected that the project would have no effect on paleontological resources. In addition, imported fill from Perris, California, and fill from the surrounding formation have been previously used to construct a buttress, and two benches to stabilize ongoing landslide activity on the project.

No measures are required for Geology and Soils.

VIII. Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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 checked="" type="checkbox"/>	<input type="checkbox"/>

Response to Item a) and b): Less-than-Significant Impact. While the project would result in GHG emissions during construction, it is anticipated that the project would not result in any increase in operational GHG emissions. With implementation of construction GHG-reduction measures, the impact would be less than significant.

IX. Hazards and Hazardous Materials

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

Response to Items a), b): No Impact. Implementation of the project is not expected to result in the creation of any new health hazards or expose people to potential new health hazards, because the project involves grading of existing slopes, and installation of drainage features. No storage of toxic materials or chemicals would occur, and the project is not anticipated to increase the potential hazardous materials in the project area. The Initial Site Assessment (ISA) Checklist completed for this project determined that the potential for hazardous waste involvement was low.

Aerially Deposited Lead (ADL) from the historical use of leaded gasoline exists along roadways throughout California. If encountered, soil with elevated concentrations of lead as a result of ADL on the state highway system ROW within the limits of the project would be managed under the July 1, 2016, *Aerially Deposited Lead Agreement between Caltrans and the California Department of Toxic Substances*.

This Aerially Deposited Lead Agreement allows such soils to be safely reused within the project limits as long as all requirements of the Aerially Deposited Lead Agreement are met. The ISA Checklist prepared for the project indicated that soils within the project limits are affected by non-hazardous levels of ADL. The soils can be reused without restriction on the project or relinquished to the construction contractor. SSP 7-1.02K, Earth Material Containing Lead, should be included in the Plans, Specifications, and Estimates (PS&E) package for this project along with a Contract Bid Item for Lead Compliance Plan

Following construction of the project, operations are not expected to result in the creation of any new health hazards or expose people to potential new health hazards because the action involves slope grading and installation of drainage features, and no structures or facilities would be constructed. As such, the proposed project would result in no impacts.

Response to Item c): No Impact. There are no schools within one-quarter mile of the project site; therefore, no impacts would occur.

Response to Item d): No Impact. The DTSC EnviroStor database did not identify any sites containing hazardous material near the project. No Impacts are expected to occur from project activities.

Response to Items e): No Impact. The project is not in the vicinity of any airports and the proposed project would not result in a safety hazard for people residing or working in the area. Additionally, the project would not contain any skyward features that would interfere with any air traffic flight paths or other airport activities. There are no private airstrips near the project. No impacts would occur.

Response to Item f): No Impact. The project is not anticipated to interfere with any adopted local emergency response plans or emergency evacuation plans. Applicable traffic controls (e.g., flag person, signage), as identified in the Transportation Management Plan (TMP), would be implemented to minimize any potential interference with any adopted emergency response plan or evacuation plan (measure **TRF-1**).

Response to Item g): No Impact. The project area is surrounded by agricultural land, US Forest Service land, and County of Riverside open conservation land. The surrounding landscape supports high density fuels to carry wildland fires. Numerous wildland forest fires have burned through the area in the past, with the most recent event occurring in July 2018 during the Cranston Fire. Subsequent winter storms in 2018 accelerated erosion resulting in increased landslide activity at the site. Because the project is located within a fire prone area measures to prevent construction related fires include following Forest Service and California Department of Forestry and Fire Protection guidelines for equipment use during Red Flag Warnings or other similar weather events.

The following measures would be implemented for Hazards and Hazardous Materials:

HAZ-1: If the project will remove yellow or white traffic stripe, include one or more of the following SSPs in the PS&E package:

- SSP 14-11.12 Remove Yellow Traffic Stripe and Pavement Markings with Hazardous Waste Residue

HAZ-2: The following will be included in the PS&E package:

- SSP 14-11.14 For the Removal and Disposal of Treated Wood Waste Such as Sign Post and Guardrails

HAZ-3

- SSP 36-4 Residue Containing Lead from Paint and Thermoplastic

HAZ-4

- SSP 84-9.03B Remove Traffic Stripes and Pavement Markings Containing Lead

HAZ-5

- SSP 7-1.02K(6)(J)(111) for Lead Compliance Plan

X. Hydrology and Water Quality

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation	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, in a manner which would:				
v)	Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
vi)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
vii)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
viii)	Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response to Item a): Less-than-Significant Impact. The potential temporary effects of the proposed project on the quality of the water in the area would come from runoff during construction, including erosion. The National Pollution Discharge Elimination System (NPDES) permits issued by the RWQCB 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. Permitting of underground storage tanks and cleanup of waste discharge is also enforced by RWQCB. Grading and trenching during the construction of the project would require the limited removal of vegetation and moving of soils. This would temporarily increase the exposure of soils to wind and water erosion and could increase the amount of sediments entering downstream drainages and waterways. Sediments can adversely affect water quality and negatively affect fish, aquatic plants, and other organisms.

All major reconstruction and new construction within Caltrans' Right of Way (ROW) must conform to Caltrans' Statewide NPDES Permit No. CAS000003 and to the General NPDES Permit for Construction Activities No. CAS000002. These permits regulate stormwater and non-stormwater discharges associated with year-round construction activities. In addition to these permits, the Santa Ana River Basin RWQCB, which has jurisdiction in this area, may have separate project-specific Water Discharge Requirements (WDRs) to protect water quality.

The project contractor would be required to apply stormwater pollution control measures during the rainy season (October 1–May 1) and follow the Water Pollution Control Best Management Practices (BMPs) to minimize impacts on receiving waters. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials that may fall or blow onto Caltrans ROW. The project contractor would be required to develop, implement, and maintain the following:

A SWPPP conforming to the requirements of:

- Caltrans Specification Section 7-1.01G, "Water Pollution Control"
- SWRCB Resolution No. 2001-046 (the Sampling and Analytical Procedures [SAP] Plan)
- The Section 402 NPDES Statewide Stormwater Permit
- The General NPDES Permit for Construction Activities

The project would utilize stormwater controls, as required, to minimize the amount of pollution from the project area during construction. Compliance with the NPDES requirements would further reduce such polluting impacts. Projects within Caltrans' 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. 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 proposes to maintain slope stability through the installation of horizontal drains and channelize surface flow to reduce flooding. Because this project is an off-road maintenance project it is not expected to substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The project is not expected to affect the amount of water consumed regionally through increased withdrawals from groundwater sources; therefore, there is no impact to groundwater supplies.

Response to Items c.v, vi, vii, viii): No Impact.

Temporary

Pollutants of concern during construction include sediments, trash, petroleum products, sanitary waste, and other chemicals. During construction activities, excavated soils would be exposed, and there would be an increase in potential for soil erosion compared to existing conditions. In addition, chemicals, liquid products, and petroleum products may be spilled or leaked during construction and have the potential to be transported via storm runoff into receiving waters. Construction activities as part of the project would disturb soil and increase the potential for soil erosion and suspended particles that can be generated from vehicles operating on and off the roadway. The disturbed soil area is defined by Caltrans as consisting of areas of exposed, erodible soil that are within the construction limits and that result from construction-related activity.

The project area is not within an MS4 area. Construction site BMPs used on the project site would include the use of street sweeping, temporary soil binder, temporary cover for materials storage, and equipment parking at staging areas. Fiber rolls and gravel bag berms would be used for materials storage during the rainy season during construction. During high wind events, temporary covers would also be used. Construction methods related to water conservation practices, vehicle and equipment cleaning, fueling, and maintenance would be followed.

At this stage in project design it is unknown if the project would result in impacts on jurisdictional drainages; therefore, the project will be required to obtain a Section 401 Water Quality Certification, a Section 404 Nationwide Permit from the US Army Corp of Engineers, and a Section 1602 Streambed Alteration Agreement.

Permanent

There are no permanent impacts expected because there will be no increase in impervious area which would increase the volume of runoff during a storm.

The project is not expected to have any significant impacts on water quality with implementation of measures **WQ-1** through **WQ-4**. All stormwater generated within the project limits would be routed into existing overflow areas; the existing, highly permeable granular soils allow for rapid infiltration of runoff from impermeable surfaces. Therefore, no

impact would occur as a result of increased runoff, altered drainage patterns, or water quality degradation.

Response to Items g), h), i): No Impact. The project would not result in a significant floodplain encroachment, as defined in 23 CFR 650.105. Additionally, the proposed project would not involve the development of housing. The proposed roadway improvements do not have the potential to expose people or property to a substantial risk of loss, injury, or death involving flooding; therefore, no impacts in this regard are expected.

Response to Item j): No Impact. Due to the distance and height of surrounding terrain, and the distance from the Pacific Ocean and other large bodies of water, potential for inundation by seiche, tsunami, or mudflow is considered very unlikely.

Measures

The following standard measures will be included for Hydrology and Water Quality:

WQ-1: Prior to the start of construction, a SWPPP for reducing impacts on water quality shall be developed by the contractor, and approved by the Department.

WQ-2: The SWPPP control measures shall address the following categories: soil stabilization practices; sediment control practices; sediment tracking control practices; wind erosion control practices; and non-stormwater management and waste management and disposal control practices.

WQ-3: The contractor shall be required to comply with water pollution control provisions and SWPPP and conform to the requirements of the Department's Standard Specification Section 7-1.01G "Water Pollution," of the Standard Specifications.

WQ-4: If necessary, soil disturbed areas of the project site will be fully protected using soil stabilization and sediment control BMPs at the end of each day, unless fair weather is predicted.

