

SBD 15 Construct New Weigh Station and Truck Inspection Facility

SAN BERNARDINO, CALIFORNIA
DISTRICT 8 – SBD – 15 (PM R25.5/R29.0)
1H390/0817000032

Initial Study [with Proposed] Mitigated Negative Declaration



**Prepared by the
State of California, Department of Transportation**

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.



October 2019

General Information about This Document

What's in this document:

The California Department of Transportation (Department), as assigned by the Federal Highway Administration (FHWA), has prepared an Initial Study (IS), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in San Bernardino County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Additional copies of this document and related technical studies are available for review at: 464 W. 4th Street, San Bernardino, CA 92401 (Monday-Friday, 9 am to 5 pm).

This IS can be obtained by contacting the staff listed below.

- Malisa Lieng, (909)383-6442, Malisa.lieng@dot.ca.gov
- We'd like to hear what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline.
- Send comments via postal mail to:
- California Department of Transportation
ATTN: Shawn Oriaz, Senior Environmental Planner
California Department of Transportation
464 W. 4th Street, 6th Floor, MS-827
San Bernardino, California 92401-1400
- Send comments via email to: 115TruckScale@dot.ca.gov
Please use "SBD 15 Construct New Weight Station and Truck Inspection Facility" in the subject line of the email.
- Be sure to send comments by the deadline: **November 13, 2019**

What happens next:

After comments are received from the public and reviewing agencies, the Department, as assigned by FHWA, 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 obtained, Caltrans could design and construct all or part of the project.

Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Shawn Oriaz, Senior Environmental Planning, 464 West 4th Street, 6th Floor, MS-827, San Bernardino, CA 92401; (909) 388-7034 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

SCH#
08-SBD-PM R25.5/29.0
EA 08-1H3900
0817000032

The California Department of Transportation (Caltrans) proposes to construct a new truck scale facility between State Route 128 and Oak Hill Road Overcrossing, along Interstate 15, in the County of San Bernardino. (Post Mile R25.5 to R 29.0).

Draft INITIAL STUDY with (Proposed) Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C), 49 USC 303, and/or 23 USC 138

THE STATE OF CALIFORNIA
Department of Transportation

10/11/19
Date


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

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

California Department of Transportation
Shawn Oriaz, Senior Environmental Planner
464 W. 4th Street, 6th Floor, MS-827
San Bernardino, CA 92401-1400
(909) 388-7034

PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to construct a new truck scale facility on the existing southbound truck safety check area (PM R25.5/R29.0) between State Route 138 and Oak Hill Road Overcrossing, along Interstate 15, in the County of San Bernardino. The existing truck inspection facility (PM R20.6/R20.9) that was damaged by the Blue Cut Fire will be closed and replaced by the new facility after construction completion.

Determination

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

The Department 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 the following resources: Aesthetics, Agriculture and Forest Resources, Air Quality, Noise, Energy, Geology and Soils, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation/Traffic, Tribal and Cultural Resources, and Wildfires.

In addition, the proposed project would have less than significant effects to Biological Resources, Hydrology and Water Quality, Utilities and Service Systems, and Mandatory Findings of Significance.

With mitigation measures incorporated, the project would have less than significant effects to: Biological Resources:

BIO-1 Nesting bird preconstruction survey – Should construction activities occur during the nesting season (Feb 10 Sept. 30), Caltrans will conduct a pre-construction nesting bird clearance survey within or adjacent to the PIA. If an active nest is discovered. Caltrans will establish a 300-foot no construction buffer and monitor the nest until the young have fledged or the nest is no longer active.

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

Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans), is the lead agency pursuant to the California Environmental Quality Act (CEQA). Caltrans proposes to construct a new truck scale facility at the existing southbound truck safety check area (PM R25.5/R29.0) between State Route 138 and Oak Hill Road Overcrossing, along Southbound Interstate 15 (I-15), in the County of San Bernardino. The existing edge of pavement at the truck safety check area will be widened. The pavement widening is for the expansion of the easement and construction to accommodate the relocated truck scale facility and new building. The existing truck inspection facility (PM R20.6/R20.9) was damaged by the 2016 Blue Cut Fire. It was initially proposed to reconstruct the truck scale facility in its original location. After discussion with the District Director, Deputies, HQ Federal Resources, and the Federal Highway Administration (FHWA), it was determined that the truck scale facility should not be reconstructed at the fire damaged location and a new facility approximately 5 miles north, at the existing truck safety check area, would better accommodate the truck scale and safety check area.

The proposed funding for the project is included in the Southern California Associate of Governments (SCAG)'s 2019 Federal Transportation Improvement Program (FTIP). FTIP is included in Appendix B.

1.2 Purpose and Need

Purpose

The purpose of this project is to enhance the capabilities of the California Highway Patrol (CHP) to inspect trucks in a more thorough and efficient manner, identify and properly handle overweight loads, safety violations, expired registration and permits, and other violations, ensure the safety of the travelling public, and maintain the integrity of the State Highway System by constructing a new advanced truck scale facility at a more suitable location.

Need

Constructing a new advanced truck scale facility is needed to improve facility operations, reduce damage to state highways from overweight commercial motor vehicles, and provide CHP the ability to perform commercial vehicle enforcement on vehicles prior to their entry into the "urbanized Southern California Region."

Independent Utility and Logical Termini

Federal Highway Administration (FHWA) regulations (23 Code of Federal Regulations [CFR] 771.111 [f]) require that the action evaluated:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope.
2. Have independent utility or independent significance (be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made).
3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

