

Native bird species and their nests are protected under the MBTA, which states that all migratory birds and their parts (including eggs, nests, and feathers) are fully protected. The MBTA prohibits the take, possession, import, export, transport, selling, purchase, barter, or offering for sale, purchase, or barter, any migratory bird, its eggs, parts, and nests, except as authorized under a valid permit. The California Fish and Game Code protects nesting birds and nongame birds from take or nest destruction. AMMs **BIO-14**, **BIO-15**, and **BIO-21** would be implemented in order to minimize potential impacts on nesting and migratory birds and ensure compliance with the MBTA and California Fish and Game Code. Impacts would be *less than significant*, and no further action is necessary.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact.

The project would not conflict with any local policies or ordinances protecting biological resources. Because no oak trees were observed within the BSA, Riverside County Oak Tree Management Guidelines are not applicable to the project. Therefore, there would be *no impact*.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less-than-Significant Impact with Mitigation.

Western Riverside County Multiple Species Habitat Conservation Plan

The project is classified as a safety operations and maintenance project (WRC MSHCP Volume I § 7.3.4), and is therefore a Covered Activity under the WRC MSHCP, which would require implementation of WRC MSHCP BMPs (WRC MSHCP Volume 1, Appendix C). However, because the project occurs in an area considered highly sensitive by the WRCRCA and resource agencies, is in a wildlife core/linkage of the WRC MSHCP, and is directly adjacent to P/QP and other conserved land areas, the County would incorporate siting and design criteria for a single wildlife crossing at Bridge Street and general avoidance guidelines (WRC MSHCP Volume I § 7.5.1, 7.5.2, and 7.5.3) into the project. This would ensure wildlife passage is protected through the area. Guidelines from WRC MSHCP Section 7.5.3 and Appendix C have also been incorporated, as applicable, into this project's AMMs. In addition, operations and maintenance projects which occur within Criteria Cells are not required to pursue the Joint Project Review (JPR) process or prepare a Determination of Biologically Equivalent or Superior Preservation (DBESP) report; however, the County has opted to seek input from the WRCRCA, USFWS, and CDFW, including project approvals, through the JPR process. The project JPR was completed and the DBESP/WRC MSHCP Consistency Analysis was approved on January 24, 2022.

A literature review determined that the project occurs within Existing Core H and Proposed Core3; P/QP conserved lands; Narrow Endemic Survey Area 3 (Munz's onion [*Allium munzii*], San Diego ambrosia, many-stemmed dudleya [*Dudleya multicaulis*], spreading navarretia,

California Orcutt grass [*Orcuttia californica*], and Wright's trichocoronis [*Trichocoronis wrightii* var. *wrightii*]; Criteria Area Plant Survey Area 3 (San Jacinto Valley crownscale, Parish's brittlescale, Davidson's saltscale, thread-leaved brodiaea, smooth tarplant, round leaved filaree, Coulter's goldfields, little mousetail, and mud nama [*Nama stenocarpum*]); Mammal Survey Area Survey Area 2 (Los Angeles pocket mouse [*Perognathus longimembris brevinasus*]) and Survey Area 3 (Los Angeles pocket mouse and San Bernardino kangaroo rat); and BUOW Survey Area. The project does not occur within WRC MSHCP-designated Amphibian Species Survey Areas.

In compliance with the WRC MSHCP, habitat assessments or focused surveys were performed for riparian/riverine resources, vernal pools and fairy shrimp habitat, listed riparian birds, Narrow Endemic Plant Species, Criteria Area Plant Species, Los Angeles pocket mouse, San Bernardino kangaroo rat, and BUOW. Based on survey results, riparian/riverine resources were found throughout the BSA, and smooth tarplant and BUOW were found in discrete locations. Ten additional WRC MSHCP Covered Wildlife Species—Cooper's hawk, tricolored blackbird, ferruginous hawk, Swainson's hawk, white-tailed kite, California horned lark, loggerhead shrike, coastal California gnatcatcher, yellow warbler, northwestern San Diego pocket mouse, San Diego black-tailed jackrabbit, and San Diego desert woodrat—were all found to be present within the BSA. Habitat evaluations determined that suitable habitat does not exist within the BSA for vernal pools, fairy shrimp, or listed riparian birds.

Under the WRC MSHCP, a project must address potential indirect effects on WRC MSHCP conservation areas through potential degradation of water quality by drainages, the introduction of toxins, night lighting, noise, and invasive species (WRC MSHCP Vol. I § 6.1.4, *Urban/Wildlands Interface Guidelines*). The necessary AMMs for consistency with the WRC MSHCP are presented in Section 2.4.3, *Avoidance, Minimization, and Mitigation Measures*, below. These measures are consistent with the WRC MSHCP measures and guidance found in Volume I, Sections 3.2.3, 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.5.1, 7.5.2, and 7.5.3, and Appendix C of the WRC MSHCP document. Implementation of AMMs would ensure full project compliance with the WRC MSHCP.

WRC MSHCP Conserved Lands

The project would result in permanent and temporary direct impacts on P/QP conserved and WRC MSHCP conservation areas within the project LOD. As a Covered Activity under the WRC MSHCP, the allowable width for Gilman Springs Road is 128 feet. The road improvements, cut-and-fill slopes, and slope easements associated with the roadway and shoulder expansion do not exceed the 128-foot take allowance. A total of 5.74 acres of permanent impacts would occur on conserved lands, which includes 0.21 acre of P/QP lands. Temporary impacts would occur on 3.49 acres of conserved lands. All temporary impact areas would be restored on site. Figure 2.4-5 shows the location of conserved lands within the BSA. Table 2-7 summarizes the permanent impacts and temporary impacts on P/QP conserved lands and other conservation lands.

Impacts from Covered Activities on P/QP conserved lands must be replaced at not less than 1:1 and determine how much conservation land replacement would be required under the WRC

MSHCP. Impacts on the remaining conserved lands within the allowable road with right of way do not require mitigation; however, CDFW-owned lands (both P/QP lands and Additional Reserve Lands [ARL]) would be replaced through implementation of **MM BIO-18**. In addition, WRCRCA ARL outside of the 128-foot take allowance (0.04 acre) would also require equivalent or better replacement. Temporary impact areas of conserved lands would be restored onsite through implementation of the HMMP (**AMM BIO-17**). Impacts would be considered *less than significant* with incorporation of these measures.

Table 2-7. Impacts on P/QP and Conservation Lands

Conservation Lands	Impacts	
	Permanent (acres)	Temporary (acres)
P/QP Lands ¹	0.21	0.49
WRC MSHCP Conserved Lands ¹	1.54	1.08
WRCRCA Conserved Lands	3.99 ²	1.92
Total	5.74	3.49

Source: Caltrans 2021a.

¹ Lands owned by CDFW.

² Because this project is a covered road, no replacement is required for ARL owned by WRCRCA within the 128-foot ROW. However, 0.04 acre of WRCRCA Conserved Lands occur outside of the 128-ft right of way buffer and will require replacement of Additional Reserve Lands.

ARL = Additional Reserve Lands; CDFW = California Department of Fish and Wildlife; P/QP = Public/Quasi-Public; WRC MSHCP = Western Riverside County Multiple Species Habitat Conservation Plan; WRCRCA = Western Riverside County Regional Conservation Authority

Riparian/Riverine Resources

Implementation of the project would affect 0.58 acre of permanent and 0.624 acre of temporary of WRC MSHCP riparian/riverine resources. These impacts are summarized in Table 2-8. There would be no impacts on vernal pools, fairy shrimp, or riparian/riverine-dependent listed bird species; thus, no AMMs are necessary for these riparian/riverine resources. However, implementation of **AMMs BIO-1** and **BIO-4** through **BIO-10**, **MM BIO-11**, and those elements that are required for compliance with the Urban/Wildlands Interface Guidelines (WRC MSHCP Volume I § 6.1.4) would ensure that the project is consistent with the WRC MSHCP in this regard for impacts on WRC MSHCP riparian/riverine areas. To comply with WRC MSHCP Volume I, Section 6.1.2, a DBESP report was prepared that describes the impacts, functions and values analysis, and avoidance, minimization, and mitigation measures for WRC MSHCP riparian/riverine resources (ICF 2021).

Table 2-8. Impacts on WRC MSHCP Riparian/Riverine Habitat

Stream Type	Impacts (acres)	
	Permanent	Temporary
Riparian	0.08	0.07
Riverine	0.50	0.55
Total	0.58¹	0.62¹

Source: Caltrans 2021a.

¹ Due to rounding error, the total sum is slightly different than what would be expected by adding the individual acreages.

WRC MSHCP Species

The project would directly or indirectly affect smooth tarplant (see discussion under Section 2.4(a)), BUOW (see discussion under Section 2.4(a)), and western spadefoot, orange-throated whiptail, coastal whiptail, red-diamond rattlesnake, coast horned lizard, Cooper’s hawk, tricolored blackbird, Southern California rufous-crowned sparrow, golden eagle, Bell’s sage sparrow, ferruginous hawk, Swainson’s hawk, white-tailed kite, California horned lark, loggerhead shrike, coastal California gnatcatcher, yellow warbler, northwestern San Diego pocket mouse, SKR, San Diego black-tailed jackrabbit, and San Diego desert woodrat, if present within the project footprint, all of which are fully covered under the WRC MSHCP (see discussion under Section 2.4(a)). The smooth tarplant individuals found onsite do not occur within the designated survey area where take restrictions would apply, and the impacts on BUOW would primarily consist of temporary and permanent loss of marginal, unoccupied habitat. With implementation of AMMs **BIO-1**, **BIO-4** through **BIO-6**, **BIO-10**, and **BIO-13** through **BIO-15**, any potential impacts from the project on these species would be fully covered by the WRC MSHCP. Implementation of **MM BIO-11** would fully compensate for any impacts on riparian/riverine resources. Impacts would be considered *less than significant* with incorporation of **MM BIO-11**.

The WRC MSHCP fully addresses impacts under NEPA and CEQA for the majority of the biological resources that have been identified as being potentially affected by the project. There is not take coverage for jurisdictional or riparian/riverine resources. Based on the results of the biological studies, any non-covered WRC MSHCP species with suitable habitat onsite was absent from the project. For compliance with the WRC MSHCP, a DBESP report (Caltrans 2022) was prepared and provides analysis of direct and indirect impacts, AMMs, and the functions and values of the resources being affected as related to WRC MSHCP Covered Species and resources. The WRCRCA, USFWS, and CDFW provided a consistency determination for the DBESP and WRC MSHCP on January 24, 2022.

Stephens’ Kangaroo Rat Habitat Conservation Plan

The project also occurs within the current fee area of the SKR HCP, as well as within the designated San Jacinto-Lake Perris Core Reserve of that HCP. A total of 0.78 acre of undeveloped lands in the SKR Reserve would be permanently affected by the project and would require replacement at a minimum 1:1 ratio. The replacement of the SKR Reserve would occur

in conjunction with the P/QP lands replacement. All temporarily affected areas would be restored onsite (0.98 acre of undeveloped land). The 1:1 replacement of SKR Core Reserve lands would occur adjacent to existing conservation lands in the San Jacinto Wildlife Area. These affected lands are entirely within the area that is already discussed for potential mitigation in the WRC MSHCP analysis, above. No additional avoidance and minimization or compensatory mitigation would be required, and with and replacement of the affected lands within the San Jacinto-Lake Perris Core Reserve, the project would be consistent with the SKR HCP and the WRC MSHCP for SKR.

The project does not occur within the boundaries of any other adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, there would be *no impact*.

2.4.3 Avoidance, Minimization, and Mitigation Measures

The following measures have been incorporated into the project in order to minimize potential impacts on biological resources. Note that mitigation measures follow avoidance/minimization measures in the NES (ICF 2021).

AMM BIO-1

Clearing of natural vegetation (including sage scrub) will be performed outside of the active breeding season for birds, as defined in the WRC MSHCP (March 1 through June 30) (WRC MSHCP Volume I § 7.5.3) If construction activities and disturbances to vegetation cannot be avoided during the active breeding season, **AMM BIO-14** is required (refer to **AMM BIO-14** for the nesting bird survey requirements).

AMM BIO-2

Active construction areas will be watered regularly to control dust and thus minimize impacts on adjacent vegetation (WRC MSHCP Volume I § 7.5.3).

AMM BIO-3

When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to Riversidian sage scrub, appropriate firefighting equipment (e.g., extinguishers, shovels, water tankers) will be available on the project site during all phases of project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, or other fire preventative methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and fire response to fires will advise contractors regarding fire risk from all construction-related activities (WRC MSHCP Volume I § 7.5.3).

AMM BIO-4

The qualified project biologist will monitor construction activities for the duration of the project at a frequency necessary to ensure that practicable measures are being employed and avoid incidental disturbance of habitat and species of concern outside the project footprint (WRC MSHCP Volume I § 7.5.3). To avoid attracting predators of the species of concern, the project site will be kept as clean of debris as possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site(s), as will any other waste, dirt, or rubble generated from project activities. Special attention will be given to ensure that any environmentally sensitive area (ESA) fencing required in **AMM BIO-5** is maintained. Additionally, ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of BMPs. This will be done in tandem with **BIO-5**, below, which includes the fencing of sensitive areas (e.g., riparian/riverine resources and jurisdictional waters and wetlands adjacent to the LOD and conserved lands).

AMM BIO-5

Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the project footprint and designated staging areas and routes of travel. The construction area(s) will be the minimal area necessary to complete the project and will be specified in the construction plans. Construction limits adjacent to sensitive resource areas will be demarcated using ESA fencing (e.g., orange snow fencing, silt fencing, signage). The ESA fencing will be reviewed at a frequency deemed necessary by the biological monitor (as indicated in **AMM BIO-4**) until the completion of all construction activities. Employees will be instructed that their activities are restricted to the construction areas (WRC MSHCP Volume I, Appendix C). Access to sites will be from pre-existing access routes to the greatest extent possible (WRC MSHCP Volume I § 7.5.3, and WRC MSHCP Volume I, Appendix C).

AMM BIO-6

Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth (WRC MSHCP Volume I § 7.5.3). Vegetation removed from the project site will be covered while being carried on trucks, and vegetation materials removed from the site will be disposed of in accordance with applicable laws and regulations.

AMM BIO-7

Construction equipment will be cleaned of mud or other debris that may contain invasive plants or seeds and inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. Equipment will be cleaned within designated staging areas that are not adjacent to drainages, P/QP, or ARL. These areas will be adequately fenced to control the spread of invasive species and runoff (WRC MSHCP, Volume I § 7.5.3 and Appendix C).

AMM BIO-8

Plans for water pollution and erosion control (i.e., Storm Water Pollution Prevention Plan [SWPPP]) will be prepared in accordance with project aquatic resource permits and other project requirements. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. The County will review and approve plans prior to construction (WRC MSHCP Volume I § 7.5.3). The following measures will be incorporated into the plans, as applicable, to ensure consistency with the WRC MSHCP:

- Water pollution and erosion control plans will be developed and implemented in accordance with RWQCB requirements (WRC MSHCP Volume I, Appendix C) and will ensure that no fluids or sediment from construction will enter into the ESA fenced areas.
- Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized (WRC MSHCP Volume I § 7.5.3).
- No erodible materials will be deposited into watercourses or areas demarcated with ESA fencing. Vegetation, loose soils, or other debris material will not be stockpiled within stream channels or on adjacent banks (WRC MSHCP Volume I § 7.5.3, and WRC MSHCP Volume I, Appendix C).
- Projects that cannot be conducted without placing equipment or personnel in riparian vegetation areas will be timed to avoid the breeding season of riparian-associated species identified in WRC MSHCP Global Species Objective No. 7 (WRC MSHCP Volume I, Appendix C). The WRC MSHCP defines breeding season as March 1 through June 30.
- If stream flows must be diverted, the diversions will be conducted using sandbags or other methods requiring minimal instream impacts as directed in project permits. Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activity to minimize the transport of sediments offsite. Settling ponds where sediment is collected will be cleaned out in a manner that prevents the sediment from reentering the stream (if applicable). Care will be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream (WRC MSHCP Volume I § 7.5.3, WRC MSHCP Volume I, Appendix C). Short-term diversions will consider impacts on wildlife (WRC MSHCP Volume I § 7.5.3). If water diversion is needed, a diversion plan will be provided to the RCA, USFWS, and CDFW for their approval prior to construction.
- Equipment storage, fueling, and staging areas will be on non-sensitive upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats (WRC MSHCP Volume I § 7.5.3, and WRC MSHCP Volume I, Appendix C). These designated areas will be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions will be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials will be reported to appropriate entities, including, but not limited to, the applicable jurisdictional city, County, USFWS, CDFW, and RWQCB, and will

be cleaned up immediately and contaminated soils removed to approved disposal areas (WRC MSHCP Volume I, Appendix C).

- All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substance will occur only in designated areas within the proposed grading limits of the project site. These designated areas will be clearly marked and located in such a manner as to contain runoff (WRC MSHCP Volume I § 7.5.3).

AMM BIO-9

The LOD, including the upstream, downstream, and lateral extents on either side of any stream adjacent to the project impact footprint, will be clearly defined and marked in the field. Monitoring personnel (biology) will review the LOD prior to initiation of construction activities (WRC MSHCP Volume I § 7.5.3, and WRC MSHCP Volume I, Appendix C). This will ensure avoidance of jurisdictional areas and riparian habitat.

AMM BIO-10

During construction, the placement of equipment within a stream or on adjacent banks or adjacent upland habitats occupied by WRC MSHCP Covered Species that are outside of the project footprint will be avoided (WRC MSHCP Volume I § 7.5.3, and WRC MSHCP Volume I, Appendix C).

MM BIO-11: Compensate for Permanent Impacts

Compensation for permanent impacts on Public/Quasi Public (P/QP) lands and riparian/riverine resources will occur at a minimum 1:1 ratio for P/QP lands, minimum 3:1 ratio for riparian resources, and minimum 3:1 ratio for riverine resources. The compensation can be a combination of enhancement, restoration, or creation, as long as there is no net loss of either P/QP lands/functions and values or riparian/riverine resources, as applicable. The remaining compensation can occur as enhancement or restoration or as directed in the project permits. Compensation for permanent impacts to riparian/riverine and jurisdictional resources would occur through the purchase of mitigation bank credits through the Riverpark Mitigation Bank, permittee responsible mitigation, or other approved mitigation provider. The temporary impacts may be replaced through in-kind restoration at their current locations at no less than a 1:1 ratio. Temporal losses will be addressed through a replacement ratio of 0.5:1 offsite.

AMM BIO-12

A qualified biologist will conduct a training session for project and construction personnel (WRC MSHCP Volume I § 7.5.3) prior to grading or staging. The training will include a description of the species of concern and their habitats, the general provisions of FESA and CESA and the WRC MSHCP, the need to adhere to the provisions of the acts and the WRC MSHCP, the penalties associated with violating the provisions of the acts, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within

which the project activities must be accomplished (WRC MSHCP Volume I, Appendix C). All sensitive areas will be fenced as presented in **AMM BIO-5**, above.

AMM BIO-13

The WRC MSHCP requires that shielding be incorporated in project designs to ensure ambient lighting in WRC MSHCP conservation areas is not increased (WRC MSHCP Volume I § 6.1.4). Night lighting will be directed away from natural lands within existing and proposed WRC MSHCP conservation areas in order to support potential linkage and core functions during construction. This is intended to protect species within existing and proposed WRC MSHCP conservation areas from direct night lighting during construction, if activities occur at night. Lights will consist of low-pressure sodium bulbs or equivalent type.

AMM BIO-14

If construction commences during the bird breeding season (March 1 through June 30), an experienced avian biologist will conduct a preconstruction survey for nesting birds within three days prior to construction activities. The preconstruction survey will be conducted any time of year in all areas within and directly adjacent to the P/QP and ARL. The survey will occur within all suitable nesting habitat within the project impact area and a 500-foot buffer, where access is permitted. If nesting birds are found during any time of year, a qualified biologist will establish an avoidance area, as appropriate, around the nest until it is determined that young have fledged, or nesting activities have ceased. The project site will be resurveyed if there is a lapse in construction activities for more than seven days during the nesting season.

AMM BIO-15

A preconstruction sweep will be conducted by qualified biologist each morning prior to clearing/grubbing in areas of suitable habitat to support terrestrial wildlife. The goal of the survey will be to identify any special-status species not covered by the WRC MSHCP that may be present within the project footprint and to remove the animal(s) from the project footprint, as possible, to avoid any injury or mortality.

AMM BIO-16

The County will perform annual clearing of debris from all culverts within the drainage easements after project completion.

AMM BIO-17

A Habitat Mitigation and Monitoring Plan (HMMP) will be prepared for permanent and temporary impacts on P/QP conserved lands, riparian/riverine lands, ARL conserved lands, and all other lands requiring onsite restoration and/or off-site mitigation. Off-site mitigation lands will be acquired for the replacement of P/QP conserved lands, ARL, and

riparian/riverine lands that would be permanently removed by the project. The plan will provide a five-year restoration plan for off-site mitigation areas for P/QP and ARL replacement and any off-site permittee-responsible mitigation area, that will include the baseline conditions of off-site vegetation and habitat; removal of nonnative vegetation and/or debris; planting specifications (including plant/seed palette with native species); monitoring and maintenance requirements; frequency of monitoring; performance criteria (i.e., minimum percent cover of nonnatives and native species); and reporting requirements. Due to the high percentage of nonnative annual species within the footprint, performance standards will be developed based on current habitat conditions and will include the specifications, and performance criteria that will be used to demonstrate equivalent or superior habitat value after restoration.

For onsite temporary impacts of the conserved lands, the HMMP will also describe the baseline pre-project vegetation cover and soil compaction conditions; site preparation requirements including procedures and design specifications for post-construction scarifying, soil decompaction based on baseline data, hydroseeding with a native seed mix approved by the WRCRCA and agencies, methods for ongoing monitoring and County maintenance until impacts meet or exceed the baseline condition in order to ensure that temporary impact areas on P/QP lands are returned to their original condition or would provide a biological lift; remedial measures (e.g. additional hydroseeding); and reporting. The County will submit the HMMP to the WRCRCA, USFWS, and CDFW for review and approval at least 60 days prior to initiating any project activities that could impact P/QP lands.

MM BIO-18: Compensate for Permanent Loss of CDFW-owned Conserved Lands.

Compensation for permanent loss of conserved lands owned by the California Department of Fish and Wildlife (CDFW) (for both P/QP and Western Riverside County [WRC] Multiple Species Habitat Conservation Plan [MSHCP] Additional Reserve Lands [ARL]) within the San Jacinto Wildlife Area (SJWA) and ARL owned by Western Riverside County Regional Conservation Authority (WRCRCA) will be accomplished through the acquisition of replacement lands at a minimum 1:1 ratio. These lands will be contiguous to the existing conservation area and would not occur within lands that are already described for WRC MSHCP conservation. The Habitat Mitigation and Management Plan (HMMP) (**AMM BIO-17**) will provide the detail for the restoration, creation, or enhancement that would occur on the selected site, if applicable. Acquisition lands must, at a minimum, provide equivalent habitat value to the lands which are affected. This will ensure that the SJWA remains whole and complete, and WRCRCA ARL outside the 128-foot take allowance are replaced. The County will coordinate with CDFW and WRCRCA to identify suitable properties and ensure the criteria identified in this measure are met.

AMM BIO-19

As part of the construction phase of the project, all culverts and wildlife crossings will be cleared of weedy vegetation, debris, and trash that may be obstructing the entrances and

the immediate surrounding areas upstream and downstream, as necessary, and any crossings that are partially blocked will be cleared entirely such that they are fully open and functional (WRC MSHCP Volume I § 7.5.2).

AMM BIO-20: Develop and Implement a Wildlife Fencing Plan.

A Wildlife Fencing Plan will be developed and implemented for the proposed Bridge Street wildlife crossing. The Final Wildlife Fencing Plan will include the following considerations:

- Guidelines on fencing design
- Design of access gates
- Construction requirements for fence ends
- Facilitation of escape opportunities

The plan will be prepared by a qualified biologist and will use the best available science and any requirements from the WRC MSHCP. The Wildlife Fencing Plan will be approved by WRCRCA, the U.S. Fish and Wildlife Service (USFWS), and CDFW prior to construction.

AMM BIO-21

BUOW focused surveys along Gilman Springs Road were positive in 2018 in the BSA, the following actions will be actions will be implemented.

- A 30-day pre-construction survey for BUOW is required prior to initial ground-disturbing activities (e.g., vegetation clearing, clearing, and grubbing, tree removal, site watering) to ensure that no BUOW have colonized the site in the days or weeks preceding the ground-disturbing activities. Pre-construction surveys will be conducted in the morning one hour before sunrise to two hours after sunrise or in the early evening two hours before sunset to one hour after sunset within areas providing suitable habitat for BUOW. The survey will include the project limits and a 500-foot buffer. If BUOWs are present within 500 feet of project activities, the following measures will be implemented, as applicable.
- If BUOWs have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform and coordinate further with the Wildlife Agencies and the WRCRCA that the 30-day preconstruction survey is positive for BUOW, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. The Protection and Relocation Plan will provide any additional avoidance/ minimization, relocation/exclusion, and monitoring methods that will be used, nest buffers, and any additional mitigation requirements, which may include the following:
 - If BUOW are found outside of the project site but within 500-ft of project activities during pre-construction take avoidance surveys during the nesting

season, the BUOW will be fully avoided by establishing an appropriate buffer in coordination with CDFW. No work will occur within the buffered area until a qualified biologist has verified that BUOW young have fledged, or owls are no longer occupying the burrow.

- If BUOW are found during pre-construction take avoidance surveys outside of the nesting season, passive relocation by a qualified avian biologist will be conducted once it has been confirmed that pairing activities are not observed. Passive relocation efforts will be conducted in coordination with CDFW.
- If construction activities have ceased or the site has been left undisturbed for more than 30 days, a pre-construction survey must be repeated to ensure that BUOW has not recolonized the site. If BUOW is found, the same coordination described above will be necessary.

2.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §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 formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.5.1 Regulatory Setting

Historical resources are considered under CEQA, as well as California PRC Section 5024.1, which established the California Register of Historical Resources (CRHR). PRC Section 5024 requires State agencies to identify and protect State-owned resources that meet the National Register of Historic Places (NRHP) listing criteria.

2.5.2 Discussion of Environmental Evaluation Question 2.5 – Cultural Resources

The information used in this section is from the July 2021 *Historic Property Survey Report* (HPSR) (Caltrans 2021a) and July 2021 *Archaeological Survey Report* (ASR) (Caltrans 2021b).

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact.

As discussed in the HPSR, a records search was conducted at the Eastern Information Center at the University of California, Riverside on October 5, 2017. The records search included a review of all available cultural resources surveys, excavation reports, and site records completed within a half-mile radius of the project area of potential effects (APE). The NRHP, CRHR, California Inventory of Historic Resources, California Historical Landmarks, California Points of Historical Interest, State Historic Resources Commission, and Caltrans Historic Highway Bridge Inventory were also consulted. The record search revealed that nine previous studies encompass all or parts of the APE, with an additional 10 studies having taken place within a half-mile radius. Seventeen cultural resources were previously recorded within a half-mile of the project. Two historic-era built environment resources (P-33-021096 and P-33-021095/33-006229), consisting of roads, were identified in the APE. P-33-021096 is an approximately 4.4-mile segment of Gilman Springs Road. P-33-021095/33-006229 is an approximately 120-foot segment of Jack Rabbit

Trail. Segments of these resources beyond the APE were evaluated and found ineligible for NRHP and CRHR listing in 2012. The State Historic Preservation Officer (SHPO) concurred with those findings on November 14, 2012. Consistent with those previous evaluations, the segments of these two linear resources within the APE were evaluated within the context of the whole and determined ineligible for the NRHP. SHPO concurred with these findings on October 13, 2021. Therefore, *no impact* on historical resources would occur because no eligible resources are within the project APE.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

No Impact.

As documented in the ASR, a pedestrian survey was conducted on February 28, 2018, and February 15, 2021, covering the accessible LOD, because that was the area within which impacts on archaeological resources (if present) potentially would result. A quarter of an acre was not surveyed due to a lack of access to this parcel. This portion of the LOD would be surveyed prior to construction, once access is obtained, per the process outlined in the July 2021 *A Finding of No Adverse Effect without Standard Conditions and Phased Cultural Identification Plan* (Caltrans 2021c). No resources were found during the pedestrian survey in accessible portions of the LOD, and none are expected to be present on the 0.25 acre parcel that remains to be surveyed. Therefore, it has been determined that there is a low likelihood of encountering subsurface archaeological material during activities associated with the project.

The records search indicated that prehistoric cultural resources in the project vicinity are on terraces and the lower slopes of hills near water. Two lithic production sites and seven isolated lithics or groundstones were recorded within a half-mile of the LOD on such terraces. Testing at nearby sites indicated that these are predominantly surface sites, with no subsurface components. No significant cultural resources have been previously recorded within the project LOD or APE and, given that no new resources were identified as a result of the studies completed for the project, it is unlikely that cultural resources would be affected during construction of the project. Given the extent of disturbance by previous road construction, drainage and culvert construction, an underground gas line, and agricultural activities, the potential for the LOD to encompass subsurface cultural resources is judged to be low. *No impacts* to cultural resource are anticipated as a result of project activities; therefore, the project would not cause a change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5.

However, the County agreed to archaeological monitoring given the general sensitivity of the project area for the consulting Tribes. Therefore, **SM CR-1** would be implemented.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

No Impact.

Based on the results of the cultural resource record searches, surveys, and Native American consultation detailed in the HPSR and ASR, there is no evidence of human remains within the project area that would be affected by the project; therefore, there would be *no impact*. **SM CR-2** would be implemented if human remains are unexpectedly encountered during construction.

2.5.3 Avoidance, Minimization, and Mitigation Measures

The following SMs would be implemented to minimize potential cultural resource impacts in the unexpected event that cultural resource or human remains are discovered during construction.

SM CR-1:

Due to the general archaeological sensitivity of the project area, the County of Riverside will retain a qualified archaeologist to provide archaeological monitoring during ground-disturbing activities in areas of previously undisturbed and native soils. Specifically, the following measures will be implemented:

- The County of Riverside will retain a qualified professional archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards in archaeology, as promulgated in Code of Federal Regulations (CFR), Title 36, to oversee all monitoring work and supervise the archaeological monitor(s).
- Prior to the start of construction, a monitoring plan will be prepared that describes the nature of the archaeological monitoring work, procedures to follow in the event of an unanticipated discovery, and reporting requirements.
- The archaeological monitor will only be present onsite during construction that involves ground-disturbing activities such as, but not limited to, potholing, boring, grading, excavation, trenching, or drilling within previously undisturbed and native soils.
- Archaeological monitoring will not occur for work activities that include the demolition and removal of nonnative materials such as existing concrete, asphalt pavement, and pavement base layers, or ground-disturbing activities that occur within previously disturbed areas.
- If archaeological resources are encountered during construction, the contractor will:
 - Halt all work within a 60-foot radius and will immediately inform the Resident Engineer (RE), County representative, and Caltrans archaeologist.
 - Following notification, a qualified archaeologist will make a preliminary assessment of the discovery to determine whether the find is an isolated

artifact or recent deposit. If the find is determined to be isolated or recent, construction will be allowed to resume.

- Should the archaeologist determine that the discovery is potentially significant, the archaeologist will evaluate the discovery and, if necessary, formulate appropriate mitigation measures after consultation with the County and Caltrans.
- If the discovery contains Native American archaeological resources, all Native American consulting Tribes will be contacted and informed of the discovery.
- Additionally, if prehistoric or historic-era archaeological resources are encountered anywhere during project construction when no archaeologist is present, work in the area will halt within a 60-foot radius until a qualified archaeologist can evaluate the nature and significance of the find and formulate appropriate evaluation or mitigation measures. Should the deposit contain Native American resources, the County will consult with consulting Tribes as to how the deposit and any associated artifacts and features should be treated.
- Once the archaeologist has determined that the archaeological deposit has been sufficiently documented and recovered or removed and concluded that further construction activities would not affect additional archaeological deposits in the immediate area, construction activity can resume in that area.
- A final cultural resources report will be produced, which will discuss the monitoring program and its results and provide interpretations of any recovered cultural materials

SM CR-2:

In the event that human remains are discovered during construction at any time, the following provisions will apply:

- If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the coroner thinks the remains to be Native American, the coroner will notify the NAHC, which, pursuant to Public Resources Code (PRC) Section 5097.98, will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact Gary Jones, District Native American Coordinator, Caltrans District 8, Division of Environmental Planning, (909) 261-8157, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

2.6 Energy

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

2.6.1 Regulatory Setting

California Environmental Quality Act

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

California Energy Commission

The California Energy Commission is the State’s primary energy policy and planning agency. Created by the legislature in 1974, the commission has five major responsibilities.

- Forecasting future energy needs and keeping historical energy data
- Licensing thermal power plants 50 megawatts or larger
- Promoting energy efficiency through appliance and building standards
- Developing energy technologies and supporting renewable energy
- Planning for and directing the State’s response to energy emergencies

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) requires the commission to prepare a biennial integrated energy policy report assessing major energy trends and issues facing the State’s electricity, natural gas, and transportation fuel sectors. The report also provides policy recommendations to conserve resources, protect the environment, and ensure reliable, secure, and diverse energy supplies. The Final 2013 Integrated Energy Policy Report was issued in February 2014 (CEC 2014).

Southern California Association of Governments

SCAG serves as the MPO for the region. The 2020–2045 RTP/SCS, adopted in 2020, and the Regional Comprehensive Plan are tools used for identifying the transportation priorities of the southern California region. The policies and goals of both plans focus on the need to coordinate land use and transportation decisions to manage travel demand within the region. The Regional Comprehensive Plan lays out a strategy to reverse the current energy trends and diversify energy supplies to create clean, stable, and sustainable sources of energy. This strategy includes the reduction of fossil fuel consumption and an increase in the use of clean, renewable technologies.

Riverside County General Plan

The *Riverside County General Plan – Multipurpose Open Space and Air Quality Elements* establish the following applicable policies (County of Riverside 2015, 2018):

- **Policy OS 11.1** Enforce the state Solar Shade Control Act, which promotes all feasible means of energy conservation and all feasible uses of alternative energy supply sources.
- **Policy OS 16.3** Implement public transportation systems that utilize alternative fuels when possible, as well as associated urban design measures that support alternatives to private automobile use.
- **Policy OS 16.8** Promote coordination of new public facilities with mass transit service and other alternative transportation services, including bicycles, and design structures to enhance mass transit, bicycle, and pedestrian use.
- **Policy AQ 4.1** Require the use of all feasible building materials/methods which reduce emissions.
- **Policy AQ-9.2** Attain performance goals and/or VMT reductions which are consistent with SCAG’s Growth Management Plan.
- **Policy AQ-14.1** Emphasize the use of high occupancy vehicle lanes, light rail and bus routes, and pedestrian and bicycle facilities when using transportation facility development to improve mobility and air quality.
- **Policy AQ 29.2** The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through improving energy efficiency for County facilities and operations.
 - a. Improve the energy efficiency of all existing and new County buildings.
 - b. Improve the energy efficiency of County infrastructure operation (roads, water, waste disposal and treatment, buildings, etc.)
 - c. Decrease energy use through incorporating renewable energy facilities (such as, solar array installations, individual wind energy generators, geothermal heat sources) on County facilities where feasible and appropriate.

2.6.2 Discussion of Environmental Evaluation Question 2.7 – Energy

- a) **Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Less-than-Significant Impact.

Construction

The project would use a minimal amount of energy relative to overall County energy consumption during proposed construction activities, such as excavation, road cut-and-fill, pile driving, demolition, and other construction-related activities. Construction-related effects on energy would likely be greatest during the site preparation phase because of energy use associated with the excavation, handling, and transport of soils to and from the site. However, these construction activities would be short term in duration and, therefore, would not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction. Impacts would be *less than significant*.

Operation

During operation, the project would accommodate existing traffic demand, but it would not create new demand, directly or indirectly. The project would also not reduce congestion or improve the level of service of traffic. As such, operation of the project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be *less than significant*.

- b) **Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

No Impact.

The project is included in the SCAG 2020–2045 RTP/SCS as a grouped project for safety improvements under Project ID SCAG015. The project has been incorporated into the SCAG 2021 FTIP under project ID H8-08-021 as part of the Highway Safety Improvement Program back-up list. FHWA and FTA found the 2020–2045 RTP/SCS to be in conformity with the SIP on June 5, 2020. Because the project is listed, as currently proposed, in the region’s conforming SCAG 2020–2045 RTP/SCS and 2021 FTIP regional transportation planning documents, project energy consumption is considered consistent with applicable regional energy plans.

As summarized above, although temporary energy impacts could occur during construction of the project, the total indirect energy impacts would not be substantial at the regional level, and the total project impact on regional energy supplies would be minor. As such, the project would not conflict with or obstruct a State or local renewable energy or energy efficiency plan. There would be *no impact*.

2.6.3 Avoidance, Minimization, or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.7 Geology, Soils, and Paleontological Resources

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

2.7.1 Regulatory Setting

For geologic and topographic features, the applicable federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under CEQA.

Earthquakes are prime considerations in the design and retrofit of structures. Caltrans’ Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects. For more information, please see Caltrans’ Division of Engineering Services, Office of Earthquake Engineering, Seismic Design Criteria.

Paleontology is a natural science focused on the study of ancient animal and plant life as it is preserved in the geologic record as fossils. Under California law, paleontological resources are protected by CEQA.

2.7.2 Discussion of Environmental Evaluation Question 2.7 – Geology and Soils

- a) **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- a.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.**

Less-than-Significant Impact.

The Alquist–Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazards of surface faulting to structures. Under the Act, the California State Geologist identifies areas in the state that are at risk from surface fault rupture. The main purpose of the act is to prevent construction of buildings used for human occupancy where traces of active faults are evident on the Earth’s surface. Impacts from fault rupture are limited to the immediate area of the fault zone, where the fault breaks along the surface, unlike damage from ground shaking, which can occur at great distance from the fault. Such a rupture could potentially displace or deform the ground surface. The project area is within the San Jacinto earthquake fault zone, where the Claremont fault is located (California Department of Conservation 1988, 1995, 2018). The project involves the widening of Gilman Springs Road and does not include the construction of new buildings that would be used for human occupancy. The project would generally be constructed at or close to the same grade as the existing transportation facility. Additionally, the project would be designed and constructed in compliance with current seismic design standards and recommendations from the project’s comprehensive geotechnical study, which will be prepared during the Plans, Specifications, and Estimates (PS&E) phase of the project. Therefore, impacts would be *less than significant*.

- a.ii) **Strong seismic ground shaking?**

Less-than-Significant Impact.

The project area is within a seismically active region of southern California and would therefore experience the effects of seismic ground shaking. The nearest known active faults to the project area are the Claremont fault and the San Jacinto fault, both within the project area.

Compliance with the current Caltrans procedures regarding seismic design is anticipated to avoid or minimize any significant impacts related to seismic ground shaking. The project would make improvements to an existing roadway and would not construct any buildings. Additionally, the

project is required to adhere to standard seismic design practices, and the impacts would therefore be *less than significant*.

a.iii) Seismic-related ground failure, including liquefaction?

No Impact.

Liquefaction occurs primarily in loose, saturated, fine- to medium-grained soils in areas where the groundwater table is within approximately 50 feet of the ground surface. Shaking causes the soils to lose strength and behave as liquid. According to the *Riverside County General Plan*, there is a moderate potential for liquefaction within the project area (County of Riverside 2016).

In areas where the potential for liquefaction is moderate, the potential for lateral spreading and other secondary effects, such as seismic-induced settlement, is also moderate. However, the project would only make improvements to an existing roadway. Under the Seismic Hazards Mapping Act, permit review is required prior to issuing grading permits for sites within Seismic Hazard Zones until appropriate site-specific geologic or geotechnical investigations have been carried out, and measures to reduce potential damage have been incorporated into the design plans. As noted above, a comprehensive geotechnical study, including a field investigation and laboratory soil testing, would be performed during the PS&E phase of the project, which is standard practice for all Caltrans projects that involve potential liquefaction. Recommendations from that study would be implemented into the project. Therefore, *no impact* would occur.

a.iv) Landslides?

No Impact.

The project site is in an area with varied topography due to the presence of the Badlands, which include steep slopes where the underlying geologic material is poorly consolidated. According to the *Riverside County General Plan – Safety Element*, the area to the east of the project, outside of the LOD, is identified as having low to moderate susceptibility to seismically induced landslides and rockfalls (County of Riverside 2016). There is some potential for landslides in the Badlands because the slopes are steep, and the underlying geologic material is poorly consolidated. Although the project area has low to moderate susceptibility to seismically induced landslides and rockfalls, there is sufficient slope stability in the general vicinity, and the project would be designed so that it would not expose people or structures to potentially substantial adverse effects. Therefore, *no impact* would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact.

As discussed in Caltrans' June 2021 Water Quality Memorandum (Caltrans 2021d), the project would result in the disturbance of approximately 25 acres of soil area. The disturbed soil area includes the areas for the widened shoulders, vegetation and tree removal, grading along adjacent properties, reconstruction of a driveway, and street tie-ins. There would also be an increase of

approximately 5.7 acres of impervious surface under the project. The additional impervious surface area would increase stormwater runoff and the volume of downstream flow. Treatment BMPs would be included in the project to reduce downstream impacts to the maximum extent practicable. Temporary construction BMPs, including hydraulic mulch, silt fencing, fiber rolls, drainage inlet protection, and temporary concrete washout facilities, which are standard practices for erosion and water quality control, would be implemented to minimize the potential increase in sediment loading and would be included in the project SWPPP. Federal and State jurisdictions require that an approved SWPPP be prepared for projects that involve more than one acre of disturbance. An SWPPP specifies BMPs that would minimize erosion and keep all products of erosion from moving offsite into receiving waters. Earthwork in the project area would be performed in accordance with the current edition of Caltrans' Standard Specifications, the project SWPPP, and the requirements of applicable government agencies; therefore, the project would result in *less-than-significant impacts* related to soil erosion and topsoil loss.

- c) Would the project 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?**

Less-than-Significant Impact.

As noted above in Section 2.7(a)iii, there is a moderate potential for liquefaction within the project area (County of Riverside 2016). A comprehensive geotechnical study, including a field investigation and laboratory soil testing, would be performed during the PS&E phase of the project to ensure that significant impacts related to soil stability would not occur.

Recommendations would be incorporated into the project, and earthwork in the project area would be performed in accordance with the current edition of Caltrans' Standard Specifications; therefore, the project would result in a *less-than-significant impact*.

- d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

Less-than-Significant Impact.

Soils within the project area consist of clays, loams, and sands, ranging from silty clay to silt loam, fine, sandy loam to rocky, fine, sandy loam, sandy loam to coarse, sandy loam, gravelly, sandy loam to loam and loamy sand. According to the USDA NRCS, soils within the project area are classified as hydrologic soil groups "A/D," with "A" representing sand, loamy sand, or sandy loam soils, and "D" representing clay loam, silty clay loam, sandy clay, silty clay, or clay (USDA NRCS 2019). Expansive soils are primarily composed of clay or clayey textures and have a high shrink–swell potential; therefore, it is anticipated that the project would be constructed on expansive soils. However, a comprehensive geotechnical study, which is standard for County roadway projects, would be performed during the PS&E phase of the project, including a field investigation and laboratory soil testing. Recommendations identified in this study would be implemented into the project. Therefore, the project is anticipated to result in *less-than-significant impacts*.

- e) **Would the project 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?**

No Impact.

The project is a road-widening project and would not require septic tanks or water disposal systems. Therefore, *no impact* would occur.

- f) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

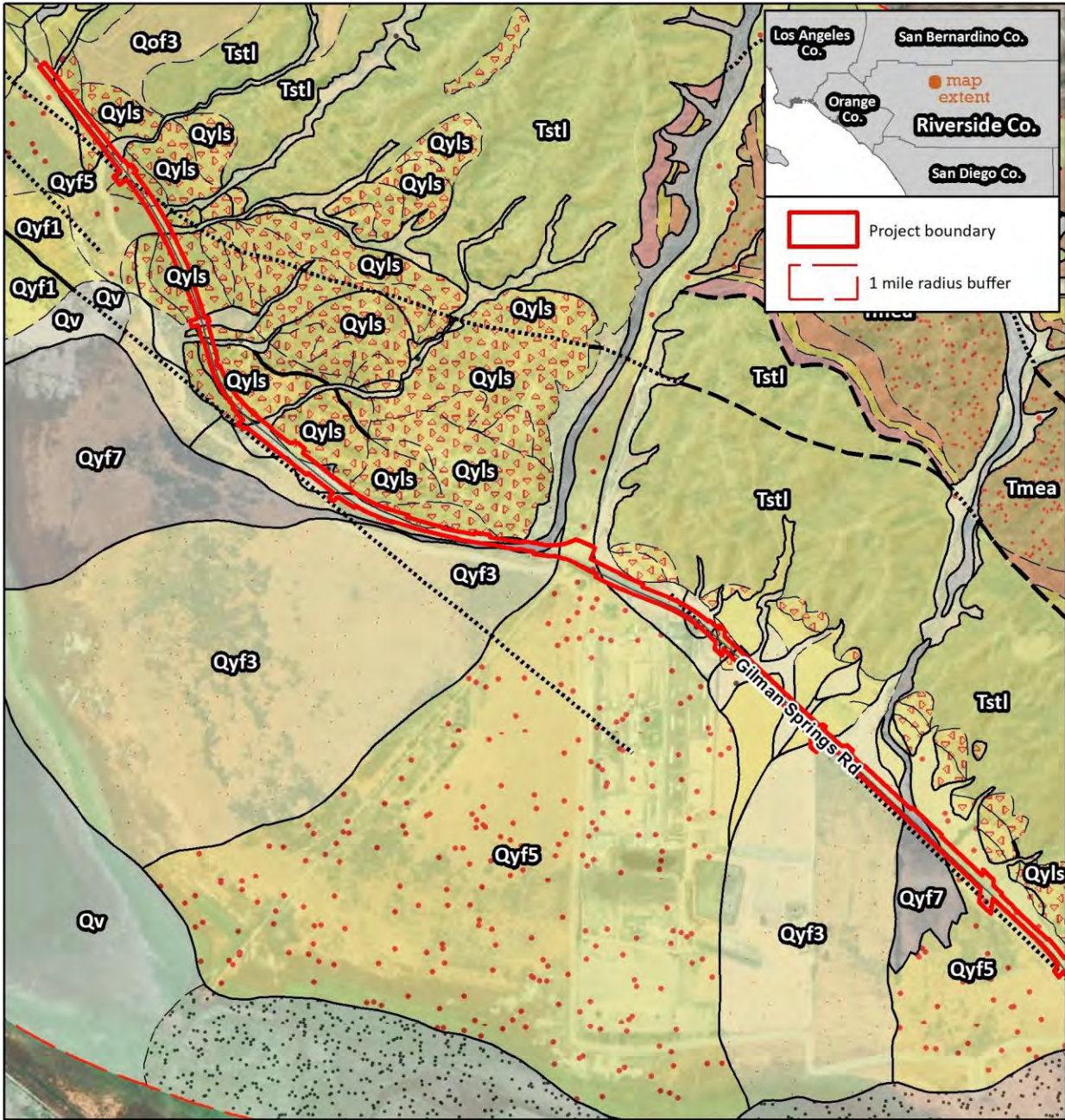
g) Less-than-Significant Impact.