XI. Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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 Items a), b): No Impact. According to the Riverside County Land Use Plan—General Plan, Land Use Zoning Districts Map, the project area is mapped as open conservation land within the Western Riverside County Multiple Species Habitat

Conservation Plan (WRCMSHCP), the Riverside Extended Mountain Area Plan (REMAP), and the Upper San Jacinto River/Bautista Creek East Area Plan Subunit 5 and Criteria Areas 3725 and 3824. The proposed project is a covered activity under the WRCMSHCP Volume 1, Section 7.3.4 Covered Activities within the Criteria Area, which includes pavement rehabilitation, among other maintenance and operation activities. The project is limited to the traveled lanes and graded shoulders and the WRC-MSHCP allows for continual maintenance of the road in order to ensure the safety of the traveling public.

No measures are required for Land Use and Planning.

XII. Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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), b): No Impact. No classified or designated mineral deposits of statewide or regional significance are known to occur within the project area. Also, the project is located outside of mineral resource recovery sites; therefore, no impacts are anticipated to occur.

No measures are required Mineral Resources.

XIII. Noise

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response to Item a): No Impact. There are no structures near the alignment; therefore, there are no noise-sensitive receptors located within or near the project. The project is not adjacent to or within a community. No construction noise impacts would occur because there are no residences or businesses in the immediate vicinity of the project. Additionally,

construction noise would be short term and intermittent during the 3-month construction period (60 working days) and construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02 (measure **NOI-1 and NOI-2**).

The project would not expose people to or generate noise levels in excess of standards established in a general plan or noise ordinance, or applicable standards of other agencies. The project is a Type III Project under 23 CFR 772.7; therefore, Caltrans Engineering determined that a noise study report was not required for the project (Memorandum, June 25, 2018). There would be no noise impact.

Response to Item b): No Impact. Any groundborne noise or vibration would be limited to the 3-month construction period (60 working days) and would be short in duration. Because there are no noise- or vibration-sensitive uses located in the immediate project vicinity and because the proposed project would comply with Caltrans' Standard Specifications as outlined in **NOI-1 and NOI-2**, no impacts would occur.

Measures

The following Noise measures would be implemented to minimize potential impacts located in Caltrans' provisions in Section 14-8, "Noise Control," of the 2018 Standard Specifications and Special Provisions:

NOI-1: The contractor shall comply with all local sound control and noise level rules, regulations and ordinances that apply to any work performed pursuant to contract.

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

XIV. Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<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 is a maintenance project and would not induce 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), and would therefore have no impact.

Response to Items b): No Impact. Permanent drainage easements will be acquired for this project, on County of Riverside land as well private parcels. No residents or businesses would need to be relocated as a result of implementing the project. The proposed project would not necessitate the relocation of any existing developments and/or people. Therefore, no impacts would occur.

No measures are required for Population and Housing.

XV. Public Services

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

Fire Protection

Response to Fire Protection: No Impact. The United States Forest Service and County of Riverside Fire Department provides fire protection in the project vicinity. The proposed project involves temporary maintenance to a portion of SR-74 and would not result in an increase in population, and therefore would not increase the demand for community services. No fire stations would be acquired or displaced. The proposed project would not induce growth or increase population in the study area or the greater community beyond that previously planned for and would not result in the need for additional fire protection. Implementation of a construction-period TMP (TRF-1), which is prepared for all Caltrans highway project, would ensure that access is maintained to and from the project area and fire service providers are notified prior to the start of construction activities.

Police Protection

Response to Police Protection: No Impact. The Riverside County Sheriff's Department, and CHP, as appropriate, provide police protection in the project vicinity. The project would not affect the level of service along SR-74.

Implementation of a construction-period TMP (**TRF-1**), which is prepared for all Caltrans highway projects, would ensure that access is maintained to and from the project area and that the police and fire service providers are notified prior to the start of construction activities; therefore, there are no anticipated impacts.

Schools

Response to Schools: No Impact. No schools are located near the project vicinity. 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. The U.S. Forest Service Cranston Station is located approximately 0.35 miles west of the project area on SR 74. Access to the Forest Service Station would not be affected by construction. The majority of surrounding land is owned by the USFS. However there is no ROW expected on USFS lands and no impacts on parks.

Other Public Facilities

Response to Other Public Facilities: No Impact. Temporary impacts may occur to the Lake Hemet Municipal Water District and Pump house. A water line extending from the north of SR 74 to a pump house owned by the County of Riverside may be relocated during construction. The water line supplies water to an orchard adjacent to the project on the south side of SR 74. Relocation of the water line is to be determined during the design phase of the project.

No measures are required for Public Services.

XVI. Recreation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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. Project implementation does not have the capacity to generate a substantial increase to any existing neighborhood, regional parks, or other recreational facilities such that substantial physical deterioration would occur, nor would it require the construction or expansion of existing recreational facilities.

No measures are required for Recreation.

XVII. Transportation/Traffic

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

Response to Items a) and b): No Impact. The project would not conflict with any adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities. Accordingly, no impacts in this regard are expected. The project is a maintenance project to ongoing landslide activity adjacent to SR-74. The project would not increase traffic because no new land uses are proposed. The project would accommodate existing traffic demand, but it would not create new demand, directly or indirectly. The project would also not reduce congestion and/or improve the level of service of traffic. The proposed project would not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. No impacts are anticipated.

Response to Item c): No Impact. Due to the nature and scope of the project, no change in road alignment including curves or intersections area proposed.

Response to Item d): Less-than-Significant Impact. Construction activities have the potential to result in temporary, localized, site-specific disruptions during the 3-month construction period (60 working days). This could lead to an increase in delay times for emergency response vehicles during construction; however, the proposed project would include the preparation and implementation of a Transportation Management Plan (TMP) (measure **TRF-1**), which would avoid or minimize any potential impacts. Applicable traffic controls (e.g., flag person, signage), as identified in the TMP, would be implemented to minimize any potential interference with any adopted emergency response plan or evacuation plan. Impacts would be less-than-significant during the construction period.

XVIII. Tribal Cultural Resources

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:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Native American Consultation

Caltrans initiated consultation in compliance with AB 52 (PRC 21080.3.1). On October 29, 2018 Caltrans sent a letter describing the project and a map depicting the project area to the Native American Heritage Commission (NAHC) requesting a review of their *Sacred Lands File* for any Native American cultural resources that might be affected by the proposed project. On November 14, 2018 the NAHC responded that a record search of the Sacred Lands File was completed for the project site with “negative results” and provided a list of local Native American tribes to contact for further information.

The following Native American tribes, groups, and individuals were contacted based on results generated from the NAHC¹⁰.

Shasta Gaughen, the Tribal Historic Preservation Officer (THPO) for the Pala Band of Mission Indians was initially contacted December 18, 2018 via mail and e-mail, with a follow-up e-mail sent January 17, 2019. Caltrans received a response from Ms. Gaughen January 22, 2019, stating that the proposed Project lies outside of the tribes Traditional Use Area (TUA), and defers to Tribes in closer proximity. Caltrans has received no further response to date.

Ebru Ozdil, Cultural Resources Manager for the Pechanga Band of Luiseño Indians was initially contacted December 18, 2018 via mail and e-mail, with a follow-up e-mails sent January 17, 2019 and February 19, 2019. Caltrans received a response from Molly Earp-Escobar, Cultural Planning Specialist, February 25, 2019; stating that the Tribe is aware of several cultural resources within the Project Vicinity and requests all documents generated by the proposed Project. Caltrans sent the requested documentation May 15, 2019, which detailed the lack of prehistoric resources within the APE and Project limits, and the unlikely potential to encounter or adversely affect any cultural resources during project related

¹⁰ Clarendon, Shannon (2019) *Archaeological Survey Report. RIV 74 Hemet Horizontal Drains 08-RIV-074 PM R48.8/49.2 Riverside County, California Project Number 08-1700-0182 EA: 1J020*. California Department of Transportation.

activities. A notification of the Study findings' transmittal to SHPO was sent June 14, 2019. There has been no further response to date.

Bo Mazzetti, Chairperson, for the Rincon Band of Luiseño Indians was initially contacted December 18, 2018 via mail and e-mail. Caltrans received a response from Destiny Colocho, (THPO), January 14, 2019, stating that the Tribe has knowledge of Tribal Cultural Resources (TCRs) in the area and would like to consult. Caltrans sent the requested documentation May 15, 2019, which detailed the lack of prehistoric resources within the APE and Project limits, and the unlikely potential to encounter or adversely affect any cultural resources. A response was received June 11, 2019 requesting Native American Monitors during ground disturbing activities. Caltrans responded citing the Gary Winters memo (2003) on June 14, 2019, explaining that the study findings for this project does not support Native American Monitoring. Additionally, the letter stated that if the tribe offered more information regarding specific areas of interest Caltrans would take these areas into account during the remainder of the planning phase. A notification of the Study findings' transmittal to SHPO was also sent June 14, 2019. There has been no further response to date.

A Consultation letter was also sent to Joseph Ontiveros, THPO for Soboba Band of Luiseño Indians December 18, 2018. Follow-up emails were sent January 17, 2019 and February 19, 2019, to which no responses have been received to date. As consultation is an ongoing process throughout the life of the Project, Caltrans will continue to consult with interested tribal entities as the project moves forward.

Response to Item a): No Impact. No tribal cultural resources were identified within the project study area and, therefore, the project would have no impact on any tribal cultural resources.

Response to Item b): No Impact. There are no significant resources for a California Native American tribe identified near or within the project study area.