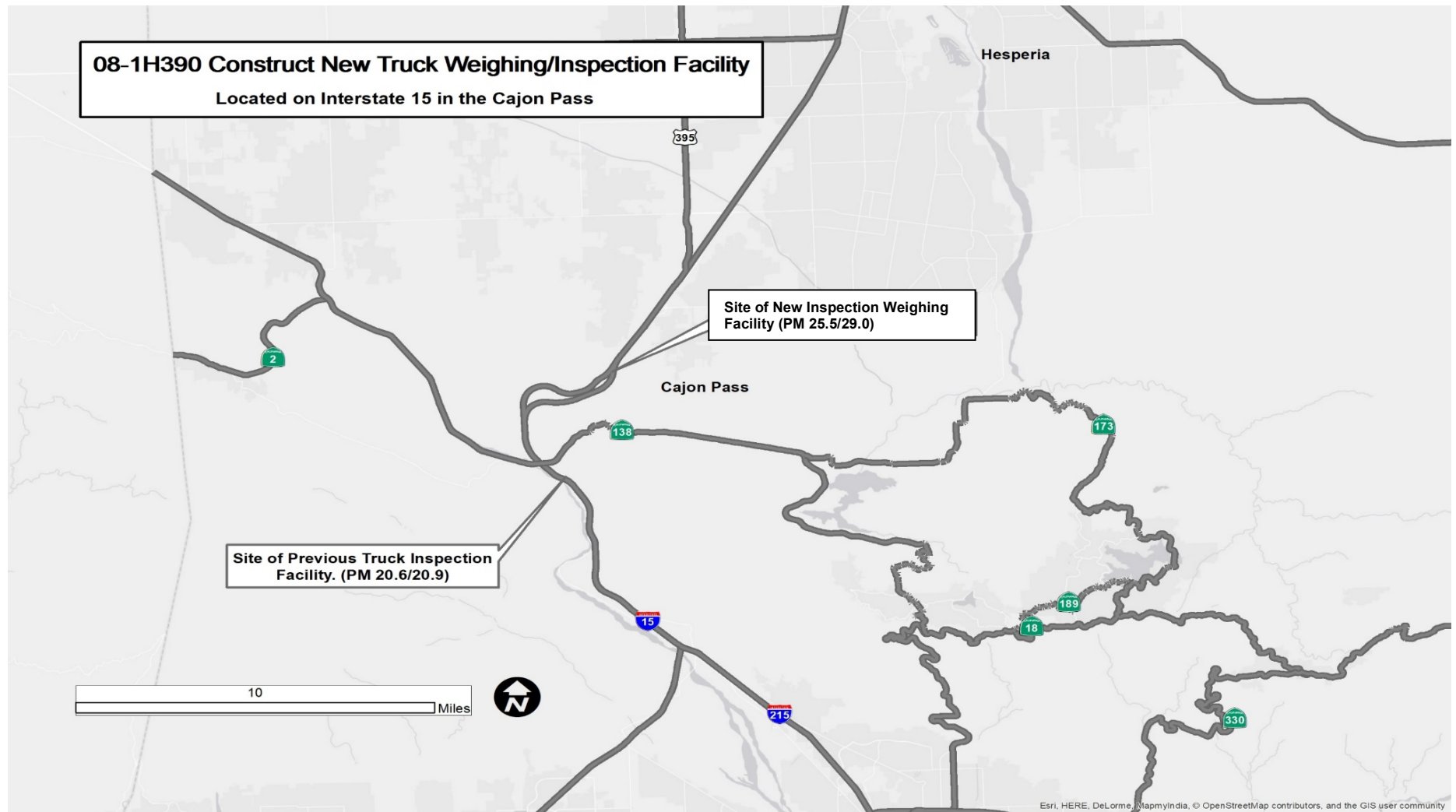


Figure 1: Vicinity Map

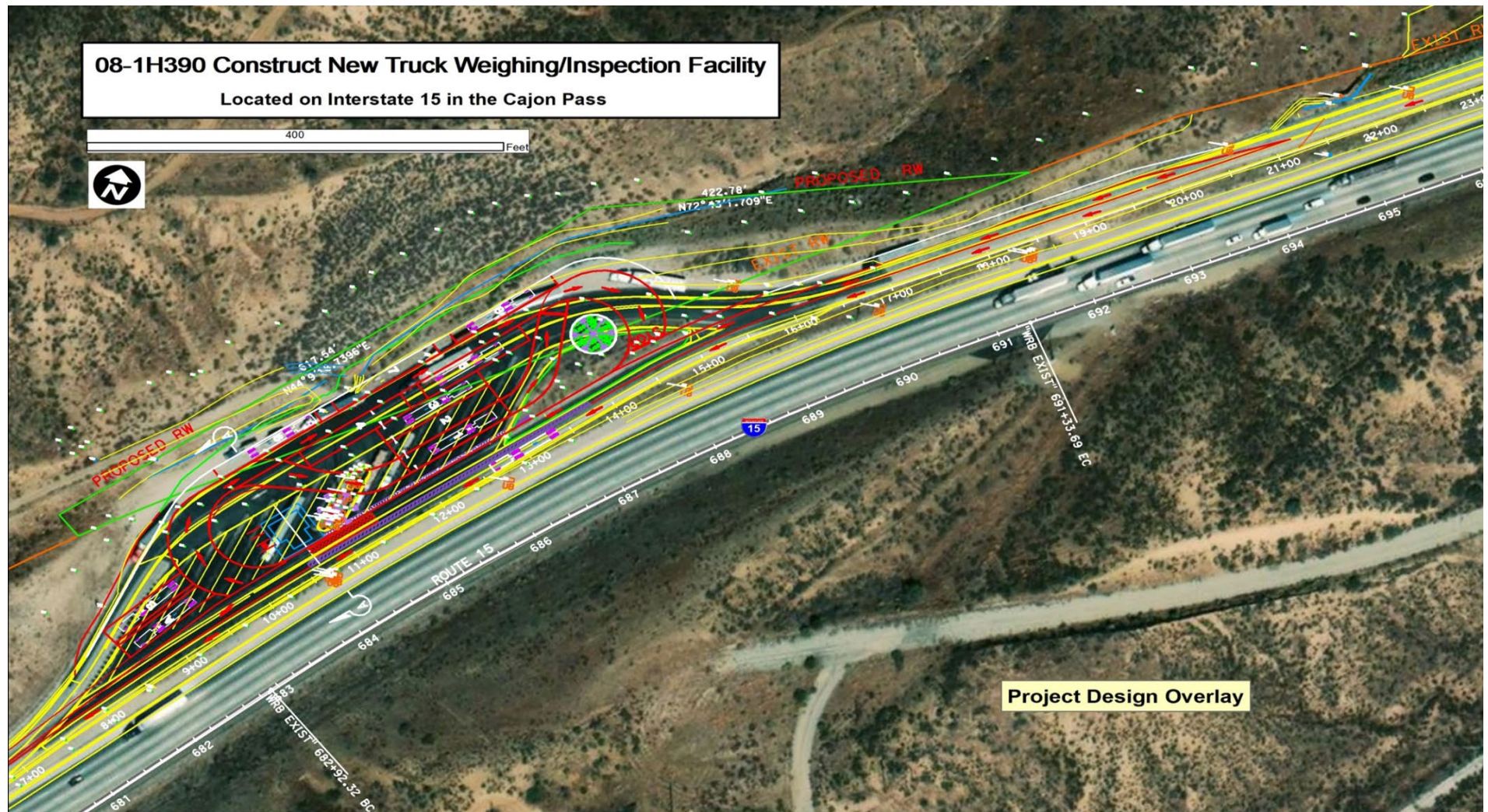


Figure 2: Preliminary Layout

1.3 Alternatives

No-Build (No Action Alternative)

Under the No-Build Alternative, the existing truck facility will not meet the purpose and need of the Weigh Stations and Weigh-in-Motion (WIM) Facilities program.

Proposed Build Alternative

The proposed Build Alternative consists of constructing a new truck scale facility 5 miles north of the existing Southbound (SB) facility at the current I-15 SB truck safety check area.

- New pre-fabricated building with scalehead room at the existing brake inspection facility.
- New 41' by 23' truck inspection canopy and pre-fabricated inspection booth.
- New weigh scale and weigh pad.
- Pre-fabricated concrete trash enclosure.
- New Water / Waste Water treatment facility (Septic and Well).
- Major building electrical work.
- Site Lighting.
- E-Screening System equipment for monitoring and pre-screening trucks.
- Furnish and install overhead sign structure (truss).
- WIM Compliance system with two main lanes to identify illegal bypassing trucks.
- Widening the existing edge of pavement.
- Resurfacing existing Asphalt Concrete pavement.
- Safety traffic control devices to control access to the existing SB Cajon truck scale facility (PM R20.6/R20.9).

1.4 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications (PLACs) are required for project construction:

Agency	PLAC	Status
California Department of Fish and Wildlife	1602 Agreement for Streambed Alteration	Application for the 1602 Agreement will occur during the Final Design phase of the project. The project will not proceed to construction before receiving the 1602 Agreement.
Regional Water Quality Control Board	Report of Waste Discharge	Application for the 1602 Agreement will occur during the Final Design phase of the project. The project will not proceed to construction before receiving the 1602 Agreement.

Chapter 2 California Environmental Quality Act Evaluation

CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. 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 National Environmental Policy Act, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations.

2.1 AESTHETICS

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

Regulatory Setting

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities” (CA Public Resources Code [PRC] Section 21001[b]).

CEQA Significance Determinations for Aesthetics

a) No Impact: Visual impacts on scenic vistas are not because the project area does not include any scenic vistas.

b) No Impact: I-15 is not designated as a state scenic highway (Caltrans 2011¹) and there are no designated scenic highways within the project limits.

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 create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for aesthetics.

¹ “Officially Designated State Scenic Highways,” *California Dept. of Transportation*, 2011, http://www.trpa.org/documents/rseis/3.9%20Scenic/3.9_Caltrans%202010_Officially%20Designated%20Scenic%20Highways.pdf. Accessed 8/27/2019.

2.2 AGRICULTURE AND FOREST RESOURCES

<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p>				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Regulatory Setting

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

CEQA Significance Determinations for Agriculture and Forest Resources

a) No Impact: There are no farmlands or vacant land mapped as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance within the vicinity.

b) **No Impact:** There are no areas within the Williamson Act contract.

c) **No Impact:** There are no forest lands, timberlands, or timberland production areas adjacent to or within the project site. The project area would not conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production.

d) **No Impact:** The proposed project would not result in the loss or conversion of forest land.

e) **No Impact:** The project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for agriculture and forest resources.

2.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<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) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act (CCAA) is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM)—which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM₁₀) and particles of 2.5 micrometers and smaller (PM_{2.5})—and sulfur dioxide (SO₂). In addition, national and state standards exist for lead (Pb), and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel “Conformity” requirement under the FCAA also applies.