The information used in this section is based on the May 2019 Paleontological Records Search conducted for the project by the San Diego Natural History Museum (2019).

Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. A review of published geological maps covering the project area and surrounding area was conducted to determine the specific geologic units underlying the project area. In addition, a search of the paleontological records housed at the San Diego Natural History Museum was conducted in order to determine if any documented fossil localities occur at the project area or within the immediate surrounding area. The search found that the San Timoteo Beds and Mount Eden Formation within the project area are considered to have a high paleontological potential for yielding significant fossils at all depths (High Potential A), and earthwork at any depths within these deposits has the potential to affect paleontological resources. Both San Timoteo Beds are near short segments of the project alignment, just north of Bridge Street. The Mount Eden Formation is on short segments along the southern half of the project alignment. In addition, excavations of approximately five to 10 feet below surface grade in quaternary alluvial fan deposits may likely begin to affect paleontological resources. Figure 2.7-1 shows the location of these geologic units relative to the project alignment.

In order to address the discovery of paleontological resources, should they be uncovered during construction, a Paleontological Mitigation Plan (PMP) as described below under Section 2.7.3, *Avoidance, Minimization, and Mitigation Measures*, as **SM GEO-1**, would be prepared and implemented prior to commencement of project construction, particularly for activities that would affect San Timoteo Beds, Mount Eden Formation, and quaternary alluvial fan deposits at depths five to 10 feet below surface grade.

This page intentionally left blank.



Geologic Map Units

Sources: Geology as published by Morton & Miller, 2006; USA Major Roads, World Imagery, Terrain Hillshade, Esri et al., 2019

- | | | |
|---|---|---|
| Qf very young alluvial fan deposits (late Holocene) | Qyf young alluvial fan deposits (late Pleistocene to Holocene) | Tstl San Timoteo Beds, lower sandstone member (Pliocene) |
| Qf1 Unit 1 | Qyf7 Unit 7 | Tmea Mount Eden Formation (Miocene to early Pliocene) |
| Qyfs young landslide deposits (late Pleistocene to Holocene) | Qyf5 Unit 5 | Klt tonalite near mouth of Laborde Canyon (Cretaceous) |
| | Qyf4 Unit 4 | |
| | Qyf3 Unit 3 | |
| | Qyf1 Unit 1 | |



FIGURE 1a

Project Map
 Gilman Springs Median & Shoulder Widening
 Riverside County, California

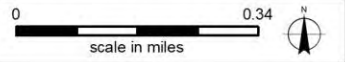
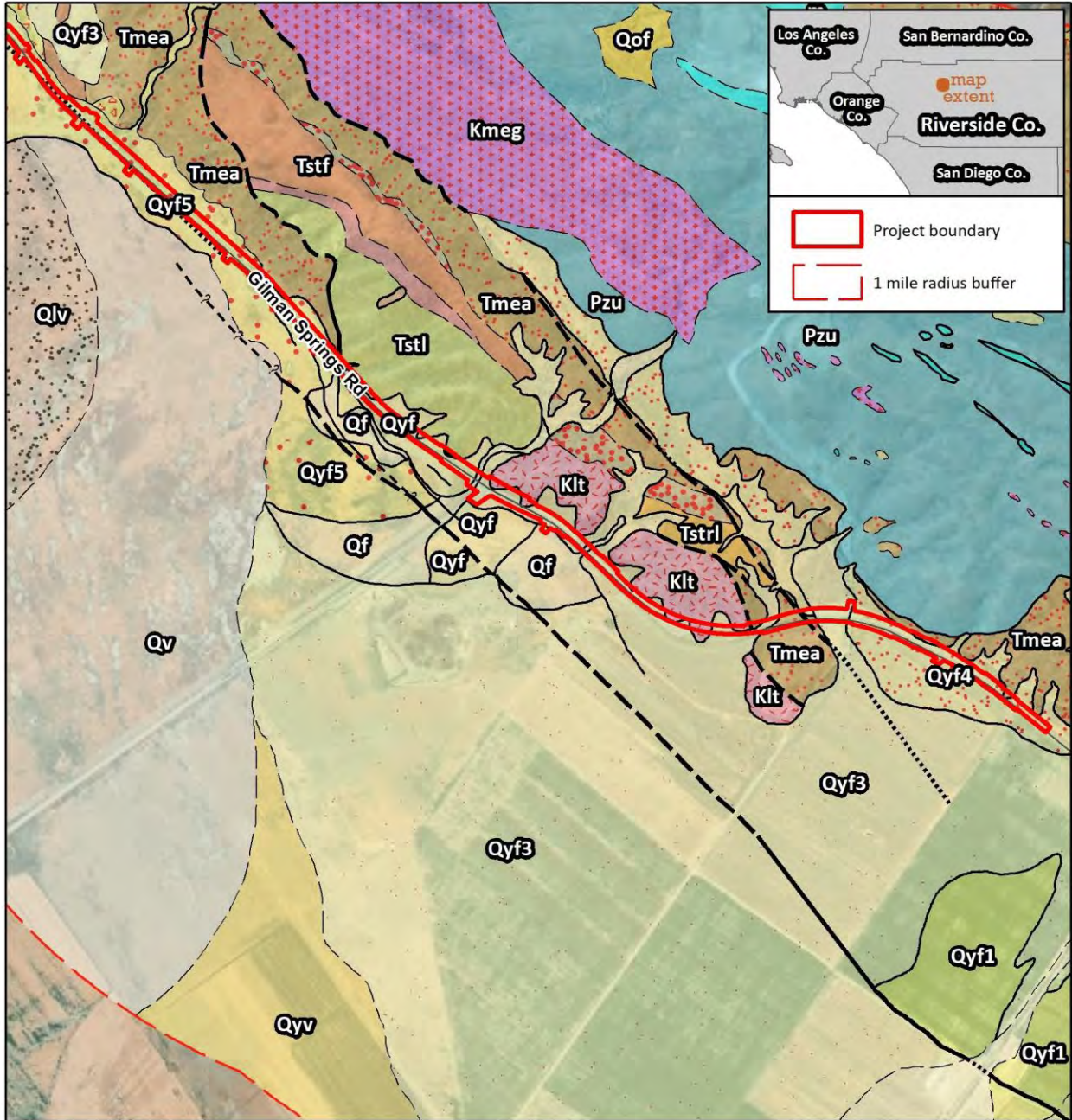


Figure 2.7-1 (Sheet 1 of 2)
Geologic Map
Gilman Springs Shoulder and Median Widening Project

This page intentionally left blank.



Geologic Map Units

Sources: Geology as published by Morton & Miller, 2006; USA Major Roads, World Imagery, Terrain Hillshade, Esri et al., 2019

- | | | |
|---|---|---|
| Qf very young alluvial fan deposits (late Holocene) | Qyf young alluvial fan deposits (late Pleistocene to Holocene) | Tstl San Timoteo Beds, lower sandstone member (Pliocene) |
| .Qf1 Unit 1 | Qyf7 Unit 7 | Tmea Mount Eden Formation (Miocene to early Pliocene) |
| Qy1s young landslide deposits (late Pleistocene to Holocene) | Qyf5 Unit 5 | Klt tonalite near mouth of Laborde Canyon (Cretaceous) |
| | Qyf4 Unit 4 | |
| | Qyf3 Unit 3 | |
| | Qyf1 Unit 1 | |



FIGURE 1b

Project Map
 Gilman Springs Median & Shoulder Widening
 Riverside County, California

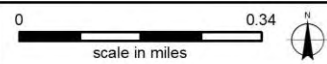


Figure 2.7-1 (Sheet 1 of 2)
Geologic Map
Gilman Springs Shoulder and Median Widening Project

This page intentionally left blank.

2.7.3 Avoidance, Minimization, and Mitigation Measures

SM WQ-1 and **SM WQ-2** (from *Hydrology and Water Quality* Section 2.10.3) would be implemented to minimize soil erosion.

The following SM would be implemented to address potential paleontological resource impacts should they be unexpected unearthed during construction:

SM GEO-1

A Paleontological Mitigation Plan (PMP) will be developed and implemented prior to commencement of project construction. The PMP will follow the guidelines of Caltrans and the recommendations of the Society of Vertebrate Paleontology, and it will be prepared and submitted to Caltrans for review during the PS&E phase of the project. Society of Vertebrate Paleontology recommendations include the following.

- Having the qualified paleontologist attend the preconstruction meeting to consult with the grading and excavation contractors
- Providing a paleontological monitor onsite to inspect paleontological resources on a full-time basis during the original cutting of previously undisturbed deposits of high or moderate paleontological resource potential and on a part-time basis during the original cutting of previously undisturbed deposits of low paleontological resource potential
- Having the qualified paleontologist or paleontological monitor salvage and recover paleontological resources
- Collecting stratigraphic data (by the qualified paleontologist or paleontological monitor) to provide a stratigraphic context for recovered paleontological resources
- Preparing (i.e., repairing and cleaning), sorting, and cataloging recovered paleontological resources.
- Donating prepared fossils, field notes, photographs, and maps to a scientific institution with permanent paleontological collections, such as the Riverside County Museum.
- Completing a final summary report that outlines the results of the mitigation program.

This page intentionally left blank.

2.8 Greenhouse Gas Emissions

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

2.8.1 Regulatory Setting

Federal

There is currently no overarching federal law specifically related to climate change or the reduction of greenhouse gas (GHG) emissions. Under the Obama Administration, EPA had been developing regulations under the CAA pursuant to EPA’s authority under the act. There have also been settlement agreements between EPA, several states, and nongovernmental organizations to address GHG emissions from electricity-generating units and refineries, as well as EPA’s issuance of an Endangerment Finding and a Cause or Contribute Finding. EPA has also adopted a Mandatory Reporting Rule and Clean Power Plan. Under the Clean Power Plan, EPA issued regulations to control carbon dioxide (CO₂) emissions from new and existing coal-fired power plants. However, on February 9, 2016, the Supreme Court issued a stay of these regulations pending litigation. Former EPA Administrator Scott Pruitt also signed a measure to repeal the Clean Power Plan. The fate of the proposed regulations is uncertain given the change in federal administrations and the pending deliberations in federal courts.

State

The State of California has taken proactive steps, briefly described in this section, to address the issues associated with GHG emissions and climate change. Much of this establishes a broad framework for the State’s long-term GHG and energy reduction goals and climate change adaptation program. The former and current governors of California have also issued several EOs related to the State’s evolving climate change policy. Summaries of key policies, EOs, regulations, and legislation at the State level that are relevant to the project are provided below in chronological order.

Assembly Bill 1493

With the passage of Assembly Bill (AB) 1493 (referred to as Pavley I) in 2002, California launched an innovative and proactive approach to dealing with GHG emissions and climate change at the State level. AB 1493 requires CARB to develop and implement regulations to

reduce automobile and light-truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the model year 2009. Although litigation challenged these regulations, and EPA initially denied California's related request for a waiver, the waiver request was granted.

Executive Order S-3-05

On June 1, 2005, Governor Arnold Schwarzenegger signed EO S-3-05. The goal of this EO was to reduce California's GHG emissions to (1) 2000 levels by 2010; (2) 1990 levels by 2020; and (3) 80 percent below the 1990 levels by 2050. EO S-3-05 also calls for the California Environmental Protection Agency to prepare biennial science reports on the potential impact of continued global warming on certain sectors of the California economy. As a result of the scientific analysis presented in these biennial reports, a comprehensive Climate Adaptation Strategy was released in December 2009, following extensive interagency coordination and stakeholder input. The latest of these reports, the Climate Action Team Biennial Report, was published in December 2010.

Assembly Bill 32

One goal of EO S-03-05 was further reinforced by AB 32 (Chapter 488, Statutes of 2006), the Global Warming Solutions Act of 2006, which requires the State to reduce GHG emissions to 1990 levels by 2020. Since AB 32 was adopted, CARB, the California Energy Commission, the California Public Utilities commission, and the Building Standards Commission have been developing regulations that would help meet the goals of AB 32. Under AB 32, CARB is required to prepare a Scoping Plan and update it every five years. The Scoping Plan was approved in 2008, the first update approved in 2014, and an additional update was approved in 2017 (see discussion of SB 32, below). The Scoping Plan identifies specific measures for reducing GHG emissions to 1990 levels by 2020 and requires CARB and other State agencies to develop and enforce regulations and other initiatives for reducing GHGs. Specifically, the AB 32 Scoping Plan articulates a key role for local governments, recommending they establish GHG-reduction goals for both their municipal operations and the community that are consistent with those of the State.

Executive Order S-01-07 – Low Carbon Fuel Standard

With EO S-01-07, Governor Schwarzenegger set forth the Low Carbon Fuel Standard (LCFS) for California in 2007. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020. In September 2018, the LCFS regulation was amended to increase the statewide goal to a 20-percent reduction in carbon intensity of California's transportation fuels by at least by 2030.

Senate Bill 375

SB 375, signed into law by Governor Schwarzenegger on September 30, 2008, became effective January 1, 2009. This law requires the State's 18 MPOs to develop the SCS as part of their RTPs, through integrated land use and transportation planning, and demonstrate an ability to

attain the GHG emissions-reduction targets that CARB established for the region by 2020 and 2035. This would be accomplished through either the financially constrained SCS, as part of the RTP, or an unconstrained alternative planning strategy. If regions develop integrated land use, housing, and transportation plans that meet the SB 375 targets, new projects in these regions can be relieved of certain CEQA review requirements.

Executive Order B-30-15

Governor Jerry Brown signed EO B-30-15 on April 29, 2015. EO B-30-15 established a medium-term goal for 2030 of reducing GHG emissions by 40 percent below 1990 levels and requires CARB to update its current AB 32 Scoping Plan to identify measures to meet the 2030 target. EO B-30-15 supports EO S-3-05, but is only binding on State agencies.

Senate Bill 32 and Assembly Bill 197

SB 32 (2016) requires CARB to ensure that statewide GHG emissions are reduced to at least 40 percent below the 1990 level by 2030, consistent with the target set forth in EO B-30-15. AB 197, the companion bill to SB 32, creates requirements to form a Joint Legislative Committee on Climate Change Policies, requires CARB to prioritize direct emission reductions and consider social costs when adopting regulations to reduce GHG emissions beyond the 2020 statewide limit, requires CARB to prepare reports on sources of GHGs and other pollutants, establishes six-year terms for voting members of CARB, and adds two legislators as nonvoting members of CARB. CARB adopted the *2017 Climate Change Scoping Plan* in November 2017 to meet the GHG reduction requirement set forth in SB 32. The 2017 Scoping Plan proposes continuing the major programs of the previous Scoping Plan, including cap-and-trade regulations, the LCFS, more efficient cars, trucks, and freight movement, and a renewables portfolio standard, as well as reducing methane emissions from agricultural and other wastes.

Senate Bill 32 – Climate Change Scoping Plan

In December 2017, CARB approved the *2017 Climate Change Scoping Plan Update*, which builds on the programs set in place as part of the previous Scoping Plan drafted to meet the 2020 reduction targets per AB 32. The *2017 Climate Change Scoping Plan Update* proposes meeting the 2030 goal by accelerating the focus on zero and near-zero technologies for moving freight, continued investment in renewables, greater use of low-carbon fuels—including electricity and hydrogen—stronger efforts to reduce emissions of short-lived climate pollutants (i.e., methane, black carbon, and fluorinated gases), further efforts to create walkable communities with expanded mass transit and other alternatives to traveling by car, continuing the cap-and-trade program, and ensuring that natural lands become carbon sinks³ to provide additional emissions reductions and flexibility in meeting the target. The *2017 Climate Change Scoping Plan Update* also recommends that local governments aim to achieve community-wide efficiency of six metric tons of carbon dioxide-equivalent per capita by 2030 and two metric tons of carbon dioxide-equivalent per capita by 2050 to be used in local climate action planning. These

³ A carbon sink is a natural or artificial resource that absorbs and stores the atmosphere's carbon.

efficiency targets would replace the “15 percent from 2008 levels by 2020” approach recommended in the initial Scoping Plan, which would allow for local governments to grow in a sustainable manner (CARB 2016).

Mobile Source Strategy

In May 2016, CARB developed the Mobile Source Strategy to provide an integrated action plan that establishes an integrated planning perspective and common vision for transforming the mobile sector. The Mobile Source Strategy supports multiple planning efforts, including the SIPs, the Scoping Plan, the Short-Lived Climate Pollutant Reduction Strategy (discussed below), and the Sustainable Freight Action Plan. The Mobile Source Strategy outlines CARB’s approach to reducing emissions from mobile sources. The strategy includes actions to modernize and upgrade transportation infrastructure, enhance system-wide efficiency and mobility options, and promote clean economic growth.

Executive Order B-55-18

Signed by Governor Jerry Brown on September 10, 2018, EO B-55-18 acknowledges the environmental, community, and public health risks posed by future climate change. It further recognizes the climate stabilization goal adopted by 194 states and the European Union under the Paris Agreement. Although the United States currently is not party to the agreement, California is committed to meeting Paris Agreement goals and exceeding them wherever possible. Based on the worldwide scientific agreement that carbon neutrality must be achieved by midcentury, EO B-55-18 establishes a new State goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. The EO charges CARB with developing a framework for implementing and tracking progress toward these goals. This EO extends EO S-3-05, but is only binding on State agencies. However, given this directive, it is likely that the carbon-neutral goal by 2045 would make its way into future revisions to the Scoping Plan, which must be updated every five years.

Regional

South Coast Air Quality Management District

As discussed in Section 2.3, *Air Quality*, SCAQMD has primary responsibility for development and implementation of rules and regulations to attain NAAQS and CAAQS, as well as permitting new or modified sources, developing air quality management plans, and adopting and enforcing air pollution regulations within the basin. CARB’s Scoping Plans do not provide an explicit role for local air districts with respect to implementing the reduction goals of SB 32 and AB 32, but CARB does state that it would work actively with air districts in coordinating emissions reporting, encouraging, and coordinating GHG reductions and providing technical assistance in quantifying reductions. The ability of air districts to control emissions (both criteria pollutants and GHGs) is provided primarily through permitting, but also through their roles as CEQA leads or commenting agencies, the establishment of CEQA thresholds, and the development of analytical requirements for CEQA documents. Although SCAQMD has developed interim

thresholds for industrial and other land use development projects, it has not developed thresholds for transportation projects.

Southern California Association of Governments 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the MPO for the six-county region that includes Los Angeles, Orange, Riverside, Ventura, San Bernardino, and Imperial counties. The 2020–2045 RTP/SCS includes commitments to reduce emissions from transportation sources to comply with SB 375. Goals and policies included in the 2020–2045 RTP/SCS to reduce GHG emissions consist of adding density in proximity to transit stations, promoting mixed-use development, and encouraging active transportation (i.e., non-motorized transportation, such as bicycling). SCAG promotes the following policies and actions related to active transportation to help the region confront congestion and mobility issues and consequently reduce emissions.

- Implement Transportation Demand Management strategies, including integrating bicycling through folding bikes on buses programs, triple racks on buses, and dedicated racks on light and heavy rail vehicles.
- Encourage and support local jurisdictions to develop active transportation plans for their jurisdiction if they do not already have one.
- Expand the Compass Blueprint program to support member cities in the development of bicycle plans.
- Expand the Toolbox Tuesdays program to encourage local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multimodal conflicts.
- Support local advocacy groups and bicycle-related businesses to provide bicycle-safety curricula to the general public.
- Encourage children, including those with disabilities, to walk and bicycle to school.
- Encourage local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network.
- Support local jurisdictions to connect all of the cities within the SCAG region via bicycle facilities.

SB 375 requires CARB to develop regional CO₂ emission reduction targets, compared to 2005 emissions, for cars and light trucks only for 2020 and 2035 for each MPO. SB 375 also requires that each MPO prepare an SCS as part of its RTP to reduce CO₂ by better aligning transportation, land use, and housing. For the SCAG region, the 2020–2045 RTP/SCS states that the targets are eight percent below 2005 per capita emissions levels by 2020 and 19 percent below 2005 per capita emissions levels by 2035.

Local

Riverside County Climate Action Plan

The County of Riverside adopted a Climate Action Plan (CAP) Update in November 2019, which set the goal for the County of Riverside to reduce GHG emissions to 40 percent below 1990 levels by the year 2030, to be consistent with the statewide goal identified in SB 32. The CAP Update describes the County of Riverside's GHG emissions for the year 2017, projects how these emissions would increase into 2020, 2030, and 2050, and includes strategies to reduce emissions to a level consistent with the State of California's emissions reduction targets. The County of Riverside CAP Update has three primary purposes:

1. Present the County's Updated GHG inventory, forecasts, and target setting for achieving sustainability by utilizing resources effectively, reducing GHG emissions, and preparing for potential climate-related impacts.
2. Identify how the County would effectively implement this CAP Update to comply with the State and local GHG reduction policies by promoting economic competitiveness, obtaining funding for program implementation, and tracking and monitoring the progress of Plan implementation over time.
3. Allow streamlined CEQA compliance for new development by completing CEQA compliance for the CAP Update and developing screening tools that provide clear guidance to developers and other project proponents.

2.8.2 Discussion of Environmental Evaluation Question 2.8 – Greenhouse Gas Emissions

- a) **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less-than-Significant Impact.

Construction

Construction-period GHG emissions would be expected to result from material processing, onsite construction equipment use, and traffic delays due to construction. These emissions would be generated at different levels throughout the construction period; their frequency of 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 and changes in materials, GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

Construction-period emissions were estimated using the RCEM (version 9.0.0), utilizing project-specific parameters that the project design team provided. Approximately 747 metric tons of CO₂ equivalent are expected to be generated over the nine-month construction duration (see Appendix

E). Due to the short-term duration of construction activities, impacts related to generation of GHGs would be *less than significant*.

Operation

Because the project would not increase the number of travel lanes on Gilman Springs Road, no increase in VMT is expected to occur as a result of project implementation, and traffic volumes are projected to be the same with or without implementation of the project. Therefore, the project would not increase emissions of GHGs following the construction period. No operational impacts related to GHG emissions would occur.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact.

The project is identified in the 2020–2045 RTP/SCS under project number H8-08-021 as a grouped project for safety improvements under Project ID SCAG015. The 2020–2045 RTP/SCS includes several major initiatives that the project would either directly implement or support. The project’s safety features would also be consistent with Guiding Principal 2 of improving mobility, accessibility, reliability, and safety and preserve the existing transportation system (SCAG 2020) and RTP/SCS Goal 2 related to ensuring travel safety and reliability for all people and goods in the region (SCAG 2020). As discussed in the 2020–2045 RTP/SCS, the target reduction for GHGs in 2035 with RTP/SCS implementation is 19 percent per capita relative to a 2005 baseline. There are no impacts related to the potential for the project to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Because project construction is scheduled to begin in August 2022, construction activities to implement the project would occur after the Riverside County CAP target date of 2020, and a number of the transportation-related policies are applicable to the project. Many of the policies are statewide policies that would result in GHG reductions in the County of Riverside, such as the Pavley standards for passenger and light-duty vehicles, the LCFS, and tire pressure and low rolling-resistance tire measures. Among the local policies that would be implemented in the Study Area and coincide with project implementation are measure R2-T5, which involves roadway improvements, including signal synchronization and transportation flow management, and measure R2-T8, which enforces anti-idling policies. The project would not preclude any of the State or local efforts to reduce GHG emissions; therefore, the project would not conflict with the County’s CAP. There would be *no impacts*.

2.8.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

This page intentionally left blank.

2.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires??	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.9.1 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.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as *Superfund*, is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for cradle-to-grave regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act

- Safe Drinking Water Act
- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

In addition to the acts listed above, EO 12088, Federal Compliance with Pollution Control Standards, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

The State of California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is authorized by the federal government to implement the RCRA in the State. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. Porter–Cologne restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations, but could affect ground and surface water quality. California regulations that address waste management and prevention and contamination clean-up include Title 22, Division 4.5, *Environmental Health Standards for the Management of Hazardous Waste*, Title 23, *Waters*, and Title 27, *Environmental Protection*.

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.

2.9.2 Discussion of Environmental Evaluation Question 2.9 – Hazards and Hazardous Materials

- a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less-than-Significant Impact.

Construction of the project may involve the transport, use, and disposal of paints, solvents, and fuels. As part of standard construction practice, the construction contractor would incorporate BMPs for water quality protection, and a Spill Emergency Response Plan would be prepared prior to the start of construction to ensure that hazardous materials and waste are handled, stored, and disposed of in accordance with applicable federal and State laws and regulations.

There is also potential for lead-containing paints to be exposed during demolition or renovation activities because lead-containing paints historically have been used in yellow roadway-centerline paint. As an identified SM for Caltrans projects (**SM HAZ-1**), prior to construction and in order to avoid potential impacts from pavement striping during construction, the testing and removal requirements for yellow striping and pavement-marking materials would be

performed in accordance with Caltrans' specifications. Such standard Caltrans measures are included in all projects where they apply and where Caltrans is the NEPA Lead Agency, as is the case with this project. Such materials should be sampled and analyzed for lead content prior to any renovation or demolition activities that could affect these materials. Any transport of hazardous materials to the site and removal of hazardous waste from the site would comply with State and federal regulations and, therefore, would be *less than significant*.

Following the completion of construction activities, the project is not expected to result in the creation of any new health hazards or expose people to potential new health hazards because the project would not change land uses surrounding the project area such that increased transport, use, or disposal of hazardous materials would occur. No storage of materials or chemicals would occur, and the project is not anticipated to increase the potential hazardous materials in the project area.

b) Would the project 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?

Less-than-Significant Impact.

Implementation of the project is not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Construction-related hazardous materials would be used during construction of the project, including paints, solvents, and fuels. It is possible that any of these substances could be released during construction activities. However, compliance with federal, State, and local regulations, such as the RCRA and U.S. Department of Transportation hazardous materials regulations, would ensure that all hazardous materials are used, stored, and disposed of properly, which would minimize potential impacts related to a hazardous materials release during the construction phase of the project.

Following the completion of construction activities, no increase in the risk of upset and accident conditions involving the release of hazardous materials into the environment is expected to occur; therefore, impacts would be *less than significant*.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact.

There are no schools within one-quarter mile of the project alignment. Therefore, *no impact* would result from project implementation.

- d) Would the project 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?**

No Impact.

According to the California Department of Toxic Substances Control's EnviroStor database, neither the project site nor nearby properties are identified sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, implementation of the project would not create a significant hazard to the public or the environment; there would be *no impact*.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

No Impact.

No portion of the project alignment is within an airport land use plan or within two miles of a public airport or public use airport. The nearest airports are the Banning Municipal Airport, 12 miles to the east, and the Hemet-Ryan Airport, 12 miles to the south of the project area. *No impacts* related to a safety hazard or excessive noise from airport-related operations would occur.

- f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less than Significant Impact.

The project would not change the capacity of Gilman Springs Road, and therefore would have no long-term effect on the ability of emergency service providers to serve the community. Consequently, the project would not interfere with an emergency response or evacuation plan once it is operational. However, during the construction period, emergency response times could increase temporarily due to increased traffic congestion (caused by temporary lane closures, speed reductions, the presence of construction personnel and equipment, etc.) in the area. Impacts would be *less than significant*. In addition, a Traffic Management Plan (TMP) (**SM TRA-1**) would be implemented prior to construction, which is a standard Caltrans measure to ensure reduced or avoided impacts on emergency response times.

- g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

No Impact.

The project would improve an existing roadway and would not expose people to a greater risk of loss, injury, or death due to wildland fires than presently exists. According to the *Riverside County General Plan – Safety Element*, the project site is adjacent to a Very High Fire Hazard

Severity Zone under State responsibility (County of Riverside 2016). Construction activities would be limited to the existing right of way and areas immediately surrounding the project area and are not anticipated to introduce new risks related to wildland fires. Vegetation removal required for the project would occur in advance to the use of heavy construction equipment in a given area, which would minimize any risks related to wildland fires.

2.9.3 Avoidance, Minimization, and Mitigation Measures

SM TRA-1 as described in *Transportation* Section 2.17.3 would be implemented to minimize impacts related to hazards and hazardous materials. The following SM would be implemented to minimize impacts:

SM HAZ-1

Prior to construction, in order to avoid potential impacts from pavement striping removal during construction, the testing and removal requirements for yellow striping, pavement marking materials, and bridge paints will be performed in accordance with Caltrans' Standard Specifications Sections 14-11.12 and 14-11.13A.

This page intentionally left blank.

2.10 Hydrology and Water Quality

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

2.10.1 Regulatory Setting

Federal

Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States from any point source unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Congress has amended the act several times, and it is known today as the CWA. The objective of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the nation’s waters.” In the 1987 amendments, Congress directed dischargers of stormwater from municipal and industrial/construction point sources to comply with the NPDES permit scheme. Important CWA sections are:

- **Sections 303 and 304**, which require states to promulgate water quality standards, criteria, and guidelines.

- **Section 401**, which requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the United States to obtain certification from the State that the discharge will comply with other provisions of the act. (Most frequently required in tandem with a Section 404 permit request [see below].)
- **Section 402**, which establishes NPDES, a permitting system for the discharge of any pollutant (except dredged or fill material) into waters of the United States. RWQCBs administer this permitting program in California. Section 402(p) requires permits for discharges of stormwater from industrial/construction and Municipal Separate Storm Sewer Systems (MS4s).
- **Section 404**, which establishes a permit program for the discharge of dredged or fill material into waters of the United States. USACE administers this permit program.

USACE issues two types of 404 Permits: Standard and General permits. For General permits, there are two types: Regional permits and Nationwide permits. *Regional permits* are issued for a general category of activities when they are similar in nature and have a minimal environmental effect. *Nationwide permits* are issued to authorize a variety of minor project activities with no more than minimal effects. There are also two types of Standard permits: Individual permits and Letters of Permission. Ordinarily, projects that do not meet the criteria for a Nationwide permit may be permitted under one of USACE's Standard permits. For Standard permits, USACE's decision to approve is based on compliance with EPA's Section 404(b)(1) Guidelines (40 CFR 230) and whether permit approval is in the public interest. The 404(b)(1) Guidelines, developed by EPA in conjunction with USACE, allow the discharge of dredged or fill material into the aquatic system (i.e., waters of the United States) only if there is no practicable alternative that would have fewer adverse effects. The guidelines state that USACE may not issue a permit if there is a least environmentally damaging practicable alternative to the proposed discharge that would have fewer adverse effects on waters of the United States and no other significant adverse environmental consequences. Per the guidelines, documentation is needed to verify that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The guidelines also restrict permitting activities that violate water quality or toxic effluent standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the United States. In addition, every permit from USACE, even if not subject to the 404(b)(1) Guidelines, must meet general requirements (see 33 CFR 320.4).

National Flood Insurance Program

In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer-funded disaster relief for flood victims and the increasing amount of damage caused by floods. The NFIP makes federally backed flood insurance available for communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage. The Federal Emergency Management Agency (FEMA) manages the NFIP. FEMA creates Flood Insurance Rate Maps (FIRMs) that designate 100-year floodplain zones and delineate flood hazard areas. A *100-year floodplain zone* is the area that has a one in 100 (1 percent) chance of being flooded in any year, based on historical data.

The FEMA FIRMs of the project area are map numbers 06065C1460H, 06065C0795H, 06065C0795H, 06065C0790H, and 06065C1455H (FEMA 2014). A small portion of the project site is within flood zone AE and adjacent to the floodway. Zone AE includes areas subject to inundation by the 1-percent-annual-chance flood event.

State

Porter–Cologne Water Quality Control Act

Porter–Cologne, established in 1969 under Division 7 (Water Quality) of the California Water Code, complements the CWA. Porter–Cologne established the SWRCB and divided the State into nine regions, each overseen by an RWQCB. The SWRCB is the primary State agency with responsibility for protecting the quality of the State’s surface and groundwater supplies, although much of its daily implementation authority is delegated to the RWQCBs, which are responsible for implementing CWA Sections 401, 402, and 303(d). In general, the SWRCB manages both water rights and statewide regulation of water quality; the RWQCBs focus exclusively on water quality within their regions.

Porter–Cologne provides for development and periodic review of Water Quality Control Plans (i.e., basin plans) for each region. *Basin plans* identify beneficial uses of water bodies and their tributaries, as well as water quality objectives to protect those uses. Basin plans are implemented primarily by using the NPDES permitting system to regulate waste discharges so that water quality objectives are met. Basin plans are updated every three years and provide the technical basis for determining Waste Discharge Requirements and taking enforcement actions.

Beneficial uses represent the services and qualities of a water body (i.e., the reasons the water body is considered valuable). Water quality objectives represent the standards necessary to protect and support designated beneficial uses.

The project lies within the jurisdiction of the Santa Ana RWQCB, which is responsible for implementing the Water Quality Control Plan for the Santa Ana River Basin, last updated in 2008, with minor editorial corrections made in 2011.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB adjudicates water rights, sets water pollution control policy, and issues water board orders on matters of statewide application. It also oversees water quality functions throughout the State by approving basin plans, total maximum daily loads, and NPDES permits. The RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdictions, using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System Program

Municipal Separate Storm Sewer Systems

CWA Section 402 mandates programmatic permits for municipalities to address stormwater discharges, which are regulated under the NPDES General Permit for MS4 Permit.

MS4 permits require cities and counties to develop and implement programs and measures that reduce pollutants in stormwater discharges to the maximum extent possible, including through management practices, control techniques, system design, engineering methods, and other measures, as appropriate. As part of permit compliance, permit holders create stormwater management plans for their respective locations. These plans outline the requirements for municipal operations, industrial and commercial businesses, construction sites, and planning and land development. The requirements may include multiple measures to control pollutants in stormwater discharges. During implementation of specific projects under the program, project applicants are required to follow the guidance contained in the stormwater management plans, as defined by the permit holder in that location. Therefore, the project would comply with the Riverside County and Santa Ana Region MS4 Permit.

Construction General Permit

Construction General Permit (Order No. 2009-009-DWQ, as amended by 2010-0014-DWQ and 2012-006-DWQ), adopted on November 16, 2010, became effective on February 14, 2011. The permit regulates stormwater discharges from construction sites that result in a Disturbed Soil Area of one acre or greater or smaller sites that are part of a larger common plan of development. For all projects subject to the Construction General Permit, applicants are required to develop and implement an effective SWPPP.

By law, all stormwater discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one acre must comply with the provisions of the Construction General Permit. Operators of regulated construction sites are required to develop SWPPPs, implement sediment, erosion, and pollution prevention control measures, and obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Levels 1, 2, or 3. *Risk levels*, determined during the planning and design phases, are based on the potential for erosion and pollution transport to receiving waters. Requirements apply according to the risk level determined. For example, a Risk Level 3 (i.e., highest risk) project requires compulsory stormwater runoff pH and turbidity monitoring, as well as pre- and post-construction aquatic biological assessments during specified seasonal windows.

Construction General Permit Risk Level Assessment

A construction site risk assessment was performed, and the result was determined to be Risk Level 1. The risk level was based on the procedure described in the Construction General Permit, including two major elements: (1) project sediment risk (i.e., the relative amount of sediment that

can be discharged, given the project and location details); and (2) receiving-water risk (i.e., the risk sediment discharges pose to the receiving waters). *Project sediment risk* is determined by multiplying the R, K, and LS factors from the Revised Universal Soil Loss Equation to obtain an estimate of project-related bare-ground soil loss, expressed in tons per acre. *Receiving-water risk* is based on whether a project drains to a sediment-sensitive water body. A *sediment-sensitive water body* is on the most-recent Section 303(d) list of water bodies impaired by sediment, has an EPA-approved total maximum daily load implementation plan for sediment, or has the beneficial uses of COLD, SPAWN, and MIGRATORY.

2.10.2 Discussion of Environmental Evaluation Question 2.10 – Hydrology and Water Quality

The information in this section is from Caltrans' June 2021 Water Quality Memorandum (Caltrans 2019c) and the March 2019 *Location Hydraulic Study and Summary Floodplain Encroachment Report* (Caltrans 2019d) prepared for the project.

a) **Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

Less-than-Significant Impact.

The project is in the County of Riverside, within the San Jacinto Watershed (Hydrologic Unit Code 18070202) and Middle San Jacinto Hydrologic Sub Area (Hydrologic Unit Code 1807020202). Various drainage features originate from the Badlands and drain toward Gilman Springs Road, west across Gilman Springs Road through culverts, and then toward Mystic Lake or the San Jacinto River; Mystic Lake discharges to the San Jacinto River. The San Jacinto River flows to Canyon Lake, and then to Lake Elsinore. San Jacinto River Reach 3 has the following intermittent beneficial uses: Agricultural Supply (AGR), Groundwater Recharge (GWR), Warm Freshwater Habitat (WARM), Wildlife Habitat (WILD), Water Contact Recreation (REC-1), and Non-contact Water Recreation (REC-2). According to the Final 2014/2016 California Integrated Report (SWRCB 2017), Mystic Lake and the San Jacinto River are not listed with the SWRCB and EPA as Section 303(d) water bodies. The receiving-water risk is based on whether a project drains to a sediment-impaired waterbody, and, as such, the overall receiving-water risk for this project is considered to be low.

Potential project impacts on existing water quality include temporary increases in sediments, oil, grease, and chemical pollutants during construction as well as potential long-term discharges of sediments and other pollutants that collect in stormwater runoff. Short-term or temporary construction impacts on water quality have the potential to occur during demolition, minor land-disturbance activities, material, and equipment use and storage at staging areas, and other construction activities. The project would disturb approximately 24.5 acres of soil area. **SM WQ-1** requires that the project comply with the SWRCB Construction General Permit in effect at the time the project goes to construction by developing and implementing a SWPPP, which is a requirement of the permit. The SWPPP, a standard County requirement implemented on all projects where it is applicable, is a project-specific document that calculates the site's risk level

during construction, includes guidelines for monitoring and reporting, and provides Erosion Control Plan and BMP details for the construction site. The selected BMPs are consistent with the practices required under the Construction General Permit. Further details of these BMPs can be found in Caltrans' *Construction Site Best Management Practices (BMP) Manual* (2017). The construction contractor would be required to regularly inspect and maintain the BMPs to ensure they are in good working order, as required in the Construction General Permit.

Long-term impacts on water quality could occur from the increased impervious area and operational and maintenance activities. The new net increase in impervious surfaces would total approximately 5.7 acres. The project would require existing drainage facilities to be protected in place or modified to continue to collect and convey runoff. **SM WQ-2** would reduce potential impacts from these operational and maintenance activities because design of the project would comply with the requirements of the NPDES permit and Waste Discharge Requirements for the County of Riverside's MS4 Permit in place at the time of project approval. The project would also implement Low-Impact Development (LID) Principles and BMPs that would reduce the discharge of pollutants to the maximum extent practicable. Some of the LID and BMPs included are specified vehicle-washing areas to contain concrete waste material and stockpile management requirements that specify that all stockpiles be bermed and located a minimum of 50 feet from concentrated flows of stormwater, drainage courses, and inlets. Long-term impacts of changes to drainage patterns are not anticipated.

The construction site risk assessment was performed for the project, and the resultant risk level is Risk Level 1, which is considered low. In addition, potential construction related impacts would be temporary in nature, lasting just during the length of construction. Existing culvert crossings and drainage structures would be extended and or reconstructed as part of this project. Project improvements would result in a net increase of 5.7 acres of impervious surface. Additional impervious areas would increase runoff volumes and associated water quality impairments to receiving waters. Potential long-term LIDs and BMPs to be evaluated to minimize water quality impairments for the project include drainage swales, bioretention, permeable pavement, sidewalk trees and tree boxes, and infiltration basins. These LIDs and BMPs would be further considered and incorporated to the maximum extent practicable during the final design. With implementation of long-term LID and BMP measures, operational impacts associated with increased impervious surfaces would be *less than significant*. Therefore, the project would not violate any water quality standards or waste discharge requirements. Lastly, County **SM WQ-1** and **SM WQ-2** would further ensure that potential water quality impacts are minimized or avoided.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact.

The project would not affect groundwater supplies because the project is a transportation roadway improvement project that would not use substantial amounts of water. Although one of the intermittent beneficial uses of San Jacinto River Reach 3 is groundwater recharge, changes, if

any, to groundwater occurrences and levels due to project construction and operation would not affect regional groundwater production detrimentally or change existing water quality. Dewatering activities are not anticipated to be necessary for this project, due to the minimal amount of excavation needed to achieve the reconstructing driveway and street tie-ins. **No impact** related to the depletion of groundwater supplies or substantial interference with groundwater recharge would occur.

c) Would the project 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:

c.i) Result in substantial erosion or siltation on- or off-site?

Less-than-Significant Impact.

Soils in the project area consist of clays, loams, and sands ranging from silty clay to silt loam, fine, sandy loam to rocky, fine, sandy loam, sandy loam to coarse, sandy loam, and gravelly, sandy loam to loam to loamy sand. Soil series mapped within the Study Area include Badland, Chino, Friant, Gravel Pits, Greenfield, Hanford, Metz, Riverwash, San Emigdio, San Timoteo, Vista, and Willows. In general, the majority of the project Study Area has a moderate potential for erosion, with a small portion of the project area identified for higher potential for erosion. Earth-moving, sediment-laden flow from runoff flowing over the disturbed soil areas and other construction activities could cause minor erosion and runoff of topsoil into the drainage facilities during construction. Implementation of **SM WQ-1**, developing the SWPPP, and implementing construction BMPs would minimize the potential for construction-related surface water pollution and ensure that water quality in the receiving waters would not be compromised by erosion or sedimentation during construction. Permanent erosion control measures would be applied to all exposed areas to provide vegetation establishment and achieve final slope stabilization. These measures include hydraulically applying a combination of hydroseed, hydromulch, straw, tackifier, and compost to promote vegetation establishment and installing fiber rolls to prevent sheet flow from concentrating and causing gullies. For steeper slopes, measures such as netting, blankets, or slope paving could be considered to provide permanent stabilization. Impacts would be *less than significant*.

c.ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less-than-Significant Impact.

This project is subject to the Santa Ana MS4 Permit Transportation Project guidance. The guidance does not establish specific minimum size or impervious area criteria that trigger project coverage. Instead, the guidance (1) establishes minimum BMP design principles and techniques that shall be considered for all projects to which the guidance applies; (2) summarizes site constraints that should be evaluated with each project; and (3) provides project-specific BMP feasibility criteria for consideration to evaluate the feasibility of incorporating green infrastructure elements (i.e., LID Principles and BMPs) into the project.

The project is anticipated to result in increases in stormwater runoff flow because the project improvements would have a net increase of impervious surface. Overall, approximately 5.7 acres of new impervious surfaces would be constructed, which would increase runoff volumes and peak discharges to receiving waters. The proposed drainage design would maintain existing drainage patterns for the roadway shoulder widening and realignment, and existing drainage facilities would be protected in place or modified to continue to collect and convey runoff.

The project would widen the existing striped median from zero feet to two feet, creating a four-foot, double-yellow-striped median, and would widen the outside shoulders from four feet to eight feet. The roadway pavement widening along southbound Gilman Springs Road (the San Jacinto River side) would generally be six feet. A limited length—2,900 feet (0.55 mile)—of the project is within the previously mapped FEMA FIRM No. 06065C0795H in Zone AE of the San Jacinto River floodplain (FEMA 2014). Zone AE is the flood insurance risk zone that corresponds to the one-percent-annual-chance (100-year) flood plain. Within this length the new roadway embankment would encroach from two feet to 12 feet into the approximately 9,800-foot-wide floodplain. The new roadway embankment area would encroach from 0.71 square feet to 27.77 square feet into the approximate 68,900-square-foot river-flow area. However, as discussed in the Location Hydraulic Study and Summary Floodplain Encroachment Report (Caltrans 2019e) prepared for the project, floodplain encroachment as a result of the project would result in 1 percent annual chance (100-year) water surface elevation changes that are very small (i.e., up to 0.03 foot), and the project impacts on floodplain are therefore classified as “negligible.”

A new bridge structure would replace the existing culvert north of Bridge Street and increase hydrological connectivity, increase capacity for flows, and reduce scour through the stream. Potential LIDs and BMPs under consideration for the project include drainage swales, bioretention, permeable pavement, sidewalk trees and tree boxes, and infiltration basins. These LIDs and BMPs would manage the rate or amount of surface runoff in a manner that would minimize flooding on- or offsite. In addition, the capacity of the culverts would be addressed during the final design, but it is anticipated that the existing culverts would handle the additional volume and flows.

The construction site risk assessment was performed for the project, and the resultant risk level is Risk Level 1, which is considered a medium risk to water quality. In addition, potential construction-related impacts would be temporary in nature, lasting just during the length of construction. Long term operational impacts of the additional 5.7 acres of impervious surfaces would be *less than significant*, given that the existing culvert crossings and drainage structures would be extended and or reconstructed as part of this project.

c.iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact.

As described above under Section 2.10(a), the project would result in an increase in impervious surface area that would result in an increase in stormwater runoff. However, a new bridge structure would replace the existing culvert north of Bridge Street and increase hydrological connectivity, increase capacity for flows, and reduce scour through the stream. The construction-related impacts on water quality would be minimized by the installation of construction BMPs, such as fiber rolls, silt fence, stabilized construction entrance/exit, and concrete washouts. Long-term effects on turbidity are addressed through final stabilization of soils. Final stabilization could include, but is not limited to, hydroseeding, soil binders, velocity dissipation devices, and preservation of existing vegetation. In addition, the project would implement LIDs and BMPs, such as drainage facility inspection and maintenance, MS4 stenciling and signage, and protecting slopes and channels; therefore, long-term impacts of changes to drainage patterns are not anticipated. Potential LIDs and BMPs to be evaluated for the project include minimizing road widths, drainage swales, bioretention, permeable pavement, sidewalk trees and tree boxes, and infiltration basins. These LIDs and BMPs would be further considered and incorporated to the maximum extent practicable during the final design. In addition, the capacity of the culverts would be addressed during the final design, but it is anticipated that the existing culverts would handle the additional flows. Due to the implementation of permanent BMPs, it is not anticipated that the project would result in hydrologic impacts, such as flooding, that would result in the exceedance of the drainage system's capacity or contribute a substantial amount of polluted runoff. Thus, no impacts related to the capacity of existing and planned stormwater drainage systems would occur. In addition, an NPDES General Construction permit and a SWPPP (**SM WQ-1**) would be implemented to address sediment control during construction activities. *No impacts* related to polluted runoff would occur.

c.iv) impede or redirect flood flows?