Implementation of measures **CR-1**, and **CR-2**, as described in the Cultural Resources Section V above will reduce any potentially significant impacts from the proposed project to tribal cultural resources that may be inadvertently discovered during construction.

XIX. Utility and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Based on the preliminary design, the pump station owned by the County of Riverside underground piping and electrical lines will require identification during the design phase of the project.

Response to Item a): No Impact. Construction of the project would not generate the need for additional wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. No impacts would occur.

Response to Item b): No Impact. The project would not require a water supply, as there are no existing entitlements or resources within the project area. No impacts would occur.

Response to Item c): No Impact. The proposed project would not require wastewater treatment. As a result, there would be no impact.

Response to Item d, e): No Impact. The proposed project would be in compliance with all federal, state, and local solid waste statutes and regulations; therefore, there would be no impact.

No measures are required for Utility and Service Systems.

XX. Wildfire

XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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 Item a) No Impact. Construction activities have the potential to result in temporary, localized, site-specific disruptions during the 3-month construction period (60 working days). This could lead to an increase in delay times for emergency response vehicles during construction; however, the proposed project would include the preparation and implementation of a TMP (measure **TRF-1**), which would avoid or minimize any potential impacts. Applicable traffic controls (e.g., flag person, signage), as identified in the Transportation Management Plan (TMP), would be implemented to minimize any potential interference with any adopted emergency response plan or evacuation plan.

Response to Item b) No Impact. The project area is surrounded by agricultural land, US Forest Service land, and County of Riverside open conservation land. The surrounding landscape consists of a series of intersecting canyons leading upslope to heavily timbered mountains. The foothills leading into the San Jacinto Mountains support high density fuels to carry wildland fires. Numerous wildland forest fires have burned through the area in the past, with the most recent event occurring in July 2018 during the Cranston Fire. Because the project is located within a fire prone area measures to prevent construction related fires include following all Forest Service and California Department of Forestry and Fire Protection guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when fire danger ratings are “very high”, “extreme”, or “red flag” warnings area issues as provided in Caltrans Standard Plan section 7-1.02M(2). Following these guidelines will result in no impact.

Response to Item c and d) No Impact. The proposed project is a maintenance project to stabilize an existing landslide and channelize flood waters. The project will not install infrastructure that may result in increased fire risk. The project does not propose to significantly alter drainage patterns that would cause downslope or downstream flooding or landslides should a fire occurred.

XXI. Mandatory Findings of Significance

Response to Item a): Less-than-Significant Impact

The proposed project would not substantially degrade the quality of the environment, reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The Arroyo Toad is the only species listed as a Species of Special Concern pursuant to the California Endangered Species Act (CESA) that has the potential to be present at the site due to the presence of critical habitat. However, the degraded landscape and steeply constructed embankments within the project area, as well the presence of the SR 74 all act as a barrier to Arroyo Toad foraging therefore Caltrans has determined that the project will have no impact on Arroyo Toad. Any potential impacts will be avoided and minimized by implementing measures **BIO-10** through **BIO-13**. No direct impacts to other listed animal species are anticipated.

As proposed this project will alter jurisdictional Waters of the State. Given that the project occurs within the Santa Ana River Regional Water Quality Control Board (RWQCB), under Section 401 of the Clean Water Act (CWA), the RWQCB must certify the project’s

discharge of dredge and fill material does not violate state water quality standards. Measures to minimize impacts to Waters of the State include **BIO-1** through **BIO 3**. Through the incorporation of avoidance, and minimization measures BIO-1 through BIO-3, and **WQ-1** through **WQ-4**, the proposed project would result in a less-than-significant impact to water quality.

Response to Item b): No Impact. The project's impacts are either temporary and/or avoidable. In the case of temporary impacts, Caltrans standard measures will be implemented to avoid and /or minimize potential impacts. In the case of biological resources, specific measures will be implemented to minimize potential impacts or avoid impacts altogether. Therefore, there will be no cumulatively considerable impacts.

Response to Item c): No Impact. The project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

No measures are required for Mandatory Findings of Significance.

XXII. Climate Change

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

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂.

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

Regulatory Setting

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

Federal

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

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

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and

maintenance practices (FHWA 2019)¹¹. 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.)¹² Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

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

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

Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Standards: This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the Corporate Average Fuel Economy (CAFE) program on the basis of each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States.

The U.S. EPA¹³ in conjunction with the National Highway Traffic Safety Administration (NHTSA) is responsible for setting GHG emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. The current standards require vehicles to meet an average fuel economy of 34.1 miles per gallon by 2016. EPA and NHTSA are currently considering

¹¹ Federal Highway Administration. 2019. *Sustainability*. <https://www.fhwa.dot.gov/environment/sustainability/resilience/>. Last updated February 7, 2019. Accessed: August 21, 2019.

¹² Federal Highway Administration (FHWA). No date. *Sustainable Highways Initiative*. <https://www.sustainablehighways.dot.gov/overview.aspx>. Accessed: August 21, 2019.

¹³. U.S. Environmental Protection Agency (U.S. EPA). 2009. *Endangerment and Cause or Contribute Findings for Greenhouse Gases under the Section 202(a) of the Clean Air Act*. <https://www.epa.gov/ghgemissions/endangerment-and-cause-or-contribute-findings-greenhouse-gases-under-section-202a-clean>. Accessed: August 21, 2019

appropriate mileage and GHG emissions standards for 2022–2025 light-duty vehicles for future rule-making.

NHTSA and EPA issued a Final Rule for “Phase 2” for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO₂ emissions by up to 1.1 billion metric tons over the lifetimes of model year 2018–2027 vehicles.

State

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

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

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

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

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

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

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

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO₂e).¹⁴ Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

SB 32, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

SB 1386, Chapter 545, 2016, declared “it to be the policy of the state that the protection and management of natural and working lands ... is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.”

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

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

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

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

¹⁴ GHGs differ in how much heat each trap in the atmosphere (global warming potential, or GWP). CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂, using a metric called “carbon dioxide equivalent” (CO₂e). The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.

Environmental Setting

The proposed project is in a rural, mountainous area with a primarily natural-resources based agricultural and tourism economy. SR-74 is the main transportation route to and through the area for both passenger and commercial vehicles. The project segment is within the Pines to Palms Scenic Byway. The nearest alternate route is SR-243, approximately twelve miles north, but 28 vehicle miles traveled via SR-79 and I-10. Traffic counts are low and SR-74 is rarely congested. The project area and surrounding land is zoned as Open Space Conservation Habitat by the County of Riverside. The Riverside County Transportation Commission guides transportation development in the region. The Riverside County General Plan Circulation, Safety, and Traffic elements address GHGs in the project area.

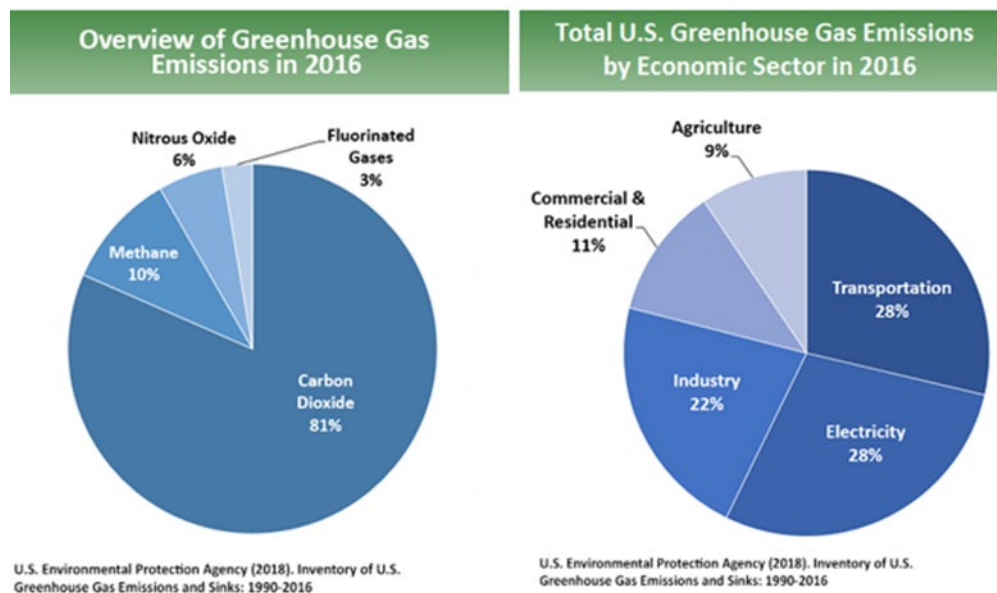
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be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

National GHG Inventory

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO₂, CH₄, N₂O, HFCs, perfluorocarbons, SF₆, and nitrogen trifluoride. It also accounts for emissions of CO₂ that are removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store CO₂ (carbon sequestration). The 1990–2016 inventory found that of 6,511 MMTCO₂e GHG emissions in 2016, 81% consist of CO₂, 10% are CH₄, and 6% are N₂O; the balance consists of fluorinated gases (EPA 2018a).¹⁵ In 2016, GHG emissions from the transportation sector accounted for nearly 28.5% of U.S.