Conformity

The conformity requirement is based on FCAA Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP)

for attaining the NAAQS. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and in some areas (although not in California), sulfur dioxide (SO₂). California has nonattainment or maintenance areas for all of these transportation-related "criteria pollutants" except SO₂, and also has a nonattainment area for lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the FCAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept and scope and the "open-to-traffic" schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming RTP and TIP; the project has a design concept and scope that has not changed significantly from those in the RTP and TIP; project analyses have used the latest planning assumptions and EPA-approved emissions models; and in PM areas, the project complies with any control measures in the SIP. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

Air Quality Report Memo

An Air Quality Report Memo was issued on October 2, 2019. The project lies within the boundaries of the Mojave Desert Air Basin which is designated as a non-attainment area for National Ambient Air Quality Standards for criteria pollutants Ozone (O₃) and Particulate Matter 10 (PM₁₀). The Basin is in attainment status under the California Clean Air Act (CCAA) for Unclassified for PM_{2.5} and unclassified for Carbon monoxide (CO), Nitrogen dioxide (NO₂), Sulfur dioxide (SO₂), and Lead.

The project is not exempt from all emissions analysis. However, the project is exempt from regional emissions analysis.

CEQA Significance Determinations for Air Quality

a) No Impact: The proposed project is located in the Mojave Desert Air Basin and is within the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD) and the California Air Resources Board (CARB). The MDAQMD is the primary agency responsible for writing the Air Quality Management Plan (AQMP) in cooperation with SCAG, local governments, and the private sector. The AQMP provides the blueprint for meeting state and federal ambient air quality standards. This project is not a capacity-increasing transportation project. It will have no impact on traffic volumes and would generate a less than significant amount of pollutants during construction due to the very short duration of project construction. Therefore, the proposed project will not conflict with the AQMP, violate any air quality standards, result in a net increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations. Therefore, there will be no impact and mitigation is not required.

b) No Impact: The project will not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard. Most of the construction impacts on air quality would be short term in duration and not result in long-term adverse conditions.

c) No Impact: According to the Air Quality Report Memo, there are no sensitive receptors within a mile of the facility that would be affected by truck emissions from the facility. Therefore, the proposed project would have no impacts.

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 alignment, no impacts would occur.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for air quality.

2.4 BIOLOGICAL RESOURCES

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

WETLANDS AND OTHER WATERS

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. The lateral limits of jurisdiction over non-tidal water bodies extend to the ordinary high water mark (OHWM), in the absence of adjacent wetlands. When adjacent wetlands are present, CWA jurisdiction extends beyond the OHWM to the limits of the adjacent wetlands. To classify wetlands for the purposes of the CWA, a three-parameter approach is

used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the U.S. Environmental Protection Agency (U.S. EPA).

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (40 Code of Federal Regulations [CFR] 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a "least environmentally damaging practicable alternative" (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, EO 11990 states that a federal agency, such as FHWA and/or the Department, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Alternative Finding must be made.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs) and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request.

PLANT SPECIES

Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species section [##] in this document for detailed information about these species.

This section of the document discusses all other special-status plant species, including CDFW species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), found at California Public Resources Code, Sections 21000-21177.

ANIMAL SPECIES

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration’s National Marine Fisheries Service (NOAA Fisheries Service), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species Section [##] below. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries Service candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act

- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

THREATENED AND ENDANGERED SPECIES

Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA) (and the Department, as assigned), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement or a Letter of Concurrence. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2080 of the California Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFW. For species listed under both FESA and CESA requiring a Biological Opinion under Section 7 of FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

INVASIVE SPECIES

Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State’s invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

CEQA Significance Determinations for Biological Resources

a) No Impact: The existing site serves as a brake inspection facility. Most of the construction footprint occurs within already paved surface or previously disturbed areas. Caltrans conducted a habitat assessment and rare plant inventory of the site and its immediate surroundings (Natural Environment Study/Minimal Impacts; Caltrans 2019). No special-status plants are identified on site. Habitat assessments revealed a lack of suitable habitat in the immediate surroundings of the construction footprint. Additionally, no natural plant or habitat communities are identified on site. Therefore, the project is not anticipated to impact special status plants or plant communities.

No federally or state listed threatened or endangered species occur on the project site. Due to the previous existing development on the project site, the immediate surrounding habitat does not possess physical or biological features to support any of the state or federally listed species identified in the literature search for this project. Federally designated critical habitat does not occur on site. Additionally, the California Department of Fish and Wildlife’s California Natural Diversity Database (CNDDDB) indicates no recent sightings of federally or state listed species or species of special concern within the project vicinity. Based upon these findings, the project does not have the potential to impact any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

b) Less Than Significant Impact: In 2019, Caltrans completed a Jurisdictional Delineation at the project location. No wetlands, marshes or vernal pools occur on the project site. However, an unnamed ephemeral (dry) wash occurs to the north of the project site. This wash falls within the jurisdiction of the U.S. Army Corps of Engineers (USACOE), the State Regional Water Quality Control Board (SRWQCB), and the California Department of Fish and Wildlife (CDFW). Caltrans anticipates work activities will impact the wash in the area immediate to the project site to accommodate on-site drainage from the paved facility, and potential expansion of the facility. However, work activities would not result in a substantial adverse effect to this wash. The ephemeral wash would retain the same characteristics with respect to function, value, and conveyance of water. The wash does not provide habitat to support state or federally listed endangered or threatened species, or species of special concern, and there is no risk of affecting these respective species or habitat.

Caltrans anticipates the project would require permits pursuant to the Clean Water Act (CWA) and the California Fish and Game Code. These include a Section 401 CWA permit, Section 404 CWA permit, and Section 1600 Lake and Streambed Alteration Agreement. Caltrans anticipates

that minimization measures, and compensatory mitigation would reduce the effects of the project to the ephemeral wash to less than significant.

c) Less Than Significant: The project will not result in a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. Activities would impact an on-site asphalt drainage which flows into the unnamed ephemeral wash on site. The asphalt drainage would be replaced in-kind. However, this work would not result in a substantial adverse effect to state or federally protected wetlands, marshes or vernal pools.

d) No Impact: The project would result in minimal impacts to the unnamed ephemeral wash: an asphalt drainage would be removed and reconstructed as part of the project scope. This work will not impede us of the ephemeral wash, not would the project effect wildlife movement. No wildlife nursery sites occur on the project site.

e) No Impact: The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No such policies or ordinances apply within the project area. The project site does not contain federally designated critical habitat. There are no records of state or federally listed threatened or endangered species occurring on site, nor do natural habitat communities or species of special concern. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f) No Impact: No Habitat Conservation Plans or similar regional conservation plans exist within the project area. Therefore, the proposed project would have no impact on federally protected wetlands, conflict with any local policies or ordinances protecting biological resources, or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Avoidance, Minimization, and/or Mitigation Measures

BIO-1 : Nesting bird preconstruction survey - Should construction activities occur during the nesting season (Feb 1 – Sep 30), Caltrans will conduct a pre-construction nesting bird clearance survey within or adjacent to the PIA. If an active nest is discovered, Caltrans will establish a 300-foot no-construction buffer and monitor the nest until the young have fledged or the nest is no longer active.

Compensatory Mitigation: The project may result in temporary and/or permanent impacts to the on-site unnamed ephemeral wash. Caltrans does not anticipate these impacts to exceed the level of significance. To render these potential impacts to less than significant, Caltrans will provide compensatory mitigation to offset impacts to Jurisdictional Waters of the U.S. or of the State. With implementation of compensatory mitigation and Best Management Practices, impacts to Waters of the U.S. or state would be less than significant.

2.5 CULTURAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource 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.

a) No Impact: A Historical Property Survey Report (HPSR) Screened Undertaking for the proposed project was approved 09/11/2019. The Area of Potential Effects (APE) is delineated to encompass the maximum extent of ground disturbances as well as direct, indirect, and cumulative effects, including visual and atmospheric effects to the setting, required by the Project design, the APE for this project area is 6 square acres. Caltrans, pursuant to Section I 06 PA Stipulation IX.A and as applicable PRC 5024 MOU Stipulation IX.A.2, has determined a Finding of No Historic Properties Affected is appropriate for this undertaking because there are no historic properties within the APE. Though the highways and its bridges are considered a potential public cultural resource, within the APE, there are no historical or prehistorical known or documented resources found. According to the HPSR for this project, there would be no substantial adverse change in the significance of a historical resource as defined in Section

15064.5 because there are none within the project work areas. Therefore, there would be no impacts to historic resources.

b) No Impact: There would be no substantial adverse changes in the significance of an archaeological resource because no archaeological resources were identified in the project areas. Due to the heavily disturbed nature of the project APE as well as the APE being paved it was deemed that the Caltrans Cultural Resources Database (CCRD) search is sufficient to warrant any further studies. No historical or prehistorical cultural resources were found within the limits of the APE on the CCRD. Therefore, no impacts are anticipated.