No Impact.

There would be no changes to drainage patterns associated with the project and construction of the project is not expected to impede or redirect flood flow. Construction impacts would be minimized through the implementation of **SMs WQ-1** and **WQ-2**, and *no impact* would occur.

d) Would the project risk release of pollutants to project inundation in flood hazard, tsunami, or seiche zones?

Less-than-Significant Impact.

The project is a transportation improvement project that would improve safety and traffic operations by reducing the hazards associated with narrow, undivided roadways and improving driver awareness on Gilman Springs Road. As described under Section 2.10(c)ii, the project

would result in a negligible change to floodplains. A small portion of the project is within in Zone AE of the FEMA FIRM No. 06065C0795H of the San Jacinto River floodplain (FEMA 2014). Additionally, the project area is not within an area susceptible to inundation by seiche, tsunami, or mudflow. Therefore, the risk of pollutant discharge from floods, tsunamis, or seiches would be low, and impacts would be *less than significant*.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact.

The project is entirely within the WRC MSHCP Plan Area, as well as the *Reche Canyon/Badlands Area Plan* and the *San Jacinto Valley Area Plan* areas. The Santa Ana RWQCB Basin Plan (RWQCB 2019) identifies narrative and numerical water quality objectives for the region. Water quality objectives are generally known as the limits or levels of water quality constituents or characteristics, which are established for the reasonable protection of beneficial uses of water or the prevention of nuisance within a specific area. As described under the above items, the project would result in less-than-significant short-term construction and long-term operational impacts on water quality. Implementation of the SWPPP and construction BMPs would minimize the potential for construction-related surface water pollution and ensure that water quality in the receiving waters would not be compromised by erosion or sedimentation during construction. Potential impacts would be minimized through the implementation of **SMs WQ-1** and **WQ-2**; thus, *no impact* would occur, and the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

2.10.3 Avoidance, Minimization, and Mitigation Measures

The following measures would be implemented to minimize potential impacts.

SM WQ-1: Construction SWPPP

The project will comply with the SWRCB Construction General Permit in effect at the time the project goes to construction by developing and implementing a SWPPP. The SWPPP is a project-specific document that calculates the site's risk level during construction, includes guidelines for monitoring and reporting, and provides Erosion Control Plan and BMP details for the construction site. The SWPPP also includes Construction Site BMPs, which are implemented to minimize sediment and erosion during construction. Permit Registration Documents, which include a Notice of Intent, Risk Assessment, Site Map, SWPPP, and other compliance-related documents required by the Construction General Permit, would be electronically filed through the SWRCB's Storm Water Multiple Application and Report Tracking System (SMARTS) prior to the start of construction. Additionally, a Notice of Termination will be electronically filed through SMARTS.

SM WQ-2: Post-Construction BMPs

Post-construction BMPs will be implemented to the maximum extent practicable, consistent with the requirements of the NPDES permit and Waste Discharge Requirements for the County of Riverside's MS4 Permit in place at the time of project approval.

This page intentionally left blank

2.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.11.1 Regulatory Setting

No federal, State, or local regulations apply to this resource.

2.11.2 Discussion of Environmental Evaluation Question 2.11 – Land Use and Planning

a) Would the project physically divide an established community?

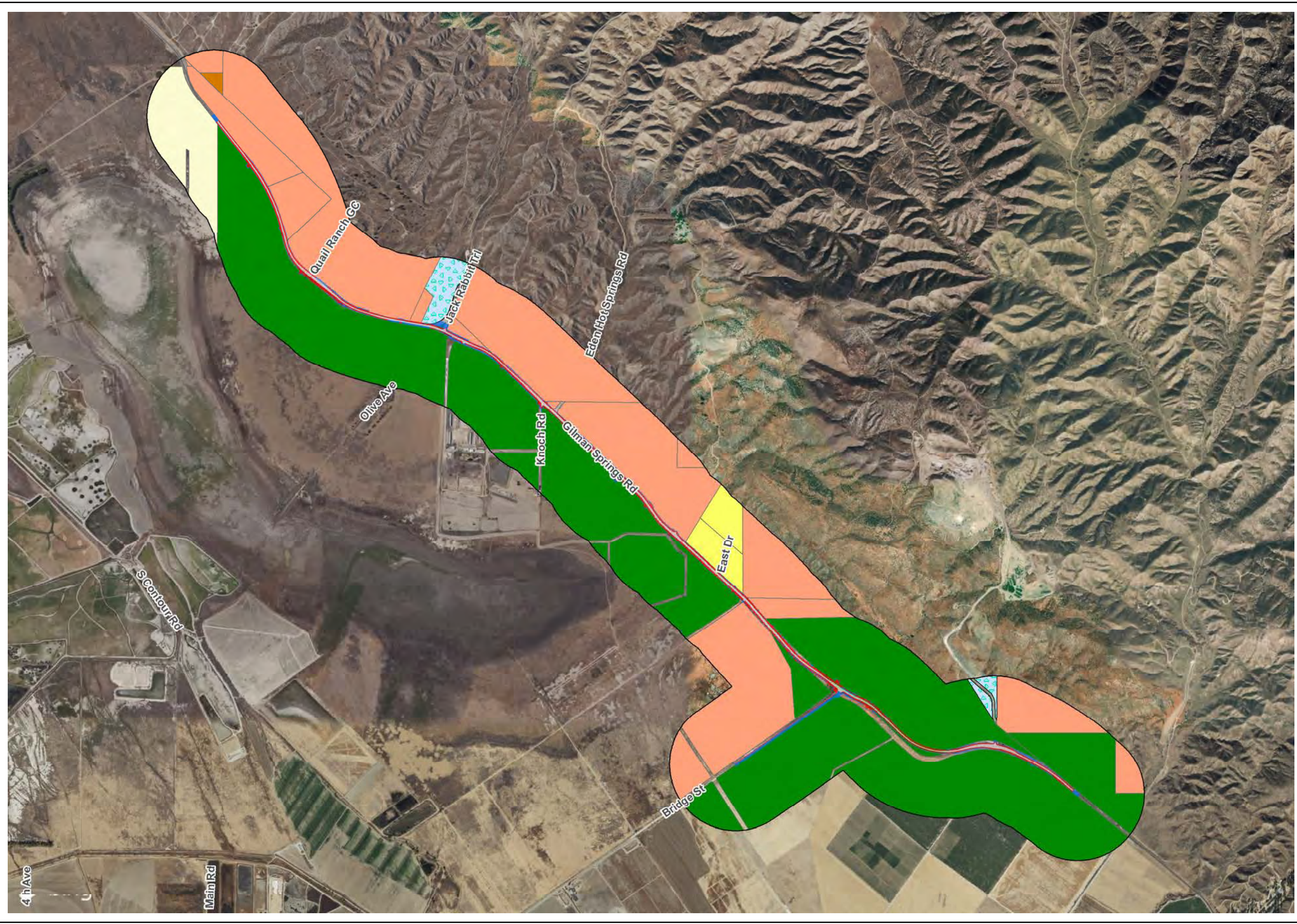
No Impact.

Figure 2.11-1 shows the land use designations within the 0.25-mile Study Area, and Figure 2.11-2 shows the zoning codes within the 0.25-mile Study Area. The proposed widening of and improvements to Gilman Springs Road would not introduce a barrier that would divide any existing communities, separate residences from community facilities, result in substantial growth, or impede connectivity between neighborhoods. Gilman Springs Road is an existing roadway, and improvements would occur predominantly within the existing right of way, which would make it compatible with the existing land uses. Roadways are considered an integral part of development and land use patterns because they are required to facilitate travel and connectivity between areas. Implementation of the project would not diminish access to or the ability to use project-adjacent open spaces, nor would it physically divide an established community. Therefore, there would be *no impact*.

This page intentionally left blank.

This page intentionally left blank.

\\PDC\GIS\Projects\11\Projects_11\GIS\11\Projects_11\17_GilmanSpringsRd\Figures\Doct\Fig02_10_2_Zoning_v2.mxd; User: 37937; Date: 3/7/2022



Legend

- 0.25 mile Study Area
- Permanent Impact
- Temporary Impact
- Roadway

Zoning

- A-2-10
- M-R-A
- R-A-2 1/2
- R-A-20
- R-R
- R-T
- W-2
- W-2-1
- W-2-20

Source: ICF; ESRI (2019); County of Riverside (2017)

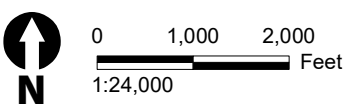


Figure 2.11-2
Zoning in the Study Area
Gilman Springs Median and Shoulder Improvements Project

This page intentionally left blank.

b) Would the project 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?

Less-than-Significant Impact.

The project is not expected to require full acquisition of any property, nor would the relocation or displacement of households or businesses occur. Partial acquisitions, permanent easements (i.e., slope easements, drainage easements), and temporary construction easements are expected to be required within various land uses and are summarized below in Table 2-9, Anticipated Right of Way Requirements and Land Use Designations. The *Riverside County General Plan* include policies that support circulation system improvements. Policy C 2.3 states that the County of Riverside will “maintain the existing transportation network, while providing for future expansion and improvement based on travel demand,” and Policy C 3.18 states that the County of Riverside will “align right of way dedications with existing dedications along adjacent parcels and maintain widths consistent with the ultimate design standard of the road, including required turning lanes” (County of Riverside 2015c). Gilman Springs Road is also included in the *Riverside County General Plan – Circulation Element* as a 128-foot arterial road (County of Riverside 2020). The project would help to fulfill the aforementioned goals, policies, and objectives.

The project is included in SCAG’s financially constrained 2021 FTIP as project ID FTIP No. SCAG015. This project ID is for grouped projects for safety improvements. Within that listing, the project has the unique project ID H8-08-021. Therefore, because the project is included in the 2021 FTIP, it would be consistent with the FTIP plan.

The project is within the WRC MSHCP and SKR HCP area. A total of 0.78 acre of the San Jacinto–Lake Perris Core Reserve within the SKR HCP area would be affected permanently by the project and would require replacement at a minimum 1:1 ratio (see **MM BIO-18**). An additional 0.98 acre would be affected temporarily and restored onsite. The project is a Covered Activity as described in the *Western Riverside County Multiple Species Habitat Conservation* (County of Riverside 2003). As discussed in the NESMI prepared for this project, the project would be in compliance with the requirements of the WRC MSHCP: the project would temporarily and permanently affect riparian/riverine resources, including habitat for WRC MSHCP-Covered Species; however, full compensatory mitigation would be achieved through mandatory compliance with the WRC MSHCP. Although the project will have impacts to the WRC MSHCP area, the impact is anticipated to be less than significant based on the project’s consistency with the WRC MSHCP. In addition, **AMMs BIO-1** through **BIO-10**, and **AMM BIO-12** through **AMM BIO-14** would also reduce or avoid potential impacts related to compliance with the WRC MSHCP and SJR HCP. In addition, although this impact is *less than significant* and does not require mitigation, **MM BIO-18** would be implemented to ensure that the project would not conflict with the WRC MSHCP.

Table 2-9. Anticipated Right of Way Requirements and Land Use Designations

No.	APN ¹	Owner	Temporary Construction Easement	Permanent Acquisition ²	Land Use Code ³	Land Use Code Definition ³
1	423-240-010	Private	0.01	0.01	AG	Agriculture
2	423-240-014	Southern California Edison	0.04	0.09	AG	Agriculture
3	423-240-025	Private	0.12	0.27	AG	Agriculture
4	423-240-026	Private	0.02	0.02	AG	Agriculture
5	425-080-050	Private	0.02	0.06	AG	Agriculture
6	423-240-002	State of California Wildlife Conservation Board	0.02	0.07	OS-C	Conservation
7	423-230-010	State of California Wildlife Conservation Board	0.08	0.11	OS-C	Conservation
8	423-230-018	State of California Wildlife Conservation Board	0.01	0.01	OS-C	Conservation
9	423-230-005	State of California Wildlife Conservation Board	0.06	0.06	AG, OS-C	Agriculture, Conservation
10	423-230-002	State of California Wildlife Conservation Board	0.19	0.18	AG	Agriculture
11	423-190-009	State of California Wildlife Conservation Board	0.10	0.12	AG	Agriculture
12	423-190-005	State of California Wildlife Conservation Board	0.24	0.29	AG	Agriculture
13	423-190-030	State of California Wildlife Conservation Board	0.19	0.41	AG	Agriculture
14	423-180-009	Private	0.05	0.05	AG	Agriculture
15	423-180-005	State of California Wildlife Conservation Board	-	0.01	OS-CH	Conservation Habitat
16	423-180-006	State of California Wildlife Conservation Board	-	0.19	OS-CH	Conservation Habitat
17	423-100-017	Private	0.02	0.05	AG	Agriculture
18	423-100-019	Private	0.18	0.24	AG	Agriculture
19	423-100-021	Private	0.04	0.13	OS-CH	Conservation Habitat

Chapter 2 CEQA Checklist

No.	APN ¹	Owner	Temporary Construction Easement	Permanent Acquisition ²	Land Use Code ³	Land Use Code Definition ³
20	423-080-016	Private	0.07	0.10	OS-CH	Conservation Habitat
21	423-080-017	Private	0.10	0.15	OS-CH	Conservation Habitat
22	423-080-018	State of California Wildlife Conservation Board	0.02	0.02	OS-CH	Conservation Habitat
23	423-080-014	Private	0.07	-	OS-CH	Conservation Habitat
24	423-240-015	Southern California Edison	-	0.01	OS-CH	Conservation Habitat
25	423-240-027	Western Riverside County Regional Conservation Authority	0.10	0.10	OS-RUR, AG	Rural, Agriculture
26	423-230-014	Private	0.01	-	RR	Rural Residential
27	423-190-029	Private	0.01	-	RR, OS-RUR	Rural Recreation, Rural
28	423-190-018	Private	0.02	0.10	RC-EDR	Estate Density Residential
29	423-190-015	Private	0.01	0.11	RC-EDR	Estate Density Residential
30	423-190-017	Private	<.01	0.03	RC-EDR	Estate Density Residential
31	423-190-010	Private	0.01	0.56	RC-EDR	Estate Density Residential
32	423-190-004	Private	0.27	1.21	OS-R, RC-EDR, OS-RUR	Recreation, Estate Density Residential, Rural
33	423-190-003	Private	0.06	0.32	RC-EDR	Estate Density Residential
34	423-190-001	Private	0.04	0.15	OS-R	Recreation
35	422-240-014	Private	0.16	0.25	OS-R, OS-RUR	Recreation, Rural
36	423-180-012	Private	0.04	0.04	OS-R	Recreation
37	423-180-002	Western Riverside County Regional Conservation Authority	-	0.05	OS-MIN	Mineral Resources
38	423-100-016	Private	0.01	0.02	OS-R, LDR	Recreation, Low Density Residential
39	423-100-015	Private	-	0.23	OS-R, LDR	Recreation, Low Density Residential
40	423-080-005	Private	0.15	0.17	OS-CH	Conservation Habitat

Chapter 2 CEQA Checklist

No.	APN ¹	Owner	Temporary Construction Easement	Permanent Acquisition ²	Land Use Code ³	Land Use Code Definition ³
41	423-080-004	Private	<.01	-	OS-CH	Conservation Habitat
42	423-080-003	Private	0.09	0.16	RR, OS-CH	Rural Residential, Conservation Habitat

Source: NCM Engineering 2022

¹ APN = Assessor's Parcel Number

² Permanent Acquisition includes slope easements, drainage easements, and/or new right of way.

³ From Riverside County General Plan, Land Use Element.

2.11.3 Avoidance, Minimization, and Mitigation Measures

AMMs **BIO-1** through **BIO-10**, AMMs **BIO-12** through **BIO-14**, and MM **BIO-18** related to biological resources identified in Section 2.4.3, *Avoidance, Minimization, and Mitigation Measures*, would be implemented to ensure that the project would not conflict with a habitat conservation plan. No additional measures are required.

This page intentionally left blank.

2.12 Mineral Resources

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

2.12.1 Regulatory Setting

No federal, State, or local regulations apply to this resource.

2.12.2 Discussion of Environmental Evaluation Question 2.12 – Mineral Resources

The information in this section is from the *Riverside County General Plan – Multipurpose Open Space Element* (County of Riverside 2015).

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?

No Impact.

The Surface Mining and Reclamation Act designates Mineral Resource Zones (MRZ) that are of statewide or regional importance. According to the California Geological Survey, the project area is within MRZ-3, which is defined by DOC as “areas containing mineral occurrences of undetermined mineral resource significance” (DOC 2015). The project corridor contains land zoned as M-R-A (Mineral Resources and Related Manufacturing) at the northeastern corner of Jack Rabbit Trail and Gilman Springs Road. The *Reche Canyon/Badlands Land Use Plan* designates the current Valley Rock & Sand Company mining operations on Jack Rabbit Trail as Open Space–Mineral Resources. Mining operations are expected to continue through the 20-year planning horizon of the area plan. The *Reche Canyon/Badlands Land Use Plan* also includes policy RCBAP 15.1, which limits the future conversion of mining operations to uses that are compatible with the surrounding area.

The project would occur primarily within the existing transportation right of way. No new permanent right of way would be acquired within the designated mineral resources land for the project. Temporary construction easements would be needed within the designated land during the construction period. However, because these areas would be used temporarily for

construction access, there would be no loss of availability of a known mineral resource of value to the region or State. Therefore, *no impact* would occur.

b) Would the project 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?

No Impact.

As discussed above under Section 2.12(a), because the project would occur primarily within the existing transportation right of way, and only minor amounts of land within the designated mineral resources area would be utilized for temporary construction easements, there would be no loss of availability of a locally important mineral resource recovery site. Therefore, *no impact* would occur.

2.12.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.13 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIII. NOISE: Would the project:				
a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and 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"/>

2.13.1 Regulatory Setting

CEQA requires a strictly baseline-versus-build analysis to assess whether a project would have a noise impact. If a project is determined to have a significant noise impact under CEQA, then mitigation measures must be incorporated into the project, unless those measures are not feasible. The CEQA noise analysis is included at the end of this section.

County of Riverside

Policy N1.3 of the *Riverside County General Plan* specifies the maximum acceptable levels for noise-sensitive land uses, which include residential uses within the County. Exterior noise levels for both jurisdictions are limited to a weighted, 24-hour average noise level of 65 A-weighted decibels (dBA) community noise equivalent level (CNEL) (County of Riverside 2015d).

The County of Riverside’s Municipal Code addresses construction noise, stating,

whenever a construction site is within one-quarter of a mile of an occupied residence or residences, no construction activities will be undertaken between the hours of six p.m. and six a.m. during the months of June through September and between the hours of six p.m. and six a.m. during the months of October through May. Exceptions to these standards will be allowed only with the written consent of the building official (County of Riverside 2019).

2.13.2 Discussion of Environmental Evaluation Question 2.13 – Noise

- a) Would the project generate 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?

Less-than-Significant Impact.

Construction

Construction of the project would require a typical compliment of construction equipment. Typical construction equipment which could be used during construction of the project is included below in Table 2-10.

Table 2-10. Typical Construction Equipment

Equipment	Maximum Noise Level (dBA at 50 feet)	Estimated Noise Level at Closest Noise Sensitive Receiver (dBA at Residence)
Scrapers	89	83
Bulldozers	85	79
Heavy Trucks	88	82
Backhoe	80	74
Pneumatic Tools	85	79
Concrete Pump	82	76

Source: FTA 2006. See also: www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm.
dBA = A-weighted decibels

The project alignment is in a rural environment; therefore, the construction noise analysis is based on an analysis of the closest noise-sensitive receptor. The closest noise-sensitive receptor along the project alignment is a residence on Knoch Road. The residential yard and physical residence are approximately 65 and 125 feet from the Gilman Springs right of way, respectively. As shown by the maximum noise levels in Table 2-10, construction noise could dominate the noise environment along the project alignment during the construction process. The County of Riverside’s Municipal Code exempts construction noise from capital improvement projects of a governmental agency and within one-quarter of a mile of an occupied residence or residences, provided that construction takes place between the hours of 6 a.m. and 6 p.m. during the months of June through September and between the hours of 7 a.m. and 6 p.m. during the months of October through May. Additionally, the FTA Transit Noise and Vibration Impact Assessment Manual (FTA 2018), which includes relevant standards and construction equipment emission levels for construction noise, identifies a daytime noise level of 90 dBA at residential receptors. As shown in Table 2-10, typical noise levels from construction would not be expected to exceed 90 dBA at residential receptors. Therefore, because the project would comply with the County’s municipal code and would not exceed the FTA criteria, impacts would be *less than significant*.

Operations

The existing lane configuration along the project alignment is approximately 32 feet wide and composed of a single lane in each direction, which are 11.5 feet wide; a two-foot-wide striped median; and shoulders, which vary but are approximately 3.5 feet wide. The project would reconstruct the existing roadway to a configuration that includes five-foot outside shoulders with rumble strips and a 12-foot lane in each direction, a four-foot double-yellow-striped median with impact resistant channelizers and rumble strips in the median, and a five-foot graded shoulder within the project limits. The project would also include one approximately 6,900-foot-long passing lane in the northbound direction, from approximately 1,350 feet north of Bridge Street to approximately 1,200 feet north of Eden Hot Springs Road. The project would accommodate existing traffic demand, but would not create new demand, directly or indirectly, and is not capacity-increasing.

Doubling the distance between a source and receiver for a pseudo-line source (which most accurately describes periodic traffic flow along a roadway such as Gilman Springs Road) would generally cause a decrease of 4.5 decibels (dB). Conversely, decreasing the distance between a source and receiver by half (i.e., reducing the distance from the existing 65 feet to 32.5 feet) would result in an increase in noise of 4.5 dB. A three-dB increase in noise is the generally accepted threshold of perception at which the average person can identify a change. The project lane configuration would result in the location of travel lanes being shifted approximately two feet toward the existing residential land uses within the project area. Additionally, the project includes the installation of rumble strips for the purposes of driver safety. Rumble strips currently are installed along the inside and outside of the travel lanes along Gilman Springs Road. The project would move the rumble strips slightly closer (i.e., no more than two feet) toward existing residential uses within the project area. The change in noise levels due to the two-foot shift of the rumble strips, when compared to the baseline, would not be noticeable. Because the project would only decrease the distance between the travel lanes, the rumble strips, and the receivers by two feet, any increase in noise would be well below the threshold of perception and would not be noticeable. Therefore, impacts would be *less than significant*.

b) Would the project generate excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact.

Any groundborne noise or vibration mostly would be limited to the construction period and would be short in duration. The project could include pavement-breaking construction activities along the existing roadway alignment on Gilman Springs Road, where new pavement would be laid. Based on the *FTA Noise and Vibration Impact Assessment Manual* (FTA 2018), the typical type of construction equipment involved in pavement breaking (a hoe ram) produces a peak particle velocity (PPV) of 0.089 PPV inches per second at a reference distance of 25 feet (FTA 2018). The *FTA Noise and Vibration Impact Assessment Manual* (FTA 2018) references the damage potential for buildings extremely susceptible to vibration damage at 0.12 PPV. No vibration-sensitive structure would be within 25 feet of construction activities; therefore, *no impacts* would occur.

The project alignment is in a rural environment; therefore, the construction and operational vibration analysis is based on an analysis of the closest vibration-sensitive receptor. The project would not result in a change to the traffic mix, which is the primary source of groundborne vibration. Although the project would relocate lanes approximately two feet closer to the surrounding land uses, this would not result in a significant increase in vibration at nearby vibration-sensitive land uses. Based on the FTA *Noise and Vibration Impact Assessment Manual* (FTA 2018), the typical loaded truck produces 0.089 PPV inches per second at a reference distance of 25 feet. A change of two feet would not result in noticeable changes to vibration levels at these locations. The project also proposes the construction of rumble strips within the median of the roadway alignment. Existing rumble strips are designed along the existing alignment. Rumble strips would not produce noticeable amounts of vibration, especially at distances greater than 50 feet. Therefore, operational increases in groundborne vibration levels from use or maintenance of the roadway when compared to conditions without the project would be *less than significant*.

Groundborne noise impacts during construction would be minimized through the limitation of noise-generating construction activities within the hours permitted by County of Riverside's municipal code (i.e., 6 a.m. and 6 p.m. when with one-quarter mile of an occupied residence). As discussed in Section 2.13(a), once the project is completed, long-term increases in groundborne noise levels from use or maintenance of the roadway would be negligible. Therefore, the project would result in *less-than-significant impacts* due to temporary and operational groundborne noise.

- c) Would the project be located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?**

No Impact.

The project is not within an Airport Influence Area or within two miles of a private airport, public airport, or public use airport. Furthermore, no habitable structures are proposed as part of the project. Therefore, no noise-related impacts related to air traffic would occur.

2.13.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.14 Population and Housing

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

2.14.1 Regulatory Setting

No federal, State, or local regulations apply to this resource.

2.14.2 Discussion of Environmental Evaluation Question 2.14 – Population and Housing

- a) **Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No Impact.

The project would widen the median and shoulders along Gilman Springs Road, from approximately 1.29 miles north of Jack Rabbit Trail to approximately one mile south of Bridge Street, and would include a passing lane in the northbound direction. The project is needed to improve safety for both directions of traffic and those intending to turn onto the road from Kennedy Hills Materials, Eden Hot Springs Road/Central Avenue, and Jack Rabbit Trail/Curtis Street/Knoch Road.

The project is not expected to induce growth beyond that already anticipated by the local general and regional plans. The project is consistent with SCAG’s financially constrained 2021 FTIP and the goals and policies of the applicable County of Riverside planning documents. Traffic volumes along the roadway are projected to be identical under the project and without project conditions. The project would not induce substantial population growth in the area, directly or indirectly. The pattern and rate of population and housing growth would be consistent with those contemplated in existing plans for the area. No developable land areas would be made more accessible by the project, and the project would not open new areas to development or lead to changes in land use and density.

The project would not increase the capacity of the roadway and, therefore, would not contribute to unplanned growth in the area. The project is not considered growth-inducing. Therefore, no direct or indirect long-term impacts related to population growth are anticipated with the implementation of the project, and there would be *no impact*.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact.

The project would widen the median and shoulders along Gilman Springs Road and be constructed within the existing transportation right of way. The project would not require relocation of residences or businesses. There would be *no impact*.

2.14.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.15 Public Services

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

2.15.1 Regulatory Setting

No federal, State, or local regulations apply to this resource.

2.15.2 Discussion of Environmental Evaluation Question 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:

a.i) Fire protection?

Less-than-Significant Impact.

Fire protection services in the Study Area are provided by the Riverside County Fire Department, which provides fire protection and emergency medical services to the unincorporated Riverside County and the City of Moreno Valley through a cooperative agreement between the City and the County. The closest stations to the Study Area are Station 3 at 30515 10th Street in the City of Nuevo, Station 58 at 28000 Eucalyptus Avenue in the City of Moreno Valley, Station 78 at 2450 West Cottonwood Avenue in the City of San Jacinto, and Station 91 at 16110 Lasselle Street in the City of Moreno Valley. Table 2-11 shows the locations

of the nearest fire stations serving the project Study Area and the distance of these facilities to the project site.

Table 2-11. Fire Protection Services

Facilities	Location	Distance from Project
Riverside Station 3	30515 10th Street, Nuevo	5.6 miles
Riverside Station 58	28000 Eucalyptus Avenue, Moreno Valley	5.6 miles
Riverside Station 78	2450 West Cottonwood Avenue, San Jacinto	5.4 miles
Riverside Station 91	16110 Lasselle Street, Moreno Valley	6.9 miles

Sources: Google Earth 2018; Riverside County Fire Department 2020.

The project involves safety improvements to an existing roadway. The project would not result in an increase in population, and therefore would not increase demand for community services. No fire stations would be acquired or displaced; therefore, there would be no effect on the delivery of fire services. 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. The project would improve the ability of fire service providers to serve the community because it would reduce safety risks by widening the shoulders and median, which would likely reduce response times for these services after construction is completed.

Construction activities have the potential to result in temporary, localized, site-specific disruptions in the project area involving partial or complete roadway and lane closures and detours. This could lead to an increase in delay times for emergency response vehicles during construction. However, these delays, should they occur, would be temporary and minor in nature. Therefore, this impact is considered *less than significant*. Nevertheless, the traffic lane closures, if needed, would be included in the TMP (see **SM TRA-1** in *Transportation* Section 2.17.3) that is prepared and coordinated with a public information program during construction, including notifying fire protection providers prior to the start of construction activities, to further reduce potential impacts during construction, should they occur.

a.ii) Police protection?

Less-than-Significant Impact.

Law enforcement and police protection services in the Study Area are provided by the Riverside County Sheriff’s Department. As shown in Table 2-12, the nearest station is at 160 West 6th Street in the City of San Jacinto, approximately 6.9 miles south of the project LOD. The next closest station is at 22850 Calle San Juan De Los Lagos in the City of Moreno Valley, approximately 10.2 miles west of the project LOD.

Table 2-12. Law Enforcement and Police Protection Services

Facilities	Location	Distance from Project
Moreno Valley Police Department	22850 Calle San Juan De Los Lagos, Moreno Valley	10.2 miles
San Jacinto Police Department	160 W 6th Street, San Jacinto	6.9 miles

Sources: Google Earth 2018; Riverside County Sheriff's Department 2020.

As mentioned previously in Section 2.15.2(a)i, the project would not induce population growth in the area beyond that previously planned for and would not result in the need for additional police protection. No impacts from operation of the project would occur. The safety improvements to the roadway would likely improve emergency access through the project area, which would be a beneficial impact.

As mentioned previously in Section 2.15.2(a)i, the temporary lane closure or detours could affect the response times for police service providers. However, these delays, should they occur, would be temporary and minor in nature. Therefore, this impact is considered *less than significant*.

Nevertheless, the traffic lane closures, if needed, would be included in the TMP (see **SM TRA-1** in *Transportation* Section 2.17.3) that is prepared and coordinated with a public information program during construction, including notifying police service providers prior to the start of construction activities, to further reduce potential impacts during construction, should they occur.

a.iii) Schools?

No Impact.

There are no schools within 0.5 mile of the project site. The Moreno Valley Unified School District and San Jacinto Unified School District are the school districts that serve the Study Area. However, the project involves safety improvements to an existing roadway and would not require additional schools. Therefore, *no impact* would occur.

a.iv) Parks?

No Impact.

No parks are within the project limits of disturbance, and none are anticipated to be directly or indirectly affected by the project. Therefore, *no impact* would occur.

a.v) Other Public Facilities?

Less-than-Significant Impact.

The nearest medical center offering emergency services is the Kaiser Permanente Moreno Valley Medical Center, which is 5.7 miles away from the project. No impacts from operation of the project would occur to this or any other emergency medical centers in the surrounding areas. The

safety improvements to the roadway would likely improve emergency access through the project area, which would be a beneficial impact.

As discussed in Section 2.15.2(a)i, the temporary lane closure or detours could affect the response times for emergency service providers, including ambulances. However, these delays, should they occur, would be temporary and minor in nature. Therefore, this impact is considered *less than significant*.

Nevertheless, the traffic lane closures, if needed, would be included in the TMP (see **SM TRA-1** in *Transportation* Section 2.17.3) that is prepared and coordinated with a public information program during construction, including notifying emergency service providers prior to the start of construction activities, to further reduce potential impacts during construction, should they occur.

There are no other public facilities in the project vicinity that would be affected by implementation of the project.

2.15.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.16 Recreation

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

2.16.1 Regulatory Setting

No federal, State, or local regulations apply to this resource.

2.16.2 Discussion of Environmental Evaluation Question 2.16 – Recreation

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

No Impact.

The project would not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, there would be *no impact*.

- 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?**

Less-than-Significant Impact.

The SJWA is adjacent immediately to the west of the project corridor. The SJWA is approximately 19,000 acres, with about 9,000 acres of reclaimed wetlands and anywhere from 600 to 800 acres of freshwater marsh habitat. The recreational opportunities at the SJWA include wildlife viewing and hunting (CDFW 2019). These recreational opportunities are accessed via Ramona Expressway and Davis Road, approximately 2.75 miles southwest of the project. The project would permanently impact 0.92 acre and temporarily impact 1.86 acres along the eastern edge of the SJWA, directly adjacent to Gilman Springs Road. These anticipated permanent and temporary impact areas are extremely minimal, given the size of the SJWA, and are not anticipated to have an adverse effect on recreational opportunities within the SJWA.

Nevertheless, the permanent and temporary impact areas would be replaced at a minimum 1:1 ratio, as discussed in Section 2.4, *Biological Resources*, question b.

These impacts would involve minimal encroachment into a portion of the SJWA that is along a heavily traveled existing roadway with low potential for recreational use. The SJWA would remain open and available for public use throughout construction of the project, and access would not be affected. These impacts would involve minimal encroachment into a portion of the SJWA that is along a heavily traveled existing roadway with low potential for recreational use. Therefore, the project would have *less-than-significant impacts* on recreational resources.

2.16.3 Avoidance, Minimization, and Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.17 Transportation

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

2.17.1 Regulatory Setting

No federal, State, or local regulations apply to this resource.

2.17.2 Discussion of Environmental Evaluation Question 2.17 – Transportation and Traffic

- a) **Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?**

No Impact.

The project is included in SCAG’s financially constrained 2021 FTIP as project ID FTIP No. SCAG015. This project ID is for grouped projects for safety improvements. Within that listing, the project has the unique project ID H8-08-021. In addition, Gilman Springs Road is identified as an important element of the vehicular circulation system as identified in the *Reche Canyon/Badlands Area Plan* (County of Riverside 2011a) and *San Jacinto Valley Area Plan* (County of Riverside 2011b).

The purpose of this project is to improve safety and traffic operations associated with narrow, undivided roadways and improve driver awareness on Gilman Springs Road. The project would not increase traffic because no new land uses are proposed. The project would accommodate existing traffic demand, but it would not create new demand, directly or indirectly and is not capacity increasing.

As such, the project would not conflict with or obstruct a program, plan, ordinance, or policy addressing the circulation system. There would be **no impact** to traffic or transportation.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact.

As discussed above, the purpose of the project is to improve safety and traffic operations along Gilman Springs Road. No increase in VMT is anticipated because the project does not increase the capacity of the existing roadway. Traffic volumes are projected to be identical between with- and without-project conditions. Therefore, the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3. There would be *no impact* to traffic or transportation.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact.

The project would improve safety and traffic operations on this narrow, undivided roadway and improve driver awareness on Gilman Springs Road. Therefore, the project would not increase hazards due to a geometric design or incompatible uses. There would be *no impact* to traffic or transportation.

d) Would the project result in inadequate emergency access?

Less-than-Significant Impact.

Construction activities have the potential to result in temporary, localized, site-specific disruptions in the project area involving partial or complete roadway and lane closures and detours. This could lead to an increase in delay times for emergency response vehicles during construction. However, these delays, should they occur, would be temporary and minor in nature. Therefore, this impact is considered *less than significant*.

Nevertheless, the traffic lane closures, if needed, would be included in the TMP (**SM TRA-1**) that is prepared and coordinated with a public information program during construction, including notifying fire protection providers prior to the start of construction activities, to further reduce potential impacts during construction, should they occur.

2.17.3 Avoidance, Minimization, and Mitigation Measures

The following SM would be implemented to address potential transportation impacts:

SM TRA-1: A Traffic Management Plan (TMP) will be prepared in advance of project construction. As part of the TMP, coordination prior to the start of construction activities regarding street closures and recommended detours will also include pedestrian and bicycle facilities detours. Temporary impacts on traffic flow as a result of construction activities would be minimized through construction phasing and signage and a TMP.

2.18 Tribal Cultural Resources

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

2.18.1 Regulatory Setting

CEQA requires the consideration of cultural resources that are historical resources and tribal cultural resources (TCRs), as well as “unique” archaeological resources. California PRC Section 5024.1 established the 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). In 2014, AB 52 added the term *tribal cultural resources* to CEQA; AB 52 is commonly referenced instead of CEQA when discussing the process to identify TCRs (as well as identifying measures to avoid, preserve, or mitigate effects on them). Defined in PRC Section 21074(a), a TCR is a CRHR- or local register-eligible site, feature, place, cultural landscape, or object that has a cultural value to a California Native American Tribe. TCRs must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

Native American Tribal Consultation

Letters serving as formal notice of this project were sent in October 2017 to tribal representatives identified in Table 2-13. Seven Tribes responded to the outreach letters, with four Tribes deferring consultation to other Tribes and three Tribes formally requesting tribal consultation with the County regarding the project under CEQA (PRC § 21080.3.1(b) and (d)), and mitigation of potential impacts on tribal, cultural, and environmental resources. Formal consultation occurred with the Cahuilla Band of Indians, Morongo Band of Mission Indians, Rincon Band of Luiseño Indians, San Manuel Band of Mission Indians, and Soboba Band of Luiseño Indians. A call was received from the Cahuilla Band on November 28, 2017, stating that the area is within

the ancestral territory of the Cahuilla, but they did not have knowledge of specific cultural resources within the project area. Rincon Band responded in a letter on November 13, 2017, stating that the project area is within their ancestral territory and that they have knowledge of a Luiseño place name within the project area. A response from the San Manuel Band was received on November 17, 2017, stating that the project area is within ancestral territory and that this corridor, and the Eden Hot Springs area, are places of archaeological and cultural significance to the Tribe. Morongo Band responded on January 30, 2018, that the project area is within the Tribe’s traditional use area. See Table 2-13 and Appendix B for the AB 52 tribal correspondence record.

Table 2-13. Native American Contacts

Native American Group/Individual	Date of First Contact: Letter	Dates of Replies	Follow-Up Contact	Comments
Patricia Garcia-Plotkin, Agua Caliente	10/17/2017	10/24/2017	n/a	Agua Caliente deferred consultation for this project to Soboba Band.
Doug Todd Welmas, Cabazon Band of Mission Indians	10/17/2017	none	1/23/2018	The Tribe did not respond to consultation outreach. Consultation is completed.
Anthony Madrigal, Sr., Cahuilla Band of Indians	10/17/2017	11/28/2017	6/7/2021	The project is within ancestral territory, but the Tribe has no knowledge of specific cultural sites. Requested to monitor and be updated on project progress. A letter was sent on 6/7/2021 agreeing to the monitoring request.
David Harper, THPO, Colorado River Indian Tribes	10/17/2017	none	1/23/2018	The Tribe did not respond to consultation outreach. Consultation is completed.
Andrew Salas, Gabrieleño Band of Mission Indians - Kizh Nation	10/17/2017	none	11/28/2017, 1/23/2018	The Tribe did not respond to consultation outreach. Consultation is completed.
Ray Huaute, Morongo Band of Mission Indians	10/17/2017	1/30/2018	1/23/2018, 10/26/2018, 6/24/2019, 6/7/2021	The Tribe requested a copy of the record search and technical study, as well as the presence of a Morongo tribal monitor during ground disturbance. The record search files were sent on 10/26/2018. A copy of the ASR was emailed on 6/24/2019. A letter was sent on 6/7/2021 agreeing to the monitoring request.
Shasta Gaughen, Pala Band of Mission Indians	10/17/2017	12/1/2017	11/28/2017	Declined consultation for this project.

Native American Group/Individual	Date of First Contact: Letter	Dates of Replies	Follow-Up Contact	Comments
Ebru Ozdil, Temecula Band of Luiseño Indians (Pechanga)	10/17/2017	11/7/2017	n/a	Temecula Band deferred consultation for this project to Soboba.
Keeny Escalanti, Quechan Indian Nation	10/17/2017	none	11/28/2017, 1/23/2018	The Tribe did not respond to consultation outreach. Consultation is completed.
Joseph D. Hamilton, Ramona Band of Cahuilla	10/17/2017	none	11/28/2017	The Tribe did not respond to consultation outreach. Consultation is completed.
Destiny Colocho, Rincon Band of Luiseño Indians	10/17/2017	11/13/2017	6/24/2019	The project is within ancestral territory of the Rincon. Rincon had knowledge of one place name within the project area. A copy of the ASR was emailed on 6/24/2019.
Anthony Morales, San Gabriel Band of Mission Indians	10/17/2017	none	11/28/2017, 11/23/2018	The Tribe did not respond to consultation outreach. Consultation is completed.
Lee Clauss, San Manuel Band of Mission Indians	10/17/2017	11/17/2017	6/24/2019, 6/7/2021	The project vicinity is a place of cultural significance to the Tribe. Requested a copy of the record search and maps and asked that the project area be surveyed. A copy of the ASR was emailed on 6/24/2019. A letter was sent on 6/7/2021 agreeing to the monitoring request.
Joe Ontiveros, Soboba Band of Luiseño Indians	10/17/2017	11/16/2017	11/30/2017, 6/24/2019, 6/7/2021	Requested to initiate consultation with the County. Record search information was sent on 11/30/17. A copy of the ASR was emailed on 6/24/2019. A letter was sent on 6/7/2021 agreeing to the monitoring request.
Michael Mirelez, Torres Martinez Desert Cahuilla Indians	10/17/2017	none	1/23/2018	The Tribe did not respond to consultation outreach. Consultation is completed.
Darrell Mike, Twenty-Nine Palms Band of Mission Indians	10/17/2017	11/20/2017	n/a	No knowledge of cultural resources in the project area. Defers consultation to other Tribes.

2.18.2 Discussion of Environmental Evaluation Question 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:

- 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)?**

No Impact.

NAHC was contacted regarding the project on September 27, 2017. NAHC responded in a letter on October 4, 2017, stating that a search of its Sacred Lands File did not yield any sacred lands or traditional cultural properties within the project vicinity. The County has extended an invitation to local Tribal representatives to consult on the CEQA review, as shown in Table 2-13. As discussed above, five Tribes have responded, stating that the project location is a culturally sensitive area. Consultation is still ongoing; however, no Tribe has provided specific information on a TCR that would be eligible for listing in the CRHR or local register. Therefore, the project would not cause a substantial adverse change in the significance of a TCR, and *no impact* would occur.

- 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

No Impact.

Pursuant to PRC Section 21080.3.1 (AB 52), California Native American Tribes traditionally and culturally affiliated with the project area can request notification of projects in their traditional cultural territory. The County sent AB 52 letters in October 2017 and received requests for consultation from Cahuilla Band of Indians, Morongo Band of Mission Indians, Rincon Band of Luiseno Indians, San Manuel Band of Mission Indians, and Soboba Band of Luiseño Indians. Consultation efforts with the Tribes are summarized in Table 2-13. Based on the AB 52 consultation process, the County determined that no impacts would occur on TCRs given the lack of substantial evidence and criteria set forth in PRC Section 5024.1(c). However, the County agreed to archaeological monitoring given the general sensitivity of the project area for the Tribes. Therefore, **SMs TCR-1 and TCR-2** would be implemented to ensure that *no impact* on a TCR would occur.

2.18.3 Avoidance, Minimization, and Mitigation Measures

The following SMs would be implemented.

SM TCR-1

Due to the general sensitivity of the project area, the County of Riverside will retain a Native American Monitor to provide monitoring during ground-disturbing activities in areas of previously undisturbed and native soils.

One Native American Monitor will be present during ground-disturbing activities in areas of previously undisturbed and native soils.

If multiple Tribes request to provide monitoring, tribal monitoring will be scheduled on an alternating basis between the consulting Tribes. Tribal monitors scheduled by the County will be compensated. In addition, if a Tribe wishes to have a tribal representative onsite to observe ground-disturbing activities when its tribal monitor is not scheduled to work on the project, the Tribe may do so at its own expense.

The Native American monitor will only be present onsite during construction that involves ground-disturbing activities such as, but not limited to, potholing, boring, grading, excavation, trenching, or drilling within previously undisturbed and native soils.

Native American monitoring will not occur for work activities that include the demolition and removal of nonnative materials, such as existing concrete, asphalt pavement, and pavement base layers, or ground-disturbing activities that occur within previously disturbed areas.

Attendance by Native American monitors during construction of the project is at the discretion of the Tribe, and the absence of a Native American monitor, should the Tribes choose to forgo monitoring for some reason, will not delay work.

The Native American Monitor will complete daily monitoring logs that provide descriptions of construction activities, locations, soil, and any cultural materials identified.

If a potential cultural resource is discovered, the Native American monitor will immediately notify the archaeologist, construction foreman, and the County; and work will stop within 60 feet of the find. The Qualified Archaeologist, in cooperation with the Native American monitor, will use flagging tape, rope, or some other means, as necessary, to delineate the area of the find, plus a 60-foot buffer, within which construction will halt.

Native American monitoring will end when ground-disturbing activities that have potential to unearth or impact potential cultural resources are completed or the tribal monitor has indicated that all upcoming ground-disturbing activities will not affect TCRs.

SM TCR-2

If a TCR is identified during archaeological monitoring, then a *Tribal Cultural Resource* is a site, feature, place, cultural landscape, sacred place, or object that is of cultural value to a Tribe AND is either on or eligible for the California Register of Historic Resources or a local historic register, OR the Lead Agency, at its discretion, chooses to treat the resource as a TCR (See: PRC 21074 (a)(1)(A)-(B)).

If a potential TCR is unexpectedly discovered during construction, as per PRC 21074(a)(2), the County will determine if the resource is a TCR pursuant to criteria set forth in subdivision (c) of Section 5024.1. If potential TCRs are discovered during construction, all work must halt within a 60-foot radius of the discovery.

Any discovery is to be kept confidential and secure to prevent any further disturbance. There will be no publicity regarding any TCRs recovered.

All potential TCRs unearthed by project construction activities will be evaluated by the Qualified Archaeologist in consultation with the Native American monitor. Native American artifacts and finds suspected to be Native American in nature are to be considered as potential TCRs until the County has determined otherwise through consultation with consulting Tribes. The County, Caltrans, and consulting Tribes will determine mutually acceptable treatment of TCRs.

Construction will not take place within the delineated area of the TCR until either 1) mitigation measures have been agreed on between the County and the AB52 consulting Tribes, pursuant to PRC Section 21080.3.2, and that mitigation is carried out; or 2) if agreement cannot be reached, one or more of the standard mitigation measures described in PRC Section 21084.3 is carried out.

2.19 Utilities and Service Systems

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

2.19.1 Regulatory Setting

No federal, State, or local regulations apply to this resource.

2.19.2 Discussion of Environmental Evaluation Question 2.19 – Utilities and Service Systems

- a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Less-than-Significant Impact.

As detailed in the Water Quality Memorandum for the Gilman Springs Median and Shoulder Improvements Project (Caltrans 2019c), the Study Area is within the San Jacinto watershed and drains into the Santa Ana River, eventually draining into the Pacific Ocean. The majority of the drainage features observed within the Study Area originate from the foothills north and east of Gilman Springs Road. These drainage features travel south and west before entering the relatively flat agricultural areas or the dry Mystic Lake area.