¹⁵ U.S. Environmental Protection Agency (U.S. EPA). 2018. *Inventory of U.S. Greenhouse Gas Emissions and Sinks*. <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>

FIGURE 5. U.S. 2016 GREENHOUSE GAS EMISSIONS



State GHG Inventory

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2019 edition of the GHG emissions inventory found total California emissions of 424.1 MMTCO₂e for 2017, with the transportation sector responsible for 41% of total GHGs. It also found that overall statewide GHG emissions declined from 2000 to 2017 despite growth in population and state economic output (ARB 2019a)¹⁶

¹⁶ California Air Resources Board (ARB). 2019a. *California Greenhouse Gas Emissions Inventory–2019 Edition*. <https://ww3.arb.ca.gov/cc/inventory/data/data.htm>. Accessed: August 21, 2019.

FIGURE 6. CALIFORNIA 2017 GREENHOUSE GAS EMISSIONS

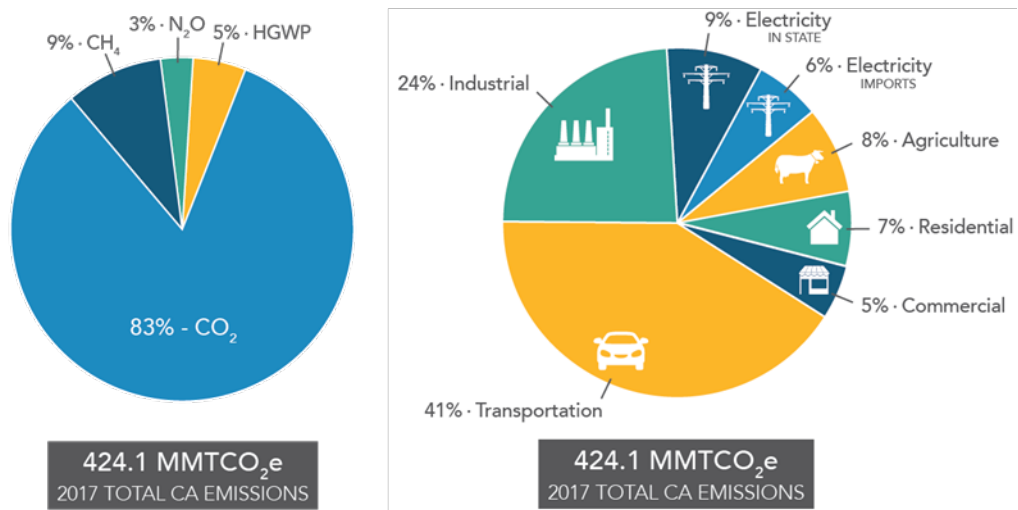
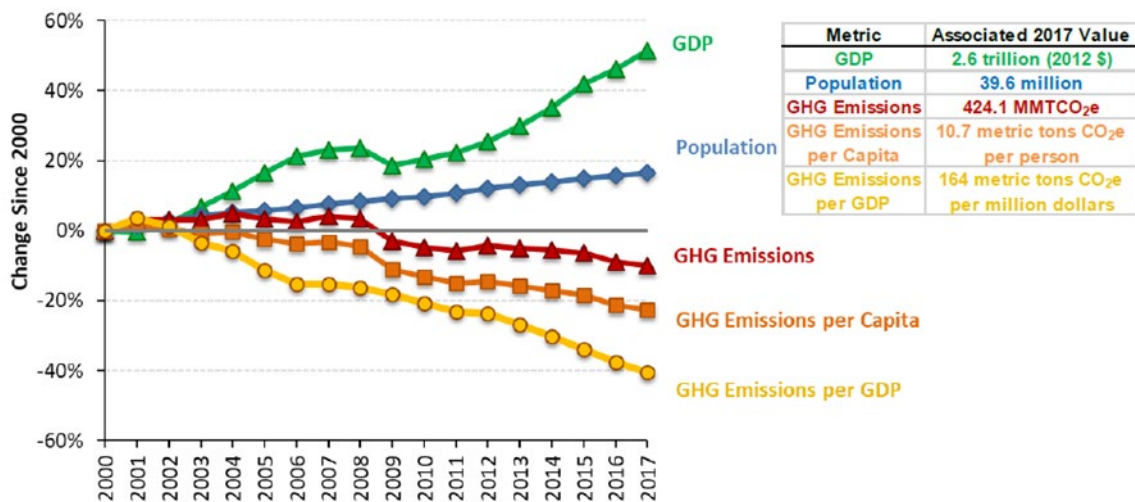


FIGURE 7. CHANGE IN CALIFORNIA GDP, POPULATION, AND GHG EMISSIONS SINCE 2000



Source: ARB 2019b¹⁷

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second updated plan,

¹⁷ California Air Resources Board (ARB). 2019b. *California Greenhouse Gas Emissions for 2000 to 2017. Trends of Emissions and Other Indicators*. https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf. Accessed: August 21, 2019.

California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

Regional Plans

ARB sets regional targets for California's 18 MPOs to use in their RTP/SCSs to plan future projects that will cumulatively achieve GHG reduction goals. Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP for Southern California Association of Governments (SCAG). ARB's regional reduction target for SCAG is 8 percent by 2020 and 19 percent by 2035¹⁸. Riverside County's Climate Action Plan (CAP) sets a target to reduce countywide GHG emissions from all sources by 15 percent from 2008 levels by 2020, consistent with ARB's Scoping Plan¹⁹. The project area also falls within the geography of the Western Riverside Council of Governments' Subregional Climate Action Plan (WRCOG 2014), which shares sustainability goals with the SCAG RTP/SCS and other local energy, GHG, and sustainability plans and programs.

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the SHS and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH₄ and N₂O are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

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

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

Operational Emissions

¹⁸ <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>

¹⁹ <https://planning.rctlma.org/Zoning-Information/General-Plan/General-Plan-Amendment-No960-EIR-No521-CAP-February-2015/Climate-Action-Plan>

The purpose of this project is to protect SR-74 from land slide activity adjacent to the roadway by installing horizontal drains, reestablishing the drainage, repairing storm drains, installing culverts, and stabilizing the existing slope with grading. Projects that involve maintenance improvements, such as this project, generally have minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR-74, no increase in vehicle miles travelled (VMT) would occur as a result of project implementation, and traffic volumes would be the same under the Build Alternative and No-Build Alternative. GHG emissions during the construction period (as discussed below) would be unavoidable.

Construction Emissions

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

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

In the case of the proposed project, no work is proposed for the roadway. All work will be related to clearing clogged drains and adding additional drains to the same hillside. Construction is expected to require 60 working days during a 3-month construction window. Based on project scope, construction GHG emissions are expected to be minimal.

The project would comply with all requirements of the SCAQMD. In addition, Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations; and Section 14-9.02, Air Quality, a part of all construction contracts, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Measures that reduce vehicle emissions and energy use also reduce GHG emissions. Under avoidance and minimization measure **TRF-1**, a traffic management plan would be implemented to minimize traffic delays during construction. In addition, this project will reduce GHG emissions by reducing the frequency of maintenance vehicle idle times associated with traffic control to maintain the roadway.

CEQA Conclusion

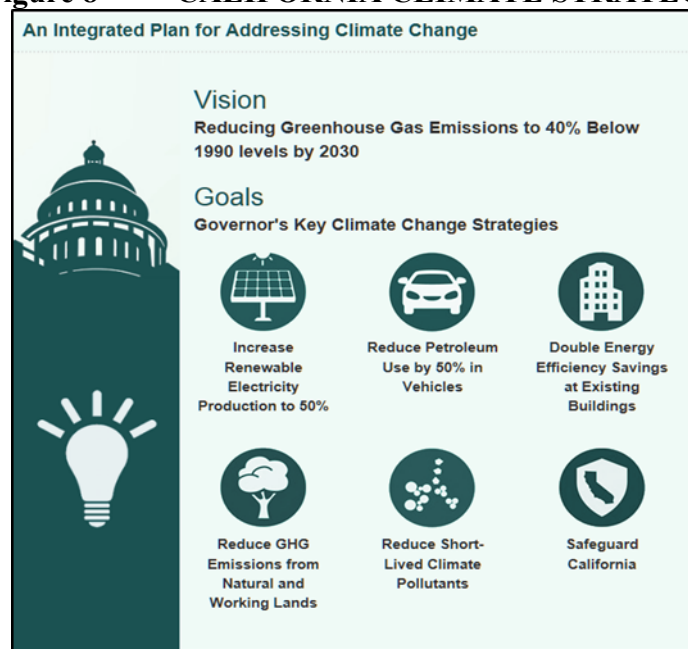
While the project would result in GHG emissions during construction, it is anticipated that the project would not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG-reduction measures, the impact would be less than significant.

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

Greenhouse Gas Reduction Strategies Statewide Efforts

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

Figure 8 CALIFORNIA CLIMATE STRATEGY



The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). A key state goal for reducing GHG emissions is to reduce

today's petroleum use in cars and trucks by up to 50 percent by 2030 (State of California 2019).²⁰

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.

Caltrans Activities

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

California Transportation Plan (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. In 2016, Caltrans completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with CO₂ reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help to reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

²⁰ State of California. 2019. *California Climate Strategy*. <https://www.climatechange.ca.gov/>. Accessed: August 21, 2019.

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's RTP/SCS; contribute to the State's GHG reduction targets and advance transportation-related GHG emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

Caltrans Policy Directives and Other Initiatives

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

Project-Level GHG Reduction Strategies

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

Implementation of a TMP would involve strategies to maintain traffic safety through the construction zone and to minimize traffic delays (TRF-1). The reduction of traffic delays would also reduce short-term increases in GHG emissions from disruptions in traffic flow.

In the event that portable changeable message signs are required as part of the TMP, these signs would be solar-powered and would not involve GHG emissions during use.

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

Caltrans Standard Specifications Section 14-9, Air Quality, a part of all construction contracts, requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality.