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.

Avoidance, Minimization, and/or Mitigation 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 Project Activities, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

CR-2: 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.

2.6 ENERGY

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

CEQA Significance Determinations for ENERGY

a) No Impact: Caltrans implements best management practices (BMP's) to prevent wasteful consumption of resources during construction or operation. The proposed building facility will incorporate energy saving features like aluminum windows with 1" insulated glass to reduce operating costs.

b) No Impact The proposed project does not conflict with any known state or local plan for renewable energy or energy efficiency.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for energy.

2.7 GEOLOGY AND SOILS

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

Regulatory Setting

Topographic and geologic features are also protected under the California Environmental Quality Act (CEQA).

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using the Department's Seismic Design Criteria (SDC). The SDC provides the minimum seismic requirements for highway bridges designed in

California. A bridge's category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities.

CEQA Significance Determinations for Geology and Soils

a i), a ii), aiii) No Impact: According to the California Department of Conservation Earthquake Zones of Required Investigation Maps², the project is not in an Alquist-Priolo Earthquake Fault Zone, and there is no known active or potentially active faults mapped as crossing or in the immediate vicinity. Therefore, the improvements proposed under the Build Alternative is not expected to be exposed to effects associated with fault displacement and ground rupture. Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, will be followed and implemented as applicable, based on the project's scope of work. 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.

a iv) No Impact: Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. Impacts associated with landslides or mudslides are not anticipated. Based on a review of geologic mapping, there would be a low probability for a landslide. No impacts would occur.

b) No Impact: The project proposes to construct a truck scale facility on a previously disturbed area.

c), d) No Impact: The San Bernardino County Land Use Plan General Plan Geologic Hazard Overlay Map does not identify any geologic hazards for the project. It also does not identify any land within the project limits as susceptible to landslides or liquefaction, which implies the absence of expansive soil. Therefore, no impacts are anticipated.

e) No Impact: There will be stockpile management and associated sediment control and temporary soil stabilization BMPs during construction. Further investigation will be completed during the design phase.

f) No Impact: The proposed project is at a previously disturbed area and would not destroy a unique paleontological resource or site or unique geologic feature.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for geology and soils.

² California Earthquake Hazards Zone Application. *Earthquake Zones of Required Investigation Maps*, 2019, California Department of Conservation, <https://www.conservation.ca.gov/cgs/geohazards/eq-zapp>. Accessed 8/26/2019.

2.8 GREENHOUSE GAS EMISSIONS

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

CEQA Significance Determinations for Greenhouse Gas Emissions

a) and b) No 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.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for greenhouse gas emissions.

2.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Regulatory Setting

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

California regulates hazardous materials, waste, and substances under the authority of the [CA Health and Safety Code](#) and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and

cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

CEQA Significance Determinations for Hazards and Hazardous Materials

a), b) No Impact: Implementation of the project is not expected to result in the creation of any new environmental hazards or expose people to potential new health hazards because the project is limited to a previously disturbed area. Routine transport, use, or storage of hazardous materials will not occur during construction. Any use of hazardous materials, including those used for equipment maintenance, would follow all applicable, local, state, and federal standards which would minimize the potential for exposure and hazards. The Initial Site Assessment (ISA) Checklist completed for the project determined that the potential for aerially deposited lead would be determined during the Design phase.

c), d), e), f), g) No Impact: No schools are located within a quarter-mile of the project site. The proposed project is not within two miles of a public airport or public use airport or within the vicinity of a private airstrip.

Avoidance, Minimization, and/or Mitigation Measures

Haz-1: Remove Yellow Traffic Stripe with Hazardous Waste Residue.

Haz-2: If there is cold planing or grinding, use 2018 SSP 36-4.

Haz-3: Use SSP 84-9.03B if residue from removing yellow traffic stripes and pavement markings contain lead.

Haz-4: Test ADL during PS&E.

2.10 HYDROLOGY AND WATER QUALITY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Regulatory Setting

Water Quality and Stormwater Runoff

State Requirements: Porter-Cologne Water Quality Control Act

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

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, RWQCBs designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System (NPDES) Program Municipal Separate Storm Sewer Systems (MS4)

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water.” The SWRCB has identified the Department as an owner/operator of an MS4 under federal regulations. The Department’s MS4 permit covers all Department rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

The Department’s MS4 Permit, Order No. 2012-0011-DWQ (adopted on September 19, 2012 and effective on July 1, 2013), as amended by Order No. 2014-0006-EXEC (effective January 17, 2014), Order No. 2014-0077-DWQ (effective May 20, 2014) and Order No. 2015-0036-EXEC (conformed and effective April 7, 2015) has three basic requirements:

1. The Department must comply with the requirements of the Construction General Permit (see below);
2. The Department must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and
3. The Department storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the maximum extent practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

To comply with the permit, the Department developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within the Department for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research,

program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices the Department uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of BMPs. The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Construction General Permit

Construction General Permit, Order No. 2009-0009-DWQ (adopted on September 2, 2009 and effective on July 1, 2010), as amended by Order No. 2010-0014-DWQ (effective February 14, 2011) and Order No. 2012-0006-DWQ (effective on July 17, 2012). The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop Storm Water Pollution Prevention Plans (SWPPPs); to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective SWPPP. In accordance with the Department's SWMP and Standard Specifications, a Water Pollution Control Program (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the U.S. must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as WDRs under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

CEQA Significance Determinations for Hydrology and Water Quality

a) No Impact: The Build Alternative would not violate any water quality standards or waste discharge requirements. The project would require implementation of BMPs during both construction and operation of the project. Upon adherence to these requirements and

implementation of BMPs, no impacts would occur in this regard during construction. No measures are required.

b) No Impact: Implementation of the project would not deplete groundwater supplies or interfere substantially with groundwater recharge that would result in a net deficit in aquifer volume or a lowering of the groundwater table level. The proposed project is not anticipated to affect the amount of water consumed regionally through increased withdrawals from ground water sources. As such, the proposed project is expected to result in no impacts.

c) i), No Impact: There are no planned changes to the existing drainage pattern of the site including the alteration of a stream or river that would result in substantial erosion or siltation on or off site. As such the proposed project is expected to result in no impacts.

c) ii) No Impact: The project would not result in planned changes to the existing drainage pattern of the site or increase the rate or amount of surface runoff. As such the proposed project is expected to result in no impacts.

c) iv) No Impact: The proposed project would not impede or redirect flood flows. Impacts are not expected.

d) Less Than Significant with Mitigation Incorporated: The project risks the release of pollutants due to project inundation. Caltrans will implement the use of permanent treatment BMPs to mitigate pollutants from stormwater runoff.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for hydrology and water quality.

2.11 LAND USE AND PLANNING

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

CEQA Significance Determinations for Land Use and Planning

a), b) No Impact: Implementation of the proposed project would replace the burnt down truck scale facility with a new advanced truck scale facility at a more suitable location. The proposed project would not divide an established community, as the location is already disturbed and located on the Interstate. The proposed project would not conflict with any applicable land use, plan, policy, or regulation.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for land use and planning.

2.12 MINERAL RESOURCES

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

Regulatory Setting

The Surface Mining and Reclamation Act (SMARA) was framed to address the loss of regionally substantial material deposits to land uses that preclude mining. SMARA mandates a two-phased mineral resource conservation process called classification-designation. The California Division of Mines and Geology (CDMG) is responsible under SMARA for carrying out the classification phase of the process. The State Mining and Geology Board is responsible for the second phase, which allows the State Mining and Geology Board to designate areas in production-consumption region that contain substantial deposits of Portland cement concrete grade aggregate (valued for its importance in construction and versatility) that may be needed to meet the region's future demand.

CEQA Significance Determinations for Mineral Resources

a), b) No Impact: According to the General Plan Land Use Map, the proposed project is not located in an area designated as Mineral Resources. The proposed project would not result in the loss of available mineral resources of value to the region, residents of the state, or locally-important sites. As such, the proposed project is expected to result in no impacts.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for mineral resources.