Construction activities, including site preparation and grading, could result in sedimentation and water contamination from liquids such as solvents and paints. As such, BMPs would be employed during construction, such as sediment and erosion control measures to prevent pollutants from leaving the site.

The project would require existing drainage facilities to be protected in place or modified to continue to collect and convey runoff. The modified drainage facilities would connect to existing outfalls. The existing culvert crossings and drainage structures in the project area would be extended or reconstructed. Existing stormwater conveyance capacities along Gilman Springs Road would be met or exceeded with the culvert extensions and proposed roadway shoulder widening. In addition, the project would implement LIDs and BMPs; therefore, long-term impacts of changes to drainage patterns are not anticipated. The following LIDs and BMPs would be incorporated, to the maximum extent practicable: minimization of impervious footprint, minimization of disturbances to natural drainage, design and construction of pervious areas to receive runoff from impervious areas, and use of landscaping that minimizes irrigation and runoff, promotes surface infiltration, and minimizes the use of pesticides and fertilizers.

Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present. Any affected utilities would be relocated in accordance with State law and regulations and County policies. Therefore, impacts would be *less than significant*.

Construction of the project would not generate any wastewater. Operation of the project would not generate the need for additional wastewater treatment because the project would widen the median and shoulders of an existing roadway and does not contain elements that would generate wastewater. Therefore, the project would not exceed wastewater treatment requirements. *No impacts* would occur.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact.

The project would improve safety for vehicles along Gilman Springs Road within the project limits and would not require new or expanded water entitlements. Therefore, there would be *no impact*.

c) Would the project 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?

No Impact.

As detailed in Section 2.19(a), construction and operation of the project would not generate wastewater. Therefore, *no impact* would occur.

- d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

No Impact.

The project would require the use of a local landfill to dispose of demolition materials. The use of local landfills would be temporary during construction. Materials would be recycled whenever possible. The closest landfill to the project site is the Badlands Landfill, which is estimated to close in 2024. The project would be served by a landfill with sufficient capacity to serve its solid-waste disposal needs during construction; therefore, there would be *no impact*.

- e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

No Impact.

The project would be in compliance with all federal, State, and local solid waste management and reduction statutes and regulations; therefore, there would be *no impact*.

2.19.3 Avoidance, Minimization, and Mitigation Measures

SM WQ-1 and **WQ-2** related to water quality are identified in *Hydrology and Water Quality* Section 2.10.3, *Avoidance, Minimization, and Mitigation Measures*, and would be implemented to ensure that the project would not affect wastewater or storm water drainage. No additional measures are required.

This page intentionally left blank.

2.20 Wildfire

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

2.20.1 Regulatory Setting

SB 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection (CAL FIRE) to develop amendments to the CEQA Checklist for the inclusion of questions related to fire hazard impacts for projects on lands classified as Very High Fire Hazard Severity Zones. The 2018 updates to the CEQA Guidelines expanded this to include projects “near” these Very High Fire Hazard Severity Zones.

2.20.2 Discussion of Environmental Evaluation Question 2.20 – Wildfire

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact.

The project would introduce safety improvements to an existing roadway and improve driver awareness. During the construction period, emergency response times could increase temporarily as a result of temporary lane closures, speed reductions, and the presence of construction personnel and equipment in the area. During project construction, **SM TRA-1** would be implemented to minimize these obstructions, which would help to ensure continued emergency access to the project area and nearby properties. The project would not substantially impair an adopted emergency response plan or emergency evacuation plan; therefore, there would be *no impact*.

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

No Impact.

According to the CAL FIRE Fire Hazard Severity Zone maps, the project runs adjacent to State-designated fire hazard zones immediately east of the project area, as shown in Figure 2.20-1 (CAL FIRE 2007, 2010). The areas at the northern end of the project alignment are designated as moderate to high fire hazard zones, whereas the majority of the alignment is adjacent to very high fire hazard zones.

The project would not install any infrastructure, such as new power lines or other utilities that could exacerbate existing wildfire risk, nor expose people or structures to significant wildfire risk. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present. Any affected utilities would be relocated in accordance with State law and regulations and County policies. By increasing the width of the existing roadway and the addition of a passing lane, the project would be contributing to a more effective firebreak by reducing vegetation adjacent to the roadside and providing additional areas for emergency response vehicle staging. Additionally, projected project traffic volumes would be identical for the project as without-project conditions because the project does not increase capacity and, therefore, would not increase the number of vehicles on the roadway. The project would therefore not exacerbate wildfire conditions during operation. There would be *no impact*.

\\PDC\CCITRDSGIS\Projects_11\RCITDP0175_17_GilmanSpringsRd\Figures\Doc\GIS\Fig02_19_Wildfire_V2.mxd, User: 37937, Date: 6/16/2021

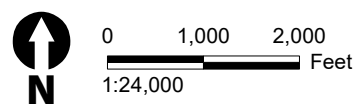
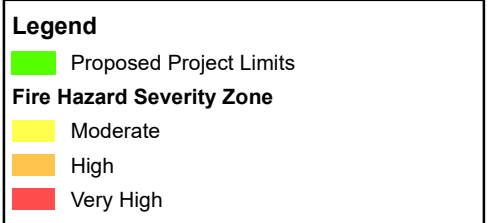
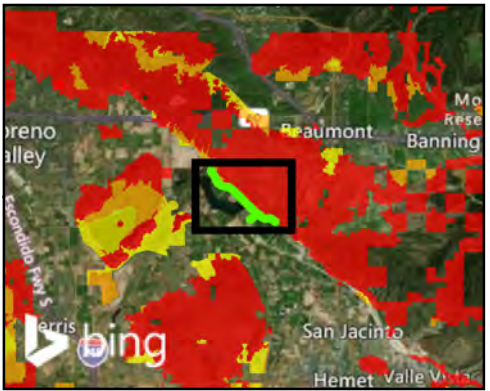
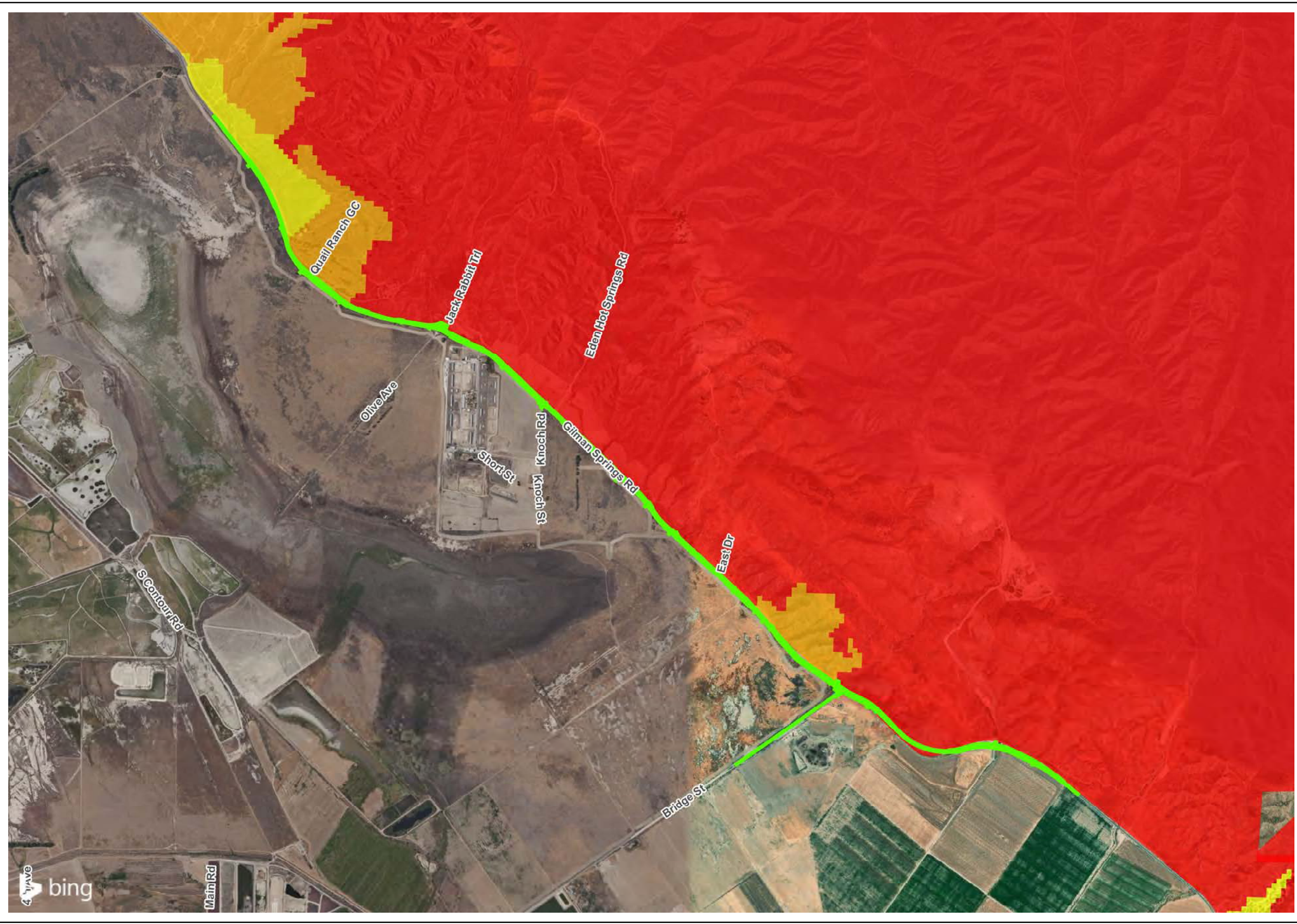


Figure 2.20-1
Fire Hazard Severity Zones
Gilman Springs Shoulder and Median Widening Project

This page intentionally left blank.

- c) Would the project 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?**

No Impact.

See response to Section 2.20(b) above.

- d) Would the project 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?**

No Impact.

See response to Section 2.20(b) above.

2.20.3 Avoidance, Minimization, and Mitigation Measures

SM TRA-1, as described in *Transportation* Section 2.17.3, would be implemented.

This page intentionally left blank.

2.21 Mandatory Findings of Significance

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

2.21.1 Discussion of Environmental Evaluation Question 2.21 – Mandatory Findings of Significance

e) 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, 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?

Less-than-Significant Impact with Mitigation.

As discussed in Section 2.4, *Biological Resources*, the 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. The project would directly and permanently remove a small portion of Goodding’s willow–red willow riparian woodland and forest, disturbed fourwing saltbush scrub, and Emory’s broom and baccharis scrub (Table 2-5). Permanent impacts would include the removal of existing vegetation and encroachment into the plant community for grading of the permanent shoulder widening. Temporary direct impacts include construction work area clearing and grubbing, incidental disturbances adjacent to construction areas (i.e., edge effects), equipment staging, and temporary construction access routes. Because riparian habitats provide highly productive habitats for plants and wildlife, are

essential to maintaining water quality functions and values, and have declined appreciably over the past decades, the direct impacts of the project on riparian habitats could be biologically important.

Project activities would also have potential impacts on the coastal California gnatcatcher, SKR, and BUOW habitat, as identified in Table 2-4.

Coastal California gnatcatcher is listed as a threatened species by USFWS and a State Species of Special Concern by CDFW; it is also considered to be a fully Covered Species under the WRC MSHCP. SKR is listed as an endangered species by USFWS and a threatened species by CDFW; it is a fully Covered Species under the WRC MSHCP, and the SKR Reserve must be managed consistent with the SKR HCP. BUOW is a California Species of Special Concern and is not federally or State-listed. It is protected by the MBTA, under Sections 3503 and 3800 of the California Fish and Game Code, and conditionally covered under the WRC MSHCP. **MM BIO-11** and **MM BIO-18** would reduce these potential impacts to *less than significant with mitigation*. In addition, AMMs provided in *Biological Resources* Section 2.4.3, and the MMRP would reduce the overall impacts on biological resources from project construction and operation.

Lastly, the project would not eliminate important examples of the major periods of California history or prehistory.

- f) 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)?**

Less-than-Significant Impact.

As detailed below in Section 2.21.2, *Cumulative Impacts*, the project would not result in cumulatively considerable effects when combined with past, present, and reasonably foreseeable future projects and, therefore, would have a *less-than-significant impact*.

- g) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less-than-Significant Impact.

Operation of the project would not result in the exposure of persons to any substantially adverse natural or human-made hazards that could directly or indirectly cause substantial adverse effects on human beings, such as geologic hazards, air emissions, hazardous materials, or flooding. All potential effects that could result in substantial exposure of persons to hazards during construction of the project are fully addressed with recommended AMMs, and no permanent impacts have been identified as significant in this IS. AMMs, as well as SMs, would be implemented as part of the project in order to reduce or avoid the potential impacts the project would have on the environment. Impacts would be *less than significant*.

2.21.2 Cumulative Impacts

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

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

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

A review of the city, County, and regional agency websites was conducted in order to compile a list of past, present, and reasonably foreseeable future projects in the project vicinity. The projects considered in the review of potential cumulative impacts are shown on Figure 2.21-1 and listed in Table 2-14. The only projects within the project vicinity are past and future phases of the Gilman Springs Road Improvement Project. Other projects outside of the Study Area are also described and analyzed for informational purposes.

This page intentionally left blank.

This page intentionally left blank.

Table 2-14. Related Projects List

Name	Jurisdiction	Description	Status	Approximate Distance from the Project Site
SR-79 Realignment Project	Caltrans, Riverside County Transportation Commission	Realign State Route 79 between Domenigoni Parkway and Gilman Springs Road in the San Jacinto-Hemet area	Environmental document approved; construction pending funding	3 miles south
Mid County Parkway	FHWA, Caltrans, Riverside County Transportation Commission	Proposed 16-mile transportation corridor that will relieve traffic congestion for east-west travel between the San Jacinto and Perris areas	Under construction	3 miles south
State Route 60 / World Logistics Center Parkway Interchange Project	City of Moreno Valley	Reconstruct and improve the State Route (SR) 60/World Logistics Center Parkway interchange in the County of Riverside	Environmental document approved in March 2021	4 miles northwest
Gilman Springs Road Improvement Phase #1	Riverside County Transportation Department	The improvements included grinding the existing asphalt and overlaying with new asphalt. The project also included the placement of new rolled curb, median curb, and safety enhancements such as: centerline rumble strips between Soboba Road and State Route 79, and median delineators and rumble strips across the westbound lanes west of Soboba Road.	Completed in June 2013	3 miles south
Gilman Springs Road Improvement Phase #2	Riverside County Transportation Department, in cooperation with the City of Moreno Valley	The improvements included rehabilitating the existing pavement, widening the paved shoulders, and realigning several curves along Gilman Springs Road within the project limits. The project also constructed a left turn pocket at Alessandro Boulevard and a southbound passing lane starting southerly of Alessandro Boulevard.	Completed in December 2013	2 miles north

Chapter 2 CEQA Checklist

Name	Jurisdiction	Description	Status	Approximate Distance from the Project Site
Gilman Springs Road Improvement Phase #3	Riverside County Transportation Department	The improvements included realigning the roadway to improve the rideability between curves including the associated grading and drainage improvements for the new alignment. The project also included installation of new roadway signs and markings, reflective pavement markers, and centerline rumble stripe. In addition, a new traffic signal was installed at the intersection of Gilman Springs Rd (State St) and Soboba Rd.	Completed in December 2016	3 miles south
Gilman Springs Road Improvement Phase #4	Riverside County Transportation Department	The proposed improvements include widening the existing pavement to accommodate two through lanes of travel in each direction between the on/off ramps at SR-79, resurfacing from northbound ramps to 1500' south of SR-79, and the installation of a new traffic signal installation at the northbound on and off ramps.	Completed in November 2018	2 miles south
Gilman Springs Road Improvement Phase #5	Riverside County Transportation Department	Rehabilitate deteriorated pavement, installation on centerline and edge line rumble stripes, repaint centerline with 2' painted median and installation of centerline channelizers.	Completed in November 2019	Adjacent
Gilman Springs Road Improvement Phase #7	Riverside County Transportation Department	1 mile south of Bridge Street to State Route 79. Pavement widening to accommodate 4' painted median with centerline rumble stripes, 6' paved shoulders, providing approximately ¾ miles of southbound passing lane, extending existing culverts, and regrading shoulders and slope edges	Pending	0.2 mile south

Chapter 2 CEQA Checklist

Name	Jurisdiction	Description	Status	Approximate Distance from the Project Site
Ramona Expressway Resurfacing	Riverside County Transportation Department	5.24 miles of pavement resurfacing between Rider Street and N. Warren Road	Construction underway	3 miles southwest
State Route 60 Truck Lanes	Riverside County Transportation Commission	Widening of 4.5 miles of State Route 60 between Gilman Springs Road and 1.4 miles west of Jack Rabbit Trail between Moreno Valley and Beaumont	Construction underway	4 miles northwest
Gilman Springs Road and Bridge Street Traffic Signal Construction Project	Riverside County Transportation Department	Installation of a traffic signal at the intersection of Gilman Springs Road and Bridge Street	Complete	Within project area
World Logistics Center Specific Plan (WLCSP)	City of Moreno Valley	The World Logistics Center is a planned 40.6-million-square-foot warehouse space on 2,610 acres.	Project Approved in June 2020	5.8 miles northwest
Kaiser Permanente Moreno Valley Medical Center Master Plan Project	City of Moreno Valley	Kaiser Foundation Hospitals (also known as Kaiser Permanente) is proposing to expand the existing Kaiser Permanente Moreno Valley Medical Center campus.	Project Approved in March 2020	4.38 miles northwest
Moreno Valley Trade Center	City of Moreno Valley	The Project involves the construction and operation of a warehouse distribution center with four (4) buildings providing 1,737,518 square feet of total building space.	Project Approved in October 2021	3.1 miles northwest

Sources: (City of Moreno Valley n.d.; RCTC 2015; RCTD 2021)

This page intentionally left blank.

The construction schedule of the Mid County Parkway Project is subject to future funding and could overlap with the project. Construction of the SR-79 Realignment Project is unknown at this time, but could overlap with the project. The Ramona Expressway Resurfacing is anticipated to be complete in August 2021 and, therefore, construction activities would not overlap with the project. The SR-60/World Logistics Center Parkway Interchange Project completed the environmental clearance phase in March 2021; therefore, construction of this project could occur at the same time with the project. The Gilman Springs Road Improvement Project (Phases 1 through 5) and the Gilman Springs Road and Bridge Street Traffic Signal Construction Project have already been completed. The project constitutes Phase 6 of the Gilman Springs Road Improvement Project. Phase 7 of the Gilman Springs Road Improvement Project would occur after the project is completed, although there is no set timeline for proposed construction. The World Logistics Center is in Moreno Valley and would develop 40.6 million square feet of warehouse space over a period of 16 years, from 2020 through 2035. Development phasing and build-out would be based on market conditions. Construction of the World Logistics Center may overlap with construction of the project. The Kaiser Permanente Moreno Valley Medical Center Master Plan Project would be constructed in three phases between 2020 and 2038 and may overlap with construction of the project. Construction of the Moreno Valley Trade Center is estimated to be completed within 18 months, beginning in late 2021. Construction of the project may overlap with the construction of the Moreno Valley Trade Center.

The following analysis evaluates the project's potential to contribute considerably to a cumulative impact. The approved environmental documents for the Mid County Parkway Project, the SR-79 Realignment Project, the Ramona Expressway Resurfacing, the SR-60/World Logistics Center Parkway Interchange Project, the WLCSP, the Kaiser Permanente Moreno Valley Medical Center, and the Moreno Valley Trade Center were used for the purpose of this analysis.

As discussed previously, the project would have no effect on cultural resources, mineral resources, or TCRs, and it would not contribute either directly or indirectly to a cumulatively considerable impact in these resource areas. The potential for the project to result in cumulative impacts that would be considered significant in the above-mentioned resource areas is considered low because no impacts are anticipated from the project on these resources, and the project does not have the potential to result in cumulative impacts that would affect the health or sustainability of any of these resource areas.

For resources identified as having a less-than-significant impact or a less-than-significant impact with mitigation, a preliminary review of the potential impacts identified was conducted to determine if a reasonably foreseeable cumulative impact could occur. Based on this review, it was determined that the resources that could potentially contribute to significant cumulative impacts to a potentially considerable degree when combined with past, present, and reasonably foreseeable future projects are: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hazards/Hazardous Materials, Hydrology And Water Quality, Noise, Paleontological Resources, Recreation, Transportation, and Wildfire. However, as demonstrated below, the project in conjunction with the projects listed above, would not result in cumulatively considerable impacts.

Aesthetics

The resource Study Area (RSA) for aesthetics is considered to be the approximately 0.5 mile to the east and the mountain ranges to the west that can be seen by drivers along the roadway. The landscape varies throughout the project area, which is characterized by the rolling foothills to the east and flatter topographical areas with light undulation comprising agricultural and vacant land/open space. Visual quality within the project area is moderate, and no scenic vistas would be measurably affected as a result of the project. The key visual resources in the setting are views of the mountain ridgelines and open space. Such views would not be affected by the project. The project corridor would retain its existing alignment and topographic variation. The project would widen the median and shoulders along Gilman Springs Road and be constructed within the existing transportation right of way, temporary construction easements, or permanent acquisitions. The project would not require relocation of residences or businesses, but would involve reconfiguration of private driveways. Although some vegetation removal and relocation of utilities would be required, the project would not substantially change the visual character of the area. Views of primary and secondary visual resources would therefore be retained.

The Mid County Parkway Project would result in a visual impact due to the introduction a major new highway into the visual landscape. Except for the WLCSP, all of the related projects listed in Table 2-14 would retain the same land uses and would not represent a substantial change to the existing viewshed.

The WLCSP is anticipated to result in a significant unavoidable impact on scenic vistas due to the fundamental and permanent alteration of the scenic vistas and aesthetic characteristics of the WLCSP. As the WLCSP area is developed, buildings would become visible to northbound motorists in the northern portion of the project LOD and replace existing views of agricultural fields and the Mount Russell Range. The WLCSP has incorporated several mitigation measures, including 250-foot setbacks from parcel boundary lines, screening views of trucks and buildings with installation of mature landscaping, design reviews with a Moreno Valley Planning Official to ensure views of the Badlands and the upper two-thirds of vertical views of Mount Russell from SR-60 are preserved, as well as the preservation of 74.3 acres in the southwestern portion of the WLCSP area for open space. Even with mitigation measures in place, the substantial change in visual character and surrounding area from the development of the WLCSP would cause aesthetic impacts to remain significant and unavoidable. Impacts from WLCSP substantially outweigh the anticipated visual impacts that would result from the project and the other projects listed in Table 2-14.

As previously discussed, although the visual quality on Gilman Springs Road may be expected to slightly decrease with removal of the vegetation and construction of larger hard surfaces, including installing retaining walls and expanding the shoulders, this decrease is anticipated to be minor in nature. When considered in conjunction with the identified cumulative projects, the incremental effect of the project on visual resources is not deemed cumulatively significant under CEQA. The project is not expected to have any impact on views of Mount Russell Range, the Badlands, or the agricultural fields and, therefore, would not result in cumulative impacts. Thus, the project, in consideration with the cumulative projects, would not result in a significant cumulative impact related to aesthetics.

Air Quality

The RSA for the project is within the Basin under the jurisdiction of SCAQMD. The Basin is in attainment with the CAAQS for sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride, but is a nonattainment area for O₃, PM₁₀, and PM_{2.5}.

The project is included in SCAG's 2020–2045 RTP/SCS as a grouped project for safety improvements under Project ID SCAG015 and SCAG's 2021 FTIP under project ID H8-08-021 as part of the Highway Safety Improvement Program back-up list. On June 5, 2020, FHWA and FTA found that the SCAG 2020–2045 RTP/SCS conformed to the SIP. Because the design concept and scope of the project are consistent with both the SCAG 2020–2045 RTP/SCS and the 2021 FTIP, which were found to conform to the SIP responsible for attaining and maintaining compliance with air quality standards, the project would not conflict with or obstruct implementation of an air quality plan. Therefore, air quality impacts would not be cumulatively considerable.

Biological Resources

The RSA for biological resources includes the boundaries of the WRC MSHCP area. The WRC MSHCP is a 1,966-square-mile area that provides a comprehensive planning program that addresses multiple species' needs by preserving native vegetation within western Riverside County. This includes preservation of natural communities of concern, riparian/riverine resources, and wildlife corridor/linkages. The WRC MSHCP also provides the mitigation mechanism for Covered Activities and addresses the cumulative effects on these resources within the RSA. The guidelines and BMPs for Covered Activities described in the WRC MSHCP Volume I, Section 7.5.2 and Appendix C, would be implemented for the avoidance and/or minimization of impacts on sensitive biological resources from planned projects within the area. It would also allow for improvements and maintenance of the County's roadway facilities and provide long-term conservation value of preserved habitat in the region. The WRC MSHCP *Environmental Impact Report/Environmental Impact Statement (EIR/EIS)* concluded that with the implementation of measures described in WRC MSHCP Volume I, Section 7.5.2 and Appendix C, Covered Activities would have a less-than-significant effect on natural communities. The RSA considers the minimal, incremental effects of the project on biological resources within the project vicinity, as well as other projects in the region with similar levels of development and types of biological resources.

Studies and surveys conducted within the BSA included a vegetation community/wildlife corridor mapping, habitat assessments, general biological resource surveys, focused rare plant surveys, focused and protocol wildlife surveys, and a jurisdictional delineation of aquatic resources. A literature review determined that 76 special-status plant species and 51 special-status wildlife species may occur within the BSA. Protocol focused surveys were conducted for BUOW, Los Angeles pocket mouse, San Bernardino kangaroo rat, and rare plants. Only one rare plant was observed during the May and June 2017 focused rare plant surveys: smooth tarplant.

As noted in Table 2-14, previous projects have been completed along portions of Gilman Springs Road to the north of the Gilman Springs Shoulder and Median Widening Project, and an

additional safety project to the south is planned to address safety concerns. These independent actions included, or are expected to include, improvements such as roadway and shoulder modifications to improve safety and did not, and are not expected to, increase capacity along Gilman Springs Road. Permanent and temporary impacts on road shoulders, slope edges, and culverts resulted, or are expected to result, from these projects. The improvements associated with these projects would be Covered Activities under the WRC MSHCP and are not anticipated to contribute to a cumulative impact, as any impacts that occur have been assumed and included as part of the WRC MSHCP.

The Mid County Parkway Project occurs within part of the WRC MSHCP Plan Area. Permanent and temporary impacts on natural communities (including removal and disturbance of vegetation), as well as direct and indirect impacts on special-status plant and wildlife species, were determined to occur in the *Mid County Parkway Final EIR/EIS*. Although the project also occurs within part of the WRC MSHCP Plan Area, the project does not overlap with any part of the Mid County Parkway Project. Additionally, the Mid County Parkway Project BSA does not contain the same natural communities as found within the project BSA, and the two projects do not have overlapping impact areas. However, some of the same special-status plant and wildlife species do occur within the project BSA and the Mid County Parkway Project BSA, which is a covered project under the WRC MSHCP.

The SR-79 Realignment Project is another covered project within the WRC MSHCP. The project does not overlap with any portion of the SR-79 Realignment project. The *SR-79 Realignment Project Final EIR/EIS* describes the impacts on several sensitive natural vegetation communities, wetlands, and sensitive species, many of which do not occur in the project impact area and thus would not contribute to a significant cumulative impact.

The WLCSP, Kaiser Permanente Moreno Valley Medical Center Master Plan Project and Moreno Valley Trade Center are all development projects that must also remain consistent with the WRC MSHCP. Of these, the WLCSP borders the WRC MSHCP conservation area (i.e., SJWA) the project would affect. However, none of the projects overlap with the project, and, although the WLCSP would border the conservation areas, the potential impacts combined with the project are not anticipated to contribute to a significant cumulative impact given the minor impacts and the MMs applied for the project. The project would permanently affect a biologically substantial amount of vegetation communities within the WRC MSHCP (38.33 acres). However, Developed and Disturbed land accounts for 32.86 acres of permanent impact (27.84 acres and 5.02 acres, respectively). Because the project is a Covered Activity under the WRC MSHCP, impacts on these vegetation communities have been accounted for under the WRC MSHCP, but would be reduced by implementation of **AMMS BIO-1** through **BIO-3** and **BIO-5** through **BIO-10** in order to avoid and minimize impacts on WRC MSHCP Covered Species, riparian habitats, and other sensitive vegetation communities, and **MM BIO-11**, which would fully compensate for any impacts on riparian or riverine habitats. In addition, the permanent impacts on existing conserved lands would be replaced (minimum of 1.79 acre) offsite (**MM BIO-18**).

Once the project is constructed, there could be continuing indirect impacts in the form of habitat degradation through air pollution, litter, and noise. However, the operation of the project would

not differ substantially from current conditions because it would consist only of widening lanes and shoulders and, therefore, would not contribute to a cumulatively considerable impact. The wider roadbed would create a less-permeable surface by increasing the amount of paved roadbed and, thus, could increase surface flows into storm drain facilities and riparian/riverine features. Drainage design and water quality BMPs proposed and required as part of the project would reduce the amount of roadway pollutants entering riparian/riverine areas and federal or State jurisdictional water features.

The project would also occur within the current fee area of the SKR HCP, as well as within the designated San Jacinto–Lake Perris Core Reserve of that HCP. A total of 0.78 acre of undeveloped lands in this reserve would be permanently affected by the project and would require replacement at a minimum 1:1 ratio. An additional 0.98 acre of undeveloped reserve lands would be temporarily affected and required to be restored onsite. These lands are entirely within the area that is already discussed for potential mitigation in the WRC MSHCP. **AMMs BIO-1 through BIO-3 and BIO-5 through BIO-10** would be incorporated into the project in order to avoid and minimize impacts on riparian habitats and other sensitive vegetation communities, and **MM BIO-11** would fully compensate for any impacts on riparian or riverine habitats. Impacts would be considered less than significant. The Mid County Parkway Project is also a Covered Activity under the WRC MSHCP and, therefore, potential impacts on Covered Species, including BUOW and coastal California gnatcatcher, from that project would be fully addressed through consistency with the WRC MSHCP and SKR HCP.

The project would result in the permanent removal of 0.24 acre and the temporary disturbance of 0.13 acre of non-wetland waters of the United States. In addition, the project would result in the permanent removal and temporary disturbance of 0.54 acre and 0.54 acre, respectively, of State jurisdictional streambeds, as well as 0.06 acre of permanent removal and 0.09 acre of temporary disturbance of CDFW jurisdictional riparian resources. The temporary impacts on aquatic resources are based on conservative preliminary design estimates to allow for flexibility of temporary construction work areas during the final planning phase of the project. The project would not result in any permanent or temporary impacts on wetland waters of the United States. **AMMs BIO-9 through BIO-10** would be incorporated into the project in order to minimize potential impacts on aquatic resources. Implementation of mitigation measure BIO-11 (see *Transportation* Section 2.4.3, *Avoidance, Minimization, and Mitigation Measures*) would fully compensate for any impacts on aquatic resources. The Mid County Parkway Project may also result in permanent or temporary impacts on wetlands and other waters of the United States. Implementation of AMMs during the permitting phase of that project would ensure that impacts on jurisdictional and other waters would be avoided or minimized and that no cumulative impacts occur.

Cultural Resources

The RSA includes the project APE that was established for this project (see Section 2.5, *Cultural Resources*, for more information). Resources within the project APE were evaluated and found ineligible for the NRHP. As documented in the ASR, a pedestrian survey was conducted on February 28, 2018, and February 15, 2021, which covered the accessible LOD because that was the area within which impacts on archaeological resources (if present) would potentially result. A

quarter of an acre was not surveyed due to land access issues; this portion of the LOD would be surveyed prior to construction, once access is obtained, per the process outlined in the July 2021 *Finding of No Adverse Effect without Standard Conditions and Phased Cultural Identification Plan* (Caltrans 2021c). No resources were found during the pedestrian survey in accessible portions of the LOD. Therefore, it is determined that there is a low likelihood of encountering subsurface archaeological material during activities associated with the project. Phases 1 through 5 of the Gilman Springs Road Improvement Project have been completed and no impacts on cultural resources occurred. **SM CR-1** would be implemented to minimize potential impacts if cultural materials are discovered during construction. Based on the results of the cultural resource record searches, surveys, and Native American consultation detailed in the HPSR and ASR, there is no evidence of human remains within the project area that the project would affect. However, **SM CR-2** would minimize impacts if human remains were unexpectedly encountered during construction.

None of the projects listed in Table 2-14 occur in the project APE, and, therefore, the contribution of the project to the cumulative destruction of cultural resources would not be cumulatively considerable.

Geology/Soils/Paleontological Resources

The RSA includes the LOD. The project, in conjunction with other planned projects in the vicinity, may result in short-term increases in erosion due to grading activities. Earthwork in the project area would be performed in accordance with SMs, as described in *Energy* Section 2.6.3, *Avoidance, Minimization, and Mitigation Measures*. Any impacts of the project to geology or soils would be localized and limited to within the LOD. Other cumulative projects would affect the geology at their project sites; however, those impacts would be localized and would not be expected affect regional geology.

The project vicinity represents an area of high paleontological sensitivity. However, the project would be required to comply with federal and State laws and regulations, and compliance with local laws and ordinances as they relate to paleontological resources would be required. In addition, **SM GEO-1** would avoid or minimize potential impacts should paleontological resources be discovered unexpectedly during construction. Cumulative project impacts on paleontological resources would vary, based on the footprint of each project. All projects that could affect paleontological resources would be required to evaluate and assess impacts and, if necessary, provide mitigation measures as required by CEQA. Furthermore, a PMP (**SM GEO-1**) would be prepared for this project, which would reduce or avoid potential impacts on paleontological resources in the project area, should they be discovered during construction. Thus, the contribution of the project to the cumulative destruction of subsurface paleontological resources would not be cumulatively considerable.

Once the project and other projects are operational, they would not have the potential to affect unknown and nonrenewable paleontological resources. Therefore, operation of the project, in conjunction with other projects, would not result in significant cumulative impacts under CEQA related to unknown and nonrenewable paleontological resources.

Greenhouse Gas Emissions

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

As discussed above in *Greenhouse Gas* Section 2.8.2, *Discussion of Environmental Evaluation Question 2.8 – Greenhouse Gas Emissions*, the project would only result in GHG emissions during short-term construction activities and would be consistent with adopted plans and regulations that aim to reduce GHG emissions. The project would not increase the emissions of GHGs following the construction period. No operational impacts related to GHG emissions would occur compared to conditions without the project. Therefore, the project would not contribute to a cumulatively considerable impact related to GHG emissions or climate change.

Energy

Due to the specialized requirements for fuel formulation in California, the RSA for cumulative energy use is the State of California. For the purposes of fuel consumption, this cumulative impact discussion uses the list of past, present, and reasonably foreseeable projects list approach identified in CEQA Guidelines Section 15130 (b)(1).

The project, in combination with the projects identified in Table 2-14, as well as numerous other projects and ongoing operations of transportation facilities throughout the State, requires the use of gasoline and diesel fuel for construction and long-term operations. The project would use a minimal amount of energy during proposed construction activities like excavation, road cut-and-fill, pile driving, demolition, and other construction-related activities. These construction activities would be short term in duration and, therefore, would not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction. During operation, the project would accommodate existing traffic demand, but it would not create new demand, directly or indirectly. The project also would not reduce congestion or improve the level of service of traffic. It is projected that traffic volumes under the with- and without-project conditions would be identical because the project is not adding capacity. As such, operation of the project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources.

Although the project, in combination with the projects identified in Table 2-14, would result in increased fuel use in the project area relative to the without project condition, the project's contribution to energy consumption would not be substantial because the project's gasoline and diesel fuel requirements would be small, and demand could be met by the extensive network of

fueling stations found throughout the project area. Therefore, impacts related to energy use would not be cumulatively considerable.

Hazards/Hazardous Materials

The RSA includes the area within one mile of the project. Site grading and the use and transport of solvents, fuels, and paints to and from the site could create impacts related to the creation of a hazard through upset or accident conditions involving the release of a known or unknown hazardous material. Any hazardous waste that is generated during construction of the project would be collected and transported away from the site. Impacts would be less than significant and would not have the potential to contribute to hazards associated with cumulative projects because these types of impacts would occur in small, localized areas intermittently. **SM HAZ-1** would be implemented to address pavement-stripping removal. These impacts do not have the potential to contribute to hazards associated with cumulative projects because these types of impacts would be localized, occurring only in the immediate vicinity of the project sites.

As with the project, planned projects within the RSA that require site grading and the use and transport of hazardous materials to and from the site and could create impacts related to the creation of a hazard through upset or accident conditions involving the release of a known or unknown hazardous material. However, these impacts also would occur in small, localized areas intermittently. Future land use and transportation projects would comply with the County of Riverside Hazardous Waste Management Plan and the applicable local jurisdictions' General Plan policies related to hazardous materials, which would ensure that there would be no adverse hazardous material impacts resulting from future development in the County of Riverside. These projects and other cumulative projects would be required to implement and comply with these standard hazardous materials laws, regulations, and policies. Therefore, the project's contribution to impacts associated with hazards and hazardous materials would not be cumulatively considerable in the context of, or in combination with, past, present, and reasonably foreseeable future projects.

Hydrology and Water Quality

The RSA for surface hydrology and water quality is the San Jacinto Watershed, the San Jacinto Groundwater Basin for groundwater supply and recharge, and the San Jacinto River floodplain for flood impacts. The context for cumulative hydrology and water quality impacts is geographic and a function of whether impacts could affect surface water features/watersheds, municipal storm drainage systems of the County of Riverside, or floodplains.

Cumulative development could affect water quality if the land use changes, the intensity of the land use changes, or drainage conditions are altered to facilitate the introduction of pollutants to surface or groundwater resources. Changes in land use would alter the type and quantity of pollutants in stormwater runoff (e.g., higher fecal coliform concentrations are present in runoff from residential lands compared with commercial lands). An increase in the intensity of a land use would increase potential pollutant loads. Alterations in drainage patterns could increase pollutant loads by increasing the amount of stormwater runoff, transporting pollutants in

stormwater runoff, causing or contributing to erosion if the rate of runoff increases, or exposing vulnerable areas to infiltration or runoff.

Related projects would need to analyze current storm drain systems to assess runoff capacity. Cumulative growth and development could cause an increase in stormwater runoff, which would have an impact on the current storm systems. If the storm drain system does not have adequate capacity for increased runoff, then the storm drain system would need to be upgraded to accommodate the increases. Assessment would need to be analyzed during new development to make sure the increase in stormwater is managed appropriately. The Mid County Parkway Project and the SR-79 Realignment Project would require new drainage facilities to accommodate storm water runoff (RCTC 2015, 2016). Therefore, neither the Mid County Parkway Project nor the SR-79 Improvement Project would exceed the capacity of existing or otherwise planned drainage facilities in the surrounding areas.

Development of the project could degrade stormwater quality through an increase in impervious surface area, as well as an increase in contaminated runoff, which could ultimately violate water quality standards and affect beneficial uses within the San Jacinto Watershed. The project does not represent a substantial departure from the existing land use of the area, but does increase the impervious surface area. However, water quality impacts would be further avoided or minimized with implementation of **SM WQ-1**, through which the project would comply with the SWRCB Construction General Permit in effect at the time the project goes to construction by developing and implementing a SWPPP. Construction of the project as well as other planned projects in the vicinity, would result in surface disturbances through the grading and compaction associated with typical development activities. The Mid County Parkway Project, SR-79 Realignment Project, and the SR-60/World Logistics Center Parkway Project would result in similar types of impacts on water quality as the project. Other future land use and transportation projects would be required to comply with NPDES requirements (for projects disturbing more than one acre), MS4 Permits, and County of Riverside requirements and guidance. Related projects would also be required to implement water quality BMPs at the time of development. In addition, groundwater dewatering during construction of the project is not anticipated. In the event dewatering is required for other planned projects in the vicinity, dewatering would be temporary and would not result in a loss of groundwater supplies. Development in highly urbanized areas would not be expected to increase the amount of impervious surfaces substantially because development would be occurring mostly in areas with a substantial amount of existing impervious surfaces. Therefore, groundwater recharge from rainfall would not be affected adversely.

These measures would help ensure that future development within the San Jacinto Watershed would not have a cumulative adverse water quality impact. Cumulative impacts on water quality, as well as the project's contribution to cumulative impacts, would not be cumulatively considerable.

Land Use and Planning

The RSA includes the boundaries of the WRC MSHCP area. The project would occur within the WRC MSHCP and SKR HCP area and would require permanent acquisition of the WRC

MSHCP and SKR HCP conservation areas. The Gilman Springs Road Improvement Project Phases 1 through 5 and 7 do not require any permanent acquisition of the WRC MSHCP and SKR HCP conservation area. The permanent loss of the conservation area would require full replacement by the project. **MM BIO-11** would be implemented to replace the affected land at a ratio no less than 1:1, which would reduce impacts to less than significant. In addition, **AMMs BIO-1** through **BIO-3** and **BIO-5** through **BIO-10** and **BIO-12** would further reduce or avoid potential temporary impacts on the WRC MSHCP and SKR HCP.

The project is a Covered Activity under the WRC MSHCP. The Mid County Parkway Project and the SR-79 Realignment Project are also Covered Activities under the WRC MSHCP. Therefore, the project and related projects would remain consistent with the WRC MSHCP. The project would not contribute to a cumulatively considerable impact to land use and planning.

Noise

The RSA for noise includes the area within 0.5 mile of each side of the project. Noise and vibration levels of the project and any other related projects during construction would comply with the County of Riverside's Municipal Code. The project does not involve changes that would result in noticeable operational increases in groundborne vibration, nor groundborne noise levels from use or maintenance of the roadway. Although the project does include the installation of rumble strips for the purposes of driver safety, these rumble strips do not produce noticeable amounts of vibration. With respect to noise, rumble strips currently are installed along the inside and outside of the travel lanes along Gilman Springs Road. Although the project would move the rumbles strips slightly closer (i.e., no more than two feet), the change in noise levels from the rumble strips, when compared to the baseline, would not be noticeable. Similarly, the project is not expected to result in a change to the traffic volumes or mix along the project alignment. The projects listed in Table 2-14 are all outside of the RSA for this resource. The Gilman Springs Road Improvement Project Phases 1 through 5 occurred within the project vicinity and did not result in significant impacts on noise. Therefore, the project would not result in a cumulatively considerable impact related to noise.

Public Services

The RSA includes the unincorporated Riverside County and the City of Moreno Valley within the limits covered by each service provider responsible for the portion of Gilman Springs Road associated with the project. The project involves safety improvements to an existing roadway. The project would not result in an increase in population and, therefore, would not increase demand for public services. To the extent that construction periods of the project and related projects overlap, there is potential for cumulative impacts on emergency response times from multiple project detours and lane reductions occurring simultaneously adjacent to the project area, although it is very minimal. The related projects would not occur directly within the project area, and, as such, it is unlikely that public services would be affected on a cumulative level. Lastly, implementation of **SM TRA-1** would help ensure emergency access within the RSA. Therefore, the project would not contribute to a cumulative impact related to public services.

Recreation

The RSA includes the area within 0.5 mile of each side of the project site. The project would not include recreational facilities or require the construction or expansion of recreational facilities. The project is within the SJWA and would result in permanent and temporary impacts within this area. **MM BIO-18** would be implemented to replace permanently affected lands at a 1:1 ratio. The Mid County Parkway Project and Phases 5 and 6 of the Gilman Springs Improvement Project are within or adjacent to the SJWA. The Mid County Parkway Project would not permanently affect the SJWA, and any temporary impacts would be addressed through mitigation. The SR-79 Realignment Project is not within the SJWA and would not cause any direct or indirect impacts on that area. Therefore, the project would not result in a cumulatively considerable contribution to cumulative impacts related to recreation.

Transportation

The RSA for transportation includes the area within one mile of each side of the project site. The project accommodates existing traffic demand, but would have no permanent impact on traffic demand or level of service. The project and the future transportation projects would include the preparation of a TMP (see **SM TRA-1**), which would include identification of detour routes within the construction area, placement of appropriate signs, cones, and barricades in the vicinity of construction, scheduling of construction activities during off-peak hours, and development of plans that ensure emergency access and entry to existing residences and businesses within the construction areas. Construction impacts would be temporary and less than significant and would be further reduced or avoided with the implementation of **SM TRA-1**. Construction-related impacts from the project would not result in cumulatively considerable traffic impacts.

To the extent that construction periods of the project and related projects overlap, there is a potential for cumulative local level traffic impacts from multiple project detours and lane reductions occurring simultaneously adjacent to the project area, potentially resulting in deterioration of traffic operations on local roadways. However, the related projects that have the potential to occur at the same time as the project would not occur directly within the RSA for this resource. Therefore, the project would not contribute to a cumulative impact related to transportation.

Wildfire

The RSA includes unincorporated Riverside County. The project would not install any facilities that would exacerbate impacts related to wildfire. The project is adjacent to an area of wildfire hazard; however, the project would make improvements to an existing roadway and would not lead to increased human presence in hazardous areas. By increasing the width of the existing roadway and adding a passing lane, the project would be contributing to a more-effective firebreak by reducing vegetation adjacent to the roadside and providing additional areas for emergency response vehicle staging. During construction of the project, emergency response times could increase temporarily as a result of temporary lane closures, speed reductions, and the

presence of construction personnel and equipment in the area. A TMP (see **SM TRA-1**) would be implemented to further maintain emergency access to the project area and nearby properties.

To the extent that construction periods of the project and related projects overlap, there is a potential for cumulative local level emergency response time delays, including fire service. However, the related projects that could occur at the same time of the project would not occur directly within the project vicinity. Therefore, the project would not contribute to a cumulative impact related to wildfire.

2.21.3 Avoidance, Minimization, and Mitigation Measures

No additional measures are needed beyond those identified under the individual resource discussions.

Chapter 3 List of Preparers

3.1 County of Riverside Transportation Department

Alfredo Martinez	Project Manager
Jan Bulinski	Environmental Project Manager

3.2 ICF

Brian Calvert	Project Director
Namrata Cariapa	Project Manager
Monica Corpuz	Senior Environmental Planner
Emily Czaban	Senior Environmental Planner
Meagan Flacy	Environmental Planner
Peter Hardie	Noise Specialist
Keith Lay	Air Quality Specialist
Greg Hoisington	Project Biologist
Marisa Flores	Project Biologist
Karolina Chmiel	Project Archaeologist
Johnnie Garcia	GIS Analyst
Brittany Buscombe	GIS Analyst
Tamar Love Grande	Editor and Publications Specialist

This page intentionally left blank.

Chapter 4 References

4.1 Chapter 1, Proposed Project

LIN Consulting, Inc. 2018. Gilman Springs Road Safety Improvement Project –Collision Assessment Memo. January 10.