Requirements of the SCAQMD would apply to this project. Requirements that reduce vehicle emissions, such as limits on idling time, may help reduce GHG emissions.

Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can

inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

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

U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions.”²¹

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014)²² established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems.

FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels.²³

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. [*California's Fourth*](#)

²¹

https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm

²² <https://www.fhwa.dot.gov/legregs/directives/orders/5520.cfm>

²³ <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

Climate Change Assessment (2018) is the state’s latest effort to “translate the state of climate science into useful information for action” in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the “combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities.”
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- Resilience is the “capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience”. Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the “susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt.” Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality.² Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

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

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

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

and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018.

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

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

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

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

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

Project Adaptation Analysis

Sea Level Rise Analysis

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

Precipitation

According to Federal Emergency Management Agency Flood Insurance Rate Maps, the project area is designated as flood hazard Zone X, an area of minimal flood hazard. The project area historically receives about 12-inches of precipitation per year and is characterized by undeveloped foothills with pockets of citrus orchards and numerous rock outcroppings and steep slopes. The majority of drainages convey runoff from surrounding foothills and mountain ranges to the San Jacinto River, which meanders in a westerly direction for 30-miles and terminates at Lake Elsinore. According to the District 8 Draft Climate Vulnerability Assessment, climate change by 2055 could increase 100-year storm precipitation depths in the project area by up to about 5 percent. The anticipated increase in runoff and its effect has been incorporated into the design of the proposed drainage systems for this project. The improvements reflect the latest policy in the Highway Design Manual, Topic 819, that address increasing the size of highway culverts to accommodate debris flows carried by storm runoff after wildfire events and reduce the potential for highway washouts. The net result is an oversized culvert that is capable of conveying the increased clearwater runoff that is anticipated in accordance with the District's Climate Vulnerability Assessment. Furthermore, a level of redundancy was incorporated into the drainage design to ensure the proposed horizontal drains remain functional should the main culverts become plugged at the inlet.

Temperature

According to the District 8 Draft Climate Vulnerability Assessment, air temperatures are projected to rise throughout the district with heat waves becoming more frequent. By 2055 average maximum temperature over seven consecutive days is expected to rise at the project area from 4.0 – 5.9 °F above historical averages under a business as usual (RCP 8.5) emissions scenario. Pavement materials can deform with increasing heat stress. This project does not propose pavement in the road way, however, so temperature is not considered a factor for the design. Landscaping will utilize drought resistant native wildflowers and chaparral (VIS-1 and VIS-2) to re-plant surrounding slopes, which will ensure that vegetation is resilient to expected temperature increases.

Wildfire

The proposed project is near state responsibility areas and lands classified as high fire hazard severity zones.

Wildfires are a risk in the project area and modeling conducted for the District 8 Draft Climate Vulnerability Assessment Risk show an increased likelihood in wildfires throughout the area. However, the project itself would not introduce new structures to the area that would increase the risk of wildfire, regardless of long-term climate effects. The project proposes to stabilize slopes against further slide movement that could be exacerbated by

wildfire by dewatering, terracing, and planting with native chaparral to stabilize soil. Caltrans standard plans include provisions to prevent construction-related fire such as following Cal Fire and Forest Service guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when fire danger ratings are “very high”, “extreme”, or “red flag” warnings are issued, as provided in Caltrans Standard Plan section 7-1.02M(2).

The proposed project activities would take place within Caltrans right-of-way.

The Hemet Fire Department is responsible for fire suppression activities within the city. The Hemet Fire Department operates four fire stations including a hazardous materials response unit. In areas which lie beyond the city limits, such as the proposed project area, Riverside County contracts with the California Department of Forestry and Fire Protection (CAL FIRE) for fire suppression. CAL FIRE bases firefighting aircraft at the Hemet-Ryan Airport and can provide rapid response to wild-fires in the surrounding mountains.

XXIII. Consultation and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team meetings, coordination with resource agencies and consultation with other individuals and organizations.

The Native American Heritage Commission, as well as regional Native American Individuals and Organizations have or are being consulted: Pala Band of Mission Indians, Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, and Soboba Band of Luiseño Indians.

There will be future coordination with CDFW and RWQCB for Waters of the State related permits.