2.13 NOISE

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

Regulatory Setting

California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significance noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible.

Noise Study

A Noise Study Report was approved on October 10, 2019.

The existing noise level at the proposed project site is predicted to range from 67 to 82 dBA. For No-Build conditions, noise levels range from 68 to 82 dBA; and 69 to 84 dBA for Build conditions. The increase/decrease in noise levels under the No-Build conditions relative to existing conditions is predicted to be in the range of -1 to 0 dB. The change in noise levels under Build conditions related to No Build is predicted to be in the range of 0 dB to 6 dB.

Noise barriers are considered if noise impacts are identified. However, this project does not have impacted receptors. In addition, the noise analysis is for informational purposes only. No further noise abatement analysis is needed.

CEQA Significance Determinations for Noise

a) No Impact: There are no noise-sensitive receptors located within or near the project. The project is not adjacent to or within a community. Construction noise would be temporary and intermittent. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans 2018 Standard Specifications Section 14.8-02,

which would be supplemented as necessary by Standard Special Provision (SSP) Number 14-8.02, as outlined in **NOI-1**.

b) No Impact: Any groundborne noise or vibration would be limited to 30-month construction period (240 working days) and would be short in duration. The project would not involve changes that would result in noticeable increases in groundborne vibration or groundborne noise levels from use or maintenance of the roadway. As such, the project is expected to result in no impacts.

c) No Impact: The project is not located within the vicinity of a private airstrip and no habitable structures are planned as part of the project. Therefore, no noise impacts related to air traffic would occur.

Avoidance, Minimization, and/or Mitigation Measures

NOI-1: Noise Control: Control and monitor noise resulting from work activities. Noise from job site activities must not exceed 86 dBA L_{max} at 50 feet from the job site from ____ pm to ____ am, except the following activities may exceed this noise restriction during the hours and on the days as shown in the following table:

Noise Restriction Exceptions

Activity	Hours		Days	
	From	To	From	Through

2.14 POPULATION AND HOUSING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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"/>

Regulatory Setting

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. The CEQA guidelines (Section 15126.2[d]) require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

CEQA Significance Determinations for Population and Housing

a), b) No Impact: The proposed project is to construct a new advanced truck scale facility at a more suitable location to reduce damage to state highways from overweight commercial motor vehicles. The proposed project would not necessitate the relocation of any developments and/or people. No impacts on population and housing would occur as a result of the proposed project.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for population and housing.

2.15 PUBLIC SERVICES

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

Regulatory Setting

In accordance with CEQA Guidelines, Environmental Checklist Form, Appendix G (XIII. Public Services), the effects of a project are evaluated to determine if they will result in a substantial adverse impact on the environment. A substantial impact would occur if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which could cause substantial environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services including fire protection, police protection, or other public facilities.

CEQA Significance Determinations for Public Services

a) No Impacts

Response to Fire protection and Police protection: No Impact. The proposed project would not affect the level of services on I-15. The proposed project 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 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. As a result, there are no impacts.

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 and is not expected to result in any other impacts on school services. As such, there are no impacts.

Response to Parks: No Impact. No parks exist that border the project limits; therefore, no impacts on parks are anticipated.

Response to Other Public Facilities: No Impact. There are no public facilities in the immediate project area. Therefore, there would be no impact on public facilities as a result of construction or operation of the project.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for public services.

2.16 RECREATION

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

Regulatory Setting

In accordance with CEQA Guidelines, Environmental Checklist Form, Appendix G (XIV. Recreation), the effects of a project are evaluated to determine if they will result in a substantial adverse impact on the environment. A substantial impact would occur if the project would result in an increase in use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Impacts would also occur if the project were to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect of the environment.

CEQA Significance Determinations for Recreation

a), b) No Impact: The proposed project does not have the capacity to generate a substantial increase to use of any existing neighborhood parks, regional parks, or other recreational facilities such that physical deterioration would occur, nor would it require the construction or expansion of recreational facilities.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for recreation.

2.17 TRANSPORTATION/TRAFFIC

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

Regulatory Setting

The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act (CEQA). Environmental impact thresholds as indicated in Appendix G of the CEQA Guidelines were also used in this analysis. The project would create a substantial impact if it would do on of the following: Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrians and bicycle paths and mass transit, conflict with applicable congestion management program, result in a change to air traffic patterns, increase hazards due to a design feature, result in inadequate emergency access, or conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

CEQA Significance Determinations for Transportation/Traffic

a), b), c), d) No Impact: The proposed 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.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for transportation/traffic.

2.18 TRIBAL CULTURAL RESOURCES

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

Native American Consultation

Caltrans initiated consultation in compliance with AB 52 (PRC 21080.3.1). On January 7, 2019 Caltrans sent a letter describing the project and a map depicting the project area to the Native American Heritage Commission (NAHC). On January 11, 2019, 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 San Fernando Band of Mission Indians initial consultation letter was sent January 14, 2019, with follow up consultation phone calls on March 4, 2019 and April 4, 2019. No response has been received from the Tribe to date.

The Twenty-Nine Palms Band of Mission Indians initial consultation letter was sent January 14, 2019, with follow up consultation phone calls on March 4, 2019 and April 4, 2019. No response has been received from the Tribe to date.

San Manuel was contacted on January 14th and requested a copy of the Phase 1 report. A meeting was conducted on June 25th to explain the project. A copy of the report is no longer required and the Tribe is not interested in the project.

CEQA Significance Determinations for Tribal Cultural Resources

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.

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

Avoidance, Minimization, and/or Mitigation Measures

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

2.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the construction of new water or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or 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"/>

CEQA Significance Determinations for Utilities and Service Systems

a) Less Than Significant Impact: The proposed project would require the installation of a well. There are no environmentally sensitive areas at the location of the proposed well. Therefore, the construction of new water or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities will have less than significant impact.

b), c), d), e) No Impact: The proposed project would provide sufficient water supplies to serve the project in reasonably foreseeable conditions. The project would also be in compliance with all federal, state, and local solid waste statutes and regulations; therefore, there would be no impact.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for utilities and service systems.

2.20 WILDFIRES

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

CEQA Significance Determinations for Wildfires

The project is in a Federally Responsible Area, as mapped by CalFire's Fire and Resource Assessment Program (<https://egis.fire.ca.gov/FHSZ/>). The Wildfire Hazard Potential (WHP) map, developed by the USFS, designated half of the project area to be non-burnable and the other half to be in a high wildfire potential area. During construction, a California Inter-Agency Burning permit from the USFS will be obtained. The permit specifies the location, work that will be done, and the time frame of the project (in both hours and construction months). To reduce the potential of a fire being caused by the project, there are "BURN DAYS." "BURN DAYS" are days in which weather conditions are safe. It is unsafe to burn on hot, dry periods when winds are strong enough to keep leaves and twigs in constant motion.

a) No Impact: The proposed project will not substantially impair an adopted emergency response plan or emergency evacuation plan. The current location is already being utilized as a current brake inspection area. With the Build Alternative, the project enhances the capabilities for the California Highway Patrol to inspect the trucks in a more thorough and efficient manner. As a result, there will be no impacts to the emergency response or emergency evacuation plans.

b) No Impact: The project proposes to construct a new truck scale facility at PM R25.5/R29.0 since the old location at PM 20.6/20.9 was burnt down by a wildfire. During the design phase, Caltrans will work alongside the Fire Marshal and Local Fire Department for approval of the plans to ensure the project will not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impacts are expected.

c) **No Impact:** A well will be installed at the proposed project site to provide water sources to the facility. The installation of the well will not result in an increased fire risk.

d) **No Impact:** The project will not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes. Therefore, there will be no impacts.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for wildfires.

2.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

CEQA Significance Determinations for Mandatory Findings of Significance

a) Less Than Significant with Mitigation Incorporated: The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal species. Avoidance and/or minimization measure **BIO-1** would be implemented to ensure the proposed project would result in less-than-significant impact with mitigation incorporated.

b) No Impact: The proposed project would not result in cumulatively considerable effects when combined with past, present, and reasonably foreseeable future projects and therefore would have no cumulative impact. As such, the proposed project is expected to result in no impacts.

c) No Impact: The project would have no environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. As such, the proposed project is expected to result in no impacts.