4.2 Chapter 2, CEQA Checklist

4.2.1 Aesthetics

County of Riverside. 2015a. *Riverside County General Plan. Multipurpose Open Space Element*. Available: planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833. Accessed: January 27, 2022.

———. 2015b. *Riverside County General Plan Reche Canyon/Badlands Area Plan*. Available: planning.rctlma.org/Portals/14/genplan/general_Plan_2017/areaplans/RCBAP_071117.pdf?ver=2017-10-11-093946-953. Accessed: January 27, 2022.

———. 2017. *Riverside County General Plan. Land Use Element*. Available: [/planning.rctlma.org/Portals/14/genplan/2019/elements/Ch03_Land%20Use_041619.pdf](http://planning.rctlma.org/Portals/14/genplan/2019/elements/Ch03_Land%20Use_041619.pdf). Accessed: January 27, 2022.

International Dark-Sky Association. 2010a. *Seeing Blue*. April 2010. *Nightscape* 80: 8-12. Available: [darksky.org/wp-content/uploads/bsk-pdf-manager/29_SEEINGBLUE\(1\).PDF](http://darksky.org/wp-content/uploads/bsk-pdf-manager/29_SEEINGBLUE(1).PDF). Accessed: May 2, 2017.

———. 2010b. *Visibility, Environmental, and Astronomical Issues Associated with Blue-Rich White Outdoor Lighting*. May 4, 2010. Available: www.ida.darksky.org/assets/documents/Reports/IDA-Blue-Rich-Light-White-Paper.pdf. Accessed: May 2, 2017.

———. 2015. IDA Issues New Standards on Blue Light at Night. *Nightscape, The 2014 Annual Report*. 94:10. Available: darksky.org/wp-content/uploads/2015/06/NS94.pdf. Accessed: May 2, 2017.

4.2.2 Agricultural and Forestry Resources

County of Riverside. 2014. *Riverside County General Plan, San Jacinto Valley Area Plan*. Available:

planning.rctlma.org/Portals/0/genplan/general_plan_2013/3%20Area%20Plan%20Volume%202/San%20Jacinto%20Valley%20AP.pdf. Accessed: January 27, 2022.

———. 2015a. *Riverside County General Plan. Multipurpose Open Space Element.*

Available:

planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833. Accessed: January 27, 2022.

———. 2015b. *Riverside County General Plan Reche Canyon/Badlands Area Plan.*

Available:

planning.rctlma.org/Portals/14/genplan/general_Plan_2017/areaplans/RCBAP_071117.pdf?ver=2017-10-11-093946-953. Accessed: January 27, 2022.

———. 2017. *Riverside County General Plan. Land Use Element.* Available:

planning.rctlma.org/Portals/14/genplan/2019/elements/Ch03_Land%20Use_041619.pdf. Accessed: January 27, 2022.

4.2.3 Air Quality

County of Riverside. 2018. *Riverside County General Plan. Air Quality Element.* Available:

planning.rctlma.org/Portals/14/genplan/general_plan_2018/elements/Ch09_AQE_071718.pdf. Accessed: January 27, 2022.

4.2.4 Biological Resources

California Department of Transportation (Caltrans). 2021a. *Natural Environment Study (Minimal Impacts) (NESMI).* Gilman Springs Median and Shoulder Improvements Project. January.

———. 2021b. Jurisdictional Delineation Report for the Gilman Springs Median and Shoulder Improvements Project. December.

———. 2022. Gilman Springs Median and Shoulder Improvements Project Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis and Determination of Biologically Equivalent or Superior Preservation. January.

Holland, R. F. 1986. Preliminary Descriptions of the Terrestrial Natural Communities of California. California Department of Fish and Wildlife. Sacramento, CA: The Resources Agency, ed., p. 156.

ICF. 2021. Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis and Determination of Biologically Equivalent or Superior Preservation. October.

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. *A Manual of California Vegetation, Second Edition*. Sacramento, CA: California Native Plant Society. 1,300 pp.

4.2.5 Cultural Resources

California Department of Transportation (Caltrans). 2019a. *Historic Property Survey Report*. May.

———. 2019b. Gilman Springs Median and Shoulder Improvements Project Archaeological Survey Report. May.

———. 2021c. Finding of No Adverse Effect without Standard Conditions and Phased Cultural Identification Plan. July.

4.2.6 Energy

California Energy Commission (CEC). 2014. *2013 Integrated Energy Policy Report*. Publication Number: CEC-100-2013-001-CMF. Available: www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report. Accessed: January 26, 2022.

———. 2015. *Riverside County General Plan. Multipurpose Open Space Element*. Available: planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833. Accessed: January 27, 2022.

———. 2018. *Riverside County General Plan. Air Quality Element*. Available: planning.rctlma.org/Portals/14/genplan/general_plan_2018/elements/Ch09_AQE_071718.pdf. Accessed: January 27, 2022.

4.2.7 Geology, Soils, and Paleontological Resources

California Department of Conservation. 1988. Lakeview Quadrangle 7.5 Minute Series. Available: maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed: January 27, 2022.

———. 1995. El Casco Quadrangle 7.5 Minute Series. Available: maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed: January 27, 2022.

———. 2019. Earthquake Zones of Required Investigation. Available: maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed: January 27, 2022.

California Department of Transportation (Caltrans). 2019d. Water Quality Memorandum, Gilman Springs Median and Shoulder Improvements Project. January.

County of Riverside. 2016. *General Plan. Safety Element*. Available: planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch06_Safety_DEC2016.pdf?ver=2017-10-06-093651-757. Accessed: January 27, 2022.

San Diego Natural History Museum. 2019. Library Catalog. Available: opac.libraryworld.com/opac/home.php. Accessed: January 27, 2022.

U.S. Department of Agriculture Natural Resources Conservation Service (USDA NRCS). 2019. Web Soil Survey. Available: websoilsurvey.sc.egov.usda.gov. Accessed: January 27, 2022.

4.2.8 Greenhouse Gases

California Air Resources Board (CARB). 2016. 2030 Target Scoping Plan Concept Paper. Available: www.arb.ca.gov/cc/scopingplan/document/2030_sp_concept_paper2016.pdf. Accessed: January 27, 2022.

———. 2019. Regional Plan Targets. Available: ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets. Accessed: April 27, 2019.

Southern California Association of Governments (SCAG). 2020. 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy.

4.2.9 Hazards and Hazardous Materials

County of Riverside. 2016. *General Plan: Safety Element*. Figure S-11: Wildfire Susceptibility. Available: planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch06_Safety_DEC2016.pdf?ver=2017-10-06-093651-757. Accessed: January 27, 2022.

4.2.10 Hydrology and Water Quality

California Department of Transportation (Caltrans). 2017. *Construction Site Best Management Practices (BMP) Manual* CTSW-RT-17-314.18.1. May. Sacramento, CA: Division of Environmental Analysis, Stormwater Program.

———. 2019c. Water Quality Memorandum, Gilman Springs Median and Shoulder Improvements Project. January.

———. 2019d. Location Hydraulic Study and Summary Floodplain Encroachment Report. March.

Federal Emergency Management Agency (FEMA). 2014. FIRM numbers 06065C1460H, 06065C0795H, 06065C0795H, 06065C0790H, and 06065C1455H.

Regional Water Quality Control Board (RWQCB) Region 8. 2019. *Santa Ana River Basin Plan*. June.

State Water Resources Control Board (SWRCB). 2017. *Final 2014/2016 California Integrated Report*. Available:

www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml
Accessed: January 27, 2022.

4.2.11 Land Use

County of Riverside. 2003. *Western Riverside County Multiple Species Habitat Conservation Plan: Section 7: Covered Activities/Allowable Uses*. Available: <https://rctlma.org/Portals/0/mshcp/volume1/sec7.html>. Accessed March 7, 2022.

County of Riverside. 2015. *Riverside County General Plan. Circulation Element*. Available: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch04_Circulation_121316.pdf?ver=2017-10-11-093743-433. Accessed January 27, 2022.

County of Riverside. 2021. *Riverside County General Plan, Land Use Element*. Available: https://planning.rctlma.org/Portals/14/genplan/2021/Ch03_Land%20Use_06.29.21.pdf. Accessed: June 15, 2022.

NCM Engineering. 2022. *Right of Way Acquisitions Master List*. May 2022.

4.2.12 Mineral Resources

County of Riverside. 2015a. *Riverside County General Plan. Multipurpose Open Space Element*. Available: planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833. Accessed: January 27, 2022.

4.2.13 Noise

County of Riverside. 2015d. *Riverside County General Plan. Noise Element*. Available: planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch07_Noise_120815.pdf?ver=2017-10-11-102104-080. Accessed: January 27, 2022.

———. 2019. *Riverside County Municipal Code, Chapter 15.04 – General Provisions, Administration and Enforcement*. Available: library.municode.com/ca/riverside_county/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.04BURE_15.04.020PU. Accessed: January 27, 2022.

———. 2018. *Transit Noise and Vibration Impact Assessment Manual*. Available: www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed: January 27, 2022.

4.2.14 Public Services

Google Earth. 2018. Project Area Aerial Imagery. Available: www.google.com/earth/. Accessed: January 27, 2022.

Riverside County Fire Department. 2019. Fire Stations. Available: rvcfire.org. Accessed: January 27, 2022.

Riverside County Sheriff's Department. 2020. Law Enforcement in Riverside County. Available: riversidesheriff.org. Accessed: January 27, 2022.

4.2.15 Recreation

California Department of Fish and Wildlife. 2019. *San Jacinto Wildlife Area*. Available: www.wildlife.ca.gov/Lands/Places-to-Visit/San-Jacinto-WA. Accessed: January 27, 2022.

4.2.16 Transportation and Traffic

County of Riverside. 2011a. *Riverside County General Plan, Reche Canyon/Badlands Area Plan*. Riverside County Planning Department. October. Available: planning.rctlma.org/Portals/0/genplan/general_plan_2013/3%20Area%20Plan%20Volume%202/Reche%20Canyon%20-%20Badlands%20AP.pdf. Accessed: January 27, 2022.

———. 2011b. *Riverside County General Plan, San Jacinto Valley Area Plan*. Riverside County Planning Department. October. Available: planning.rctlma.org/Portals/0/genplan/general_plan_2013/3%20Area%20Plan%20Volume%202/San%20Jacinto%20Valley%20AP.pdf. Accessed: January 27, 2022.

4.2.17 Utilities and Service Systems

California Department of Transportation (Caltrans). 2021c. Water Quality Memorandum, Gilman Springs Median and Shoulder Improvements Project. January.

4.2.18 Wildfire

California Department of Forestry and Fire Protection (CAL FIRE). 2007. Riverside County (West) Fire Hazard Severity Zone State Responsibility Area Map. Available: osfm.fire.ca.gov/media/6752/fhszs_map60.pdf. Accessed: January 27, 2022.

———. 2010. Riverside County (West) Fire Hazard Severity Zone Local Responsibility Area Map. Available: osfm.fire.ca.gov/media/6754/fhszl_map60.pdf. January 27, 2022.

4.2.19 Cumulative Impacts

California Department of Transportation. 2021c. *Finding of No Adverse Effect without Standard Conditions and Phased Cultural Identification Plan*. July.

City of Moreno Valley. N.D. Old 215 Industrial Park Project.

www.moval.org/cdd/documents/about-projects.html#:~:text=Project%20Environmental%20Documents%201%20Moreno%20Valley%20Comprehensive%20General,Valley%20Logistics%20Center.%20..%206%20World%20Logistics%20Center. Accessed: January 28, 2022.

Riverside County Transportation Commission (RCTC). 2015. *Mid County Parkway Project Final Environmental Impact Report/Environmental Impact Statement*. Available: www.rctc.org/wp-content/uploads/2018/01/Final-Project-Report-with-Attachments-April-2015.pdf . Accessed: January 24, 2022.

———. 2016. *SR-79 Realignment Project Final Environmental Impact Report/Environmental Impact Statement*. Available: www.rctc.org/projects/sr-79-realignment-project/. Accessed: January 24, 2022.

This page intentionally left blank.

Appendix A Acronyms

2020–2045 RTP/SCS	2020–2045 Regional Transportation Plan/Sustainable Communities Strategy
AB	Assembly Bill
AMM	avoidance and minimization measure
APE	area of potential effects
AQMP	air quality management plan
ARL	Additional Reserve Lands
ASR	Archaeological Survey Report
Basin	South Coast Air Basin
BMP	best management practice
BSA	biological Study Area
BUOW	Burrowing Owl
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPTAC	Comprehensive Agricultural Preserve Technical Advisory Committee
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CNEL	community noise equivalent level
CO	carbon monoxide
CO ₂	carbon dioxide
County	County of Riverside Transportation Department
CRHR	California Register of Historical Resources
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibels
DBESP	Determination of Biologically Equivalent or Superior Preservation

DOC	Department of Conservation
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	environmentally sensitive area
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FPPA	Farmland Protection Policy Act
FRPP	Farm and Ranch Lands Protection Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
HMMP	Habitat Mitigation and Monitoring Plan
HPSR	Historic Property Survey Report
IS	Initial Study
JPR	Joint Project Review
LCFS	Low Carbon Fuel Standard
LID	Low-Impact Development
LOD	limits of disturbance
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MM	Mitigation Measure
MND	mitigated negative declaration
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NESMI	Natural Environment Study Minimal Impacts
NFIP	National Flood Insurance Program

NOAA Fisheries Service	National Ocean and Atmospheric Administration's National Marine Fisheries Service
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O ₃	ozone
P/QP	Public/Quasi-Public
PM ₁₀	particulate matter 10 microns or less in diameter
PM _{2.5}	particulate matter 2.5 microns or less in diameter
PMP	Paleontological Mitigation Plan
Porter–Cologne	Porter–Cologne Water Quality Control Act
PPV	peak particle velocity
PRC	Public Resources Code
project	Gilman Springs Shoulder and Median Widening
PS&E	Plans, Specifications, and Estimates
RCA	Regional Conservation Authority
RCRA	Resource Conservation and Recovery Act of 1976
RSA	resource study area
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SJWA	San Jacinto Wildlife Area
SKR	Stephens' kangaroo rat
SM	Standard Measure
SMARTS	Storm Water Multiple Application and Report Tracking System
SO ₂	sulfur dioxide
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCM	Transportation Control Measure
TCR	tribal cultural resources

TMP	Traffic Management Plan
U.S.C.	United States Code
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
VMT	vehicle miles traveled
VOC	volatile organic compound
WRC	Western Riverside County
WRC MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan

Appendix B AB 52 Tribal Correspondence

This page intentionally left blank.

Native American Group/Individual	Date of First Contact: Letter	Dates of Replies	Follow-Up Contact	Comments
Patricia Garcia-Plotkin, Agua Caliente	10/17/2017	10/24/2017	n/a	Agua Caliente deferred consultation for this project to Soboba Band.
Doug Todd Welmas, Cabazon Band of Mission Indians	10/17/2017	none	1/23/2018	The Tribe did not respond to consultation outreach. Consultation is completed.
Anthony Madrigal, Sr., Cahuilla Band of Indians	10/17/2017	11/28/2017	6/7/2021	The project is within ancestral territory, but the Tribe has no knowledge of specific cultural sites. Requested to monitor and be updated on project progress. A letter was sent on 6/7/2021 agreeing to the monitoring request.
David Harper, THPO, Colorado River Indian Tribes	10/17/2017	none	1/23/2018	The Tribe did not respond to consultation outreach. Consultation is completed.
Andrew Salas, Gabrieleño Band of Mission Indians - Kizh Nation	10/17/2017	none	11/28/2017, 1/23/2018	The Tribe did not respond to consultation outreach. Consultation is completed.
Ray Huaute, Morongo Band of Mission Indians	10/17/2017	1/30/2018	1/23/2018, 10/26/2018, 6/24/2019, 6/7/2021	The Tribe requested a copy of the record search and technical study, as well as the presence of a Morongo tribal monitor during ground disturbance. The record search files were sent on 10/26/2018. A copy of the ASR was emailed on 6/24/2019. A letter was sent on 6/7/2021 agreeing to the monitoring request.
Shasta Gaughen, Pala Band of Mission Indians	10/17/2017	12/1/2017	11/28/2017	Declined consultation for this project.
Ebru Ozdil, Temecula Band of Luiseño Indians (Pechanga)	10/17/2017	11/7/2017	n/a	Temecula Band deferred consultation for this project to Soboba.
Keeny Escalanti, Quechan Indian Nation	10/17/2017	none	11/28/2017, 1/23/2018	The Tribe did not respond to consultation outreach. Consultation is completed.
Joseph D. Hamilton, Ramona Band of Cahuilla	10/17/2017	none	11/28/2017	The Tribe did not respond to consultation outreach. Consultation is completed.

Native American Group/Individual	Date of First Contact: Letter	Dates of Replies	Follow-Up Contact	Comments
Destiny Colocho, Rincon Band of Luiseño Indians	10/17/2017	11/13/2017	6/24/2019	The project is within ancestral territory of the Rincon. Rincon had knowledge of one place name within the project area. A copy of the ASR was emailed on 6/24/2019.
Anthony Morales, San Gabriel Band of Mission Indians	10/17/2017	none	11/28/2017, 11/23/2018	The Tribe did not respond to consultation outreach. Consultation is completed.
Lee Clauss, San Manuel Band of Mission Indians	10/17/2017	11/17/2017	6/24/2019, 6/7/2021	The project vicinity is a place of cultural significance to the Tribe. Requested a copy of the record search and maps and asked that the project area be surveyed. A copy of the ASR was emailed on 6/24/2019. A letter was sent on 6/7/2021 agreeing to the monitoring request.
Joe Ontiveros, Soboba Band of Luiseño Indians	10/17/2017	11/16/2017	11/30/2017, 6/24/2019, 6/7/2021	Requested to initiate consultation with the County. Record search information was sent on 11/30/17. A copy of the ASR was emailed on 6/24/2019. A letter was sent on 6/7/2021 agreeing to the monitoring request.
Michael Mirelez, Torres Martinez Desert Cahuilla Indians	10/17/2017	none	1/23/2018	The Tribe did not respond to consultation outreach. Consultation is completed.
Darrell Mike, Twenty-Nine Palms Band of Mission Indians	10/17/2017	11/20/2017	n/a	No knowledge of cultural resources in the project area. Defers consultation to other Tribes.



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Agua Caliente Band of Cahuilla Indians
Pattie Garcia-Plotkin, THPO
5401 Dinah Shore Drive
Palm Springs, CA 92264

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Ms. Garcia-Plotkin:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Agua Caliente Band of Cahuilla Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive, flowing style.

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION



03-082-2017-002

October 24, 2017

[VIA EMAIL TO: jbulinski@rivco.org]
Riverside County
Ms. Jan Bulinski
3525 14th Street
Riverside, CA 92501

Re: AB 52- Gilman Springs Widening

Dear Ms. Jan Bulinski,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Gilman Springs Widening project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI THPO requests the following:

*At this time ACBCI defers to Soboba. This letter shall conclude our consultation efforts.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)699-6829. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

Katie Croft
Archaeologist
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Cabazon Band of Mission Indians
Doug Todd Welmas, Chair
84-245 Indio Springs Parkway
Indio, CA 92203

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Welmas:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Cabazon Band of Mission Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in cursive script that reads "Jan Bulinski".

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Cabazon Band of Mission Indians
Jacquelyn Barnum
84-245 Indio Springs Parkway
Indio, CA 92203

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Ms. Barnum:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Cabazon Band of Mission Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in cursive script that reads "Jan Bulinski".

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
Deputy for Transportation/Planning and
Development

Patricia Romo, P.E.
Director of Transportation

Transportation Department

January 23, 2018

Jacquelyn Barnum
Cabazon Band of Mission Indians
84-245 Indio Springs Parkway
Indio, CA 92203

Subject: Follow-up for Initiation of Consultation for Gilman Springs Road Widening Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Ms. Barnum:

This letter serves as a follow-up to consult on the County of Riverside's proposed Gilman Springs Road Widening, pursuant to Public Resources Codes Section 2108.3.1 and 21080.3.2 (AB 52). In accordance with Public Resources Codes Section 2108.3.1(e), the County mailed you a letter dated October 17, 2017 initiating the consultation process, followed by an email and/or phone call on November 28, 2017. As no response has yet been received, the County is sending you this follow-up letter requesting that you contact me in order to determine your involvement in the AB 52 process. Consultation may be conducted in person or if you prefer, by email, letter, or telephone.

The County will be concluding the consultation process with Cabazon Band of Mission Indians for this project unless we receive a response from you within 30 days of the date of this letter. If no response is received within this time frame, the County will consider AB 52 consultation with the Tribe to be complete.

Please contact me if you would like to arrange a date and time for a consultation meeting.

Sincerely,

A handwritten signature in blue ink that reads 'Jan Bulinski'.

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501

951-955-6859
jbulinski@rivco.org



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Cahuilla Band of Indians
Anthony Madrigal, Sr., Cultural Director
52701 Highway 371
Anza, CA 92539

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Madrigal:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Cahuilla Band of Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map

11/28/17

Note to File: Gilman Springs

Received a call from Bobby Ray Espanza from Cahuilla Tribe. They are definitely interested in consulting per AB52.

He also mentioned monitoring. This area is within ancestral territory. He has no knowledge of any cultural sites at the location, but wishes to have information as the project progresses.

760 423 2773

951 763 5549

Bulinski, Jan

From: Cultural Department <culturaldirector@cahuilla.net>
Sent: Thursday, December 14, 2017 8:46 AM
To: Bulinski, Jan
Subject: Gilman Springs Road Widening Project

Good Morning

The Cahuilla band has reviewed your letter of Oct. 17, 2017 regarding the Gilman Springs Widening Project in the city of Moreno Valley. The Cahuilla band has a interest in this project and would like to consult.

Thank You

BobbyRay Esparza
Cultural Coordinator
Cahuilla Band Of Indians



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Colorado River Indian Tribes (CRIT)
David Harper, THPO
26600 Mohave Road
Parker, AZ 85344

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Harper:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Colorado River Indian Tribes wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive style with a large initial "J" and a prominent "B".

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Colorado River Indian Tribes (CRIT)

rloudbear@critdoj.com

26600 Mohave Road

Parker, AZ 85344

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Sir or Madam:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Colorado River Indian Tribes wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in cursive script that reads "Jan Bulinski".

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Colorado River Indian Tribes (CRIT)

njasculca@critdoj.com

26600 Mohave Road

Parker, AZ 85344

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Sir or Madam:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Colorado River Indian Tribes wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in cursive script that reads "Jan Bulinski".

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



Patricia Romo, P.E.
Director of Transportation

COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
Deputy for Transportation/Planning and
Development

Transportation Department

January 23, 2018

Brian Etsitty
Colorado River Indian Tribes
26600 Mohave Road
Parker, AZ 85344

Subject: Follow-up for Initiation of Consultation for Gilman Springs Road Widening Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Etsitty:

This letter serves as a follow-up to consult on the County of Riverside's proposed Gilman Springs Road Widening, pursuant to Public Resources Codes Section 2108.3.1 and 21080.3.2 (AB 52). In accordance with Public Resources Codes Section 2108.3.1(e), the County mailed you a letter dated October 17, 2017 initiating the consultation process, followed by an email and/or phone call on November 28, 2017. As no response has yet been received, the County is sending you this follow-up letter requesting that you contact me in order to determine your involvement in the AB 52 process. Consultation may be conducted in person or if you prefer, by email, letter, or telephone.

The County will be concluding the consultation process with Colorado River Indian Tribes for this project unless we receive a response from you within 30 days of the date of this letter. If no response is received within this time frame, the County will consider AB 52 consultation with the Tribe to be complete.

Please contact me if you would like to arrange a date and time for a consultation meeting.

Sincerely,

A handwritten signature in blue ink that reads 'Jan Bulinski'.

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501

951-955-6859
jbulinski@rivco.org



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Gabrieleno Band of Mission Indians – Kizh Nation
Andrew Salas, Chair
P.O. Box 393
Covina, CA 91723

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Salas:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Kizh Nation wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive, flowing style.

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map

Bulinski, Jan

From: Bulinski, Jan
Sent: Tuesday, November 28, 2017 1:34 PM
To: 'gabrielenoindians@yahoo.com'
Subject: Gilman Springs Road Widening

Dear Mr Salas,

I sent a letter a little over a month ago regarding an invitation to consult per AB52 on the above referenced project. We have just begun environmental studies and preliminary engineering. Please contact me to discuss the project, or per written response regarding your interest.

Thank you very much,

Jan Bulinski
Senior Transportation Planner
Riverside County Transportation Dept.
3525 14th Street
Riverside, CA 92502

jbulinski@rivco.org
951.955.6859

[How are we doing?](#) Click the link and tell us



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
Deputy for Transportation/Planning and
Development

Patricia Romo, P.E.
Director of Transportation

Transportation Department

January 23, 2018

Andrew Salas
Gabrieleno Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA 91723

Subject: Follow-up for Initiation of Consultation for Gilman Springs Road Widening Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Salas:

This letter serves as a follow-up to consult on the County of Riverside's proposed Gilman Springs Road Widening, pursuant to Public Resources Codes Section 2108.3.1 and 21080.3.2 (AB 52). In accordance with Public Resources Codes Section 2108.3.1(e), the County mailed you a letter dated October 17, 2017 initiating the consultation process, followed by an email and/or phone call on November 28, 2017. As no response has yet been received, the County is sending you this follow-up letter requesting that you contact me in order to determine your involvement in the AB 52 process. Consultation may be conducted in person or if you prefer, by email, letter, or telephone.

The County will be concluding the consultation process with Gabrieleno Band of Mission Indians – Kizh Nation for this project unless we receive a response from you within 30 days of the date of this letter. If no response is received within this time frame, the County will consider AB 52 consultation with the Tribe to be complete.

Please contact me if you would like to arrange a date and time for a consultation meeting.

Sincerely,

A handwritten signature in blue ink that reads 'Jan Bulinski'.

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501

951-955-6859
jbulinski@rivco.org



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Morongo Band of Mission Indians
Ray Huaute, Cultural Resource Specialist
12700 Pumarra Road
Banning, CA 92220

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Huaute:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Morongo Band of Mission Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive, flowing style.

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
Deputy for Transportation/Planning and
Development

Patricia Romo, P.E.
Director of Transportation

Transportation Department

January 23, 2018

Ray Huaute
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220

Subject: Follow-up for Initiation of Consultation for Gilman Springs Road Widening Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Huaute:

This letter serves as a follow-up to consult on the County of Riverside's proposed Gilman Springs Road Widening, pursuant to Public Resources Codes Section 2108.3.1 and 21080.3.2 (AB 52). In accordance with Public Resources Codes Section 2108.3.1(e), the County mailed you a letter dated October 17, 2017 initiating the consultation process, followed by an email and/or phone call on November 28, 2017. As no response has yet been received, the County is sending you this follow-up letter requesting that you contact me in order to determine your involvement in the AB 52 process. Consultation may be conducted in person or if you prefer, by email, letter, or telephone.

The County will be concluding the consultation process with Morongo Band of Mission Indians for this project unless we receive a response from you within 30 days of the date of this letter. If no response is received within this time frame, the County will consider AB 52 consultation with the Tribe to be complete.

Please contact me if you would like to arrange a date and time for a consultation meeting.

Sincerely,

A handwritten signature in blue ink that reads 'Jan Bulinski'.

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501

951-955-6859
jbulinski@rivco.org

MORONGO
BAND OF
MISSION
INDIANS



**MORONGO BAND OF MISSION INDIANS
TRIBAL HISTORIC PRESERVATION OFFICE**

12700 PUMARRA RD BANNING, CA 92220

OFFICE 951-755-5025 FAX 951-572-6004

Date: 1/30/2018

Re:

AB 52 (ASSEMBLY BILL 52) NOTIFICATION (Gilman Springs Road Widening Project)

Dear,

Jan Bulinski

Senior Transportation Planner

County of Riverside

Thank you for contacting the Morongo Band of Mission Indians (MBMI) Cultural Heritage Department regarding the above referenced project(s). After conducting a preliminary review of the project, the tribe would like to respectfully issue the following comments and/or requests:

- The project is located outside of the Tribe's aboriginal territory and is not within an area considered to be a traditional use area or one in which the Tribe has cultural ties. We recommend contacting the appropriate tribe(s) who may have cultural affiliations to the project area. We have no further comments at this time.
- The project is located within the Tribe's aboriginal territory or in an area considered to be a traditional use area or one in which the Tribe has cultural ties. In order to further evaluate the project for potential impacts to tribal cultural resources, we would like to formally request the following:
 - A thorough records search be conducted by contacting one of the California Historical Resources Information System (CHRIS) Archaeological Information Centers and a copy of the search results be provided to the tribe.
 - Tribal monitor participation during the initial pedestrian field survey of the Phase I Study of the project and a copy of the results of that study. In the event the pedestrian survey has already been conducted, MBMI requests a copy of the Phase I study be provided to the tribe as soon as it can be made available.
 - MBMI Tribal Cultural Resource Monitor(s) be present during all required ground disturbing activities pertaining to the project.
- The project is located with the current boundaries of the Morongo Indian Reservation. Please contact the Morongo Cultural Heritage Department for further details.

Please be aware that this letter is merely intended to notify your office that the tribe has received your letter requesting tribal consultation for the above mentioned project and is requesting to engage in consultation. Specific details regarding the tribe's involvement in the project must be discussed on a project by project basis during the tribal consultation process. This letter does not constitute "meaningful" tribal consultation nor does it conclude the consultation process. Under federal and state law, "meaningful" consultation is understood to be an ongoing government-to-government process and may involve requests for additional information, phone conferences and/or face-to-face meetings. If you have any further questions or concerns regarding this letter, please contact the Morongo Cultural Heritage office at (951) 755-5139.

Sincerely,

Raymond Huaute
Cultural Resource Specialist
Morongo Band of Mission Indians
Email: rhuaute@morongo-nsn.gov
Phone: (951) 755-5025



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Pala Band of Mission Indians
Shasta C. Gaughen, THPO
PMB 50, 35008 Pala Temecula Rd
Pala, CA 92059

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Ms. Gaughen:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Pala Band of Mission Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in cursive script that reads "Jan Bulinski".

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map

Bulinski, Jan

From: Bulinski, Jan
Sent: Tuesday, November 28, 2017 1:36 PM
To: 'sgaughen@palatribe.com'
Subject: Gilman Springs Road Widening Project

Dear Ms. Gaughen,

I sent a letter a little over a month ago regarding an invitation to consult per AB52 on the above referenced project. We have just begun environmental studies and preliminary engineering. Please contact me to discuss the project, or per written response regarding your interest.

Thank you very much,

Jan Bulinski
Senior Transportation Planner
Riverside County Transportation Dept.
3525 14th Street
Riverside, CA 92502

jbulinski@rivco.org
951.955.6859

How are we doing?Click the link and tell us

**PALA TRIBAL HISTORIC
PRESERVATION OFFICE**

PMB 50, 35008 Pala Temecula Road
Pala, CA 92059
760-891-3510 Office | 760-742-3189 Fax



December 1, 2017

Jan Bulinski
County of Riverside Transportation Dept.
4080 Lemon Street
Riverside, CA 92502

Re: AB-52 Consultation: Gilman Springs Widening Project

Dear Ms. Bulinski:

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. Even though it is within the boundaries of the territory that the tribe considers its Traditional Use Area (TUA) or it is situated in close proximity to the Reservation and information generated would likely be useful in better understanding regional culture and history, we decline AB-52 consultation at this time. However, we do not waive our right to request consultation under other applicable laws in the future.

We appreciate involvement with your initiative and look forward to working with you. If you have questions or need additional information, please do not hesitate to contact me by telephone at 760-891-3515 or by e-mail at sgaughen@palatribe.com.

Sincerely,

Shasta C. Gaughen, PhD
Tribal Historic Preservation Officer
Pala Band of Mission Indians



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Temecula Band of Luiseño Indians (Pechanga)
Nicole Cory, Analyst
P.O. Box 2183
Temecula, CA 92593

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Ms. Cory:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Temecula Band of Luiseño Indians (Pechanga) wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive, flowing style.

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Temecula Band of Luiseño Indians (Pechanga)
Ebru Ozdil, Cultural Analyst
P.O. Box 2183
Temecula, CA 92593

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Ms. Ozdil:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Temecula Band of Luiseño Indians (Pechanga) wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in cursive script that reads "Jan Bulinski".

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



**COUNTY TRANSPORTATION & PECHANGA
COORDINATION MEETING**

November 7, 2017

9:00 AM

Transportation Annex

AGENDA

1. Gilman Springs Road Widening Project

2. Cajalco Road Widening

XPI Work Plan: Caltrans is finalizing review; next step is to submit for Tribal review.

3. Other items

Projects for discussion at the February 6, 2018 meeting.



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Quechan Indian Nation
Mr. Keeny Escalanti, President
Fort Yuma Indian Reservation,
P.O. Box 1899
Yuma, AZ 85366

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Keeny Escalanti:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Quechan Indian Nation wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in cursive script that reads "Jan Bulinski".

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Quechan Indian Nation
Thane Somerville, Counsel
Fort Yuma Indian Reservation,
P.O. Box 1899
Yuma, AZ 85366

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Somerville:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Quechan Indian Nation wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive, flowing style.

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Quechan Indian Nation
Manfred Scott, Cultural Chair
Fort Yuma Indian Reservation,
P.O. Box 1899
Yuma, AZ 85366

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Scott:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Quechan Indian Nation wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in cursive script that reads "Jan Bulinski". The signature is written in black ink and is centered horizontally below the "Sincerely," text.

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map

Bulinski, Jan

From: Bulinski, Jan
Sent: Tuesday, November 28, 2017 1:24 PM
To: 'scottmanfred@yahoo.com'
Subject: Gilman Springs Widening project

Hi Manfred,

I sent a letter a little over a month ago regarding an invitation to consult per AB52 on the above referenced project. We have just begun environmental studies and preliminary engineering. Please contact me to discuss the project, or per written response regarding your interest.

Thanks much,

Jan Bulinski
Senior Transportation Planner
Riverside County Transportation Dept.
3525 14th Street
Riverside, CA 92502

jbulinski@rivco.org
951.955.6859

How are we doing? Click the link and tell us



Patricia Romo, P.E.
Director of Transportation

COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

January 23, 2018

Manfred Scott
Quechen Indian Nation
Fort Yuma Indian Reservation
P.O. Box 1899
Yuma, AZ 85366

Subject: Follow-up for Initiation of Consultation for Gilman Springs Road Widening Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Scott:

This letter serves as a follow-up to consult on the County of Riverside's proposed Gilman Springs Road Widening, pursuant to Public Resources Codes Section 2108.3.1 and 21080.3.2 (AB 52). In accordance with Public Resources Codes Section 2108.3.1(e), the County mailed you a letter dated October 17, 2017 initiating the consultation process, followed by an email and/or phone call on November 28, 2017. As no response has yet been received, the County is sending you this follow-up letter requesting that you contact me in order to determine your involvement in the AB 52 process. Consultation may be conducted in person or if you prefer, by email, letter, or telephone.

The County will be concluding the consultation process with Quechen Indian Nation for this project unless we receive a response from you within 30 days of the date of this letter. If no response is received within this time frame, the County will consider AB 52 consultation with the Tribe to be complete.

Please contact me if you would like to arrange a date and time for a consultation meeting.

Sincerely,

A handwritten signature in blue ink that reads 'Jan Bulinski'.

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501

951-955-6859
jbulinski@rivco.org



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Ramona Band of Cahuilla
John Gomez Jr, Environmental Coordinator
56310 Highway 371, Suite B,
P.O. Box 391670
Anza, CA 92539

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Gomez:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Ramona Band of Cahuilla wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive, flowing style.

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Ramona Band of Cahuilla
Joseph D. Hamilton, Chair
56310 Highway 371, Suite B,
P.O. Box 391670
Anza, CA 92539

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Hamilton:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Ramona Band of Cahuilla wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive style with a large, looped initial "J".

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map

Bulinski, Jan

From: Bulinski, Jan
Sent: Tuesday, November 28, 2017 1:19 PM
To: 'jgomez@ramona-nsn.gov'
Subject: Gilman Springs widening project
Attachments: letter to Ramona Band of Cahuilla.pdf

Hi John,

Attached is the original letter regarding AB52 consultation on the above referenced project. I had addressed it to Mr. Hamilton. I would like to know how you prefer receiving information regarding AB52. Should I send it to the Tribal Chair and copy you? Or just to you? Please let me know what works best for you. Feel free to give me a call and/or send me an email or letter regarding whether you are interested in this project. We have just begun environmental and preliminary engineering.

Regards,

Jan Bulinski
Senior Transportation Planner
Riverside County Transportation Dept.
3525 14th Street
Riverside, CA 92502

jbulinski@rivco.org
951.955.6859

[How are we doing?](#) Click the link and tell us



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Rincon Band of Luiseño Indians
Erica Martinez
1 West Tribal Road
Valley Center, CA 92082

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Ms. Martinez:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Rincon Band of Luiseño Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive, flowing style.

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Rincon Band of Luiseño Indians
Destiny Colocho, Cultural Resources Manager
1 West Tribal Road
Valley Center, CA 92082

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Ms. Colocho:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Rincon Band of Luiseño Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive style with a large initial "J".

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map

RINCON BAND OF LUISEÑO INDIANS

Cultural Resources Department

1 W. Tribal Road · Valley Center, California 92082 ·
(760) 297-2635 Fax:(760) 692-1498



November 13, 2017

Jan Bulinski
County of Riverside
Transportation and Land Management Agency
Transportation Department
4080 Lemon Street, 8th Floor
Riverside, CA 92502

Re: Gilman Springs Widening Project

Dear Ms. Bulinski:

This letter is written on behalf of the Rincon Band of Luiseño Indians. We have received your notification regarding the Gilman Springs Widening Project and we thank you for the opportunity to consult on this project. The location you have identified is within the Territory of the Luiseño people, and is also within Rincon's specific area of Historic interest.

Embedded in the Luiseño Territory are Rincon's history, culture and identity. The project is within the Luiseño Aboriginal Territory of the Luiseño people. The Rincon Band has knowledge of one Luiseño Place Name, Paawvi, within the Gilman Springs Widening Project area. Therefore, the Rincon Band requests consultation for this project.

If there are any questions or concerns please do not hesitate to contact our office at (760) 297-2635 at your convenience.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Destiny Colocho
Manager
Rincon Cultural Resources

Bo Mazzetti
Tribal Chairman

Tishmall Turner
Vice Chairwoman

Steve Stallings
Council Member

Laurie E. Gonzalez
Council Member

Alfonso Kolb
Council Member



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

San Gabriel Band of Mission Indians
Anthony Morales, Chief
P.O. Box 693
San Gabriel, CA 91778

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Morales:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the San Gabriel Band of Mission Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive, flowing style.

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map

Bulinski, Jan

From: Bulinski, Jan
Sent: Tuesday, November 28, 2017 1:27 PM
To: 'GT Tribal Council@aol.com'
Subject: Gilman Springs Road widening project

Dear Mr. Morales,

I sent a letter a little over a month ago regarding an invitation to consult per AB52 on the above referenced project. We have just begun environmental studies and preliminary engineering. Please contact me to discuss the project, or per written response regarding your interest.

Thanks very much,

Jan Bulinski
Senior Transportation Planner
Riverside County Transportation Dept.
3525 14th Street
Riverside, CA 92502

jbulinski@rivco.org
951.955.6859

How are we doing? Click the link and tell us



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
Deputy for Transportation/Planning and
Development

Patricia Romo, P.E.
Director of Transportation

Transportation Department

January 23, 2018

Anthony Morales
San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

Subject: Follow-up for Initiation of Consultation for Gilman Springs Road Widening Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Morales:

This letter serves as a follow-up to consult on the County of Riverside's proposed Gilman Springs Road Widening, pursuant to Public Resources Codes Section 2108.3.1 and 21080.3.2 (AB 52). In accordance with Public Resources Codes Section 2108.3.1(e), the County mailed you a letter dated October 17, 2017 initiating the consultation process, followed by an email and/or phone call on November 28, 2017. As no response has yet been received, the County is sending you this follow-up letter requesting that you contact me in order to determine your involvement in the AB 52 process. Consultation may be conducted in person or if you prefer, by email, letter, or telephone.

The County will be concluding the consultation process with San Gabriel Band of Mission Indians for this project unless we receive a response from you within 30 days of the date of this letter. If no response is received within this time frame, the County will consider AB 52 consultation with the Tribe to be complete.

Please contact me if you would like to arrange a date and time for a consultation meeting.

Sincerely,

A handwritten signature in blue ink that reads 'Jan Bulinski'.

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501

951-955-6859
jbulinski@rivco.org



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

San Manuel Band of Mission Indians
Lee Clauss, Director
26569 Community Center Drive
Highland, CA 92346

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Clauss:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the San Manuel Band of Mission Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive style with a large initial "J".

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map

Bulinski, Jan

From: Lee Clauss <LClauss@sanmanuel-nsn.gov>
Sent: Friday, November 17, 2017 6:23 PM
To: Bulinski, Jan
Subject: Gilman Springs Widening Project

Good evening, Ms. Bulinski,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above- referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management (CRM) Department on October 20, 2017. The project APE exists partially within Serrano ancestral territory and, therefore, is of interest to the Tribe. More specifically, this corridor and the Eden Hot Springs area is a place of archaeological and cultural significance to SMBMI and, for this reason, by this letter, the CRM Department is registering the Tribe's desire to consult with the County regarding this project.

Due to the nature and location of the proposed project, SMBMI respectfully requests that:

1). A records search of the Sacred Lands Files managed by the CA Native American Heritage Commission and a site file and associated literature search at the appropriate California Historical Resources Information System Information Center be completed to identify any and all recorded cultural resources within a 1-mile radius of the proposed project location, as well as general background research using GLO maps, Sanborn maps, historical atlases, city and state records, and other historical documents;

2). Additional maps/illustrations be provided, specifically including:

an aerial map;

a USGS quadrangle map;

a map indicating the search radius of the background research, as well as the locations where previous studies were conducted and where known historic resources are located;

photographs of the proposed project area;

engineering/design plans for the proposed project, especially plans indicating where ground-disturbing activities will occur and to what horizontal and vertical extent.

3). A Phase I archaeological investigation of the totality (100%) of the proposed project's area of potential effect (APE) be completed via the employ of a number of methods, including pedestrian survey that employs a transect interval of no more than 10 meters, shovel test probes, remote sensing, and/or deep testing via controlled units or trenching of appropriate landscapes. The use of specific field methods and techniques must be justifiable and dependent upon the type and amount of ground cover present (visibility), the topographic setting (degree of slope, proximity to water, etc.), past land use (degree of prior disturbance), and probability for encountering previously undocumented resources during the proposed project (low, moderate, high probability). We strongly recommend that visibility must equal 50% or greater of the ground surface area to use pedestrian survey/reconnaissance only. Areas that have not been disturbed in the past and/or high probability areas must be explored using sub-surface testing methods in addition to pedestrian survey. Additionally, we ask that there be no collection of artifacts or excavation of features during any Phase I archaeological survey.

San Manuel Band of Mission Indians appreciates the opportunity to consult on this proposed project and looks forward to receiving the additional information requested above.

If you should have any further questions with regard to this matter, please do not hesitate to contact me at your convenience, as I will be your Point of Contact (POC) for SMBMI with respect to this project.

Respectfully,

Lee Clauss

DIRECTOR, CULTURAL RESOURCES MANAGEMENT

O: (909) 864-8933 x3248

Internal: 50-3248

M: (909) 633-5851

26569 Community Center Drive, Highland California 92346

SAN MANUEL
BAND OF MISSION INDIANS

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. If the reader of this message is not the intended recipient or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Soboba Band of Luiseño Indians
Joe Ontiveros, Cultural Resource Director
P.O. BOX 487
San Jacinto, CA 92581

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Ontiveros:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Soboba Band of Luiseño Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in cursive script that reads "Jan Bulinski".

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map

November 16, 2017

Attn: Jan Bulinski, Senior Transportation Planner
Riverside County Transportation Department
3525 14th Street
Riverside, CA 92501



RE: AB 52 Consultation; Gilman Springs Widening Project

The Soboba Band of Luiseño Indians has received your notification pursuant under Assembly Bill 52.

Soboba Band of Luiseño Indians is requesting to initiate formal consultation with the County of Riverside. A meeting can be scheduled by contacting me via email or phone. All contact information has been included in this letter.

I look forward to hearing from and meeting with you soon.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe", with a long horizontal line extending to the right.

Joseph Ontiveros, Director of Cultural Resources
Soboba Band of Luiseño Indians
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

Confidentiality: The entirety of the contents of this letter shall remain confidential between Soboba and the County of Riverside. No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseño Indians.

Bulinski, Jan

From: Bulinski, Jan
Sent: Thursday, November 30, 2017 7:33 AM
To: 'Joseph Ontiveros'
Subject: gilman springs records search info
Attachments: 33-001413.pdf; 33-001743.pdf; 33-001744.pdf; 33-002025.pdf; 33-006229.pdf; 33-011621.pdf; 33-012933.pdf; 33-012934.pdf; 33-012935.pdf; 33-012936.pdf; 33-012937.pdf; 33-012938.pdf; 33-013848.pdf; 33-013849.pdf

Hi Joe,

Attached is the first part of the records search information we discussed yesterday. There are several files which may take a few emails to get over to you. I appreciate you taking time to come over to learn more about our projects. The information you provided was very helpful. We will be in touch as the project progresses.

Regards,

Jan Bulinski
Senior Transportation Planner
Riverside County Transportation Dept.
3525 14th Street
Riverside, CA 92502

jbulinski@rivco.org
951.955.6859

[How are we doing?](#) Click the link and tell us

Bulinski, Jan

From: Bulinski, Jan
Sent: Thursday, November 30, 2017 7:34 AM
To: 'Joseph Ontiveros'
Subject: gilman springs records search part II
Attachments: 33-013850.pdf; 33-021095.pdf; 33-021096.pdf; Report list.pdf; Studies and resources list.pdf; studies and resources map.pdf

Joe,
Here is part two of the records search for gilman.

Jan Bulinski
Senior Transportation Planner
Riverside County Transportation Dept.
3525 14th Street
Riverside, CA 92502

jbulinski@rivco.org
951.955.6859

[How are we doing?](#) Click the link and tell us



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Torres Martinez Desert Cahuilla Indians
Michael Mirelez, Cultural Resource Coordinator
P.O. Box 1160
Thermal, CA 92274

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Mirelez:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Torres Martinez Desert Cahuilla Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive style with a large initial "J".