List of Appendices

Appendix A. Maps

Appendix B. Distribution list

Appendix C. List of Preparers

Appendix D. Title VI Policy Statement

Appendix E. List of Technical Studies

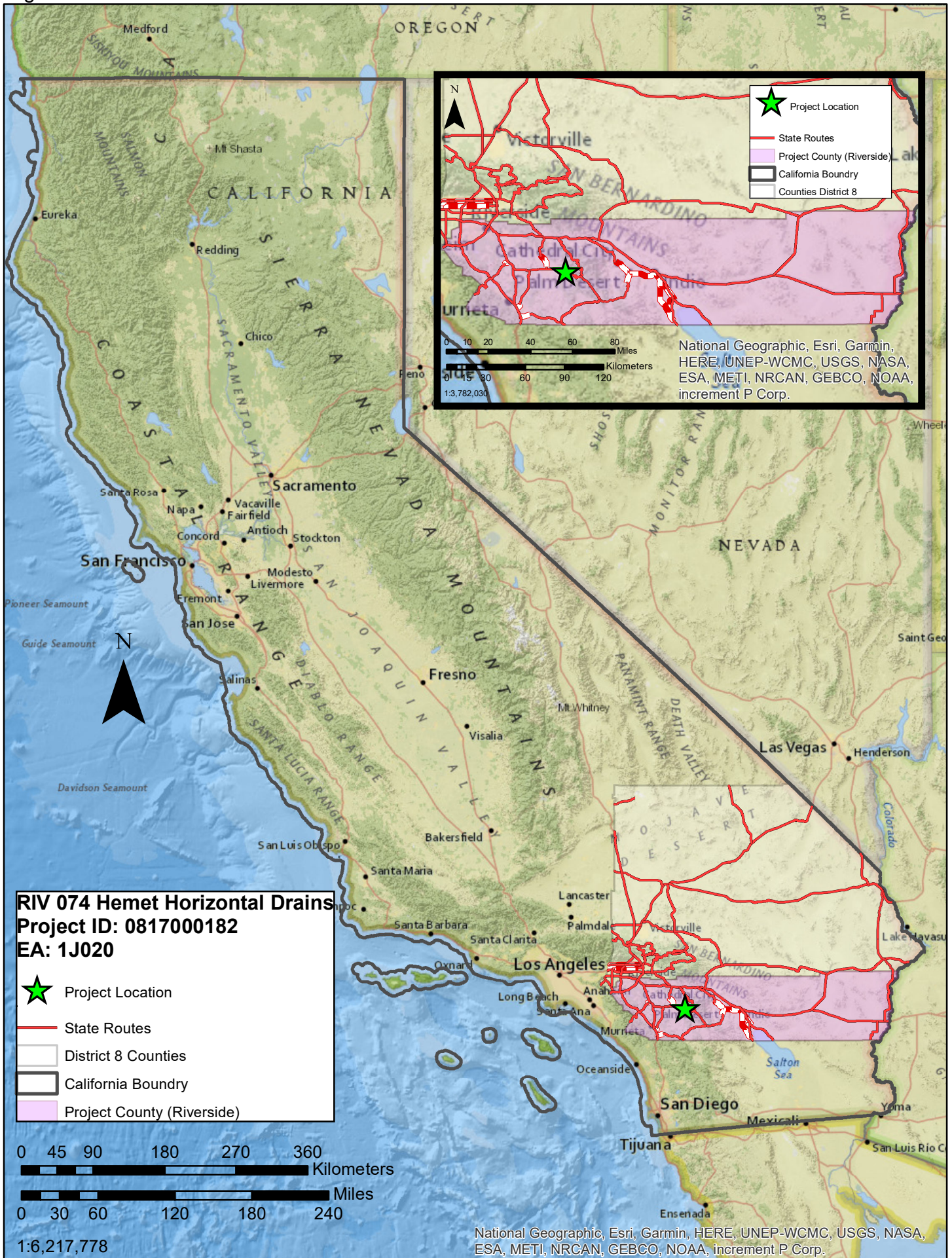
Appendix F. Comments and Responses

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Appendix A : Maps

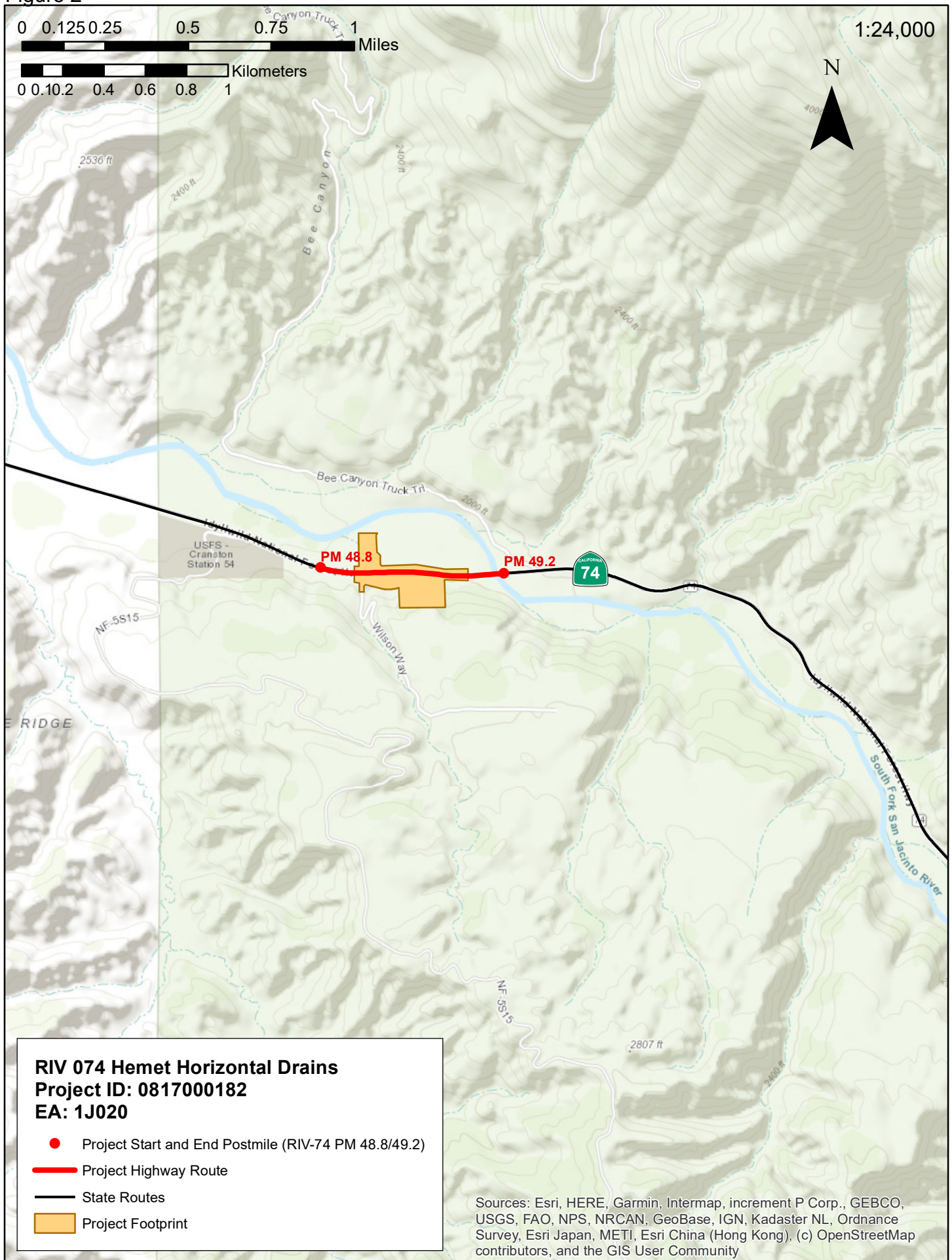
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Figure 1



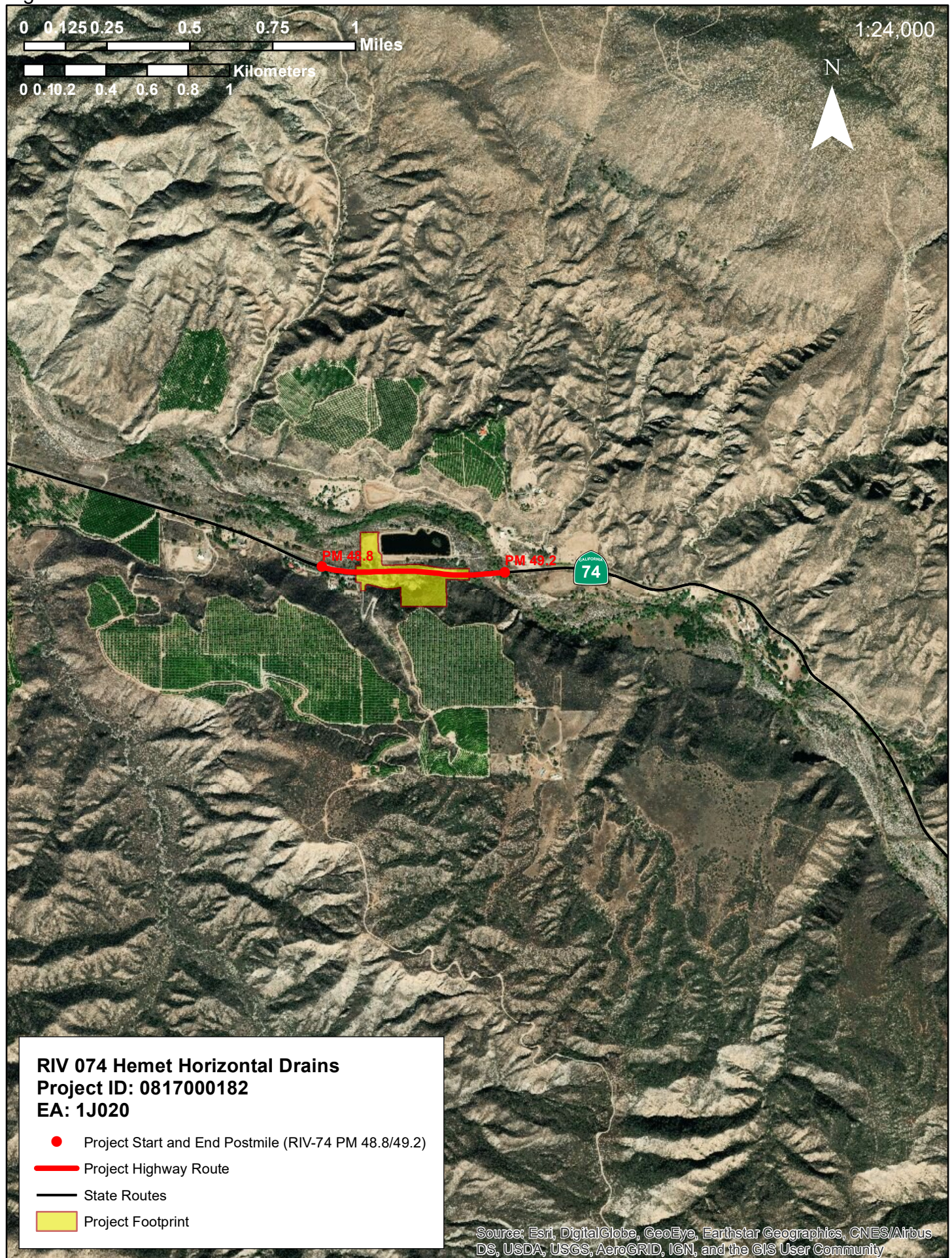
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Figure 2



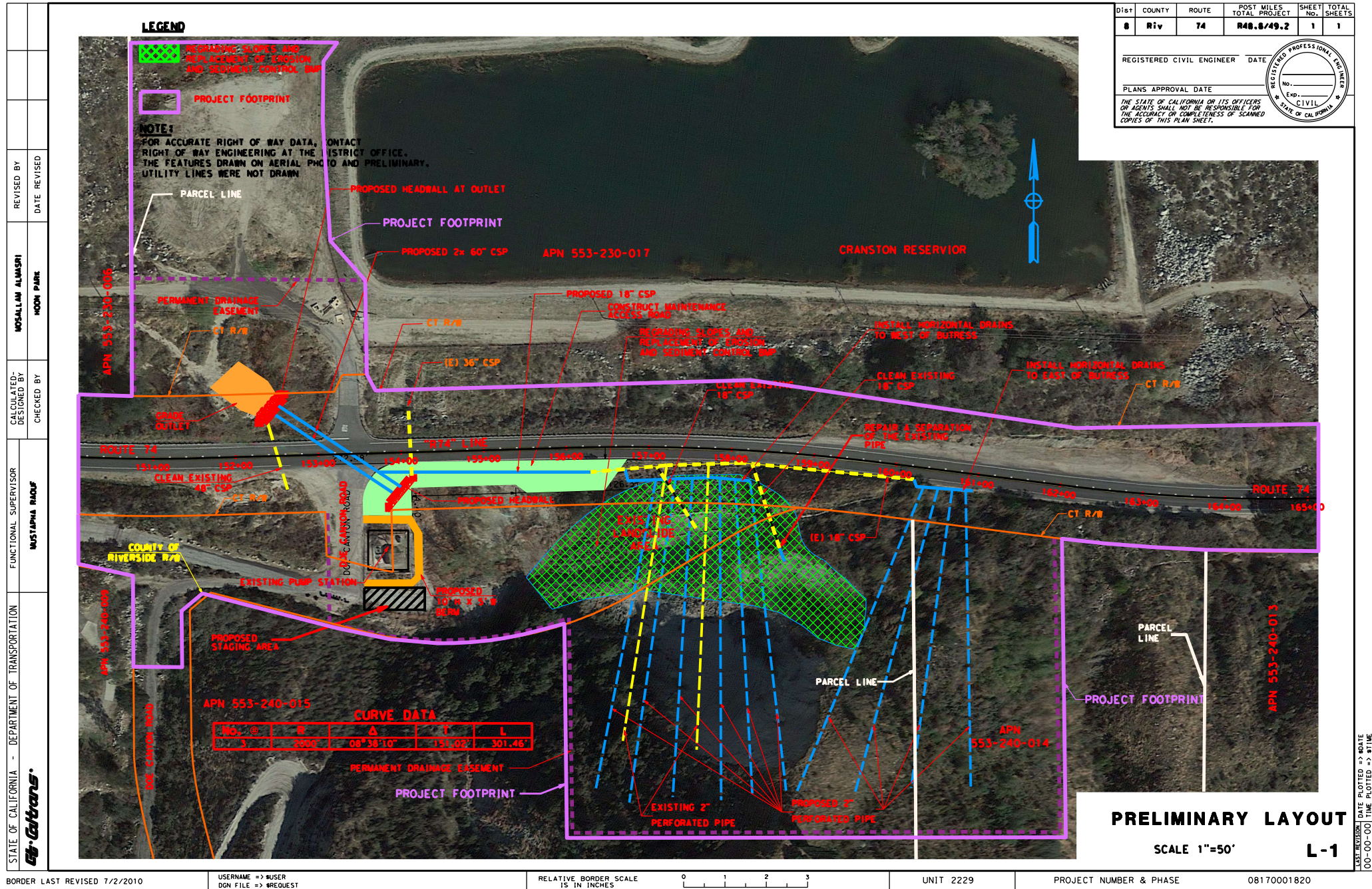
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Figure 3



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Figure 4



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Appendix B : Distribution List

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A public notice of this IS and/or a Notice of Intent to Adopt a 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.