Chapter 3 Climate Change

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

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

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

1. Regulatory Setting

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

2. Federal

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

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

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

Addressing these factors up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making.

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.

The U.S. EPA³ 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 appropriate mileage and GHG emissions standards for 2022–2025 light-duty vehicles for future rulemaking.

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.

1. 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.

³ U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions (U.S. EPA 2009).

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 (MMTCO_{2e}).⁴ 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.

⁴ 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” (CO_{2e}). The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.

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.

2. Environmental Setting

The proposed project is on I-15 in the southwestern corner of San Bernardino County, within the Angeles National Forest near the high desert town of Hesperia. I-15 is a major north-south route running from San Diego, through the Inland Empire and Riverside County, to Las Vegas and points east. The route is heavily used by both passenger vehicles and commercial trucks. The site of the proposed new facility is already developed and paved as a brake inspection facility, adjacent to I-5 and national forest property. There are no residences in the immediate project vicinity; Hesperia town limits are more than a mile from the project location. The Southern California Association of Governments (SCAG) Regional Transportation Plan guides transportation development in San Bernardino County; however, the project is not a highway or road project, and would not affect transportation in the project area; therefore the regional transportation plan would not apply.

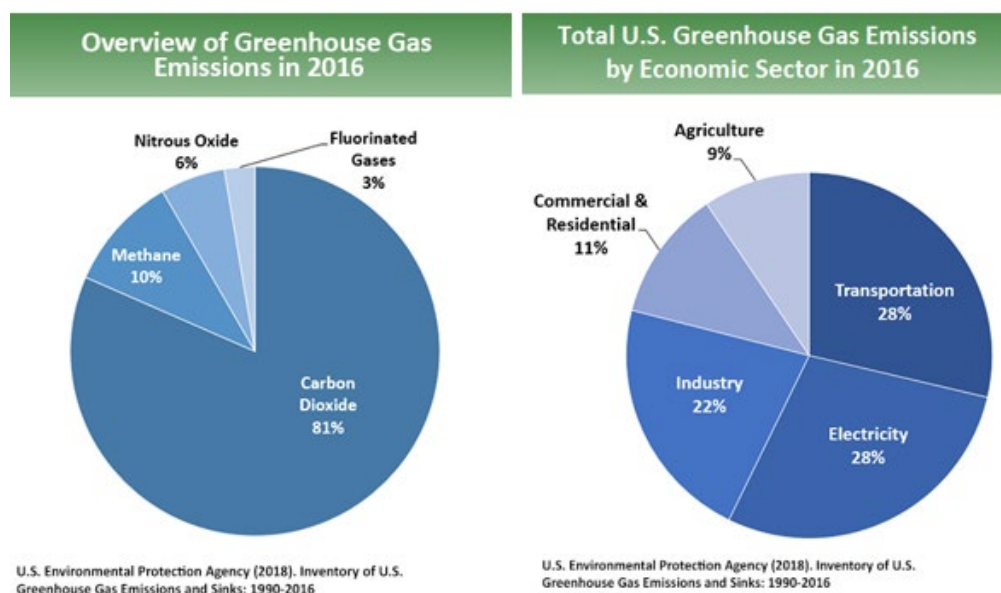
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be 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.

3. 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). In 2016, GHG emissions from the transportation sector accounted for nearly 28.5% of U.S. GHG emissions.

Figure 4-1 U.S. Greenhouse Gas Emissions



4. 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).

Figure 4-2. California 2017 Greenhouse Gas Emissions

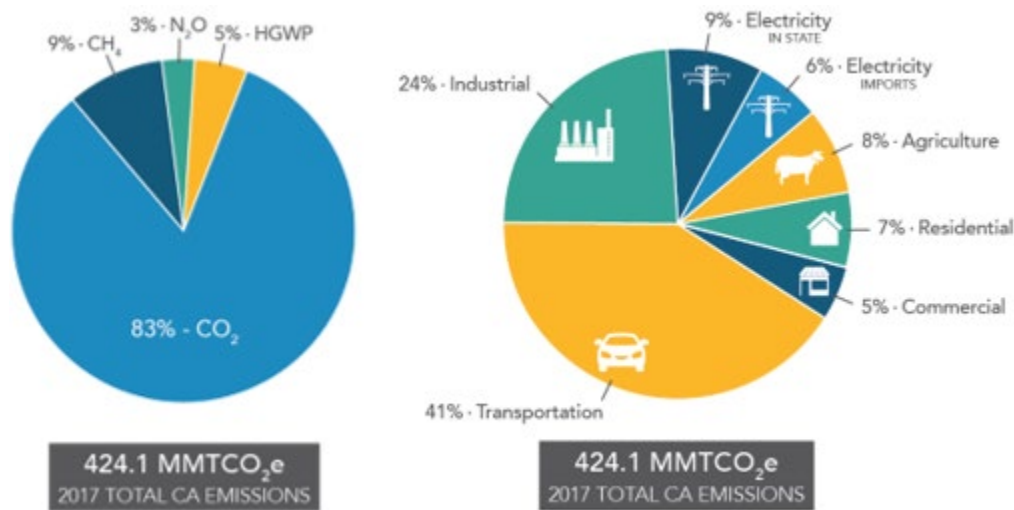
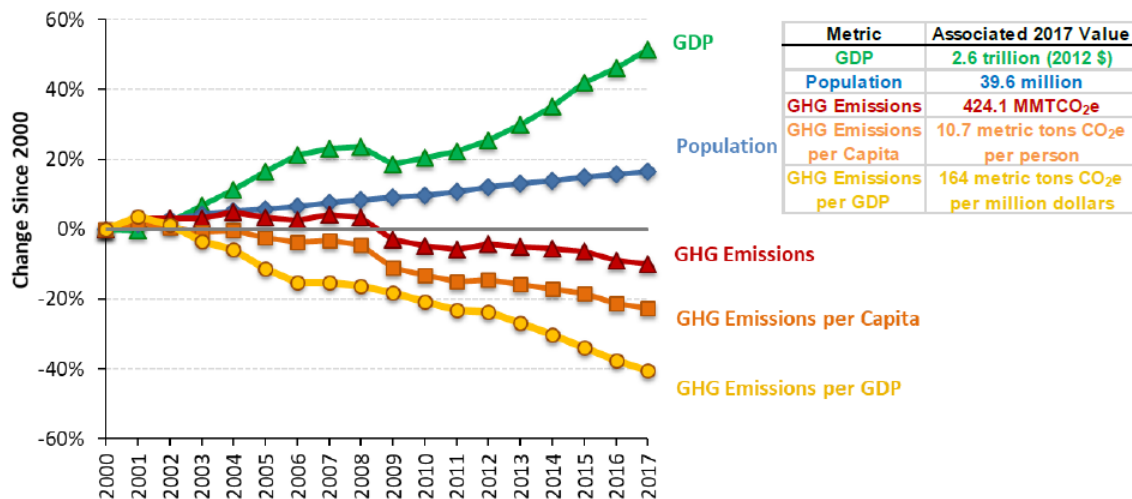


Figure 4-3. Change in California GDP, Population, and GHG Emissions since 2000



Source: ARB 2019b

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

Regional Plans

ARB sets regional targets for California's 18 MPOs to use in their 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 regional

reduction target for SCAG is 8 percent by 2020 and 19 percent by 2035 (ARB 2019). Because the proposed project is not a roadway project, it is not accounted for in the RTP.

5. 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.

6. Operational Emissions

The proposed project involves constructing a new truck scale facility on an existing paved truck safety check area. Because the project would not increase the number of travel lanes on the I-15, no increase in vehicle miles traveled (VMT) would occur as result of project implementation, and traffic volumes are anticipated to be the same under the Build Alternative and No-Build Alternative. Although GHG emissions during the construction period (as discussed below) would be unavoidable, no increase in operational GHG emissions is expected.

7. Construction Emissions

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

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

Construction-period GHG emissions were modeled using the Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model, version 9.0.0. Short-term construction activities would result in GHG emissions from fuel combustion associated with off- and on-road construction equipment and vehicles, which would result in estimated emissions of

405 metric tons of CO₂-equivalent (CO₂e)⁵ over the approximately 12-month construction period. This estimate is conservative because the model does not account for the lower emissions associated with the prefabricated building. In addition, the previous site will not be restored, so there will be no construction emissions associated with the closure.