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
Deputy for Transportation/Planning and
Development

Patricia Romo, P.E.
Director of Transportation

Transportation Department

January 23, 2018

Michael Mirelez
Torres Martinez Desert Cahuilla Indians
P.O. Box 1160
Thermal, CA 92274

Subject: Follow-up for Initiation of Consultation for Gilman Springs Road Widening Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Mirelez:

This letter serves as a follow-up to consult on the County of Riverside's proposed Gilman Springs Road Widening, pursuant to Public Resources Codes Section 2108.3.1 and 21080.3.2 (AB 52). In accordance with Public Resources Codes Section 2108.3.1(e), the County mailed you a letter dated October 17, 2017 initiating the consultation process, followed by an email and/or phone call on November 28, 2017. As no response has yet been received, the County is sending you this follow-up letter requesting that you contact me in order to determine your involvement in the AB 52 process. Consultation may be conducted in person or if you prefer, by email, letter, or telephone.

The County will be concluding the consultation process with Torres Martinez Desert Cahuilla Indians for this project unless we receive a response from you within 30 days of the date of this letter. If no response is received within this time frame, the County will consider AB 52 consultation with the Tribe to be complete.

Please contact me if you would like to arrange a date and time for a consultation meeting.

Sincerely,

A handwritten signature in blue ink that reads 'Jan Bulinski'.

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501

951-955-6859
jbulinski@rivco.org



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Twenty Nine Palms Band of Mission Indians
Anthony Madrigal Jr, THPO
46-200 Harrison Place
Coachella, CA 92236

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Madrigal:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Twenty Nine Palms Band of Mission Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive, flowing style.

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

Transportation Department

October 17, 2017

Twenty Nine Palms Band of Mission Indians
Darrell Mike, Chair
46-200 Harrison Place
Coachella, CA 92236

Subject: Notification of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Mr. Mike:

This letter is a formal notification of the County of Riverside's proposed Gilman Springs Widening Project, which is subject to compliance with the California Environmental Quality Act (CEQA). The County of Riverside (County) is the CEQA lead agency responsible for consulting with California Native American Tribes pursuant to Public Resources Codes Section 20180.3.1 and 21080.3.2 (AB52). Accordingly, this letter provides a brief description of the proposed project, its location, and lead agency contact information.

Project Description:

The County of Riverside (County), in cooperation with the California Department of Transportation (Caltrans), proposes to widen Gilman Springs Road from approximately 8,900 feet south of Alessandro Boulevard and approximately 5,100 feet south of Bridge Street. The widening would be accomplished by widening the pavement by four feet along the eastern (northern) edge of the roadway with the remainder of the widening along the western (southern) edge. The centerline of the road would be shifted westerly so the existing pavement would need to be resurfaced in order to shift the crown of the road accordingly. Rumble strips will be installed on the shoulders and median of the road. The work would include vegetation and tree removal, grading along adjacent properties, reconstructing driveway and street tie-ins, and other associated work as needed. The existing culvert crossings and drainage structures would be extended and or reconstructed. Traffic devices such as striping, reflective markers and signage would be relocated to the new roadway configuration. Utility relocations and adjustments would be made to power poles, gas valves, and any other utilities determined to be present.

Project Location:

Gilman Springs Road, Moreno Valley, California

Contact Information:

The County lead contact for AB 52 Consultation on this project is:

Jan Bulinski
Senior Transportation Planner
3525 14th Street
Riverside, CA 92501
951-955-6859
jbulinski@rivco.org

If the Twenty Nine Palms Band of Mission Indians wishes to consult with the County regarding the Gilman Springs Road Widening Project, please indicate in writing via letter address to the lead contact at the address provided above within 30 days (on or before November 16, 2017), and provide a name of the tribe's designated lead contact person.

Sincerely,

A handwritten signature in black ink that reads "Jan Bulinski". The signature is written in a cursive, flowing style.

Jan Bulinski
Senior Transportation Planner

Enclosure: vicinity map



TWENTY-NINE PALMS BAND OF MISSION INDIANS

46-200 Harrison Place . Coachella, California . 92236 . Ph. 760.863.2444 . Fax: 760.863.2449

November 20, 2017

Jan Bulinski, Senior Transportation Planner
County of Riverside | Transportation Department
3525 14th Street
Riverside, CA 92501

RE: Notice of Gilman Springs Widening Project Pursuant to Public Resources Code Section 20180.3.1 and 21080.3.2 (AB 52)

Dear Ms. Bulinski,

This letter is in regards to consultation in compliance with CEQA (California Environmental Quality Act) for the formal notification of the Gilman Springs Widening Project. The Tribal Historic Preservation Office (THPO) is not aware of any archaeological/cultural sites or properties in the project area that pertain to the Twenty-Nine Palms Band of Mission Indians. We currently have no specific concerns or interest in this project and defer to the comments of other affiliated Tribe(s).

If you have any questions, please do not hesitate to contact the THPO at (760) 775-3259 or by email: TNPConsultation@29palmsbomi-nsn.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anthony Madrigal, Jr.", is written over the typed name and title.

Anthony Madrigal, Jr.
Tribal Historic Preservation Officer

cc: Darrell Mike, Twenty-Nine Palms Tribal Chairman
Sarah Bliss, Twenty-Nine Palms Tribal Cultural Specialist

Appendix C Mitigation Monitoring and Reporting Program

This page intentionally left blank

Date: (8/3/22) Project Phase: 1 <input checked="" type="checkbox"/> PA/ED <input type="checkbox"/> PS&E <input type="checkbox"/> Construction		Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)									
Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)	Remarks	Environmental Compliance		
									YES	NO	
Aesthetics											
SM AES-1: Apply Minimum Lighting Standards. All artificial outdoor lighting will be limited to safety and security requirements, designed using Illuminating Engineering Society design guidelines and in compliance with International Dark-Sky Association-approved fixtures. All lighting will be designed to have minimum impact on the surrounding environment and will use downcast, cut-off type fixtures that direct the light only toward objects requiring illumination. Shielding will be utilized, where needed, to ensure light pollution is minimized. Therefore, lights will be installed at the lowest allowable height and cast low-angle illumination while minimizing incidental light spill onto adjacent properties, open spaces, or backscatter into the nighttime sky. The lowest allowable illuminance level will be used for all lighted areas and the number of nighttime lights needed to light an area will be minimized to the highest degree possible. Light fixtures will have non-glare finishes that will not cause reflective daytime glare. Lighting will be designed for energy efficiency and have daylight sensors or be timed with an on/off program. Lights will provide good color rendering with natural light qualities with the minimum intensity feasible for security, safety, and personnel access. Lighting, including light color rendering and fixture types, will be designed to be aesthetically pleasing. LED lighting will avoid the use of blue-rich white light lamps and use a correlated color temperature that is no higher than 3,000 Kelvin (International Dark-Sky Association 2010a, 2010b, 2015). Wherever possible and pragmatic, the County will use fixtures and lighting control systems that conform to the International Dark-Sky Association's Fixture Seal of Approval program. In addition, LED lights will use shielding to ensure that nuisance glare and light spill do not affect sensitive residential viewers.	2-7	IS/MND, Section 2.1.3	Project Engineer/RCTD	Design							
Agricultural And Forestry Resources											
AMM AG-1: Farmland temporarily affected during construction activities will be returned to conditions that allow for continued use and function.	2-30	IS/MND, Section 2.1.3	Contractor	Post-construction							
Biological Resources											
AMM BIO-1: Clearing of natural vegetation (including sage scrub) will be performed outside of the active breeding season for birds, as defined in the WRC MSHCP (March 1 through June 30) (WRC	2-165	IS/MND, Section 2.4.3	Contractor	Construction							

Date: (8/3/22) Project Phase: 1 <input checked="" type="checkbox"/> PA/ED <input type="checkbox"/> PS&E <input type="checkbox"/> Construction		Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)									
Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
MSHCP Volume I § 7.5.3) If construction activities and disturbances to vegetation cannot be avoided during the active breeding season, AMM BIO-14 is required (refer to measure BIO-14 for the nesting bird survey requirements).											
AMM BIO-2: Active construction areas will be watered regularly to control dust and thus minimize impacts on adjacent vegetation (WRC MSHCP Volume I § 7.5.3).	2-165	IS/MND, Section 2.4.3	Contractor/ Qualified Biologist	Construction							
AMM BIO-3: When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to Riverside sage scrub, appropriate firefighting equipment (e.g., extinguishers, shovels, water tankers) will be available on the project site during all phases of project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, or other fire preventative methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and fire response to fires will advise contractors regarding fire risk from all construction-related activities (WRC MSHCP Volume I § 7.5.3).	2-165	IS/MND, Section 2.4.3	Contractor/ Qualified Personnel	Construction							
AMM BIO-4: The qualified project biologist will monitor construction activities for the duration of the project at a frequency necessary to ensure that practicable measures are being employed and avoid incidental disturbance of habitat and species of concern outside the project footprint (WRC MSHCP Volume I § 7.5.3). To avoid attracting predators of the species of concern, the project site will be kept as clean of debris as possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site(s), as will any other waste, dirt, or rubble generated from project activities. Special attention will be given to ensure that any environmentally sensitive area (ESA) fencing required in AMM BIO-5 is maintained. Additionally, ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of BMPs. This will be done in tandem with AMM BIO-5 , below, which includes the fencing of sensitive areas (e.g., riparian/riverine resources and jurisdictional waters and wetlands adjacent to the LOD and conserved lands).	2-166	IS/MND, Section 2.4.3	Contractor/ Qualified Biologist	Construction							
AMM BIO-5: Construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the project footprint and designated staging areas and routes of travel. The construction area(s) will be the minimal area necessary to	2-166	IS/MND, Section 2.4.3	Contractor/ Qualified Biologist	Construction							

Date: (8/3/22)
 Project Phase: 1
 PA/ED
 PS&E
 Construction

Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
complete the project and will be specified in the construction plans. Construction limits adjacent to sensitive resource areas will be demarcated using ESA fencing (e.g., orange snow fencing, silt fencing, signage). The ESA fencing will be reviewed at a frequency deemed necessary by the biological monitor (as indicated in AMM BIO-4) until the completion of all construction activities. Employees will be instructed that their activities are restricted to the construction areas (WRC MSHCP Volume I, Appendix C). Access to sites will be from pre-existing access routes to the greatest extent possible (WRC MSHCP Volume I § 7.5.3, and WRC MSHCP Volume I, Appendix C).											
AMM BIO-6: Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth (WRC MSHCP Volume I § 7.5.3). Vegetation removed from the project site will be covered while being carried on trucks, and vegetation materials removed from the site will be disposed of in accordance with applicable laws and regulations.	2-166	IS/MND, Section 2.4.3	Contractor/ Qualified Biologist	Pre-construction/ Construction							
AMM BIO-7: Construction equipment will be cleaned of mud or other debris that may contain invasive plants or seeds and inspected to reduce the potential of spreading Noxious weeds before mobilizing to the site and before leaving the site during the course of construction. Equipment will be cleaned within designated staging areas that are not adjacent to drainages, P/QP, or ARL. These areas will be adequately fenced to control the spread of invasive species and runoff (WRC MSHCP Volume I § 7.5.3 and Appendix C).	2-166	IS/MND, Section 2.4.3	Contractor/ Qualified Biologist	Construction							
AMM BIO-8: Plans for water pollution and erosion control (i.e., Storm Water Pollution Prevention Plan [SWPPP]) will be prepared in accordance with project aquatic resource permits and other project requirements. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. The County will review and approve plans prior to construction (WRC MSHCP Volume I § 7.5.3). The following measures will be incorporated into the plans, as applicable, to ensure consistency with the WRC MSHCP: <ul style="list-style-type: none"> Water pollution and erosion control plans will be developed and implemented in accordance with RWQCB requirements (WRC MSHCP Volume I, Appendix C) and 	2-167	IS/MND, Section 2.4.3	Qualified Biologist	Construction							

Date: (8/3/22)
 Project Phase: 1
 PA/ED
 PS&E
 Construction

Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
							YES	NO		YES	NO
<p>will ensure that no fluids or sediment from construction will enter into the ESA fenced areas.</p> <ul style="list-style-type: none"> Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized (WRC MSHCP Volume I § 7.5.3). No erodible materials will be deposited into watercourses or areas demarcated with ESA fencing. Vegetation, loose soils, or other debris material will not be stockpiled within stream channels or on adjacent banks (WRC MSHCP Volume I § 7.5.3, and WRC MSHCP Volume I, Appendix C). Projects that cannot be conducted without placing equipment or personnel in riparian vegetation areas will be timed to avoid the breeding season of riparian-associated species identified in WRC MSHCP Global Species Objective No. 7 (WRC MSHCP Volume I, Appendix C). The WRC MSHCP defines <i>breeding season</i> as March 1 through June 30. If streamflows must be diverted, the diversions will be conducted using sandbags or other methods requiring minimal instream impacts as directed in project permits. Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activity to minimize the transport of sediments offsite. Settling ponds where sediment is collected will be cleaned out in a manner that prevents the sediment from reentering the stream (if applicable). Care will be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream (WRC MSHCP Volume I § 7.5.3, WRC MSHCP Volume I, Appendix C). Short-term diversions will consider impacts on wildlife (WRC MSHCP Volume I § 7.5.3). If water diversion is needed, a diversion plan will be provided to the RCA, USFWS, and CDFW for their approval prior to construction. Equipment storage, fueling, and staging areas will be located on non-sensitive upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats (WRC MSHCP Volume I § 7.5.3, and WRC MSHCP Volume I, Appendix C). These designated areas 											

Date: (8/3/22)
 Project Phase: 1
 PA/ED
 PS&E
 Construction

Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
							YES	NO		YES	NO
<p>will be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions will be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials will be reported to appropriate entities, including, but not limited to, the applicable jurisdictional city, County, USFWS, CDFW, and RWQCB, and will be cleaned up immediately and contaminated soils removed to approved disposal areas (WRC MSHCP Volume I, Appendix C).</p> <ul style="list-style-type: none"> All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substance will occur only in designated areas within the proposed grading limits of the project site. These designated areas will be clearly marked and located in such a manner as to contain runoff (WRC MSHCP Volume I § 7.5.3). 											
<p>AMM BIO-9: The LOD, including the upstream, downstream, and lateral extents on either side of any stream adjacent to the project impact footprint, will be clearly defined and marked in the field. Monitoring personnel (biology) will review the LOD prior to initiation of construction activities (WRC MSHCP Volume I § 7.5.3, and WRC MSHCP Volume I, Appendix C). This will ensure avoidance of jurisdictional areas and riparian habitat.</p>	2-168	IS/ MND, Section 2.4.3	Project Engineer/ County/ Qualified Biologist/ Contractor	Design/Pre-construction/ Construction							
<p>AMM BIO-10: During construction, the placement of equipment within a stream or on adjacent banks or adjacent upland habitats occupied by WRC MSHCP Covered Species that are outside of the project footprint will be avoided (WRC MSHCP Volume I § 7.5.3, and WRC MSHCP Volume I, Appendix C).</p>	2-168	IS/ MND, Section 2.4.3	Qualified Biologist/ Contractor	Construction							
<p>MM BIO-11: Compensation for permanent impacts on Public/Quasi Public (P/QP) lands and riparian/riverine resources will occur at a minimum 1:1 ratio for P/QP lands, minimum 3:1 ratio for riparian resources, and minimum 3:1 ratio for riverine resources. The compensation can be a combination of enhancement, restoration, or creation, as long as there is no net loss of either P/QP lands/functions and values or riparian/riverine resources, as applicable. The remaining compensation can occur as enhancement or restoration or as directed in the project permits. Compensation for permanent impacts to riparian/riverine and jurisdictional resources would occur through the purchase of mitigation bank credits through the Riverpark Mitigation Bank,</p>	2-168	IS/ MND, Section 2.4.3	Project Engineer/ Qualified Biologist	Design/Pre-construction							

Date: (8/3/22) Project Phase: 1 <input checked="" type="checkbox"/> PA/ED <input type="checkbox"/> PS&E <input type="checkbox"/> Construction		Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)										
		Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source <small>(Technical Study, Environmental Document, and/or Technical Discipline)</small>	Responsible for Development and/or Implementation of Measure	Timing/Phase	If applicable, corresponding construction provision: <small>(standard, special, non-standard)</small>	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance
YES	NO								YES	NO		
permittee responsible mitigation, or other approved mitigation provider. The temporary impacts may be replaced through in-kind restoration at their current locations at no less than a 1:1 ratio. Temporal losses will be addressed through a replacement ratio of 0.5:1 offsite.												
AMM BIO-12: A qualified biologist will conduct a training session for project and construction personnel (WRC MSHCP Volume I § 7.5.3) prior to grading or staging. The training will include a description of the species of concern and their habitats, the general provisions of FESA and CESA and the WRC MSHCP, the need to adhere to the provisions of the acts and the WRC MSHCP, the penalties associated with violating the provisions of the acts, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished (WRC MSHCP Volume I, Appendix C). All sensitive areas will be fenced as presented in measure BIO-5, above.		2-168	IS/ MND, Section 2.4.3									
AMM BIO-13: Incorporate Shielding in Project Design to Ensure Ambient Lighting. The WRC MSHCP requires that shielding be incorporated in project designs to ensure ambient lighting in WRC MSHCP conservation areas is not increased (WRC MSHCP Volume I § 6.1.4). Night lighting will be directed away from natural lands within existing and proposed WRC MSHCP conservation areas in order to support potential linkage and core functions during construction. This is intended to protect species within existing and proposed WRC MSHCP conservation areas from direct night lighting during construction, if activities occur at night. Lights will consist of low pressure sodium bulbs or equivalent type.		2-169	IS/ MND, Section 2.4.3	Project Engineer	Design/Pre-construction/Construction							
AMM BIO-14: If construction commences during the bird breeding season (March 1 through June 30), an experienced avian biologist will conduct a preconstruction survey for nesting birds within three days prior to construction activities. The survey will occur within all suitable nesting habitat within the project impact area and a 500-foot buffer, where access is permitted. If nesting birds are found, a qualified biologist will establish an avoidance area, as appropriate, around the nest until it is determined that young have fledged, or nesting activities have ceased. The project site will be resurveyed if there is a lapse in construction activities for more than seven days during the nesting season.		2-169	IS/ MND, Section 2.4.3	Contractor/ Qualified Biologist	Pre-construction/Construction							

Date: (8/3/22)
 Project Phase: 1
 PA/ED
 PS&E
 Construction

Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
							YES	NO		YES	NO
AMM BIO-15: A preconstruction sweep will be conducted by qualified biologist each morning prior to clearing/grubbing in areas of suitable habitat to support terrestrial wildlife. The goal of the survey will be to identify any special-status species not covered by the WRC MSHCP that may be present within the project footprint and to remove the animal(s) from the project footprint, as possible, to avoid any injury or mortality.	2-169	IS/ MND, Section 2.4.3	Contractor/ Qualified Biologist	Pre-construction/Construction							
AMM BIO-16: The County will perform annual clearing of debris from all culverts within the drainage easements after project completion.	2-169	IS/ MND, Section 2.4.3	Qualified Biologist/ Project Engineer	Post-construction							
AMM BIO-17: A Habitat Mitigation and Monitoring Plan (HMMP) will be prepared for permanent and temporary impacts on P/QP conserved lands, riparian/riverine lands, ARL conserved lands, and all other lands requiring on-site restoration and/or off-site mitigation. Off-site mitigation lands will be acquired for the replacement of P/QP conserved lands, ARL, and riparian/riverine lands that would be permanently removed by the project. The plan will provide a 5-year restoration plan for off-site mitigation areas for P/QP and ARL replacement and any off-site permittee-responsible mitigation area, that will include baseline conditions of off-site vegetation and habitat; removal of nonnative vegetation and/or debris; planting specifications (including a plant/seed palette with native species), monitoring and maintenance requirements; frequency of monitoring; performance criteria (i.e. minimum percent cover of nonnatives and native species); and reporting requirements. Due to the high percentage of nonnative annual species within the footprint, performance standards will be developed based on current habitat conditions and will include the specifications, and performance criteria that will be used to demonstrate equivalent or superior habitat value after restoration. For onsite temporary impacts of the conserved lands, the HMMP will also describe the baseline pre-project vegetation cover and soil compaction conditions; site preparation requirements including procedures and design specifications for post-construction scarifying, soil decompaction based on baseline data, and hydroseeding with a native seed mix approved by the WRRCRA and agencies, methods for ongoing monitoring and County maintenance until impacts meet or exceed the baseline condition in order to ensure that temporary impact areas on P/QP lands are returned to their original condition or would provide a biological lift;	2-169	IS/ MND, Section 2.4.3	Qualified Biologist	Pre-construction							

Date: (8/3/22)
 Project Phase: 1
 PA/ED
 PS&E
 Construction

Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
							YES	NO		YES	NO
remedial measures (e.g., additional hydroseeding); and reporting. The County will submit the HMMP to the WRCRCA, USFWS, and CDFW for review and approval at least 60 days prior to initiating any project activities that could impact P/QP lands.											
MM BIO-18: Compensate for Permanent Loss of CDFW-owned Conserved Lands. Compensation for permanent loss of conserved lands owned by the California Department of Fish and Wildlife (CDFW) (for both P/QP and Western Riverside County [WRC] Multiple Species Habitat Conservation Plan [MSHCP] Additional Reserve Lands [ARL]) within the San Jacinto Wildlife Area (SJWA) and ARL owned by Western Riverside County Regional Conservation Authority (WRCRCA) will be accomplished through the acquisition of replacement lands at a minimum 1:1 ratio. These lands will be contiguous to the existing conservation area and would not occur within lands that are already described for WRC MSHCP conservation. The Habitat Mitigation and Monitoring Plan (HMMP) (AMM BIO-17) will provide the detail for the restoration, creation, or enhancement that would occur on the selected site, if applicable. Acquisition lands must, at a minimum, provide equivalent habitat value to the lands which are affected. This will ensure that the SJWA remains whole and complete, and WRCRCA ARL outside the 128-foot take allowance are replaced. The County will coordinate with CDFW and/or WRCRCA to identify suitable properties and ensure the criteria identified in this measure are met.	2-170	IS/ MND, Section 2.4.3	Qualified Biologist	Pre-construction							
AMM BIO-19: As part of the construction phase of the project, during construction all culverts and wildlife crossings will be cleared of weedy vegetation, debris, and trash that may be obstructing the entrances and the immediate surrounding areas upstream and downstream, as necessary, and any crossings that are partially blocked will be cleared entirely such that they are fully open and functional (WRC MSHCP Volume I § 7.5.2).	2-170	IS/ MND, Section 2.4.3	Contractor/ Qualified Biologist	Construction							
AMM BIO-20: A Wildlife Fencing Plan will be developed and implemented for the proposed Bridge Street wildlife crossing. The Final Wildlife Fencing Plan will include the following considerations: <ul style="list-style-type: none"> • Guidelines on fencing design • Design of access gates • Construction requirements for fence ends 	2-171	IS/ MND, Section 2.4.3	Qualified Biologist	Pre-construction							

Date: (8/3/22)
 Project Phase: 1
 PA/ED
 PS&E
 Construction

Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
<ul style="list-style-type: none"> Facilitation of escape opportunities <p>The plan will be prepared by a qualified biologist and will use the best available science and any requirements from the WRC MSHCP. The Wildlife Fencing Plan will be approved by WRCRCA, the U.S. Fish and Wildlife Service (USFWS), and CDFW prior to construction.</p>											
<p>AMM BIO-21: BUOW focused surveys along Gilman Springs Road were positive in 2018 in the BSA the following actions will be implemented:</p> <ul style="list-style-type: none"> A 30-day pre-construction survey for BUOW is required prior to initial ground-disturbing activities (e.g., vegetation clearing, clearing, and grubbing, tree removal, site watering) to ensure that no BUOW have colonized the site in the days or weeks preceding the ground-disturbing activities. Pre-construction surveys will be conducted in the morning one hour before sunrise to two hours after sunrise or in the early evening two hours before sunset to one hour after sunset within areas providing suitable habitat for BUOW. The survey will include the project limits and a 500-foot buffer. If BUOWs are present within 500 feet of project activities, the following measures will be implemented, as applicable. If BUOWs have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform and coordinate further with the Wildlife Agencies and the WRCRCA that the 30-day preconstruction survey is positive for BUOW, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. The Protection and Relocation Plan will provide any additional avoidance/minimization, relocation/exclusion, and monitoring methods that will be used, nest buffers, and any additional mitigation requirements, which may include the following: <ul style="list-style-type: none"> If BUOW are found outside of the project site but within 500-ft of project activities during pre-construction take avoidance surveys during the nesting season, the BUOW will be fully avoided by establishing an appropriate buffer in coordination with CDFW. No work will occur within the buffered 	2-171	IS/ MND, Section 2.4.3	Qualified Biologist	Pre-construction							

Date: (8/3/22) Project Phase: 1 <input checked="" type="checkbox"/> PA/ED <input type="checkbox"/> PS&E <input type="checkbox"/> Construction		Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)									
Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
<p>area until a qualified biologist has verified that BUOW young have fledged, or owls are no longer occupying the burrow.</p> <ul style="list-style-type: none"> o If BUOW are found during pre-construction take avoidance surveys outside of the nesting season, passive relocation by a qualified avian biologist will be conducted once it has been confirmed that pairing activities are not observed. Passive relocation efforts will be conducted in coordination with CDFW. o If construction activities have ceased or the site has been left undisturbed for more than 30 days, a pre-construction survey must be repeated to ensure that BUOW has not recolonized the site. If BUOW is found, the same coordination described above will be necessary. 											
Cultural Resources											
<p>SM CR-1: Due to the general archaeological sensitivity of the project area, the County of Riverside will retain a qualified archaeologist to provide archaeological monitoring during ground disturbing activities in areas of previously undisturbed and native soils. Specifically, the following measures will be implemented:</p> <ul style="list-style-type: none"> • The County of Riverside will retain a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards in archaeology, as promulgated in Code of Federal Regulations (CFR), Title 36, to oversee all monitoring work and supervise the archaeological monitor(s). • Prior to the start of construction, a monitoring plan will be prepared that describes the nature of the archaeological monitoring work, procedures to follow in the event of an unanticipated discovery, and reporting requirements. • The archaeological monitor will only be present on-site during construction that involves ground disturbing activities such as, but not limited to, potholing, boring, grading, excavation, trenching or drilling within previously undisturbed and native soils. • Archaeological monitoring will not occur for work activities that include the demolition and removal of non-native 	2-175	IS/ MND, Section 2.5.3	Contractor/ Project Engineer/ Qualified Archaeologist	Construction							

Date: (8/3/22)
 Project Phase: 1
 PA/ED
 PS&E
 Construction

Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
							YES	NO		YES	NO
<p>materials such as existing concrete, asphalt pavement, and pavement base layers, or ground disturbing activities that occur within previously disturbed areas.</p> <ul style="list-style-type: none"> If archaeological resources are encountered during construction, the contractor shall: Halt all work within a 60-foot radius and shall immediately inform the Resident Engineer (RE), the County representative and Caltrans archaeologist. Following notification, a qualified archaeologist will make a preliminary assessment of the discovery to determine whether the find is an isolated artifact or recent deposit. If the find is determined to be isolated or recent, construction will be allowed to resume. Should the archaeologist determine the discovery is potentially significant, the archaeologist will evaluate the discovery and if necessary, formulate appropriate mitigation measures after consultation with the County and Caltrans. If the discovery contains Native American archaeological resources, all Native American consulting Tribes shall be contacted and informed of the discovery. Additionally, if prehistoric or historic-era archaeological resources are encountered anywhere during project construction when no archaeologist is present, work in the area must halt within a 60-foot radius until a qualified archaeologist can evaluate the nature and significance of the find and formulate appropriate evaluation and/or mitigation measures. Should the deposit contain Native American resources, the County will consult with consulting Tribes as to how the deposit and any associated artifacts and features should be treated. Once the archaeologist has determined that the archaeological deposit has been sufficiently documented, recovered/removed, and concluded that further construction activities would not impact additional archaeological deposits in the immediate area, construction activity can resume in that area. A final cultural resources report shall be produced, which shall discuss the monitoring program and its results and provide interpretations of any recovered cultural materials. 											

Date: (8/3/22)
 Project Phase: 1
 PA/ED
 PS&E
 Construction

Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
							YES	NO		YES	NO
<p>SM CR-2: Stop work if human remains are encountered during construction activities. In the event that human remains are discovered during construction at any time, the following provisions shall apply:</p> <ul style="list-style-type: none"> All construction activity shall immediately be halted within 60 feet of the discovery and the RE shall be informed. The RE shall then immediately contact the Riverside County Coroner and the archaeologist, if not already present. The coroner will have two working days to inspect the remains after receiving notification. During this time all remains, associated soils, and artifacts will remain in situ, and shall be protected from public viewing. The County will take appropriate measures to protect the discovery site from disturbance during any negotiations. This may include restricting access to the discovery site and the need to hire 24-hour security. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American and not under the coroner's jurisdiction, within 24 hours the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific analysis of human remains and items associated with Native American burials. The MLD and the County will conduct consultation to determine a course of treatment for the remains and any associated items. Work will be suspended within a 60-foot radius of the human remains until the protocols set forth in the agreed on treatment plan are implemented. The archaeologist will work with the MLD and Caltrans and the County in regard to the treatment of the remains and all associated funerary objects, and will ensure that any identified human remains and associated funerary objects will be stabilized and secured while they are left in place and while treatment decisions are in progress. 	2-176	IS/MND, Section 2.5.3	Contractor/ Project Engineer/ Qualified Archaeologist/ California State Native American Heritage Commission	Construction							

Date: (8/3/22)
 Project Phase: 1
 PA/ED
 PS&E
 Construction

Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
<p>Information concerning the discovery shall not be disclosed pursuant to the specific exemption set forth in California Government Code Section 6254.5(e).</p> <ul style="list-style-type: none"> According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). In the event that the County and MLD are in disagreement regarding the disposition of the remains, State law will apply, and the mediation and decision process will occur through consultation with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)). 											
Geology, Soils, and Paleontological Resources											
<p>SM GEO-1: A PMP will be developed and implemented prior to commencement of project construction. The PMP will follow the guidelines of Caltrans and the recommendations of the Society of Vertebrate Paleontology, and it will be prepared and submitted to Caltrans for review during the PS&E phase of the project. Society of Vertebrate Paleontology recommendations include the following:</p> <ul style="list-style-type: none"> Having the qualified paleontologist attend the preconstruction meeting to consult with the grading and excavation contractors. Providing a paleontological monitor on site to inspect paleontological resources on a full-time basis during the original cutting of previously undisturbed deposits of high or moderate paleontological resource potential and on a part-time basis during the original cutting of previously undisturbed deposits of low paleontological resource potential. Having the qualified paleontologist or paleontological monitor salvage and recover paleontological resources. Collecting stratigraphic data (by the qualified paleontologist and/or paleontological monitor) to provide a stratigraphic context for recovered paleontological resources. Preparing (i.e., repairing and cleaning), sorting, and cataloging recovered paleontological resources. 	2-191	IS/MND, Section 2.7.3	Project Engineer/Designer Contractor	Design/Construction							

Date: (8/3/22) Project Phase: 1 <input checked="" type="checkbox"/> PA/ED <input type="checkbox"/> PS&E <input type="checkbox"/> Construction		Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)									
Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
							YES	NO		YES	NO
<ul style="list-style-type: none"> Donating prepared fossils, field notes, photographs, and maps to a scientific institution with permanent paleontological collections, such as the Riverside County Museum. Completing a final summary report that outlines the results of the mitigation program. 											
Hazards and Hazardous Materials											
SM HAZ-1: Prior to construction, in order to avoid potential impacts from pavement striping removal during construction, testing and removal requirements for yellow striping, pavement marking materials, and bridge paints will be performed in accordance with Caltrans Standard Specifications Sections 14-11.12 and 14-11.13A.	2-205	IS/MND, Section 2.9.3	Contractor	Pre-construction							
Hydrology and Water Quality											
SM WQ-1: Construction SWPPP. The project will comply with the SWRCB Construction General Permit in effect at the time the project goes to construction by developing and implementing a SWPPP. The SWPPP is a project-specific document that calculates the site's risk level during construction, includes guidelines for monitoring and reporting, and provides Erosion Control Plan and BMP details for the construction site. The SWPPP also includes Construction Site BMPs, which are implemented to minimize sediment and erosion during construction. Permit Registration Documents, which include a Notice of Intent, Risk Assessment, Site Map, SWPPP, and other compliance-related documents required by the Construction General Permit, would be electronically filed through the SWRCB's Storm Water Multiple Application and Report Tracking System (SMARTS) prior to the start of construction. Additionally, within 90 days of when construction is complete, a Notice of Termination will be electronically filed through SMARTS.	2-216	IS/MND, Section 2.10.3	Project Engineer/Contractor	Design/Pre-construction/Construction/Post-construction							
SM WQ-2: Post-Construction BMPs. Post-construction BMPs will be implemented to the maximum extent practicable, consistent with the requirements of the NPDES permit and Waste Discharge Requirements for the County of Riverside's MS4 Permit in place at the time of project approval.	2-217	IS/MND, Section 2.10.3	Project Engineer/Contractor	Post-construction							

Date: (8/3/22) Project Phase: 1 <input checked="" type="checkbox"/> PA/ED <input type="checkbox"/> PS&E <input type="checkbox"/> Construction		Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)									
Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)	Remarks	Environmental Compliance		
									YES	NO	
Transportation											
SM TRA-1: Temporary impacts on traffic flow as a result of construction activities would be minimized through construction phasing and signage and a traffic management plan (TMP).	2-246	IS/MND, Section 2.17.3	Project Engineer/Contractor	Preconstruction/Construction							
Tribal Cultural Resources											
SM TCR-1: Due to the general sensitivity of the project area, the County of Riverside will retain a Native American Monitor to provide monitoring during ground disturbing activities in areas of previously undisturbed and native soils. One Native American Monitor will be present during ground disturbing activities in areas of previously undisturbed and native soils. If multiple Tribes request to provide monitoring, tribal monitoring will be scheduled on an alternating basis between the consulting Tribes. Tribal monitors scheduled by the County will be compensated. In addition, if a Tribe wishes to have a tribal representative on site to observe ground disturbing activities when its tribal monitor is not scheduled to work on the project, the Tribe may do so at its own expense. The Native American monitor will only be present on-site during construction that involves ground disturbing activities such as, but not limited to, potholing, boring, grading, excavation, trenching or drilling within previously undisturbed and native soils. Native American monitoring will not occur for work activities that include the demolition and removal of non-native materials such as existing concrete, asphalt pavement, and pavement base layers, or ground disturbing activities that occur within previously disturbed areas. Attendance by Native American monitors during construction of the project is at the discretion of the Tribe, and the absence of a Native American monitor, should the Tribes choose to forgo monitoring for some reason, will not delay work. The Native American Monitor will complete daily monitoring logs that provide descriptions of construction activities, locations, soil, and any cultural materials identified. When a potential cultural resource is discovered, the Native American monitor must immediately notify the archaeologist, construction foreman, and the County; and work must stop within 60 feet of the find. The Qualified Archaeologist, in cooperation with	2-251	IS/MND, Section 2.18.3	County/Qualified Archaeologist/California State Native American Heritage Commission	Construction							

Date: (8/3/22) Project Phase: 1 <input checked="" type="checkbox"/> PA/ED <input type="checkbox"/> PS&E <input type="checkbox"/> Construction		Mitigation Monitoring and Reporting Program (Gilman Springs Shoulder and Median Widening Project)									
Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	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	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
the Native American monitor, shall use flagging tape, rope, or some other means, as necessary, to delineate the area of the find plus a 60-foot buffer, within which construction shall halt. Native American monitoring shall end when ground-disturbing activities that have potential to unearth or impact potential Tribal Cultural Resources are completed or the tribal monitor has indicated that all upcoming ground-disturbing activities will not impact Tribal Cultural Resources.											
<p>SM TCR-2: If a TCR is identified during archaeological monitoring, then a Tribal Cultural Resource is a site, feature, place, cultural landscape, sacred place, or object that is of cultural value to a Tribe AND is either on or eligible for the California Register of Historic Resources or a local historic register, OR the Lead Agency, at its discretion, chooses to treat the resource as a TCR (See: PRC 21074 (a)(1)(A)-(B)).</p> <p>If a potential TCR is unexpectedly discovered during construction, as per PRC 21074(a)(2), the County will determine if the resource is a TCR pursuant to criteria set forth in subdivision (c) of Section 5024.1. If potential TCRs are discovered during construction, all work must halt within a 60-foot radius of the discovery.</p> <p>Any discovery is to be kept confidential and secure to prevent any further disturbance. There will be no publicity regarding any TCRs recovered.</p> <p>All potential TCRs unearthed by project construction activities will be evaluated by the Qualified Archaeologist in consultation with the Native American monitor. Native American artifacts and finds suspected to be Native American in nature are to be considered as potential TCRs until the County has determined otherwise through consultation with consulting Tribes. The County, Caltrans, and consulting Tribes will determine mutually acceptable treatment of TCRs.</p> <p>Construction will not take place within the delineated area of the TCR until either 1) mitigation measures have been agreed on between the County and the AB52 consulting Tribes, pursuant to PRC Section 21080.3.2, and that mitigation is carried out; or 2) if agreement cannot be reached, one or more of the standard mitigation measures described in PRC Section 21084.3 is carried out.</p>	2-252	IS/MND, Section 2.18.3	County/Qualified Archaeologist/California State Native American Heritage Commission	Construction							

Appendix D Farmland Conversion Impact Rating Form (Form CPA 106)

This page intentionally left blank.

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 12/18/18	4. Sheet 1 of 8
1. Name of Project Gilman Springs Med. & Should. Imp. Project		5. Federal Agency Involved FHWA/Caltrans	
2. Type of Project Transportation		6. County and State Riverside County, California	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 1-11-19	2. Person Completing Form RSH
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size NA 180ac	
5. Major Crop(s) ALFALFA, DAIRY, ROW CROPS, GRAIN	6. Farnable Land In Government Jurisdiction Acres: 0 %	7. Amount of Farmland As Defined In FPPA Acres: 0 %	
8. Name Of Land Evaluation System Used STORIE INDEX	9. Name of Local Site Assessment System 0	10. Date Land Evaluation Returned by NRCS 1-18-19	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	0.00	1.43		
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0.00	0.00		
C. Total Acres In Corridor	0.00	1.43		

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland		1.43		
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0	0.005		
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
		73		

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points	Alternative Corridor For Segment			
		Corridor A	Corridor B	Corridor C	Corridor D
1. Area In Nonurban Use	15	0	15		
2. Perimeter In Nonurban Use	10	0	10		
3. Percent Of Corridor Being Farmed	20	0	0		
4. Protection Provided By State And Local Government	20	0	20		
5. Size of Present Farm Unit Compared To Average	10	0			
6. Creation Of Nonfarmable Farmland	25	0	5		
7. Availability Of Farm Support Services	5	0	5		
8. On-Farm Investments	20	0	15		
9. Effects Of Conversion On Farm Support Services	25	0	0		
10. Compatibility With Existing Agricultural Use	10	0	0		
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	70	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	70	0	0
TOTAL POINTS (Total of above 2 lines)	260	0	70	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
-----------------------	---	-----------------------	---

5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

Robert S. Howard

Appendix E Emissions and Energy Estimates

This page intentionally left blank.

Gilman Springs Road Median and Shoulder Improvements Project (HSIPL-5956(263))

Construction Assumptions

Project Parameters	Input	Notes/Source
Project Start Date	2020	Project Schedule
Project Type	2	Road Widening (no capacity increase)
Project Construction Time	9	months
Working Days per Month	22	Default
Predominant Soil/Site Type	1	Sand/Gravel
Project Length	4.4	miles; project description
Total Project Area	50.6	acres; provided by Ryan C Stull (NCM) in email dated 1/31/19
Maximum Area Disturbed/Day	1.00	acres/day; assumed that no more than 1 acre/day would be disturbed on any given day
Water Trucks Used?	Yes	Required as part of SCAQMD Rule 403

Import/Export	Input	Notes/Source
Soil Import (cy)	0	Cut materials assumed to be re-used onsite; no import
<i>Daily</i>	0	Cut materials assumed to be re-used onsite; no import
Soil Export (cy)	27200	cubic yards; provided by NCM
<i>Daily</i>	344	cubic yards; assumed to be evenly distributed throughout 3.6-month grading/excavation phase
Asphalt Import (cy)	18069	cubic yards of HMA, base, and sub-base; assumed based on 42-foot ROW, 6-inch depth, and 4.4-mile project length.
<i>Daily</i>	183	cubic yards; assumed to be evenly distributed throughout 3.15-month drainage/utilities/sub-grade and and 1.35-month paving phases
Asphalt Export (cy)	0.0	Asphalt export assumed to be included as part of overall export quantities
<i>Daily</i>	0.0	Asphalt export assumed to be included as part of overall export quantities

Default construction equipment assumed, with the exception of signal boards, which would be solar-powered

Road Construction Emissions Model, Version 9.0.0

Daily Emission Estimates for -> Gilman Springs Road														
Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	1.19	10.89	12.75	10.59	0.59	10.00	2.58	0.50	2.08	0.02	2,388.64	0.58	0.06	2,419.61
Grading/Excavation	6.16	49.56	72.22	13.16	3.16	10.00	4.86	2.78	2.08	0.12	12,038.72	2.87	0.47	12,250.58
Drainage/Utilities/Sub-Grade	3.63	31.75	38.28	11.88	1.88	10.00	3.76	1.68	2.08	0.07	7,102.69	1.21	0.28	7,215.64
Paving	1.70	18.80	18.04	1.07	1.07	0.00	0.91	0.91	0.00	0.04	4,236.29	0.75	0.25	4,330.00
Maximum (pounds/day)	6.16	49.56	72.22	13.16	3.16	10.00	4.86	2.78	2.08	0.12	12,038.72	2.87	0.47	12,250.58
Total (tons/construction project)	0.41	3.45	4.58	1.05	0.21	0.84	0.36	0.19	0.18	0.01	809.40	0.17	0.03	823.40

Notes: Project Start Year -> 2020
 Project Length (months) -> 9
 Total Project Area (acres) -> 51
 Maximum Area Disturbed/Day (acres) -> 1
 Water Truck Used? -> Yes

Phase	Total Material Imported/Exported Volume (yd ³ /day)		Daily VMT (miles/day)			
	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	600	40
Grading/Excavation	344	0	540	0	1,200	40
Drainage/Utilities/Sub-Grade	0	183	0	300	960	40
Paving	0	183	0	300	800	40

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.
 Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.
 CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> Gilman Springs Road														
Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.01	0.11	0.13	0.10	0.01	0.10	0.03	0.00	0.02	0.00	23.65	0.01	0.00	21.73
Grading/Excavation	0.24	1.96	2.86	0.52	0.13	0.40	0.19	0.11	0.08	0.00	476.73	0.11	0.02	440.10
Drainage/Utilities/Sub-Grade	0.13	1.10	1.33	0.41	0.06	0.35	0.13	0.06	0.07	0.00	246.11	0.04	0.01	226.82
Paving	0.03	0.28	0.27	0.02	0.02	0.00	0.01	0.01	0.00	0.00	62.91	0.01	0.00	58.33
Maximum (tons/phase)	0.24	1.96	2.86	0.52	0.13	0.40	0.19	0.11	0.08	0.00	476.73	0.11	0.02	440.10
Total (tons/construction project)	0.41	3.45	4.58	1.05	0.21	0.84	0.36	0.19	0.18	0.01	809.40	0.17	0.03	746.98

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.
 Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.
 CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.
 The CO2e emissions are reported as metric tons per phase.

Road Construction Emissions Model
Data Entry Worksheet


Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells D10 through D24, E28 through G35, and D38 through D41 for all project types.
Please use "Clear Data Input & User Overrides" button first before changing the Project Type or begin a new project.

Input Type

Project Name
Construction Start Year
Project Type
Project Construction Time
Working Days per Month
Predominant Soil/Site Type: Enter 1, 2, or 3
(for project within "Sacramento County", follow soil type selection instructions in cells E18 to E20 otherwise see instructions provided in cells J18 to J22)
Project Length
Total Project Area
Maximum Area Disturbed/Day
Water Trucks Used?

Version 9.0.0

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.



Gilman Springs Road
2020
2
9.00
22.00
1
4.40
50.60
1.00
1

Enter a Year between 2014 and 2040 (inclusive)

- 1) New Road Construction : Project to build a roadway from bare ground, which generally requires more site preparation than widening an existing roadway
- 2) Road Widening : Project to add a new lane to an existing roadway
- 3) Bridge/Overpass Construction : Project to build an elevated roadway, which generally requires some different equipment than a new roadway, such as a crane
- 4) Other Linear Project Type: Non-roadway project such as a pipeline, transmission line, or levee construction

months
days (assume 22 if unknown)

- 1) Sand Gravel : Use for quaternary deposits (Delta/West County)
- 2) Weathered Rock-Earth : Use for Laguna formation (Jackson Highway area) or the lone formation (Scott Road, Rancho Murieta)
- 3) Blasted Rock : Use for Salt Springs Slate or Copper Hill Volcanics (Folsom South of Highway 50, Rancho Murieta)

miles
acres
acre
1. Yes
2. No

Please note that the soil type instructions provided in cells E18 to E20 are specific to Sacramento County. Maps available from the California Geologic Survey (see weblink below) can be used to determine soil type outside Sacramento County.

http://www.conservation.ca.gov/cgs/Information/geologic_mapping/Pages/googlemaps.aspx#regionalseries

Material Hauling Quantity Input

Material Type	Phase	Haul Truck Capacity (yd ³) (assume 20 if unknown)	Import Volume (yd ³ /day)	Export Volume (yd ³ /day)
Soil	Grubbing/Land Clearing			
	Grading/Excavation	20.00		344.00
	Drainage/Utilities/Sub-Grade			
	Paving			
Asphalt	Grubbing/Land Clearing			
	Grading/Excavation			
	Drainage/Utilities/Sub-Grade	20.00	183.00	
	Paving	20.00	183.00	

Mitigation Options

On-road Fleet Emissions Mitigation

Off-road Equipment Emissions Mitigation

Select "2010 and Newer On-road Vehicles Fleet" option when the on-road heavy-duty truck fleet for the project will be limited to vehicles of model year 2010 or newer
 Select "20% NOx and 45% Exhaust PM reduction" option if the project will be required to use a lower emitting off-road construction fleet. The SMAQMD Construction Mitigation Calculator can be used to confirm compliance with this mitigation measure (<http://www.airquality.org/Businesses/CEQA-Land-Use-Planning/Mitigation>).
 Select "Tier 4 Equipment" option if some or all off-road equipment used for the project meets CARB Tier 4 Standard

The remaining sections of this sheet contain areas that can be modified by the user, although those modifications are optional.

Note: The program's estimates of construction period phase length can be overridden in cells D50 through D53, and F50 through F53.