Agencies, Elected Officials and Property Owners

The Honorable Bonnie Wright Mayor of Hemet, CA (District 4) City of Hemet 445 E. Florida Avenue Hemet, CA 92543	Mr. Christopher Lopez Interim City Manager 445 E. Florida Avenue Hemet, CA 92543
Mr. Russ Brown Mayor Pro-Tem of Hemet, CA (District 2) City of Hemet 445 E. Florida Avenue Hemet, CA 92543	Ms. Sarah McComas Hemet City Clerk 445 E. Florida Avenue Hemet, CA 92543
Mrs. Linda Krupa City Councilmember (District 5) City of Hemet 445 E. Florida Avenue Hemet, CA 92543	Mr. Scott Brown Hemet Fire Chief 510 E. Florida Avenue Hemet, CA 92543
Mrs. Karlee Meyer City Councilmember (District 1) City of Hemet 445 E. Florida Avenue Hemet, CA 92543	Chief Rob Webb Hemet Police Department 450 E. Latham Avenue Hemet, CA 92543
Mr. Michael Perciful City Councilmember (District 3) City of Hemet 445 E. Florida Avenue Hemet, CA 92543	Mr. Truman Holland Riverside County Fire Department Administrative Headquarters 210 West San Jacinto Avenue Perris, CA 92570
Mr. Chuck Washington Riverside County Board of Supervisors 3 rd District 4080 Lemon Street Riverside, CA 92501	Mr. Dan Johnson CAL FIRE Southern Region Operations 1234 East Shaw Avenue Fresno, CA 93710

Riverside County Watershed Protection Richard Boon Chief of Watershed Protection Division	San Bernardino National Forest Julie Hall, District Ranger San Jacinto Ranger District
---	--

1995 Market Street Riverside, CA 92501	54270 Pine Crest P.O. Box 518 Idyllwild, CA 92549
California Highway Patrol 195 Highland Springs Avenue Beaumont, CA 92223	
Mr. Michael Gow General Manager Lake Hemet Municipal Water District 26385 Fairview Avenue Hemet, CA 92544	
Lake Hemet Municipal Water District 13116 Imperial Highway Santa Fe Springs, CA 90670-4817 (APN 553-230-017)	
Gary and Patricia McMillan 29379 Rancho California Road, Suite 201 Temecula, CA 92591-5208 (APN 553-240-015)	
Gary and Patricia McMillan 29379 Rancho California Road, Suite 201 Temecula, CA 92591-5208 (APN 553-240-014)	
Riverside County Assessor P.O. Box 751 Riverside, CA 92502-0751	
Captain Leonard Purvis Hemet Sherriff Station 43950 Acacia Avenue, Suite B Hemet, CA 92544	

Appendix C : List of Preparers

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The following personnel participated in the preparation of this Initial Study:

California Department of Transportation

Jared Anderson, Landscape Architect

Shanon Clarendon, Environmental Planner, Cultural Studies

Jeanine Gray, Associate Environmental Planner, Generalist, Environmental Studies “D”

Phong Hoang, Civil Engineer / Environmental Engineering, Environmental Engineering “A”

Bahram Karimi, Associate Environmental Planner/ Paleontologist, Environmental Studies “D”

Rodrigo Panganiban, Civil Engineer / Environmental Engineering, Environmental Engineering
“A”

Paul Phan, Civil Engineer/ Environmental Engineering, Branch Chief; Environmental
Engineering
“A”

Luz Quinnel, Associate Environmental Planner, Biological Studies

Julie Scrivner, Associate Environmental Planner, Generalist, Environmental Studies “B”

Mary K. Smith, Principal Architectural Historian, Cultural Studies

Appendix D: Title VI Policy Statement

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DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life.*

April 2018

**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."*

Related federal statutes 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, please visit the following web page:
http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

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 Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone (916) 324-8379, TTY 711, email Title.VI@dot.ca.gov, or visit the website www.dot.ca.gov.

A handwritten signature in blue ink, appearing to read "Laurie Berman".

LAURIE BERMAN
Director

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

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Appendix E : List of Technical Studies

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1. Natural Environment Study (Minimal Impacts), Slope Repair and Culvert Replacement Project, Riverside County, 08-RIV-74-48.8/49.2, EA 1J020/0817000182, August 2019, Prepared by Luz Quinzel, Caltrans, August 2019.
2. Archaeological Survey Report, RIV 74 Hemet Horizontal Drains, 08-RIV-074, PM R48.8/49.2, Riverside County, California, Project Number 08-1700-0182, EA: 1J020. Prepared by Shannon Clarendon, Caltrans, 2019.
3. Historic Property Survey Report, RIV 74 Hemet Horizontal Drains, 08-RIV074, PM R48.8/49.2, Riverside County, California, Project Number 08-1700-0182, EA: 1J020. Prepared by Shannon Clarendon, Caltrans, 2019.
4. Finding of Effect (FOE) for RIV 74 Horizontal Drain Project Near Hemet, Riverside County, California, PM 48.8/49.2, EA 1J020, PN: 08-1700-0182. Prepared by Mary K. Smith, Caltrans, July 2019.
5. Visual Impact Assessment for Horizontal Drain Repairs and Construction at State Route 74 in Hemet 08-RIV-74 PM 48.8/49.2 EA 1J020. Prepared by Jared Anderson, Caltrans, September 2018.
6. Horizontal Drainage System Project (1J020) – Rational Method Analysis, RIV 74 PM 48.8/49.2. Prepared by Alan Bisi, Caltrans, April 2019.
7. Initial Site Assessment (ISA) Checklist, prepared by Laleh Modrek, Environmental Engineer, Caltrans, December 2017.

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Appendix F: Environmental Commitments Record

Permit Type	Agency	Date Submitted	Date Received	Expiration	Fee	Notes	Permit Requirement Completed	
							Name	Date
404	USACE Non-Reporting Permit	6/15/19	6/15/19	No	None			
1602	Lake and Streambed Alteration Agreement; CDFW							

Date of ECR: 09/26/2019
Date: 09/17/2019

ENVIRONMENTAL COMMITMENTS RECORD (SR 74 Hemet Horizontal Drains)

08-SBd-74
PM 48.8/49.2

Project Phase:

- ☒ PA/ED (DED/FED)
☐ PS&E Submittal
☐ Construction

EA 08-1J020
PN 0817000182
Generalist: Julie Scrivner
ECL:

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
CULTURAL RESOURCES										
CUL-1: If buried cultural resources are encountered during construction, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.	N/A	District Environmental Cultural Resources	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Design/ Construction	Standard Specifications: Section 2018 SS 14-2.03A					
CUL-2: If human remains are discovered, State Health and Safety Code Section 7050.5	N/A	District Environmental	District Cultural Studies/ District Design/	Final Design, Construction	Standard Specifications:					

Date of ECR: 09/26/2019

Date: 09/17/2019

ENVIRONMENTAL COMMITMENTS RECORD

(SR 74 Hemet Horizontal Drains)

08-SBd-74

PM 48.8/49.2

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

EA 08-1J020

PN 0817000182

Generalist: Julie Scrivner

ECL:

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. 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. At this time, the person who discovered the remains will contact Andrew Walters, Senior Environmental Planner, Cultural Studies [(909) 383-2647] or Gary Jones, District Native American Coordinator [(909) 383-7505] so that they may work with the Most Likely Descendant on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.		Cultural Resources	Resident Engineer/ Contractor		Section 2018 SS 14-2.03A Health & Safety Code 7050.5 & Public Resource Code 5097					

Date of ECR: 09/26/2019

Date: 09/17/2019

ENVIRONMENTAL COMMITMENTS RECORD

(SR 74 Hemet Horizontal Drains)

08-SBd-74

PM 48.8/49.2

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

EA 08-1J020

PN 0817000182

Generalist: Julie Scrivner

ECL:

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc. Or Permit	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Completed	Construction Task Completed	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
HAZARDOUS WASTE / MATERIALS										
HAZ-1 If the project will remove Yellow or White Traffic Stripes and Pavement Marking, include either SSP 14-11.12: Remove yellow traffic stripe and pavement marking with hazardous waste residue.	Pg 1	ISA Checklist	RE/Contractor	Construction	Standard Special Provisions 2018: Section 14-11.12					
HAZ-2 SSP 14-11.14 For the Removal and Disposal of Treated Wood Waste Such as Sign Post and Guardrails	Pg 1	ISA Checklist	RE/Contractor	Construction	Standard Special Provisions 2018: Section 14-11.14					
HAZ-3 SSP 36-4 Residue Containing Lead from Paint and Thermoplastic	Pg 1	ISA Checklist	RE/Contractor	Construction	Standard Special Provisions 2018: Section 36-4					