The project would comply with all requirements of the Mojave Desert Air Quality Management District. In addition, 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. Measures that reduce vehicle emissions and energy use also reduce GHG emissions. Under Avoidance and Minimization Measure, a traffic management plan (TMP) will be implemented to minimize traffic delays and associated idling emissions during construction.

1. CEQA Conclusion

While the project would result in a slight increase 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 GHGs. 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.

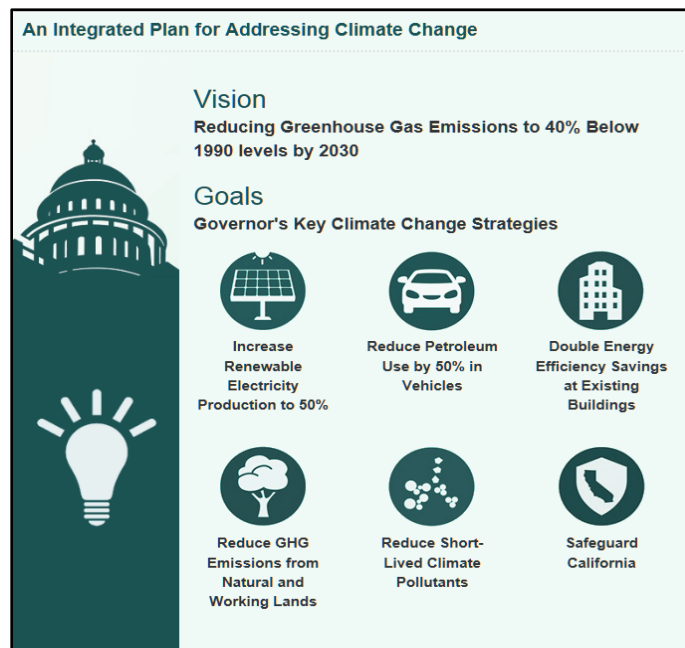
GREENHOUSE GAS REDUCTION STRATEGIES

2. 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*.

⁵ Because GHGs differ in how much heat each traps in the atmosphere, and CO₂ is the most important GHG, amounts of other gases are expressed relative to CO₂. Measurements are then summed to yield a total in metric tons of CO₂-equivalent over a given time period. The Road Construction Emissions Model calculates only CO₂, methane, and nitrous oxide.

Figure 4-4. California Climate Strategy



The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). A key state goal for reducing GHG emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030 (State of California 2019)..

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.

3. 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.

4. 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.

5. 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 per capita

Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

6. 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*).

7. 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.

8. 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.

The project includes installing a prefabricated building on the weigh station. Various studies (e.g., Navaratnam et al. 2019: 5) indicate that prefabricated buildings reduce construction waste and CO₂ emissions compared to conventional construction methods and can also reduce operating CO₂ emissions.

A Traffic Management Plan would be implemented as a standardized measure, which would reduce delays and related short-term increases in GHG emissions from disruptions in traffic flow.

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. Mojave Desert Air Quality Management District regulations

would apply in the project area. Measures that reduce vehicle emissions and energy use also reduce GHG emissions.

Consistent with the Program Environmental Impact Report prepared for the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, the project will minimize GHG emissions by recycling construction debris to maximum extent feasible and using energy- and fuel-efficient vehicles and equipment that meet or exceed EPA/NHTSA/CARB standards.

9. 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.

10. Federal Efforts

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

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

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

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

11. *State Efforts*

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. *California's Fourth Climate Change Assessment* (2018) is the state's 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. 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.

12. Caltrans Adaptation Efforts

13. 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.

14. Project Adaptation Analysis

Sea-Level Rise

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

Floodplain

The project location is in high desert (Wikipedia 2019). The natural environment study for the proposed project notes the presence of an ephemeral wash parallel to and north of the project site, flowing westerly. Topography within the biological study area is relatively flat (Caltrans 2019). The view in GoogleEarth (2019) shows no permanent water bodies in the project vicinity. Drainage at the ephemeral wash will be relocated due to the expansion of the easement from the existing edge of pavement. The drainage and wash will have the same functionality as now. The new facility will have drainage but it will not drain into the wash.

The draft climate vulnerability assessment for District 8 (Caltrans 2018) maps of projected precipitation changes indicate a potential increase of up to 9.9 percent in 100-year storm precipitation through 2085.

According to the FIRMet map by FEMA, the project site is classified as Zone D. Zone D is designated for areas where there are possible but undetermined flood hazards since analysis for flood hazards has not been conducted. The project site is located at the peak of Cajon Summit. No major upstream water sources flow onto the site. Therefore, the site is not subject to flooding.

Wildfire

The proposed project is located in a federally responsible area and is classified to be a high wildfire potential area.

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 through 2085. 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).

Vegetation communities within the project area are scrub, grassland, and disturbed/developed (Caltrans 2019). The draft District 8 vulnerability assessment maps I-15 in the project area as exposed roadway in an area with a high level of wildfire concern through 2085 (Caltrans 2018). During the design phase, Caltrans will work alongside the Fire Marshal and Local Fire Department for approval of the plans.

Chapter 4 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary 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 and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings, public meetings, public notices, Project Development Team (PDT) meetings. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Consultation with several agencies occurred in conjunction with preparation of the proposed project technical reports and this IS/CE. These agencies are identified in the various technical reports and include the United States Fish and Wildlife Service, California Department of Fish and Wildlife Service, United States Forest Service (San Bernardino National Forest), and the Native American Heritage Commission.

4.1 Consultation and Coordination with Public Agencies and Tribal Governments

The following provides a summary of all meetings, correspondence, and/or coordination relevant for the development of the proposed project.

4.1.1 Native American Heritage Commission

Caltrans initiated consultation in compliance with AB 52 (PRC 21080.3.1). On January 7, 2019 Caltrans sent a letter describing the project and a map depicting the project area to the Native American Heritage Commission (NAHC). On January 11, 2019, 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 San Fernando Band of Mission Indians initial consultation letter was sent January 14, 2019, with follow up consultation phone calls on March 4, 2019 and April 4, 2019. No response has been received from the Tribe to date.

The Twenty-Nine Palms Band of Mission Indians initial consultation letter was sent January 14, 2019, with follow up consultation phone calls on March 4, 2019 and April 4, 2019. No response has been received from the Tribe to date.

San Manuel was contacted on January 14th and requested a copy of the Phase 1 report. A meeting was conducted on June 25th to explain the project. A copy of the report is no longer required and the Tribe is not interested in the project.

4.2 Agency Correspondence and Documentation

Biological Resources:

- USFWS IPaC, NMFS Species List, CDFW California Natural Diversity Database (CNDDB), and California Native Plant Society (CNPS)

Chapter 5 List of Preparers

The following persons were principally responsible for preparation of this Initial Study.

California Department of Transportation

Malisa Lieng, Environmental Planner

Mary Smith, Architectural Historian

Ashley Bowman, Archaeologist

Andrew Walters, Senior of Environmental Cultural Studies

Michael Grimes, Associate Environmental Planner, Natural Sciences

Craig Wentworth, Senior Environmental Planner

Bahram Karimi, Associate Environmental Planner, Paleontology Coordinator

Meenu Chandan, Transportation Engineer

Paul Phan, Senior Environmental Engineer

Jared Anderson, Landscape Architecture

Kurt Heidelberg, Supervising Environmental Planner

Shawn Oriaz, Senior Environmental Planner

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Chapter 6 Distribution List

A compact disc copy of this Initial Study with Proposed Mitigated Negative Declaration (IS and/or a Notice of Availability) was distributed to the federal, state, regional, local agencies and elected officials. In addition, all interested groups, organizations, and individuals within a 0.5-mile radius of the project limits were provided the Notice of Availability for the Draft IS.