Construction Periods	User Override of Construction Months	Program Calculated Months	User Override of Phase Starting Date	Program Default Phase Starting Date
Grubbing/Land Clearing		0.90		1/1/2020
Grading/Excavation		3.60		1/29/2020
Drainage/Utilities/Sub-Grade		3.15		5/18/2020
Paving		1.35		8/22/2020
Totals (Months)		9		

Note: Soil Hauling emission default values can be overridden in cells D61 through D64, and F61 through F64.

Soil Hauling Emissions	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT					
User Input										
Miles/round trip: Grubbing/Land Clearing		30.00		0	0.00					
Miles/round trip: Grading/Excavation		30.00		18	540.00					
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		0	0.00					
Miles/round trip: Paving		30.00		0	0.00					
Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.04	0.42	3.03	0.11	0.05	0.02	1,801.75	0.00	0.28	1,886.20
Grading/Excavation (grams/mile)	0.04	0.42	3.03	0.11	0.05	0.02	1,801.75	0.00	0.28	1,886.20
Drainage/Utilities/Sub-Grade (grams/mile)	0.04	0.42	3.03	0.11	0.05	0.02	1,801.75	0.00	0.28	1,886.20
Paving (grams/mile)	0.04	0.42	3.03	0.11	0.05	0.02	1,801.75	0.00	0.28	1,886.20
Grubbing/Land Clearing (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Drainage/Utilities/Sub-Grade (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling Emissions	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Pounds per day - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Grading/Excavation	0.05	0.50	3.74	0.13	0.06	0.02	2,144.98	0.00	0.34	2,245.52
Tons per const. Period - Grading/Excavation	0.00	0.02	0.15	0.01	0.00	0.00	84.94	0.00	0.01	88.92
Pounds per day - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons per construction project	0.00	0.02	0.15	0.01	0.00	0.00	84.94	0.00	0.01	88.92

Note: Asphalt Hauling emission default values can be overridden in cells D91 through D94, and F91 through F94.

Asphalt Hauling Emissions	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT					
User Input										
Miles/round trip: Grubbing/Land Clearing		30.00		0	0.00					
Miles/round trip: Grading/Excavation		30.00		0	0.00					
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		10	300.00					
Miles/round trip: Paving		30.00		10	300.00					
Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.04	0.42	3.03	0.11	0.05	0.02	1,801.75	0.00	0.28	1,886.20
Grading/Excavation (grams/mile)	0.04	0.42	3.03	0.11	0.05	0.02	1,801.75	0.00	0.28	1,886.20
Drainage/Utilities/Sub-Grade (grams/mile)	0.04	0.42	3.03	0.11	0.05	0.02	1,801.75	0.00	0.28	1,886.20
Paving (grams/mile)	0.04	0.42	3.03	0.11	0.05	0.02	1,801.75	0.00	0.28	1,886.20
Grubbing/Land Clearing (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Drainage/Utilities/Sub-Grade (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Emissions	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Pounds per day - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Drainage/Utilities/Sub-Grade	0.03	0.28	2.08	0.07	0.03	0.01	1,191.66	0.00	0.19	1,247.51
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.01	0.07	0.00	0.00	0.00	41.29	0.00	0.01	43.33
Pounds per day - Paving	0.03	0.28	2.08	0.07	0.03	0.01	1,191.66	0.00	0.19	1,247.51
Tons per const. Period - Paving	0.00	0.00	0.03	0.00	0.00	0.00	17.70	0.00	0.00	18.53
Total tons per construction project	0.00	0.01	0.10	0.00	0.00	0.00	58.99	0.00	0.01	61.75

Note: Worker commute default values can be overridden in cells D121 through D126.

Worker Commute Emissions											
User Input	User Override of Worker Commute Default Values		Default Values		Calculated Daily Trips	Calculated Daily VMT					
	Default # Water Trucks	Program Estimate of Number of Water Trucks	Default	Maximum Acreage/Day			PM10 pounds/day	PM10 tons/per period	PM2.5 pounds/day	PM2.5 tons/per period	
Miles/ one-way trip	20										
One-way trips/day	2										
No. of employees: Grubbing/Land Clearing	15				30		600.00				
No. of employees: Grading/Excavation	30				60		1,200.00				
No. of employees: Drainage/Utilities/Sub-Grade	24				48		960.00				
No. of employees: Paving	20				40		800.00				
Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e	
Grubbing/Land Clearing (grams/mile)	0.02	1.22	0.11	0.05	0.02	0.00	350.90	0.01	0.01	353.67	
Grading/Excavation (grams/mile)	0.02	1.22	0.11	0.05	0.02	0.00	350.90	0.01	0.01	353.67	
Draining/Utilities/Sub-Grade (grams/mile)	0.02	1.22	0.11	0.05	0.02	0.00	350.90	0.01	0.01	353.67	
Paving (grams/mile)	0.02	1.22	0.11	0.05	0.02	0.00	350.90	0.01	0.01	353.67	
Grubbing/Land Clearing (grams/trip)	1.25	3.05	0.37	0.00	0.00	0.00	75.08	0.09	0.04	88.34	
Grading/Excavation (grams/trip)	1.25	3.05	0.37	0.00	0.00	0.00	75.08	0.09	0.04	88.34	
Draining/Utilities/Sub-Grade (grams/trip)	1.25	3.05	0.37	0.00	0.00	0.00	75.08	0.09	0.04	88.34	
Paving (grams/trip)	1.25	3.05	0.37	0.00	0.00	0.00	75.08	0.09	0.04	88.34	
Emissions	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e	
Pounds per day - Grubbing/Land Clearing	0.11	1.82	0.17	0.06	0.03	0.00	469.13	0.01	0.01	473.67	
Tons per const. Period - Grubbing/Land Clearing	0.00	0.02	0.00	0.00	0.00	0.00	4.64	0.00	0.00	4.69	
Pounds per day - Grading/Excavation	0.23	3.64	0.35	0.12	0.05	0.01	938.26	0.03	0.03	947.34	
Tons per const. Period - Grading/Excavation	0.01	0.14	0.01	0.00	0.00	0.01	37.16	0.00	0.00	37.51	
Pounds per day - Drainage/Utilities/Sub-Grade	0.18	2.91	0.28	0.10	0.04	0.01	750.61	0.02	0.02	757.87	
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.01	0.10	0.01	0.00	0.00	0.00	26.01	0.00	0.00	26.26	
Pounds per day - Paving	0.15	2.42	0.23	0.08	0.03	0.01	625.51	0.02	0.02	631.56	
Tons per const. Period - Paving	0.00	0.04	0.00	0.00	0.00	0.00	9.29	0.00	0.00	9.38	
Total tons per construction project	0.02	0.30	0.03	0.01	0.00	0.00	77.10	0.00	0.00	77.84	

Note: Water Truck default values can be overridden in cells D153 through D156, H153 through H156, and F153 through F156.

Water Truck Emissions												
User Input	User Override of Program Estimate of		User Override of Truck		Default Values		Calculated		User Override of		Default Values	
	Default # Water Trucks	Number of Water Trucks	Round Trips/Vehicle/Day	Round Trips/Vehicle/Day	Round Trips/Vehicle/Day	Trips/day	Miles/Round Trip	Miles/Round Trip	Miles/Round Trip	Miles/Round Trip	Daily VMT	Calculated
Grubbing/Land Clearing - Exhaust	1				5	5	8.00				40.00	
Grading/Excavation - Exhaust	1				5	5	8.00				40.00	
Drainage/Utilities/Subgrade	1				5	5	8.00				40.00	
Paving	1				5	5	8.00				40.00	
Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e		
Grubbing/Land Clearing (grams/mile)	0.04	0.42	3.03	0.11	0.05	0.02	1,801.75	0.00	0.28	1,886.20		
Grading/Excavation (grams/mile)	0.04	0.42	3.03	0.11	0.05	0.02	1,801.75	0.00	0.28	1,886.20		
Draining/Utilities/Sub-Grade (grams/mile)	0.04	0.42	3.03	0.11	0.05	0.02	1,801.75	0.00	0.28	1,886.20		
Paving (grams/mile)	0.04	0.42	3.03	0.11	0.05	0.02	1,801.75	0.00	0.28	1,886.20		
Grubbing/Land Clearing (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Grading/Excavation (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Paving (grams/trip)	0.00	0.00	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Emissions	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e		
Pounds per day - Grubbing/Land Clearing	0.00	0.04	0.30	0.01	0.00	0.00	158.89	0.00	0.02	166.33		
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	1.57	0.00	0.00	1.65		
Pounds per day - Grading/Excavation	0.00	0.04	0.30	0.01	0.00	0.00	158.89	0.00	0.02	166.33		
Tons per const. Period - Grading/Excavation	0.00	0.00	0.01	0.00	0.00	0.00	6.29	0.00	0.00	6.59		
Pounds per day - Drainage/Utilities/Sub-Grade	0.00	0.04	0.30	0.01	0.00	0.00	158.89	0.00	0.02	166.33		
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.01	0.00	0.00	0.00	5.51	0.00	0.00	5.76		
Pounds per day - Paving	0.00	0.04	0.30	0.01	0.00	0.00	158.89	0.00	0.02	166.33		
Tons per const. Period - Paving	0.00	0.00	0.00	0.00	0.00	0.00	2.36	0.00	0.00	2.47		
Total tons per construction project	0.00	0.00	0.03	0.00	0.00	0.00	15.73	0.00	0.00	16.47		

Note: Fugitive dust default values can be overridden in cells D183 through D185.

Fugitive Dust		User Override of Max Acreage Disturbed/Day		PM10	PM10	PM2.5	PM2.5
		Default	Maximum Acreage/Day	pounds/day	tons/per period	pounds/day	tons/per period
Fugitive Dust - Grubbing/Land Clearing		1.00		10.00	0.10	2.08	0.02
Fugitive Dust - Grading/Excavation		1.00		10.00	0.40	2.08	0.08
Fugitive Dust - Drainage/Utilities/Subgrade		1.00		10.00	0.35	2.08	0.07

Off-Road Equipment Emissions													
Grubbing/Land Clearing	Default	Mitigation Option		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
	Number of Vehicles	Override of	Default										
Override of Default Number of Vehicles	Program-estimate	Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
		Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	1	Model Default Tier	Crawler Tractors	0.58	2.50	7.45	0.28	0.26	0.01	760.39	0.25	0.01	768.59
		Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2	Model Default Tier	Excavators	0.49	6.54	4.83	0.23	0.21	0.01	1,000.24	0.32	0.01	1,011.02
		Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Other General Industrial Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	9	Model Default Tier	Signal Boards	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Tractors/Loaders/Backhoes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User-Defined Off-road Equipment	If non-default vehicles are used, please provide information in "Non-default Off-road Equipment" tab			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Number of Vehicles		Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00		NA		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		NA		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		NA		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		NA		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		NA		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		NA		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		NA		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00		NA		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Grubbing/Land Clearing		pounds per day	1.07	9.04	12.27	0.51	0.47	0.02	1,760.63	0.57	0.02	1,779.61
	Grubbing/Land Clearing		tons per phase	0.01	0.09	0.12	0.01	0.00	0.00	17.43	0.01	0.00	17.62

Equipment default values for horsepower and hours/day can be overridden in cells D403 through D436 and F403 through F436.

Equipment	User Override of Horsepower	Default Values Horsepower	User Override of Hours/Day	Default Values Hours/Day
Aerial Lifts		63		8
Air Compressors		78		8
Bore/Drill Rigs		221		8
Cement and Mortar Mixers		9		8
Concrete/Industrial Saws		81		8
Cranes		231		8
Crawler Tractors		212		8
Crushing/Proc. Equipment		85		8
Excavators		158		8
Forklifts		89		8
Generator Sets		84		8
Graders		187		8
Off-Highway Tractors		124		8
Off-Highway Trucks		402		8
Other Construction Equipment		172		8
Other General Industrial Equipment		88		8
Other Material Handling Equipment		168		8
Pavers		130		8
Paving Equipment		132		8
Plate Compactors		8		8
Pressure Washers		13		8
Pumps		84		8
Rollers		80		8
Rough Terrain Forklifts		100		8
Rubber Tired Dozers		247		8
Rubber Tired Loaders		203		8
Scrapers		367		8
Signal Boards		6		8
Skid Steer Loaders		65		8
Surfacing Equipment		283		8
Sweepers/Scrubbers		64		8
Tractors/Loaders/Backhoes		97		8
Trenchers		78		8
Welders		46		8

END OF DATA ENTRY SHEET

Gilman Springs Road Median and Shoulder Improvements Project (HSIPL-5956(263))

Localized Emissions

	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)	SOx
Grubbing/Land Clearing						
Crawler Tractors	0.6	2.5	7.4	0.3	0.3	0.0
Excavators	0.5	6.5	4.8	0.2	0.2	0.0
Total On-Site	1.1	9.0	12.3	0.5	0.5	0.0
Grading/Excavation						
Crawler Tractors	0.6	2.5	7.4	0.3	0.3	0.0
Excavators	0.7	9.8	7.2	0.4	0.3	0.0
Graders	1.0	3.6	12.7	0.4	0.4	0.0
Rollers	0.4	3.8	4.2	0.3	0.2	0.0
Rubber Tired Loaders	0.4	1.6	4.4	0.1	0.1	0.0
Scrapers	2.0	14.9	23.5	0.9	0.8	0.0
Tractors/Loaders/Backhoes	0.8	9.1	8.4	0.5	0.5	0.0
Total On-Site	5.9	45.4	67.8	2.9	2.7	0.1
Drainage/Utilities/Sub-Grade						
Air Compressors	0.3	2.4	2.2	0.1	0.1	0.0
Generator Sets	0.4	3.7	3.5	0.2	0.2	0.0
Graders	0.5	1.8	6.3	0.2	0.2	0.0
Plate Compactors	0.0	0.2	0.3	0.0	0.0	0.0
Pumps	0.4	3.8	3.5	0.2	0.2	0.0
Rough Terrain Forklifts	0.1	2.3	1.7	0.1	0.1	0.0
Scrapers	1.0	7.5	11.8	0.5	0.4	0.0
Tractors/Loaders/Backhoes	0.6	6.8	6.3	0.4	0.4	0.0
Total On-Site	3.4	28.5	35.6	1.7	1.6	0.1
Paving						
Pavers	0.3	2.9	2.8	0.1	0.1	0.0
Paving Equipment	0.2	2.5	2.1	0.1	0.1	0.0
Rollers	0.4	3.8	4.2	0.3	0.2	0.0
Tractors/Loaders/Backhoes	0.6	6.8	6.3	0.4	0.4	0.0
Total On-Site	1.5	16.1	15.4	0.9	0.8	0.0
Maximum On-Site	5.9	45.4	67.8	2.9	2.7	0.1
SCAQMD Localized Significance Thresholds (5-acre site with 25-m receptor distance in SRA 28)	N/A	1965	371	13	11	N/A
Thresholds Exceeded?	N/A	No	No	No	No	N/A

Gilman Springs Road Median and Shoulder Improvements Project (HSIPL-5956(263))
Energy Consumption

Construction

1	2	3	4	5	6	
C02 (metric tons)	pounds per ton	pounds CO2	kg of CO2 per gallon of motor gasoline	pounds of CO2 per gallon diesel	gallons diesel	Btu/gal (gross)
809.40	2,000	1,618,800	10.21	22.51	71,917.36	138,700
=Col 1* Col 2			=Col 3 / Col 4			
Road Construction Emissions Model output		Climate Registry 2017	Conversion factor		Oak Ridge National Lab 2019	
			7			
			MMBTU			
			9,974.94			
			=Col 5* Col6/1 mill			
		Construction MMBTU	9,975			

Sources:

Oak Ridge National Laboratory. 2019. Transportation Energy Data Book, Edition 37. Table B.4: Heat Content for Various Fuels.

Climate Registry. 2017 Default Emissions Factors. Table 13.1.1.

Appendix F List of Technical Studies

- Area of Potential Effects Map (July 6, 2021)
- *Archaeological Survey Report* (July 6, 2021)
- *Historic Property Survey Report* (July 6, 2021)
- *Historical Resources Evaluation Report* (July 6, 2021)
- *Jurisdictional Delineation* (April 30, 2021)
- *Location Hydraulic Study and Summary Floodplain Encroachment Report* (June 17, 2019)
- *Natural Environment Study (Mitigated Impacts)* (April 30, 2021)
- Paleontological Records Search Memo (May 8, 2019)
- Section 4(f) De Minimis Finding (December 27, 2018)
- *Supplemental Historic Property Survey Report* (In progress)
- *Supplemental Archaeological Survey Report* (In progress)
- Water Quality Memorandum (February 2021)
- *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis and Determination of Biologically Equivalent or Superior Preservation* (Concurrence January 24, 2022)

This page intentionally left blank.

Appendix G Response to Comments

This page intentionally left blank.

Appendix G Response to Comments

All letters commenting on the Initial Study (IS) with Mitigated Negative Declaration (MND) have been reproduced and are included in this appendix, followed by Riverside County Transportation Department’s (RCTD/County) responses to those letters. All agencies and members of the public from whom an individual letter was received during the public review period from March 11, 2022, through April 12, 2022, are listed below. A virtual public hearing was held via Zoom on March 31, 2022. During the public hearing, attendees were invited to provide a public comment regarding the project that would be recorded by the court reporter and addressed in the IS.

The comments and responses received during the public review period are grouped by type of commenter. The types of commenters and unique identifiers are:

- Agency Comment – State Government: S-#
- Agency Comment – Regional Agencies: R-#
- Public Comments: PC-# (received in writing via email or other means, except for comments received at a public hearing)
- Public Hearing Comments by court reporter transcript: TR-#

Each issue that was raised within each comment letter or court reporter transcript has been assigned a consecutive number that corresponds to a response number. For example, the first comment of the Santa Ana Regional Water Quality Control Board (RWQCB) is S-1-1, with S-1 being the unique identifier and “-1” referring to the first comment. In order to assist in the location of comment letters and responses, the respective names of the authors of the comment letters are indicated prior to each comment response.

Table G-1. Comments Received

Number	Commenter	Date
State Agencies		
S-1	Santa Ana Regional Water Quality Control Board	March 23, 2022
Regional Agencies		
R-1	Riverside County Airport Land Use Division	March 11, 2022
Public Comments		
PC-1	Friends of the Northern San Jacinto Valley (Susan Nash)	April 11, 2022
PC-2	Center for Biological Diversity (Ileene Anderson)	April 12, 2022
PC-3	Sierra Club (George Hague)	April 12, 2022
Public Hearing Court Reporter Transcript		
TR-1	Sierra Club (George Hague)	March 31, 2022
TR-2	Friends of the Northern San Jacinto Valley (Susan Nash)	March 31, 2022
TR-3	Center for Biological Diversity (Ileene Anderson)	March 31, 2022
TR-4	Mary LaMont	March 31, 2022
TR-5	Sierra Club (George Hague)	March 31, 2022



Appendix G Response to Comments

Number	Commenter	Date
TR-6	Friends of the Northern San Jacinto Valley (Susan Nash)	March 31, 2022
TR-7	Sierra Club (George Hague)	March 31, 2022

Letter S-1: Santa Ana Regional Water Quality Control Board

	Letter S-1
<p>From: Freshwater, Jason@Waterboards Sent: Wednesday, March 23, 2022 12:39 PM To: Bulinski, Jan; Zambon, Mary Cc: Reeder, Terri@Waterboards; Robertson, Glenn@Waterboards; Patenaude, Nathan@Waterboards; Beck, Carly@Wildlife Subject: Gilman Springs Shoulder and Median Widening Project; SCH #2022030312</p> <p>CAUTION: This email originated externally from the <u>Riverside County</u> email system. DO NOT click links or open attachments the sender and know the content is safe.</p> <p>Hello Jan and Mary,</p> <p>My name is Jason Freshwater, and I am an Environmental Scientist at the Santa Ana Regional Water Quality Control Board. I have reviewed the IS/MND documents for the Gilman Springs Shoulder and Median Widening Project; SCH #2022030312, and this email serves as the Regional Board staff's formal comment.</p> <p>The project proposes to widen an approximately 4.4 mile stretch of Gilman Springs Road extending from 1.29 miles north of Jack Rabbit Trail to 1 mile south of Bridge Street. The project will involve improvement of multiple culverts along the length of the construction and the construction of a bridge and its immediate drainage, located at Bridge Street. The approximate coordinates of the structure will be 33.86990, -117.044517.</p> <p>Santa Ana Water Board staff agrees with the proposed mitigation plan as outlined in MM BIO-11. Specifically, of 0.58 acres of MSHCP Riparian/Riverine habitat permanently impacted (Table 2-8), 0.26 acres will be non-wetland waters of the U.S (Table 2-6). Of 0.62 acres of MSHCP Riparian/Riverine habitat to be temporarily impacted (Table 2-8), 0.13 acres will be non-wetland waters of the U.S. (Table 2-6). There are 0.06 acres of federal wetland areas that will not be impacted by the project.</p> <p>S-1-1 Compensation for permanent impacts on Public/Quasi Public (P/QP) lands and riparian/riverine resources will occur at a minimum 1:1 ratio for P/QP lands, minimum 3:1 ratio for riparian resources, and minimum 3:1 ratio for riverine resources. The temporary impacts may be replaced through in-kind restoration at their current locations at no less than a 1:1 ratio. Temporal losses will be addressed through a replacement ratio of 0.5:1 offsite.</p> <p>However, staff requests that an estimated area of impacted swales (Features 5, 8, 12, and 13) be included as waters of the state and added to the compensatory mitigation acreage.</p> <p>S-1-2 Staff also noted that the Water Quality Technical Memorandum, Figure 1 Regional Vicinity Map, shows a location in coastal San Diego County. Please replace this with a map showing the actual project vicinity in Riverside County.</p> <p>Thank you,</p> <p>Jason Freshwater, PhD Environmental Scientist Santa Ana Regional Water Quality Control Board</p> <p>Jan Bulinski</p> <p>Cc Mary Zambon RCTD Cc Carly Beck CDFW</p>	<p>Response to Letter S-1</p> <p>Comment S-1-1</p> <p>Thank you for your comments. Your summary of the mitigation ratios is correct. Table 2-6, Impacts on Potential U.S. Army Corps of Engineers, RWQCB, and California Department of Fish and Wildlife (CDFW) Jurisdictional Waters, in the IS has been updated to include permanent and temporary impact areas to account for impacts on swales; specifically, this applies to Features 5, 8, 12, and 13. Additionally, Table 2-6 and Figure 2.4-2 have been updated to reflect this change.</p> <p>Comment S-1-2</p> <p>You are correct in that Figure 1, Regional Vicinity Map, is showing the incorrect location. The Water Quality Memorandum has been updated to include the corrected figure; this version has been retained in the project file maintained by the County of Riverside.</p>

Letter R-1: Riverside County Airport Land Use Division

<p>From: Rull, Paul Letter R-1 Sent: Friday, March 11, 2022 7:47 AM To: Bulinski, Jan Cc: Vega, Jaqueline Subject: RE: Gilman Springs Shoulder Widening Project</p> <p>Thank you for transmitting the project to ALUC.</p> <p>R-1-1 Please note that the project location is outside any airport influence area boundary and therefore ALUC has no comments at this time. Thank you.</p> <p>If you have any questions, please feel free to contact me.</p> <p>Paul Rull ALUC Director</p>  <p>Riverside County Airport Land Use Commission 4080 Lemon Street, 14th Floor Riverside, Ca 92501 (951) 955-6883 PRULL@RCVCO.ORG www.rcaluc.com</p> <p>From: Bulinski, Jan Sent: Friday, March 11, 2022 7:43 AM To: Rull, Paul Subject: FW: Gilman Springs Shoulder Widening Project</p> <p>Good Afternoon, The Riverside County Transportation Department is circulating a Draft Environmental Document for public review from March 11 through April 12, 2022. The document is available for review at the following location: www.rcprojects.org/gilmanshldwidening . A public hearing is scheduled on March 31, 2022 from 5:30 to 7:00 pm. Please see attached Notice for all pertinent details and where to send your comments.</p> <p>Regards,</p> <p>Jan Bulinski Senior Transportation Planner NPDES Coordinator Riverside County Transportation Department</p> <p>3525 14th Street Riverside, CA 92501 Office: (951) 955-6859 Cell: (951) 675-8087</p>  <p>How are we doing? Click the link to tell us</p>	<h3>Response to Letter R-1</h3> <h4>Comment R-1-1</h4> <p>Thank you for your comment. We appreciate you providing this information and it is noted that the project is outside any airport influence area.</p>
---	--

Letter PC-1: Friends of the Northern San Jacinto Valley

<p style="text-align: right;">Letter PC-1</p> <p style="text-align: center;">FRIENDS OF THE NORTHERN SAN JACINTO VALLEY SUSAN NASH, PRESIDENT 1610 SAMS CANYON BEAUMONT CA 92223 snashlaw@gmail.com 909-228-6710</p> <p>April 11, 2022</p> <p>Mary Zambon Environmental Project Manager Riverside County 3525 14th Street Riverside CA 92501 mzambon@rivco.org 951-955-6759</p> <p>Re: Gilman Springs Shoulder and Median Widening Project, MND, SCH 2022030312</p> <p>Ms. Zambon:</p> <p>The Friends of the Northern San Jacinto Valley respectfully submit the following comments on the CEQA document for the Gilman Springs Shoulder and Median Widening Project (SCH 2022030312).</p> <p>PC-1-1 I. MSHCP compliance is not CEQA compliance. The NCCP states that a project component who is part of a NCCP, must still comply with CEQA.</p> <p>PC-1-2 II. There is no CEQA document. An "Initial Study/Mitigated Negative Declaration" is not a CEQA document. The CEQA document (in this case an EIR) must be presented to the public as a document separate from the "Initial Study".</p> <p>III. An EIR is required. CEQA Mandatory Findings of Significance (Guidelines 15065(a)(1)(3)) requires that an EIR be prepared both because the project has the potential to impact endangered species and because there is the potential for cumulative impacts.</p> <p>PC-1-3 IV. The alleged CEQA document does not give a complete project description. A. The EIR must include all past, present, and future Gilman Springs Road Improvement phases, as listed on the County web page. Failure to do so is improper "segmenting" of the entire Gilman Springs Road improvement Project.</p> <p style="text-align: center;">1</p>	<p>Response to Letter PC-1</p> <p>Comment PC-1-1</p> <p>Thank you for your comments. RCTD acknowledges that Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) compliance is not a substitute for California Environmental Quality Act (CEQA) compliance. RCTD prepared a stand-alone IS with an MND in accordance with CEQA (Public Resources Code § 21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations § 15000 et seq.). RCTD is a Permittee of the WRC MSHCP, and the Gilman Springs Shoulder and Median Widening Project is a covered project/activity under the WRC MSHCP (WRC MSHCP Volume I, Section 7.3.4). WRC MSHCP Volume I, MSHCP Definitions and Acronyms List, states:</p> <p style="text-align: center;"><i>Certain activities carried out or conducted by Permittees... described in Section 7 of the MSHCP, Volume I, will receive Take Authorization under the Section 10(a) Permit and the [Natural Community Conservation Planning] Permit, provided these activities are otherwise lawful.</i></p> <p>RCTD, as a signatory to the WRC MSHCP, is obligated to comply with the WRC MSHCP and obtain WRC MSHCP Consistency Review and approval from the U.S. Fish and Wildlife Service (USFWS), CDFW, and Western Riverside County Regional Conservation Authority (WRCRCA). The Determination of Biologically Equivalent or Superior Preservation (DBESP) and WRC MSHCP Consistency Analysis were submitted to WRCRCA, USFWS, and CDFW through the</p>
---	--

	<p>Joint Project Review process and the agencies found the project consistent with the WRC MSHCP on January 24, 2022.</p> <p>Regarding CEQA (and National Environmental Policy Act [NEPA]) compliance, WRC MSHCP Volume I, Section 1.2.3, states that the WRC MSHCP was developed as:</p> <p><i>“...a comprehensive means to coordinate, standardize, streamline, and ensure closure regarding mitigation requirements of the [Federal Endangered Species Act] (FESA), [California Endangered Species Act] (CESA), National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA), California Native Plant Protection Act (CNPPA), and other applicable laws and regulations related to biological and natural resources within the Plan Area.”</i></p> <p>The WRC MSHCP also <i>“assures property owners, local governments, and other affected parties that conservation measures undertaken for species and wildlife Habitat are adequately covered by the MSHCP and will satisfy mitigation requirements of the FESA, CESA, NEPA, CEQA, and CNPPA concerning impacts to those Covered Species and Habitats.”</i></p> <p>The WRC MSHCP provides the conservation strategy for Covered Species within the Plan Area (WRC MSHCP Volume I, Section 9.2). Covered species <i>“will be conserved by the MSHCP when the MSHCP is implemented. These species are discussed in Section 2.1.4 of the MSHCP, Volume I, and listed in Exhibit C to the IA and Section 9.2 of the MSHCP, Volume I.”</i> In addition, the project evaluated species under WRC MSHCP Volume I, Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools Policy; Section 6.1.3, Protection of Narrow Endemic Plant Species; and Section 6.3.2, Additional Survey Needs and Procedures.</p>
--	--

	<p>The project was also evaluated for federally and state-listed and other special-status species that are not covered under the WRC MSHCP and that could potentially occur in the biological Study Area (BSA) (refer to Section 2.4.2 [a] of the IS, which includes information related to the evaluations for all sensitive species).</p> <p>The CEQA document that has been prepared and circulated for the project documents project compliance with the WRC MSHCP and CEQA.</p> <p>Comment PC-1-2</p> <p>An IS is a CEQA analysis/document prepared by the Lead Agency to determine the relative environmental impacts associated with a project. It is designed as a measuring mechanism to determine if a project will have a significant adverse effect on the environment, thereby triggering the need to prepare an Environmental Impact Report (EIR), if necessary. It also functions as an evidentiary document containing information that supports conclusions that the project will not have a significant environmental impact or that the impacts can be mitigated to a “Less-than-Significant” or “No Impact” level under CEQA.</p> <p>State CEQA Guidelines Section 15070, Decision to Prepare a Negative or Mitigated Negative Declaration, states:</p> <p><i>A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when: (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or (b) The initial study identifies potentially significant effects, but: (1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are</i></p>
--	---

	<p><i>released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.</i></p> <p>Furthermore, CEQA (California Code of Regulations Section 15064(h)(4), Determining the Significance of the Environmental Effects Caused by a Project) states: <i>The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.</i></p> <p>Finally, State CEQA Guidelines Section 15002(f)(2), General Concepts, states: <i>When the agency finds that there is no substantial evidence that a project may have a significant environmental effect, the agency will prepare a “Negative Declaration“ instead of an EIR.</i></p> <p>Based on the information presented in the IS, the County, as the CEQA Lead Agency, has determined, consistent with State CEQA Guidelines Section 15063(b)(1), that there are no significant impacts that have been identified, either individually or cumulatively, that would result from implementation of the project after incorporation of the mitigation measures identified in the MND. Therefore, an EIR is not required for this project and the IS/MND is deemed appropriate by the County under CEQA.</p> <p>Comment PC-1-3</p> <p>Please see response to Comment PC-1-2 for an explanation of why an MND is appropriate for the project under CEQA.</p> <p>In addition, State CEQA Guidelines Section 15071 states:</p>
--	--

	<p><i>A Negative Declaration circulated for public review shall include: (a) A brief description of the project, including a commonly used name for the project, if any; (b) The location of the project, preferably shown on a map, and the name of the project proponent; (c) A proposed finding that the project will not have a significant effect on the environment; (d) An attached copy of the Initial Study documenting reasons to support the finding; and (e) Mitigation measures, if any, included in the project to avoid potentially significant effects. Note: Authority cited: Section 21083, Public Resources Code. Reference: Section 21080(c), Public Resources Code</i></p> <p>The MND (along with the attached IS) that has been prepared for this project contains all of these elements and is deemed sufficient under CEQA.</p> <p>Although the inclusion of past, present, and future projects is appropriate when addressing cumulative impacts, this is not generally a component of the project description, which addresses the improvements proposed as part of the project being evaluated. A cumulative impact assessment is included in Section 2.21.2 in the IS and addresses impacts that may result from past, present, and reasonably foreseeable future actions when combined with the potential impacts of the proposed Project.</p> <p>The Gilman Springs Shoulder and Median Widening Project was developed and evaluated based on its individual merits as a stand-alone project. As stated in the IS, the project’s objectives are to:</p> <ul style="list-style-type: none"> • <i>Improve safety and traffic operations by eliminating the hazards associated with narrow, undivided roadways on Gilman Springs Road.</i>
--	--

- *Improve driver awareness on Gilman Springs Road.*


As case law has demonstrated, for a linear project with multiple segments, individual segments may be evaluated in separate CEQA documents if they have logical termini and independent utility (*Del Mar Terrace Conservancy, Inc. v. City Council* [1992] 10 Cal. App. 4th 712 [citing *Daly v. Volpe* (9th Ci. 1975) 514 F2d 1106, 1109]). The court in *Del Mar Terrace* upheld a 1.8-mile segment of freeway, holding that the EIR was not required to further evaluate, under CEQA, possible freeway extensions from that route. The *Del Mar* court, following the factors developed by the 9th Circuit Court of Appeals in the *Daly* case, determined that the City in approving the EIR could reasonably conclude that the roadway connected logical termini within various communities, possessed independent utility, and did not commit the City or Caltrans to limit future alternatives or irretrievably commit to construction of a possible extension. Implementation of the Gilman Springs Road project would achieve its stated objectives without implementation of separate improvements, such as Gilman Springs Road Improvement Project Phases #1–5 and #7. Therefore, the project would be independently functional and have independent utility once implemented. Furthermore, if future Gilman Springs Road Improvement Project Phases are not implemented, the project would not be affected operationally, which further demonstrates the independence of the project from other planned actions. Finally, the start and end points of the project have been determined based on meeting the identified project objectives and are considered logical termini points for the project. For these reasons the project as proposed does not represent segmentation under CEQA.

<p>PC-1-4 B. The EIR must include the ownership of the surrounding is not properly identified as the San Jacinto Wildlife Area (SJWA) lands or pending SJWA lands. The lands which are part of the MSHCP Reserve are also not identified. The MSHCP Criteria Areas and Linkages are not identified. These omissions are especially egregious and the RCTC is now the Regional Conservation Authority which administers the MSHCP.</p> <p>PC-1-5 V. The wildlife crossing at Jack Rabbit Trail must be straightened and improved to make it suitable for wildlife to easily cross straight onto the SJWA from the Badlands. The Quail Ranch and Eden Hot Springs properties (1700 acres) are on each side of this drainage and are soon to become part of the SJWA.</p> <p>PC-1-6 VI. The bogus MND should be withdrawn and a Notice of intent to prepare an EIR should be circulated. The NOI should include a complete project description: a. all past, current, and future phases of the Gilman Springs improvements. b. identifies all public lands, including but not limited to those owned (or soon to be owned) by CDFW, RCA, BLM, or any other public agencies.</p> <p>PC-1-7 Please notify the Friends of the Northern San Jacinto Valley of anything related to this or other project concerning Gilman Springs Road at the above email address.</p> <p>/Susan Nash/ President Friends of the Northern San Jacinto Valley</p>	<p>Comment PC-1-4</p> <p>A new figure, Figure 2.4-6, has been developed and included in the IS showing the San Jacinto Wildlife Area (SJWA). An inset map within this figure is also included to show the entire SJWA. Figure 2.4-5 was included in the Draft IS, which was circulated for public comment, and shows the WRC MSHCP Public/Quasi-Public (P/QP)/Conserved Lands, WRC MSHCP Core/Linkage areas, and Criteria Cells.</p> <p>The following description was added to Section 2.4.2 (d) of the IS: “Within the BSA, Existing Core H is composed of the SJWA, private lands, and lands with pre-existing conservation agreements. Proposed Core 3 (Badlands/Potrero) is primarily private lands with some Public/Quasi-Public lands. Proposed Core 3 is connected to Existing Core H.”</p> <p>RCTD is the CEQA Lead Agency for the project. The Riverside County Transportation Commission, which now administers the WRC MSHCP, is a separate agency from RCTD.</p> <p>Comment PC-1-5</p> <p>As discussed in IS Section 2.4.2 (d), all culverts within the BSA were reviewed for their suitability for existing wildlife passage. In addition, a field review with RCTD, USFWS, and CDFW was conducted in May 2019 to review potential crossing locations. Two locations were evaluated in further detail: the large culverts at Jack Rabbit Trail and Bridge Street. IS Section 2.4.2 (d) discusses why the undercrossing at Jack Rabbit Trail is not feasible for improvement as a wildlife crossing as part of the Gilman Springs Road project and why Bridge Street was identified for the incorporation of wildlife crossing improvements. In addition, as a result of the aforementioned review of culverts within the project limits, RCTD has committed to cleaning out all of the existing culverts during</p>
--	--

	<p>construction and annually thereafter (AMM BIO-16 and AMM BIO-19 in the IS). Considering the existing condition of these culverts, which is described in IS Section 2.4.2 (d), this ongoing maintenance is intended to ensure that the undercrossing at Jack Rabbit Trail will be passable by wildlife to the extent feasible based on the existing culvert dimensions and to improve hydrological connectivity.</p> <p>As stated in Section 1.3.1 of the IS, the objective of the project is to improve safety and traffic operations of Gilman Springs Road by adding a wider paved shoulder and wider median and lanes, which are considered maintenance activities under WRC MSHCP Volume I, Section 7.3.4. The WRC MSHCP requires incorporation of wildlife crossings through the conservation area for projects seeking coverage under WRC MSHCP Volume I, Section 7.3.5, which this project is not, because the project would not increase the capacity of Gilman Springs Road. Should future projects along Gilman Springs Road that increase capacity by adding through travel lanes be implemented, this would trigger the requirements in WRC MSHCP, Volume I, Section 7.3.5, and the requirements contained therein related to wildlife crossings. The wildlife crossing at Bridge Street, though not required under the WRC MSHCP, was added to the project design as a benefit to wildlife.</p> <p>All lands owned by CDFW within the SJWA will be fully replaced by the project (described in IS Section 2.4.2 [f]). Furthermore, as stated in avoidance and minimization measure (AMM) BIO-16 in Section 2.4.3 of the IS, “The County will perform annual clearing of debris from all culverts within the drainage easements after project completion,” which is intended to maintain the usability of these structures for wildlife crossing. This includes the drainage crossing at Jack Rabbit Trail.</p>
--	--

	<p>Comment PC-1-6 Please see responses to Comments PC-1-2 and PC-1-3.</p> <p>Comment PC-1-7 A copy of the adopted IS with MND will be sent to Friends of the Northern San Jacinto Valley.</p>
--	---

Letter PC-2: Center for Biological Diversity

<p style="text-align: right;">Letter PC-2</p> <div style="text-align: center;"><p>Submitted via email</p></div> <p>April 12, 2022</p> <p>Jan Bulinski Riverside County Transportation Department, 3525 14th Street Riverside, CA 92501 JBulinski@RIVCO.ORG</p> <p>Re: Comments on Draft IS/MND for Gilman Springs Shoulder and Median Widening Project</p> <p>Dear Ms. Bulinski:</p> <p>These comments are submitted on behalf of the Center for Biological Diversity (“the Center”) regarding the Draft IS/MND for Gilman Springs Shoulder and Median Widening Project. The proposed Project is anticipated to widen Gilman Springs Road but may also cause significant environmental impacts and will degrade the current ecosystem on the Project site. For the reasons detailed below, we urge that the following issues be re-evaluated and that further safety revisions to the project be considered to avoid or minimize impacts or if necessary mitigated impacts. These revisions should be included in a revised CEQA document and circulated for public review.</p> <p>The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has 1.7 million members and supporters throughout California and the United States. The Center has worked for many years to protect imperiled plants and wildlife, wildlife connectivity, open space, air and water quality, and overall quality of life for people in Riverside County.</p> <p>The Center is supportive of increasing safety on Gilman Springs Road, particularly through reduction of conflicts with wildlife. Between 2016 and 2020, the U.S. Department of Transportation estimated that in California, wildlife-vehicle collisions cost \$1 billion based on figures reported to California Highway Patrol. Based on reports turned into insurance companies excluding reports to Highway Patrol for the same timeframe, the costs were over \$2 billion.¹</p> <p>¹https://roadecology.ucdavis.edu/sites/g/files/dgvnsk8611/files/files/CA_Roadkill_Hotspots_2021_2.pdf</p> <p style="text-align: center;">1</p>	<p>Response to Letter PC-2</p> <p>Comment PC-2-1</p> <p>Thank you for your comments. Please refer to response to Comment PC-1-2.</p> <p>Comment PC-2-2</p> <p>Your comment is noted and is included in the project record.</p>
--	---

<p>I. Proposed Project Potentially Traps Wildlife</p> <p>Currently Gilman Spring Road is a two-lane, undivided road with one 12-foot lane in each direction and shoulder widths varying from one to four feet (IS/MND at PDF pg. 3) for a maximum of roadway width of 32 feet. It allows for wildlife to move across the road unimpeded, although at a minimum, conflicts resulting in roadkill have occurred here. The IS-MND states that the widening will result in:</p> <p>“five-foot graded shoulders, five-foot paved shoulders with rumble strips, a 12-foot lane in each direction, and a four-foot, double-yellowstriped median with rumble stripes and impact-resistant channelizers in the median.”</p> <p>At pg. 1-2</p> <p>In addition, a third passing lane of approximately 6,900 feet in length and of an undetermined width is also proposed in a westbound direction.</p> <p>PC-2-3 This proposed road (without the passing lane) would be, at a minimum, 48 feet wide, or half again as wide as the existing road. It would create more potential for wildlife-vehicle conflict than the current road due to size alone. The western side of the project area is directly adjacent to the San Jacinto Wildlife Area and the eastern side of the project area is identified as part of a wildlife connectivity corridor between San Jacinto Wildlife Area’s Davis Unit with its Potrero Unit. The Riverside Conservation Authority has actively acquired parcels in order to create the envisioned wildlife connectivity corridor as a goal of the Western Riverside Multiple Species Habitat Conservation Plan (WR MSHCP). The IS-MND recognizes that:</p> <p>“The project occurs within MSHCP Proposed Core 3 and Existing Core H. The MSHCP strives to preserve these areas for wildlife movement.</p> <p>At pg. 2-157</p> <p>These existing and envisioned conservation investments must be carefully evaluated in a revised CEQA document, because cutting off this important wildlife connectivity corridor would doom the goals and objectives of the WR MSHCP and threaten its state and Federal Incidental Take Permits.</p> <p>PC-2-4 Most problematic however is the “impact channelizers” proposed for the median. Typically, these structures when installed, create an impermeable barrier for most wildlife including larger animals such as mountain lions (see Photo below). These barriers actually increase wildlife-vehicle conflicts because the animals have no safe way to escape from the median area except to try to cross back across the lane(s) of traffic.</p> <p>PC-2-5 In discussions with the County prior to the IS-MND development, we requested that a wildlife crossing study be conducted that would locate where wildlife are currently crossing along Gilman Springs Road. The IS-MND does not provide the outcome of such a study, and it is unknown if such a study was ever done. While we appreciate support the expansion of the underpass at Bridge Street, additional safe wildlife crossings must be incorporated. With the required realignment of Gilman Springs Road, it is an opportune time to replace the culverts that are “partially or completely blocked by</p>	<p>Comment PC-2-3</p> <p>The existing road is approximately 32 feet wide and composed of a single 11.5-foot-wide travel lane in each direction, a two-foot-wide striped median, and shoulders that vary but are approximately 3.5 feet wide in both directions of the roadway. As described in the IS, Section 1.3, <i>Project Description</i>, the roadway would consist of one 12-foot lane in each direction, a four-foot median, and a 10-foot shoulder in each direction for vehicles to be able to safely pull over so that they do not block the travel lanes. Improvements to the median and shoulders are expected to increase safety, giving drivers additional space to maneuver and to potentially avoid wildlife crossing the roadway.</p> <p>As discussed in Section 2.4.2 (d) of the IS, most of the culverts within the BSA are “partially or completely blocked by sediment, debris, or vegetation. Based solely on the culvert sizes, the majority of the undercrossings could support small to medium mammals. However, due to blockage, most of these undercrossings limit wildlife use, and several have riprap that would impede wildlife usage.” The County has committed to cleaning out all of the culverts within the project limits during construction and annually thereafter (AMM BIO-16 and AMM BIO-19 in the IS). Considering the existing conditions of these culverts, this ongoing maintenance is expected to substantially improve crossing conditions for wildlife.</p> <p>Please also see response to Comment PC-1-5. The following has been added to Section 2.4.2 (d): “Impact-resistant channelizers would generally be placed 48 feet apart within the median and would not prevent wildlife from crossing over the roadway. There may be an increase in wildlife collisions with vehicles; however, the project would not result in an impediment to wildlife movement. Furthermore, with the addition of the wildlife crossing, wildlife fencing, and jumpouts at Bridge Street</p>
--	--

sediment, debris, or vegetation” (at pg. 2-157) with culverts that function as wildlife crossings and improve the undercrossing at Jackrabbit Trail to make it a functional wildlife crossing.



PC-2-5
cont. Photo: California Highway Patrol via AP.

One wildlife crossing at Bridge Street is simply inadequate to reduce wildlife-vehicle conflicts on this 4.4-mile road widening project that creates an impermeable barrier. The U.S. Department of Transportation determined the average spacing interval per mile between wildlife crossings designed for large mammals at existing and planned transportation projects was approximately one crossing per mile.² Clearly the single proposed Bridge Street crossing is inadequate for exclusively large mammals, much less small animals. To avoid and minimize impacts to existing Core H and proposed/actively being conserved Core 3 the County should include creating/upgrading numerous wildlife crossings. Smaller wildlife including the currently federally threatened Stephen’s kangaroo rat which is present in the San Jacinto Wildlife Area’s Davis Unit, is not going to travel miles to get to a safe wildlife crossing. Therefore, we again request that the County rely on science and identify where wildlife is crossing Gilman Springs Road most frequently and incorporate adequate wildlife crossing opportunities for ALL wildlife into the proposed project.

The IS-MND does not include key guidelines from the WR MSHCP for wildlife crossings including:

² <https://rosap.nrl.bts.gov/view/dot/41646>

and the commitment to the clearing of the culverts along the project alignment, as addressed in the following sentences, the project may reduce wildlife collisions.” As such, the project has not cut off any connection between WRCRCA conservation areas and the SJWA.

Comment PC-2-4

The impact channelizers that will be installed as part of the project are permeable/flexible bollards generally spaced 48 feet apart along the median of the roadway. This spacing is more than sufficient for wildlife to pass through and would not result in wildlife being trapped on the roadway. They would not prevent wildlife from crossing the roadway, as they would not introduce a visual barrier for wildlife or create an impermeable barrier, such as the concrete road barrier as shown in the photo provided in comment PC-2.