Date of ECR: 09/26/2019

Date: 09/17/2019

ENVIRONMENTAL COMMITMENTS RECORD

(SR 74 Hemet Horizontal Drains)

08-SBd-74

PM 48.8/49.2

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

EA 08-1J020

PN 0817000182

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							Date / Initials	Date / Initials	YES	NO
HAZ-4 SSP 84-9.03C Remove Traffic Stripes and Pavement Markings Containing Lead	Pg 1	ISA Checklist	RE/Contractor	Construction	Standard Special Provisions 2018: Section 84-9.03C					
HAZ-5 SSP 7-1.02K(6)(J)(111) for Lead Compliance Plan	Pg 1	ISA Checklist	RE/Contractor	Construction	Standard Special Provisions 2018: Section 7-1.02K(6)(J) (111)					
<u>AIR QUALITY RESOURCES</u>										
AQ-1: Fugitive Dust Contractor must abide.	IS Pg. 21		RE/Contractor	Construction	Standard Special Provisions 2018 SSP 14-6.03A_A10-19-18_2018					

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AQ-2: Implement and follow Erosion Control and Air Quality Best Management Practices (BMPs).	21		RE/Contractor	Construction	Standard Special Provisions 2018 SSP 14-6.03A_A10-19-18_2018					
Biological Resources										
BIO-1 Caltrans BMPs will be followed.	5	NES(MI)	RE/Contractor	Construction	Standard Special Provisions 2018 SSP 14-6.03A_A10-19-18_2018					
BIO-2 Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements (WRCMSHCP, Volume 1, Appendix C	5	NES(MI)	RE/Contractor	Construction	Standard Special Provisions 2018					

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BMPs).requirements (WRCMSHCP, Volume 1, Appendix C BMPs).										
BIO-3 De-Watering Plan must be created and implemented in accordance with Caltrans Water Control Standard Specifications (Standard Specification 13-4.03G) if water is present or could be present during construction activities.	5	NES(MI)	RE/Contractor	Construction	Standard Specification 2018 13-4.03G					
BIO-4 Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks (WRCMSHCP, Volume 1, Appendix C BMPs).	5	NES(MI)	RE/Contractor	Construction	Standard Special Provisions 2018					
BIO- 5 Worker Environmental Awareness Training: A qualified biologist to conduct a training session for project personnel prior to the initiation of construction. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act)	6	NES(MI)	Qualified onsite Biologist	Construction	Standard Special Provisions: 2018					

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and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished. The biologist will monitor all construction-related activities to ensure that all avoidance and minimization measures are being implemented and that there are no unanticipated impacts.										
BIO-6 Equipment Staging, Storage, and Fueling: Equipment, vehicles, and materials must be staged and stored in previously-paved or previously-disturbed areas located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. Staging areas are identified in this NESMI and additional staging areas	6	NES(MI)	RE/Contractor	Construction	Standard Special Provisions 2018					

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will require environmental clearance and will need an additional biological assessment. Access to sites shall be via pre-existing access routes to the greatest extent possible and necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters (WRCMSHCP, Volume 1, Appendix C, BMPs).										
BIO-7 Environmental Sensitive Area Fencing (ESA). Prior to vegetation clearing or construction, highly visible barriers (such as orange construction fencing) will be installed providing a no work buffer around riparian and riverine communities adjacent to the project footprint and flagged as Environmentally Sensitive Areas (ESAs) to be preserved. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed	6	NES(MI)	RE/Contractor	Construction	Standard Special Provisions 2018 14- 6.03A_A10- 19-18_2018					

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by the biologist prior to initiation of work (WRCMSHCP, Volume 1, Appendix C, BMPs). Arroyo toad in Project Area if during construction an arroyo toad is discovered within the project impact areas, all construction activities will stop, and the biologist will be notified.										
BIO-8 Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas	6	NES(MI)	RE/Contractor	Construction	Standard Specifications: 2018					

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(WRCMSHCP, Volume 1, Appendix C, BMPs).										
BIO-9 Exclusion Fence. Prior to any ground-disturbance activities, exclusionary fencing (i.e., silt fence or other suitable non-penetrable fencing) will be installed along the boundary to prevent any construction activities from encroaching into adjacent areas and to prevent from arroyo toad moving into the construction area.	6	NES(MI)	RE/Contractor	Construction	Standard Special Provisions 2018					
BIO-10 Lighting: Artificial lighting shall be shielded and/or directed away from adjacent habitats, as feasible.	6	NES(MI)	RE/Contractor	Construction	Standard Special Provisions 2018					
BIO-11 San Jacinto River and Tributaries: San Jacinto River will be identified as an Environmentally Sensitive Area. To avoid impacts to San Jacinto River and associated tributaries, the contractor will contain all work to the project impact area. The contractor will	6	NES(MI)	RE/Contractor	Construction	Standard Special Provisions 2018 5-1.36					

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ensure that no trash, construction debris, or any other material enter these drainages. If any work requires entrance into these drainages, then regulatory permits will be required. Comply with 2018 Standard Specification 5-1.36 Property and Facility Preservation and 14-1.02 Environmentally Sensitive Area. These standard specifications will be updated periodically when the Caltrans standard specifications are updated.					14-1.02					
BIO-12 Vegetation Removal: To avoid impacts to migratory birds, vegetation removal must take place outside of the breeding season, which is regarded as February 15 – September 1. If this is not feasible, then BIO-13 will be implemented.	7	NES(MI)	RE/Contractor	Construction	Standard Special Provisions 2018					
BIO-13 Preconstruction Nesting Bird Survey: If Project activities cannot be avoided during the nesting period from February 15 through September 1, a qualified biologist	7	NES(MI)	RE/Contractor	Construction	Standard Provisions 2018					

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will survey the entirety of the project area prior to commencing Project related activities. The surveys will be conducted by the biologist at the appropriate time(s) of day, no more than three days prior to commencement of Project activities. If an active avian nest is located, a 100 foot no construction buffer (300 foot for raptors) will be put in place until nesting has ceased or the young have fledged. The biological monitor will implement and monitor the nest to ensure that impacts to nesting birds do not occur. Comply with 2018 Standard Specification 14-6.03B Bird Protection. These standard specifications will be updated periodically when the Caltrans standard specifications are updated.					Standard Specifications 2018 14- 6.03B					
BIO-14 Preconstruction Meeting Attendance: A Caltrans Biologist will attend the pre-construction meeting for this project. At the	7	NES(MI)	RE/Contractor	Construction	Standard Provisions 2018					

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preconstruction meeting the biologist will inform the contractor of the potential presence of listed and special status species that may be affected by the project and the steps that they must take in order to avoid and minimize negative impacts to those species.					Standard Specifications 2018					
<u>VISUAL RESOURCES</u>										
VIS-1 Due to construction required, some existing native trees may be removed. Replacement trees shall be planted within the project footprint at a rate and size determined by the district Landscape Architect and be species native to the area.	18	Initial Study	RE/Contractor	Construction	Standard Provisions 2018 Standard Specifications 2018 14-					
VIS-2 Native wildflowers and chaparral planting in keeping with the surrounding environment shall be seeded or planted as seedlings as part of permanent erosion control.	18	Initial Study	RE/Contractor	Construction	Standard Provisions 2018					

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					Standard Specifications 2018 14-					
VIS-3 If rock slope protection is required to protect earthen berms or drainage areas, the rock must be of the same type and appearance found locally in the natural area.	18	Initial Study	RE/Contractor	Construction	Standard Provisions 2018 Standard Specifications 2018 14-					
<u>HYDROLOGY/WATER QUALITY RESOURCES</u>										
WQ-1: Prior to the start of construction, a SWPPP for reducing impacts on water quality shall be developed by the contractor, and approved by the Department.	41	NES(MI)	RE/Contractor	Construction	Standard Provisions 2018 Standard Specifications 2018 14-					

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WQ-2: The SWPPP control measures shall address the following categories: soil stabilization practices; sediment control practices; sediment tracking control practices; wind erosion control practices; and non-storm water management and waste management and disposal control practices.	41	NES(MI)	RE/Contractor	Construction	Standard Provisions 2018 Standard Specifications 2018 14-					
WQ-3: The contractor shall be required to comply with water pollution control provisions and SWPPP and conform to the requirements of the Department's Standard Specification Section 7-1.01G "Water Pollution," of the Standard Specifications.	41	NES(MI)	RE/Contractor	Construction	Standard Provisions 2018 Standard Specifications 2018 14-					
WQ-4: If necessary, soil disturbed areas of the project site will be fully protected using soil stabilization and sediment control BMPs at the end of each day, unless fair weather is predicted.	41	NES(MI)	RE/Contractor	Construction	Standard Provisions 2018 Standard Specifications 2018					

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					14-					
<u>NOISE RESOURCES</u>										
NOI-1: The contractor shall comply with all local sound control and noise level rules, regulations and ordinances that apply to any work performed pursuant to contract.	IS Pg. 43		RE/Contractor	Construction	Standard Provisions 2018 Standard Specifications 2018					
NOI-2: Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler or a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.	IS Pg. 43		RE/Contractor	Construction	Standard Provisions 2018 Standard Specifications 2018					
<u>CLIMATE CHANGE RESOURCES</u>										

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TRF-1 Would involve the implementation of a TMP that would reduce delays and related short-term increases in GHG emissions from disruptions in traffic flow. Also, in the event that portable changeable message signs are required as part of the TMP, these signs would be solar-powered and would not involve GHG emissions during use.	Pg. 60	Initial Study	RE/Contractor	Construction	Standard Provisions 2018 Standard Specifications 2018					