Agencies

U.S. Forest Service, San Bernardino National Forest
602 South Tippecanoe Avenue
San Bernardino, CA 92408

County of San Bernardino Planning Dept.
385 N. Arrowhead Ave, 1st Floor
San Bernardino, CA 92415

San Bernardino County Fire Station 20
497 Lytle Creek Rd.
Lytle Creek, CA 92358

San Bernardino County Fire Station 2
1511 Devore Rd.
San Bernardino, CA 92407

Forestry Fire Station
18365 Cajon Blvd.
San Bernardino, CA 92407

California Highway Patrol
2211 Western Ave N
San Bernardino, CA 92411

California Department of Water Resources
1416 9th Street
Sacramento CA 95814

Mojave Desert Air Quality Management District
14306 Park Ave
Victorville, CA 92392

U.S. Fish and Wildlife Service
Region 8
2800 Cottage Way
Sacramento, CA 95825-1846

California Department of Fish and Wildlife
Inland Region
3602 Inland Empire Blvd, Suite C-220
Ontario, CA 91764

California State Assembly, District 33
9700 Seventh Ave, Suite 201
Hesperia, CA 92345

California State Assembly, District 40
James C. Ramos
10350 Commerce Center Drive, Suite A-200
Rancho Cucamonga, CA 91730

Southern California Association of Governments
1170 W. 3rd St, Suite 140
San Bernardino, CA 92410

San Bernardino Council Transportation Authority
1170 W 3rd St, 2nd Floor
San Bernardino, CA 92410

Lahontan Regional Water Quality Control Board
15095 Amargosa Road Building 2, Suite 210
Victorville, CA 92394

Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

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



*Making Conservation
a California Way of Life.*

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"*

Appendix B Federal Transportation Improvement Program (FTIP)



2019 Federal Transportation Improvement Program

San Bernardino County
State Highway
Including Amendments 1-8
(In \$000's)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
SBDLS011	San Bernardino	SCAB		REG0701	SHP03	999					S	EXEMPT - 93.126	7
Description:							PTC	17,766			Agency	CALTRANS	
GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MANDATES PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 CATEGORIES- RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS. INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, PAVEMENT MARKING													
Fund		ENG	R/W	CON	Total	Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total
SHOPP - ADVANCE CONSTRUCTION				17,766	17,766			926	2,510	14,330			17,766
SBDLS011 Total				17,766	17,766			926	2,510	14,330			17,766

SBDLS011 Exempt Grouped Projects for Safety Improvements - SHOPP Mandates Program 2019 FTIP Amendment #19-07								
Agency	County	District EA	Notes	Project Description	Program Year (Federal FY)	Federal Funds	State Funds	Total Project Cost (in \$1000's)
Caltrans	SBd	0R432	Carryover 2018 SHOPP Amendment #18H-000 approved by CTC March 21-22, 2018. Split/New: SHOPP Amendment #16H-017 approved by CTC August 16-17, 2017.	On SR-38 at various locations, from Eagle Mountain Drive to Route 38/18 Separation. Sediment control and stabilization. (Split from EA 0R430). Resolution FP-17-35 approved by CTC January 31-Feb.1, 2018 PS&E allocated for \$86,000 and R/W Sup for \$50,000. Construction Support/Capital and R/W Capital Funding Only.	2019/20	\$ 926	\$ -	\$ 926
				FY 2019-20 100% SHOPP AC funded Sub-total		\$ 926	\$ -	\$ 926
Caltrans	SBd	1H390	Upsate: SHOPP Amendment #18H-008 approved CTC 3/13/19. SHOPP Amendment #18H-003 approved by CTC June 27-28, 2018. Resolution G-18-28 Amending Res G-18-13 approved by CTC May 16-17, 2018. Carryover 2018 SHOPP Amendment #18H-000 approved by CTC March 21-22, 2018. New SHOPP Amendment #16H-020 approved by CTC December 6-7, 2017.	Near Hesperia, from 0.6 mile north of Cleghorn Road Undercrossing to 0.5 mile south of Route 138 at the southbound Cajon Truck Facility; Also from 0.5 mile south of Cajon Summit to 1.8 miles south of Oak Hill Road (PM R25.5L/R26.8L) Construct new southbound weigh station and truck safety inspection facility at Cajon Pass and perform demo work at previous location, which was destroyed by the Blue Cut Fire.	2020/21	\$ 2,510	\$ -	\$ 2,510
				FY 2020-21 100% SHOPP AC funded Sub-total		\$ 2,510	\$ -	\$ 2,510

SBDLS011 Exempt Grouped Projects for Safety Improvements - SHOPP Mandates Program 2019 FTIP Amendment #19-07

Agency	County	District EA	Notes	Project Description	Program Year (Federal FY)	Federal Funds	State Funds	Total Project Cost (in \$1000's)
Caltrans	SBd	1H390	Upsate: SHOPP Amendment #18H-008 approved CTC 3/13/19. SHOPP Amendment #18H-003 approved by CTC June 27-28, 2018. Resolution G 18-28 Amending Res G-18-13 approved by CTC May 16-17, 2018. Carryover 2018 SHOPP Amendment #18H-000 approved by CTC March 21-22, 2018. New SHOPP Amendment #16H-020 approved by CTC December 6-7, 2017.	Near Hesperia, from 0.6 mile north of Cleghorn Road Undercrossing to 0.5 mile south of Route 138 at the southbound Cajon Truck Facility; Also from 0.5 mile south of Cajon Summit to 1.8 miles south of Oak Hill Road (PM R25.5L/R26.8L) Construct new southbound weigh station and truck safety inspection facility at Cajon Pass and perform demo work at previous location, which was destroyed by the Blue Cut Fire.	2021/22	\$ 14,330	\$ -	\$ 14,330
				FY 2021-22 100% SHOPP AC funded Sub-total		\$ 14,330	\$ -	\$ 14,330
Total				100% SHOPP AC funded	Total	\$ 17,766	\$ -	\$ 17,766

2019 FTIP #19-07: Update EA: 1H390.

Anthony Liao, Caltrans District 8 Acting FTIP Manager

Appendix C Avoidance, Minimization and/or Mitigation Summary

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

Permit Type	Agency	Date Received	Expiration	Notes
1600	California Dept. of Fish and Wildlife			
Report of Waste Discharge	Regional Water Quality Control Board			

Date of ECR: 9/9/2019

Date: (September 2019 IS/CE)

08-SBD-15
PM R25.5 / R29.0

Project Phase:

☒ PA/ED (DED/FED)

☐ PS&E Submittal _____ %

☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD (SBD 15 Construct New SB Weight Station and Truck Inspection Facility)

EA 08-1H3900
PN 0817000032
Generalist: Malisa Lieng
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 Project Activities, it is Caltrans policy that work stop within 60 feet of 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/Cons truction						
CUL-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code	N/A	District Environmental Cultural Resources	District Cultural Studies/ District Design/ Resident Engineer/	Final Design, Construction						

Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909)383-2647 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.			Contractor							
BIOLOGICAL RESOURCES										
BIO-1: Preconstruction Nesting Bird Survey: If construction occurs within nesting bird season (Feb 15-Sept 1), then pre-construction nesting bird surveys will be conducted prior to construction by a Caltrans biologist in order to locate and avoid nesting birds.	N/A	Natural Environment Study (Minimal Impacts), July 2019	District Environmental Biological Studies	Final Design, Construction	2015 Standard Special Provisions Specifications 14-6.03B					
HAZARDOUS WASTE										
Haz-1: Removal of yellow or white traffic stripe	N/A	ISA Checklist	Division of Environmental Engineering/ District Design/ Resident Engineer/ Contractor	Design/Construction	2018 SSP 14-11.12					

Haz-2: If there is cold planing or grinding	N/A	ISA Checklist	Division of Environmental Engineering/ District Design/ Resident Engineer/ Contractor	Design/Construction	2018 SSP 36-4					
Haz-3: Use if residue from removing yellow traffic stripes and pavement markings contain lead	N/A	ISA Checklist	Division of Environmental Engineering/ District Design/ Resident Engineer/ Contractor	Design/Construction	2018 SSP 84-9.03B					
Haz-4: Test ADL during PSE	N/A	ISA Checklist	Division of Environmental Engineering/ District Design/ Resident Engineer/ Contractor	Design/Construction	2018 NSSP 14-11.08					
<u>NOISE</u>										
NOI-1: Noise Control: Control and monitor noise resulting from work activities. Noise from job site activities must not exceed 86 dBA L _{max} at 50 feet from the job site from ____ pm to ____ am, except the following activities may exceed this noise restriction during the hours and on the days as shown in the following table:	34	Noise Study Report	Division of Environmental Engineering/ District Design/ Resident Engineer/ Contractor	Design/Construction	2018 SSP 14-8.02					

Appendix D List of Technical Studies

- Air Quality Report Memo
- Historic Property Survey Report
- Initial Site Assessment Checklist
- Natural Environment Study (Minimal Impacts)
- Noise Study Report