Comment PC-2-5

The County recognizes the importance of wildlife crossings and interactions with the traveling public. As discussed in IS Section 2.4.2 (d), all culverts within the BSA were reviewed for their suitability for existing wildlife passage. As a result of this review, RCTD is improving the crossing at Bridge Street as part of the project and has committed to cleaning out all of the culverts during construction and annually thereafter (**AMM BIO-16** and **AMM BIO-19** in the IS). In addition, a field review with RCTD, USFWS, and CDFW was conducted in May 2019 to review potential crossing locations based on natural topography, existing potential crossing structures, existing land uses, and location of the conceptual WRC MSHCP Core/Linkages. Two locations were evaluated in further detail: the large culverts at Jack Rabbit Trail and Bridge Street. IS Section 2.4.2 (d) discusses why the crossing at Jack Rabbit Trail is not

	<p>feasible for this project; however, the County is committing to ongoing maintenance, as discussed previously, which is intended to ensure that the undercrossing at Jack Rabbit Trail will be passable by wildlife to the extent feasible based on the existing culvert dimensions and to improve hydrological connectivity.</p> <p>Additionally, as identified in the suitability review noted above, all culverts in the study area, including the large culverts, are “partially or completely blocked by sediment, debris, or vegetation.” Subsequently, AMM BIO-16 and AMM BIO-19 shall be implemented to ensure culverts are cleared of all obstructions during construction and annually cleared of obstructions or blockages to maintain the usability of these structures for wildlife crossing.</p> <p>As stated in Sections 1.3.1 and 2.4.1 of the IS, the objective of the project is to improve safety and traffic operations of Gilman Springs Road by adding a wider paved shoulder and wider median and lanes, which are considered safety operations and maintenance covered activities under WRC MSHCP Volume I, Section 7.3.4. The WRC MSHCP requires incorporation of wildlife crossings through the conservation area for projects seeking coverage under WRC MSHCP Volume I, Section 7.3.5, which this project is not, because the project would not increase the capacity of Gilman Springs Road. Should future projects along Gilman Springs Road that increase capacity by adding through travel lanes be implemented, this would trigger the requirements in WRC MSHCP, Volume I, Section 7.3.5, and the requirements contained therein related to wildlife crossings.</p> <p>The wildlife crossing at Bridge Street, though not required under the WRC MSHCP, was added to the project design as a benefit</p>
--	--

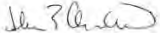
	<p>to wildlife and incorporated several design elements from the WRC MSHCP guidelines for wildlife crossings, including:</p> <ul style="list-style-type: none"> • Placing the crossing facility at a natural pinch point or other topographically appropriate location. • Maintaining an appropriate openness ratio of at least 0.6 and height for crossings intended for use by mule deer. The openness index will increase from 0.31 to 0.82 with the project. • Installing wildlife fencing with jumpouts within 0.25 mile of the Bridge Street underpass in each direction. <p>In addition, AMM BIO-20 requires the development of a Wildlife Fencing Plan that must be approved by WRCRCA, USFWS, and CDFW prior to construction.</p> <p>The proposed layout and included components of the Bridge Street wildlife crossing were developed in consultation with USFWS, CDFW, and WRCRCA, and concurred with by these agencies as part of the WRC MSHCP Consistency Analysis review, which was approved as part of the Joint Project Review process and approval. WRC MSHCP wildlife fencing design guidelines include one-way gates (WRC MSHCP Volume I, Section 7.5.2, Guidelines for Construction of Wildlife Crossings). One-way gates were considered during preliminary design of the wildlife fencing at Bridge Street but were ultimately removed at the request of the wildlife agencies during consultation.</p>
--	--

<p>PC-2-5 cont.</p>	<ul style="list-style-type: none"> - A mixture of large crossing structures spaced at greater intervals, and smaller culverts spaced a more frequent intervals will be considered to accommodate a wide variety of species. - Place crossing facilities at known travel routes, natural pinch points, or other topographically appropriate locations. Minimally, there should be at least one large mammal crossing every 1.5 kilometers. - Small and medium sized mammal crossings should be placed at least every 300 meters and small and medium sized mammal crossings should be varied in size to accommodate a variety of mammal species. - all newly installed large mammal culverts, overpasses, and underpasses, should include a built-in lockable box within each wall to facilitate monitoring activities. These boxes should be at least 1-foot square, include a removable door, and be pre-wired for electricity (solar, battery, or alternating current). This will provide for the least intrusive, most secure, most flexible, and most cost-effective way to monitor wildlife usage of the various crossings, while minimizing human impact. Still photography or video cameras may be installed in these boxes and may be transferred between sites as required. - Maintain an appropriate openness ratio of at least 0.6 (calculated in meters as [opening width X height/length of crossing]) and height for crossings intended for use by mule deer. A minimum height of 3 to 4 meters should be maintained for mule deer specific crossings. - 1.0 to 1.5 meter culverts should be installed to support medium sized mammals (e.g., coyote, raccoon). - Smaller, 0.5 to 1.0 meter culverts should be installed for small mammals, reptiles, and amphibians. These smaller structures are preferred by mice, weasels, and other small wildlife. - Install one-way wildlife doors on the roadway/highway side of the fences, at one kilometer intervals, to allow trapped wildlife to escape back into the MSHCP Conservation Area. - Jump-outs and one-way gates must be installed with frequency in order to allow trapped wildlife to safely exit the road system. (WR MSHCP at 7.5.2) 	<p>Comment PC-2-6</p> <p>The DBESP report and WRC MSHCP Consistency Analysis were approved during the Joint Project Review process with WRCRCA, USFWS, and CDFW. Analysis of WRC MSHCP Compliance; WRC MSHCP Conserved Lands; and impacts on Additional Reserve Lands, P/QP lands, riparian/riverine resources, and WRC MSHCP species are discussed in IS Section 2.4.2 (f). Additionally, language in Section 2.4.1 (d) of the IS has been revised to further clarify WRC MSHCP compliance, specifically pertaining to wildlife crossings. This information is also presented in response to Comment PC-2-5.</p> <p>The underpass at Bridge Street would be expanded from a 12-foot-wide by 6-foot-high by 72-foot-long culvert to a large span reinforced-concrete box culvert that would be 26 feet wide by 7.5 feet high by 72 feet long. Response to Comment PC-2-5 provides information regarding the openness index at Bridge Street, as well as the improvements to that structure to create a functional wildlife crossing. Regarding the undercrossing at Jack Rabbit Trail, several other reasons are discussed in IS Section 2.4.2 (d), including that there is a high potential that wildlife is being deterred from using this undercrossing due to the 90-degree bank curve at the downstream end. Response to Comment PC-1-5 provides additional information regarding the suitability assessment of the Jack Rabbit Trail undercrossing as a wildlife crossing as well as the maintenance activities that are anticipated to improve existing conditions at that location.</p>
<p>PC-2-6</p>	<p>While the IS-MND states that the project went through the JPR process and received a DBESP (at pg. 2-159), it still needs to provide analyses of compliance with the WR MSHCP guidelines in the IS-MND. An openness analysis for must be provided for the Bridge Street underpass crossing because, while some of the dimensions for the underpass is provided (26-feet wide by 7.5-feet high [at pg. 2-157]) the span length is not provided for the public to analyze if it meets the openness criteria. The IS-MND tries to justify that the Jack Rabbit Trail crossing situation cannot be improved because “due to the highly erosive soils and sizable increase in impacts that would occur beyond the scope of the project.” (at 2-158) but this is a false dismissal. Improvement of wildlife crossing at Jack Rabbit Trail needs to be included as part of the proposed project to minimize impacts to wildlife and comply with the crossing requirements of the MSHCP.</p>	


<p>II. Mitigation Ratios for Impacted Cores and Linkages are Inadequate</p> <p>PC-2-7 Because impacts will occur to P/QP lands which are included as conservation lands in the WR MSHCP, the mitigation ratios for permanent impacts need to be at a minimum 3:1. Impacts for temporary impacts must either be 2:1 or have rigorous success criteria for revegetation efforts that the County will enforce. While the permanent and temporary impacts may appear “small” it is exactly these types of “small” projects with inadequate mitigation that degrade the landscape over time (death by 1000 cuts) and decreases the potential for the goals of the WR MSHCP to be met.</p> <p>III. IS-MND Piecemeals a Small Part of a Larger Project</p> <p>CEQA prohibits “piecemealing.” Piecemealing is the process of dividing a large project into smaller individual subprojects to avoid consideration of the project’s impacts as a whole. <i>Banker’s Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego</i>, 139 Cal.App.4th 249, 281 (2006). The Supreme Court laid out the piecemealing test in <i>Laurel Heights Improvement Assn. v. Regents of University of California</i>, 47 Cal.3d 376, 396 (1988), holding that “an EIR must include an analysis of the environmental effects of future expansion or other action if: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects.”</p> <p>PC-2-8 As the IS-MND indicates: The Gilman Springs Road Improvement Project (Phases 1 through 5) and the Gilman Springs Road and Bridge Street Traffic Signal Construction Project have already been completed. The project constitutes Phase 6 of the Gilman Springs Road Improvement Project. Phase 7 of the Gilman Springs Road Improvement Project would occur after the project is completed, although there is no set timeline for proposed construction.” At pg. 2-265</p> <p>At the public hearing on 3/31/2022, other projects in the area are also being proposed. It was brought to the attention of the County that it must not piecemeal the CEQA by looking only at this proposed project, when the intent has always been clear that it is a series of improvements to Gilman Spring Road. By failing to analyze the past “phases” and reasonably foreseeable consequences of the Project and future phases, this approach amounts to piecemealing the much larger project. Thus, it is improper to perform a separate CEQA for each section of the larger contemplated project. We were unaware of the prior phases but encourage the County to prepare a programmatic EIR for the whole project, with more detailed analysis for the current phase, so that this proposed project could tier off the PEIR as well as the subsequent phases.</p>	<p>Comment PC-2-7</p> <p>The WRC MSHCP requires replacement of P/QP lands to be no less than 1:1 mitigation ratio for permanent impacts. As described in IS Section 2.4.2 (a), <i>Non-listed Special-status Wildlife Species</i>, habitat in the P/QP lands is “very low quality due to [its] highly degraded nature.” The mitigation ratios identified in Section 2.4.3 of the IS were concurred with by USFWS, CDFW, and WRCRCA as part of the Joint Project Review approval. Comment S-1-1 from the Santa Ana Regional Water Quality Control Board also confirms the appropriateness of these mitigation ratios. These P/QP lands will be replaced with lands that are equivalent or better than existing conditions within an area contiguous to the existing SJWA lands.</p> <p>Comment PC-2-8</p> <p>Please refer to response to Comment PC-1-3. Additionally, regarding preparation of an EIR, please refer to responses to Comments PC-1-2 and PC-1-3. As clearly stated in the <i>Del Mar Terrace</i> case, highway segmentation issues are addressed differently than the standard <i>Laurel Heights</i> piecemealing tests. Note the <i>Banker’s Hill</i> case referenced is merely informational and has no bearing on the highway segmentation issue.</p>
--	--

<p>IV. The IS-MND Fails to Analyze a Reasonable Range of Alternatives as Required by CEQA</p> <p>The IS-MND failed to propose alternatives to the proposed project, all but three were dismissed beyond preliminary environmental review. To fulfill the intent of CEQA, the IS-MND needs to consider a reasonable range of alternatives including the environmentally superior alternative.</p> <p>Because the IS-MND effectively proposes only two alternatives – the no-action and proposed action, it fails to consider a meaningful analysis of reasonable alternatives to the Project to lessen or avoid the Project’s significant impacts in violation of CEQA’s mandates that significant environmental damage be avoided or substantially lessened where feasible. Pub. Res. Code §21002; Guidelines §§ 15002(a)(3), 15021(a)(2), 15126(d). A rigorous analysis of reasonable alternatives to the project must be provided to comply with this strict mandate. Instead of providing a reasonable range of alternatives that fully mitigate or at least significantly limit the environmental impacts of the Project, the IS-MND skews the analysis of the proposed alternative and leaves out other viable and feasible alternatives. The IS-MND’s limited range of alternatives improperly narrows the alternatives analysis and violates CEQA. <i>Save Round Valley Alliance v. County of Inyo</i>, 157 Cal. App. 4th 1437, 1456-57 (2007). As courts have made clear, “[a] potential alternative should not be excluded from consideration merely because it ‘would impede to some degree the attainment of the project objectives, or would be more costly.’” <i>Save Round Valley Alliance v. County of Inyo</i>, 157 Cal. App. 4th 1437, 1456-57 (2007) (quotations omitted). For example, alternatives that could have been considered include eliminating the proposed use of the “impact channelizers”; incorporating numerous wildlife crossings that would serve to increase safety by reducing wildlife/vehicle conflicts including but not limited to including wildlife crossing improvements for Jack Rabbit Trail; further reducing and enforcing speed limits and other alternatives.</p> <p>The DEIR/EA should also include quantitative and meaningful comparison between the Project’s impacts and proposed alternatives’ likely impacts. Under CEQA, “the public agency bears the burden of affirmatively demonstrating that, notwithstanding a project’s impact on the environment, the agency’s approval of the proposed project followed meaningful consideration of alternatives and mitigation measures.” <i>Mountain Lion Foundation v. Fish & Game Com.</i>, 16 Cal. 4th 105, 134 (1997). The DEIR/EA clearly fails to meet this burden.</p>	<p>Comment PC-2-9</p> <p>Under CEQA, the purpose of an IS is to evaluate the environmental impacts associated with a project and whether that project would result in a significant effect on environmental resources.</p> <p>Section 15063(d) of the State CEQA Guidelines identifies the contents that must be included in an IS. It notes that the document shall contain “a description of the project including the location of the project.” However, there is no requirement regarding the need for considerations of alternatives to the project. The requirement for consideration of alternatives to a proposed action is included in CEQA when an EIR is required for a project. As stated in State CEQA Guidelines Section 21002.1(a), “<i>The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.</i>”</p> <p>As stated in State CEQA Guidelines Section 15063(b)(1), consideration for the preparation of an EIR is required when “<i>the agency determines that there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment</i>” based on the information included in the IS.</p> <p>Based on the information presented in the IS, the County, as the CEQA Lead Agency, has determined, consistent with State CEQA Guidelines Section 15063(b)(1), that there are no significant impacts that have been identified, either individually or cumulatively, that would result from implementation of the project after incorporation of the mitigation measures identified in the MND. Therefore, an EIR is not required for this project and the IS/MND is deemed appropriate by the County under</p>
<p>V. Conclusion</p> <p>Given the possibility that we may be required to pursue appropriate legal remedies to ensure enforcement of CEQA, we would like to remind the County of its duty to maintain and preserve all documents and communications that may constitute part of the “administrative record.” As you may know, the administrative record encompasses all documents and communications which relate to any and all actions taken by the County with respect to the Project, and includes “pretty much everything that ever came near a proposed [project] or [] the agency’s compliance with CEQA” (<i>County of</i></p>	

	<p>CEQA. Subsequently, the consideration of alternatives to the proposed action is not required.</p> <p>Comment PC-2-10</p> <p>RCTD acknowledges that an administrative record must be maintained consistent with California Public Resources Code Section 21167.6(e).</p>
--	---

<p>PC-2-10 cont. <i>Orange v. Superior Court</i> (2003) 113 Cal.App.4th 1, 8.) The administrative record further contains all correspondence, emails, and text messages sent to or received by the County’s representatives or employees, which relate to the Project, including any correspondence, emails, and text messages sent between the County’s representatives or employees and the project proponent’s representatives or employees. Maintenance and preservation of the administrative record requires that, inter alia, the County (1) suspend all data destruction policies; and (2) preserve all relevant hardware unless an exact replica of each file is made.</p> <p>PC-2-11 The agencies cannot make the Finding of No Significant Impact, for the reasons stated above including impacts to corridors; failure analyze and potentially meet minimum openness standards hence a significant impact under the WRCMSHCP; piecemealing of the project and other issues. Please address these issues that we have identified above in a revised CEQA document, preferably an EIR that addresses the full scope of the project.</p> <p>Thank you for the opportunity to comment, and please include me on the list for all notices associated with this project.</p> <p>Sincerely,</p>  <p>Ilene Anderson Senior Scientist Center for Biological Diversity ianderson@biologicaldiversity.org 323-490-0223</p> <p>cc: via email Karin Cleary Rose USFWS karin_cleary-rose@fws.gov Heather Pert, CDFW Heather.Pert@wildlife.ca.gov Aaron Hake, RCA ahake@rctc.org</p> <p style="text-align: center;">7</p>	<p>Comment PC-2-11</p> <p>A Finding of No Significant Impact is applied to Environmental Assessments under NEPA, which is not applicable to this project. It is assumed the commenter meant to state, “The agencies cannot make the Finding of No Significant Impact Mitigated Negative Declaration, for the reasons...” Please refer to responses to Comments PC-2-5 and PC-2-6, which address WRC MSHCP compliance; the response to Comment PC-1-3, which addresses the Project’s independent utility; and the response to Comment PC-1-2, which discusses preparation of an IS versus an EIR under CEQA. The County, as the CEQA Lead Agency, has determined that an IS is appropriate for the project and preparation of an EIR is not required.</p> <p>Lastly, RCTD will include the commenter in the notification list for the project.</p>
---	---

Letter PC-3: Sierra Club

 <p style="text-align: right;">Letter PC-3</p> <p>Good afternoon Ms Bullinski, April 12, 2022</p> <p>RE: Gilman Springs Road IS/MND for Phase six 12 foot widening project</p> <p>PC-3-1 The Sierra Club is concerned about this environmental document as being only a combination of an Initial Study/Mitigated Negative Declaration (IS/MND) and not a full Environmental Impact Report (EIR). This proposed segment of Gilman Springs is not fully explained as only one of many segments all of which should be part of a complete EIR and not as just one of at least six segments as mentioned in this article July 14, 2019 Hemet & San Jacinto Chronicle (https://hsjchronicle.com/project-gilman-springs-road-incomplete/). The City of Moreno Valley has the road in their General Plan as a Divided Major Arterial. The County's map on the seven segments is found below my name and it fails to identify the 10,000 acre San Jacinto Wildlife Area (SJWA) and the approved 2,400 acre World Logistic Center with its estimated 12,000 daily diesel truck trips and 50,000 additional daily vehicle trips. The WLC environmental documents incorporated by reference showed Gilman Springs as a major road for both their trucks and other vehicles — some coming from the Ramona Expressway. By this project adding 12 feet to the width of Gilman Springs to make the road safer will make it much more enticing for the average driver as well as those going to/from the WLC. The IS/MND basically reads without proof that the project will not need to analyze for any increase in traffic because there will not be any and doesn't even account for induced traffic. This makes the IS/MND inadequate for this project as well as making for the project's associated direct/indirect, cumulative and growth inducing impacts not being fully addressed.</p> <p>PC-3-2</p> <p>PC-3-3</p> <p>PC-3-4 The IS/MND fails to provide information on the full right away that the county has for Gilman Springs Road and its ultimate design to meet the needs of the traffic. The fact that the Riverside County litigated the WLC and then signed a settlement agreement which included the following: "Highland Fairview shall contribute \$3,000,000 to be used for the safety related improvements to Gilman Springs Road within 10 days of the certificate of occupancy for the first warehouse within the World Logistic Center." (page 5 signed July 29, 2016 by Juan Perez). This shows the county knew when they wrote this IS/MND that significant additional traffic would be generated by the WLC which will impact Gilman Springs Road. In 2021 the last litigation against the WLC was settled and it is expected that construction on the WLC will start later this year. A full EIR is needed at a minimum on this phase of Gilman Springs Road and actually on all phases as one road project instead of segmenting all the direct and indirect impacts that improving Gilman Springs Road will have on the environment.</p> <p>PC-3-5 The biological impacts the IS/MND listed from light, noise, vibration, odor, and toxic water runoff were measured as to what problems they would cause to people senses. Never taking into account that animals have much keener senses of smell, eye sight, hearing and taste as well as heart rate. The IS/MND also fails to realize each animal has a different level of each sense and analyze impacts based on that knowledge as well as mitigations to reduce the direct and indirect impacts. The project doesn't even analyze the increase in pollution caused by the increase in traffic the county knows will result from the proposed improvements, but fails to acknowledge it in the IS/MND.</p> <p>PC-3-6 https://wildliferesearch.co.uk/Wildlife_Research/Publications_files/Road Noise modifies behaviour of a keystone species 2014.pdf</p> <p>PC-3-7 Road traffic noise modifies behaviour of Keystone speices</p> <p style="text-align: center;">1</p>	<p>Response to Letter PC-3</p> <p>Comment PC-3-1</p> <p>Thank you for your comments. Regarding preparation of an EIR, please refer to response to Comment PC-1-2.</p> <p>Comment PC-3-2</p> <p>Please refer to response to Comment PC-1-3.</p> <p>A new figure, Figure 2.4-6, has been developed for the IS and shows the SJWA. An inset map within this figure is also included to show the entire SJWA. Additionally, IS Figure 2.21-1, Cumulative Projects, shows the location of the World Logistics Center (WLC). RCTD acknowledges that the Gilman Springs Road Safety Improvement Corridor Figure included in the comment letter does not show the SJWA or the WLC. The purpose of this figure, which is available on RCTD's website (https://rcprojects.org/gilmanspringsroad), is to illustrate the limits of Gilman Springs Road improvement projects and present this information to the public. Key places and boundaries have been labeled on this map to help the viewer orient themselves; additional land uses have not been added.</p> <p>Comment PC-3-3</p> <p>The traffic analysis for the project is addressed in Section 2.17, <i>Transportation</i>, of the IS. Furthermore, IS Section 2.21.2, <i>Cumulative Impacts</i>, also analyzes potential cumulative impacts on traffic and transportation. Most notably, the project does not increase capacity, as it does not include additional through lanes, and traffic volumes and vehicle mix (i.e., the percentage of cars, trucks [small, medium, and large], and motorcycles) are</p>
--	---

	<p>projected to be identical between the with- and without-project conditions. Merely making the road safer for the public has no bearing whatsoever on the roadway capacity, nor is it expected to increase use of the roadway. The project is not expected to induce growth beyond that already anticipated by the local general and regional plans. The pattern and rate of population and housing growth are expected to be consistent with those contemplated in existing plans for the area. No developable land areas would be made more accessible by the project, and the project would not open new areas to development or lead to changes in land use and density. The IS and analyses contained within are adequate for this project and a separate induced travel analysis is not required, as the project would not provide additional through lanes or increase the capacity of the roadway. The commenter provides no substantive support or analysis as to why improving roadway safety would increase the roadway’s capacity or use.</p> <p>Comment PC-3-4</p> <p>A table summarizing the anticipated right of way impacts from the project has been added to the IS; please refer to Table 2-9 in Section 2.11.2. The project as designed would only require the additional right of way needed to construct the proposed safety improvements stated in Chapter 1 of the IS.</p> <p>The project would not add additional capacity to Gilman Springs Road. As stated in Section 1.3.1 of the IS, the objectives of the project are to improve safety, traffic operations, and driver awareness along Gilman Springs Road. The project proposes to achieve these objectives by adding a wider paved shoulder, wider median, and standard-width lanes.</p> <p>Per the settlement agreement (Case No. RIC1511180), the \$3,000,000 referenced in your comment is specifically</p>
--	--

	<p>designated for safety improvements to the existing conditions on Gilman Springs Road, not capacity improvements that may be warranted at some point in time due to projected future traffic congestion associated with the WLC. Additionally, the current project is being funded by the Federal Highway Safety Improvement Program. By approving this project under the Highway Safety Improvement Program, the Federal Highway Administration concurred that the existing condition of Gilman Springs Road warrants remedial action to address safety concerns. Therefore, the project is intended to address safety concerns along the roadway and is not intended or required to address additional traffic volumes that may result from implementation of the WLC.</p> <p>Please refer to the response to Comment PC-3-3 regarding the traffic considerations for the project. The project does not increase capacity, as it does not include additional through lanes, and traffic volumes and vehicle mix (i.e., the percentage of cars, trucks [small, medium, and large], and motorcycles) are projected to be identical between the future with- and without-project conditions; therefore, traffic modeling related to the project improvements is not required or warranted.</p> <p>Please refer to the responses to Comments PC-1-3 and PC-2-9 regarding the appropriateness of the project as an independent action. Regarding the adequacy of the IS for the project, please refer to the response to Comment PC-1-2.</p> <p>Comment PC-3-5</p> <p>It is beyond the requirements of CEQA, and delves into speculative analysis with no benefit to informed decision making, to require the County to analyze the eyesight, taste, heart rate, etc. of various biological resources as part of the IS. CEQA requires the evaluation of physical environmental</p>
--	---

	<p>impacts only to the extent that it is reasonably feasible to do so (State CEQA Guidelines Section 15151). The IS identifies the indirect impacts from light, noise, vibrations, and toxics in Section 2.4.2 (a), <i>Biological Resources</i>, for federally listed species coastal California gnatcatcher and Stephens' kangaroo rat (SKR), and evaluated the Urban/Wildlands Interface Guidelines (WRC MSHCP Vol. I, Section 6.1.4) for WRC MSHCP species throughout the WRC MSHCP Conservation Area. Potential indirect effects on non-listed special-status wildlife species, including Covered and non-Covered Species under the WRC MSHCP, are also discussed in IS Section 2.4.2 (a).</p> <p>Comment PC-3-6</p> <p>See response to Comment PC-3-3 above related to the unfounded statements that the project will increase traffic. Section 2.3, <i>Air Quality</i>, and 2.8, <i>Greenhouse Gas Emissions</i>, in the IS analyze air pollution, which we have assumed is the concern raised by the commenter. It should be noted that it is projected that there will be no increase in traffic, as the project is not capacity increasing and proposes safety enhancements; therefore, air quality emissions are expected to be consistent between the with- and without-project conditions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions (i.e., airborne dust) generated by excavation, grading, hauling, and other construction-related activities. Most of the construction impacts on air quality would be short term in duration and, therefore, would not result in long-term adverse conditions. Implementation of standardized measures, such as compliance with South Coast Air Quality Management District Rule 403 to reduce onsite fugitive dust, would reduce any air quality impacts resulting from construction activities to a less-than-significant level under CEQA. Because the project would not increase the</p>
--	--

	<p>number of travel lanes on Gilman Springs Road, no increase in vehicle miles traveled (VMT) is expected to occur as a result of project implementation, and traffic volumes are projected to be the same under the with- and without-project conditions. Therefore, the project is not expected to increase emissions of criteria pollutants and their precursors following the construction period. Please also refer to response to Comment PC-3-7, below.</p>
--	--

<p>PC-3-7 cont.</p>	<p>https://www.pnas.org/doi/10.1073/pnas.1504710112 Noise and habitat degradation. https://academic.oup.com/beheco/article/27/5/1370/1743471?login=false Road noise causes earlier predator detection and flight response in a free ranging mammal</p> <p>The three links found above are just a few of the studies that prove the damage noise and especially traffic noise will cause significant impacts to wildlife and their habitat. What happens to all of the species of concern/threatened/endangered? Each species of animals has their own unique hearing ability which can be impacted differently by different levels of noise/vibration. This is also true for light pollution and how different levels impact different animals differently. Noise/vibration and light pollution can also impact communication between animals which can/will impact their viability and survival. The Draft EIR/EIS fails to have studies on each species to understand these impacts in both the short and long term. The noise/light from lanes and possible future WLC caravans of diesel trucks is lacking in these studies.</p>	<p>Comment PC-3-7</p> <p>The project is not capacity increasing and is not projected to increase traffic on the existing facility. Noise analysis is based on sensitive human receptors. The closest noise-sensitive receptor along the project alignment is a residence on Knoch Road. However, based on the known locations of the species within the BSA, there is also a potential for noise from project construction to affect certain species temporarily and indirectly, as more thoroughly discussed in IS Section 2.4.2. As demonstrated in the analysis, these impacts are anticipated to be less than significant in nature.</p> <p>Similarly, with light pollution, there are potential temporary and indirect effects from permanent and construction night lighting. As discussed in IS Section 2.1.2 (d), the project would relocate one streetlight and install safety lighting at the Chandler Aggregates Driveway and at Jack Rabbit Trail, which is consistent with the objectives of the project. Note that under the WRC MSHCP, a project must address potential indirect effects on WRC MSHCP conservation areas through, among other items, the introduction of night lighting (WRC MSHCP Vol. I § 6.1.4, Urban/ Wildlands Interface Guidelines). The necessary AMMs for consistency with the WRC MSHCP are presented in IS Section 2.4.3, <i>Avoidance, Minimization, and Mitigation Measures</i>. These AMMs are consistent with the WRC MSHCP measures and guidance found in Volume I, Sections 3.2.3, 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.5.1, 7.5.2, and 7.5.3, and Appendix C of the WRC MSHCP document. Implementation of AMMs would ensure full project compliance with the WRC MSHCP. Additionally, Standard Measure (SM) AES-1 would apply minimum lighting standards to lessen light and glare impacts caused by project lighting. Therefore, light pollution during construction would also be less than significant.</p>
<p>PC-3-8</p>	<p>The culverts must be improved and maintained. This is specially required with this plan adding 12 feet to the width of Gilman Springs Road and later when the road is expanded to four lanes. The IS/MND acknowledges they are already clogged with vegetation. The culvert/linkage at Jack Rabbit Trail must be straightened and increased in size with benches to allow larger animals to use it. What will happen to the culverts when Gilman Springs Road the County uses all of its right away to widen the road as much as possible? Gilman Springs Road has been known to become flooded in this segment, but I did not read anything about this potential and impacts.</p>	
<p>PC-3-9</p>	<p>“The project occurs within MSHCP Proposed Core 3 and Existing Core H. The MSHCP strives to preserve these areas for wildlife movement. “ The last two sentences from the IS/MND would leave you to believe there would be multiple undercrossing made available for wildlife, but instead we have a proposal that is a barrier to wildlife crossing. The project is another step in making the SJWA an urban park instead of a wildlife area. The lack of having multiple undercrossing for medium to large animals is putting people’s lives at risk because animals will try to cross through the moving cars/diesel trucks. As I explained before, my wife had a coyote strike her car while she drove Gilman Springs Road which required significant body work on her car. She was very fortunate that she didn’t hit oncoming traffic.</p>	
<p>PC-3-10</p>	<p>The crossings/linkages under the road must include an annual/monthly maintenance plan to make sure obstructions like tumbleweed or human activity are not blocking passage. Cameras which are monitored during the life of the project also need to be included at the larger under crossings to make sure they are operating correctly. Failing to do this will likely result in degradation of important biological resources.</p>	
<p>PC-3-11</p>	<p>The worst case for Gilman Springs Road is a four lane or wider road as in Moreno Valley’s General Plan to accommodate the WLC’s traffic and induced traffic. Therefore all direct, indirect, cumulative and growth inducing impacts analyzed must be done as if Gilman Springs Road will become at least four lanes or the documents will be inadequate. The WLC as well as other goods movement project with all their diesel truck pollution impacts not only humans, but also biological resources – animals, plants and insects.</p>	
<p>PC-3-12</p>	<p>“A LARGE DIESEL TRUCK-TRAILER COMBINATION IS EXPECTED TO PRODUCE 10 TO 15 DB HIGHER NOISE LEVELS THAN A PASSENGER CAR AT THE SAME ROAD SPEED DUE TO THE RELATIVE CONTACT AREAS OF THE TIRES WITH THE ROAD. INDICATIONS ARE THAT ATTEMPTS TO CONTROL VEHICLE NOISE BY OBJECTIVE NOISE LEVEL LEGISLATION HAVE NOT BEEN HIGHLY SUCCESSFUL. THE CONTROL OF NOISE THROUGH HIGHWAY PLANNING IS MORE LIKELY TO BE FRUITFUL THAN IS ENFORCEMENT OF VEHICLE LEVEL. SPECIFIC GUIDES ARE SET FORTH THAT</p>	
<p>2</p>		

	<p>Section 2.4.2 (a) of the IS discusses anticipated indirect impacts on non-Covered Species under the WRC MSHCP that could potentially occur within the BSA and states: “Although there is suitable habitat present in the BSA for these species, it is very low quality due to the highly degraded nature and adjacency to the existing roadway. No direct or indirect impacts from the project are anticipated for the non-covered, non-listed species with suitable habitat in the BSA.”</p> <p>Once the project is constructed, there could be continuing indirect impacts in the form of habitat degradation through air pollution, lighting, litter, and noise. However, operation of the project would not be expected to be substantially different from current conditions because it would consist only of widening the shoulders and median and making the existing lanes standard width, and therefore is not expected to result in conditions substantially different from those that currently exist along the roadway.</p> <p>The analyses conducted and documented in the IS support the conclusion that impacts on wildlife from noise and light pollution would be less than significant.</p> <p>Comment PC-3-8</p> <p>Please refer to response to Comment PC-2-5, which addresses details on the assessment completed for crossings at other culvert locations, as well as annual clearing requirements for culverts within the project limits.</p> <p>There are no known flooding issues along this segment of Gilman Springs Road.</p>
--	---

	<p>Comment PC-3-9</p> <p>Please refer to response to Comment PC-2-5.</p> <p>Comment PC-3-10</p> <p>As stated in AMM BIO-16 in Section 2.4.3 of the IS, “The County will perform annual clearing of debris from all culverts within the drainage easements after project completion,” which is intended to maintain these features in terms of their ability to accommodate the crossing of wildlife. As identified in response to Comment PC-2-5, one wildlife crossing is included as part of the project that would accommodate large animal species. Safety and improvement projects within the Criteria Area (WRC MSHCP Volume I, Section 7.3.4) do not require the addition of wildlife crossings under WRC MSHCP Section 7.5.2, Guidelines for Construction of Wildlife Crossings. The WRC MSHCP only requires incorporation of wildlife crossings through the conservation area and cameras for monitoring large crossings (WRC MSHCP Volume I, Section 7.5.2) for projects seeking coverage under WRC MSHCP Volume I, Section 7.3.5. Therefore, these requirements are not applicable to the project.</p> <p>Comment PC-3-11</p> <p>The project is intended to address safety concerns along the roadway. It would not add capacity and, as such, the project is expected to have the same traffic conditions under the future with- and without-project conditions as discussed in the response to Comment PC-3-11. An analysis related to additional traffic volumes that may result from implementation of the WLC, or other projects that may affect future projected traffic volumes along Gilman Springs Road, is therefore not required, as the objectives of the project are related to safety considerations and not capacity-related considerations, and the</p>
--	--

	<p>facility is expected to have the same volume of traffic in the future regardless of whether it is implemented.</p> <p>Based on the information presented in the IS, the County, as the CEQA Lead Agency, has determined, consistent with State CEQA Guidelines Section 15063(b)(1), that there are no significant impacts that have been identified, either individually or cumulatively, that would result from implementation of the project after incorporation of the mitigation measures identified in the MND.</p> <p>Please also refer to responses to Comments PC-3-3 and PC-3-7.</p> <p>Comment PC-3-12</p> <p>Please see response to Comment PC-3-7.</p>
--	--

PC-3-12 cont. [WILL HELP STATE HIGHWAY DEPARTMENT ENGINEERS DETERMINE THE MOST APPROPRIATE MEANS AND UNITS FOR MEASURING AND EVALUATING HIGHWAY NOISE FOR A NUMBER OF COMMON TRAFFIC SITUATIONS." (from <https://trid.trb.org/view/116330>)
The IS/MND is inadequate because it is failing to analyze foreseeable noise levels from large truck traffic and its impact on biological resources. Light Pollution from trucks will also be more damaging than passenger vehicles, but both will impact biological resources on both sides of Gilman Springs Road. These light pollution impacts will reach at least 1500 feet beyond the edge of the road — especially on any curves — and into the SJWA where threatened/endangered species are trying to recover. One species which assuredly will be impacted is the Stephens' Kangaroo Rat (SKR) with the light making them more easy prey. Since the SKR HCP was prior to the WRC MSHCP, the Sierra Club finds it difficult that destroying protected habitat is acceptable — even when replaced at a 3 to 1 ration. This replacement is only proposed for lands directly impacted and not those biological resources indirectly impacted by light, noise, odor, toxic road water runoff, and air pollution. The proposed improvements will result in more of these impacts from induced traffic and goods movement as you know from your WLC settlement. Therefore for the reasons above the proposed mitigations are woefully inadequate.

PC-3-13 [Many years ago USGS Geologist Doug Morton explained about the western movement of the badlands. I once heard him explain how some of the bumps that appear in Gilman Springs Road are the result of that movement. The IS/MND fails to address this potential problem as well as the future expansion of Mystic Lake which was also describe by Doug Morton. There is also no mention of the San Jacinto fault in the IS/MND. All of the above have a potential of impacting Gilman Springs Road and should have been addressed.

PC-3-14 [There is also no requirement to use best practices in requiring only Tier IV or higher construction/off road equipment. There is a lack of analysis of the staging areas for this heavy equipment and the impacts to habitat, environment and movement of wildlife.

PC-3-15 [While the documents mention one overhead street light, the Sierra Club is concerned that it will lead to others as well as other types of lighting that are not analyzed. Any such light will still create light pollution even with the measures you are taking – it must be totally shielded on all sides.

PC-3-16 [The Sierra Club believes all responses to comments on this IS/MND must be made public well before it goes to any decision makers. We also believe those responses will cause you to understand that a full EIR is required of this project and that it should have included all phases (1-7) of the project. It is only because you have taken a larger project and divided it in seven phases as shown below my name that you felt comfortable using an IS/MND which is still inadequate.

Please keep the Sierra Club on your list for all notifications of meetings and documents related to this project.

Sincerely,

George Hague
Sierra Club
Moreno Valley Group
Conservation Chair

P.O. Box 1325
Moreno Valley, CA 92556-1325

Comment PC-3-13

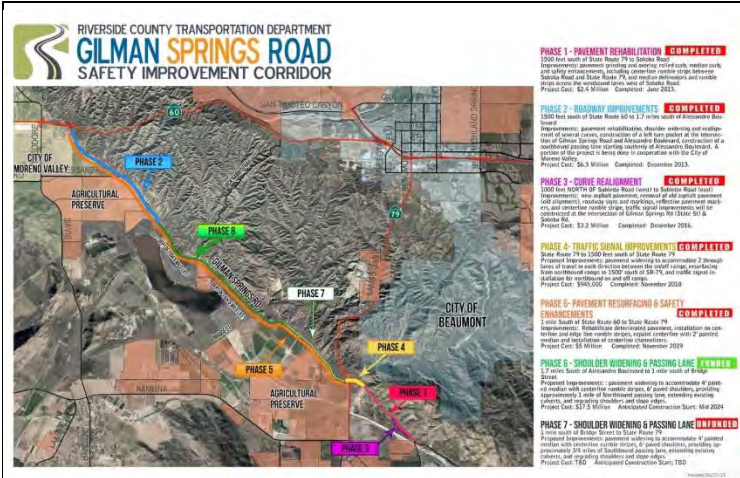
In accordance with CEQA, the analysis of surface fault rupture and ground shaking in IS Section 2.7.2 focuses on impacts of the project on the environment. Per the reasoning by the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, analysis of surface fault rupture and ground shaking focuses on impacts of the project on the environment and not the environment on the project, although that should be considered with proper building and construction techniques. Therefore, the question of whether the project would exacerbate the risk of surface fault rupture and ground shaking is addressed in the IS.

Furthermore, the San Jacinto earthquake fault zone is mentioned in IS Section 2.7.2 (a.i), *Discussion of Environmental Evaluation Question 2.7 – Geology and Soils*.

While Doug Morton’s research is very interesting, the project is a safety project along an existing roadway, and improvements would occur predominantly within the existing right of way, which would make it compatible with the existing land uses. Furthermore, the project would be constructed in compliance with the California Department of Transportation’s (Caltrans’) Division of Engineering Services, Office of Earthquake Engineering, Seismic Design Criteria. As stated in IS Section 2.7.2, a comprehensive geotechnical study, including a field investigation and laboratory soil testing, would be performed during the Plans, Specifications, and Estimates (PS&E) phase of the project. Recommendations from that study would be implemented into all project phases (i.e., design or construction), as applicable. Compliance with current Caltrans procedures regarding seismic design is anticipated to avoid or minimize any significant impacts related to seismic ground shaking.

	<p>Please see IS Section 2.7.2, <i>Discussion of Environmental Evaluation Question 2.7 – Geology and Soils</i>, for a more robust discussion of the Badlands and potential geologic impacts.</p> <p>Comment PC-3-14</p> <p>As discussed in Section 2.3.2 of the IS, the construction emissions associated with the project would not exceed the South Coast Air Quality Management District’s Regional Construction Thresholds (Table 2-2) or Localized Significance Thresholds (Table 2-3). Therefore, no mitigation measures, such as the exclusive use of Tier 4 off-road equipment, are required.</p> <p>Staging areas are considered temporary impact areas for the project. All permanent and temporary impacts were analyzed for the project, including proposed equipment staging areas.</p> <p>Comment PC-3-15</p> <p>Section 2.1.2 in the IS analyzes the potential impacts for substantial light or glare. As described in AMM BIO-13, lighting would be directed downward and incorporate baffles, as feasible, to reduce excess light from shining outside of the paved areas and shoulders and spilling into adjacent areas. As discussed in Section 2.1.2 (d) in the IS, the project would result in a less-than-significant impact on day or nighttime views in the surrounding area as a result of new lighting or glare.</p> <p>Comment PC-3-16</p> <p>All comments and responses will be included in the IS. The requirements outlined in Sections 15074 and 15075 of the State CEQA Guidelines will be followed. However, it should be noted that CEQA does not require that the responses to comments on a publicly circulated Draft IS be distributed for review prior to adoption of the MND by the Lead Agency. If the MND for the project is adopted by the County, then the location where the IS,</p>
--	--

	<p>which will include the responses to comments, is made available for review will be included in the Notice of Determination that is filed for the project.</p> <p>Regarding project phasing, please refer to response to Comment PC-2-9.</p> <p>Regarding preparation of an EIR, please refer to response to Comment PC-1-2.</p> <p>RCTD will include the Sierra Club on the notification list for this project.</p>
--	--



Public Hearing Court Reporter Transcript

<p style="text-align: center;">Transcript of Proceedings March 31, 2022</p> <p style="text-align: center;">Thursday, March 31, 2022 5:30 p.m.</p> <p>MS. PIGGOT: So our first commenter tonight is George Hague. George, I'm going to ask you to unmute so that you can provide your oral comments.</p> <p>Mr. Hague, are you there?</p> <p>MR. HAGUE: I am. Can you hear me?</p> <p>MS. PIGGOT: Go ahead. You have two minutes.</p> <p>MR. HAGUE: To start with, I don't think -- two minutes is not -- I hope you'll give us additional time at the end if you have it.</p> <p>Responses to comments to mitigated negative declaration must be provided to all commenters. In other words, we want you to respond to what we say in writing, and it should be, and not just say you don't need to under mitigated negative declarations.</p> <p>The City of Moreno Valley World Logistic Center shows this to be a 4- to 6-lane. Your own right of way shows that that is your plan in the future. You're there for segmenting this project. Even your numbering system involved along the way for improvement shows that you are segmenting a much larger project and it should be analyzed as a whole.</p> <p style="text-align: right;">Page 4</p> <p style="text-align: center;">Atkinson-Baker, A Veritext Company (818) 551-7300 www.veritext.com</p>	<p>Comment TR-1: George Hague <i>Response to Comment TR-1</i> <u>Comment TR-1-1</u></p> <p>Thank you for your comments. Your comment is acknowledged.</p> <p><u>Comment TR-1-2</u></p> <p>All comments and responses will be included in the IS. The requirements outlined in Sections 15074 and 15075 of the State CEQA Guidelines will be followed. However, it should be noted that CEQA does not require that the responses to comments on a publicly circulated Draft IS be distributed for review prior to adoption of the MND by the Lead Agency. If the MND for the project is adopted by the County, then the location where the IS, which will include the responses to comments, is made available for review will be included in the Notice of Determination that is filed for the project.</p> <p><u>Comment TR-1-3</u></p> <p>Regarding project phasing, please refer to response to Comment PC-2-9.</p>
--	---

Transcript of Proceedings
March 31, 2022

1 Your noise level of your traffic, your level of
2 service, but you also must use vehicle miles traveled in
3 your analysis. You're also dealing with induced traffic
4 and that must be part of your analysis for this. Your
5 increased light and noise pollution from this will be
6 significant, and it needs to be further analyzed, both
7 the direct and indirect impacts of noise and light
8 pollution from the cars, trucks and other vehicles.

TR-1-4

9 For each different species, you cannot just
10 assume you've analyzed for SKR and that handles all the
11 other animals. Your impacts to SKR will be significant.
12 The analysis per the SKR HBP says that we must have
13 linkages between the San Jacinto wildlife area and the
14 Badlands.

TR-1-5

15 Your project is not providing this. You need
16 more under crossings designed for SKR and other similar
17 animals to provide that linkage. The one that you did
18 show, needs to be cleaned out and maintained on a
19 regular basis.

20 I'm assuming my time is up.

21 MS. PIGGOT: Thank you for your comments.

22 Okay. Our next speaker this evening is
23 Susan Nash. Susan, I'm going to ask you to unmute.

24 MS. NASH: Okay. I got it. Okay. This is
25 Susan Nash with the Friends of the Northern San Jacinto

Page 5

Atkinson-Baker, A Veritext Company
(818) 551-7300 www.veritext.com

Comment TR-1-4

Regarding traffic, please refer to response to Comment PC-3-3. As stated previously, the project does not increase capacity, as it does not include additional through lanes, and traffic volumes and vehicle mix (i.e., the percentage of cars, trucks [small, medium, and large], and motorcycles) are projected to be identical between the with- and without-project conditions. Therefore, the project would not be expected to have an impact on VMT and no VMT traffic modeling is required. This is further discussed in Section 2.8.2 of the IS.

Please refer to response to Comment PC-3-7 for a full response to your concerns about potential noise and light pollution, and response to Comment PC-3-6 for a discussion on air quality.

Comment TR-1-5

Section 2.4.2 (a) of the IS identifies and discusses anticipated direct and indirect impacts on federally listed species, WRC MSHCP Covered Species, and non-listed special-status wildlife species, including Covered and non-Covered Species under the WRC MSHCP.

As described in Section 2.4.2 (a) of the IS, the project would directly affect suitable habitat for SKR. However, SKR was not found during small mammal trapping efforts. There is a potential that the species is present within portions of the BSA where no trapping occurred but, as this species does not require trapping under the WRC MSHCP and is a fully Covered Species under the WRC MSHCP, these impacts are considered less than significant under CEQA. Impacts on the SKR Core Reserve would be replaced at a 1:1 ratio per the requirements of the SKR Habitat Conservation Plan and WRC MSHCP. Because the project is a Covered Activity for safety improvements (WRC MSHCP Volume I, Section 7.3.4), no wildlife crossings are

	<p>required as part of the project design; please refer to response to Comment PC-2-5 for a more thorough discussion of wildlife crossing considerations. Furthermore, as stated in AMM BIO-16 in Section 2.4.3 of the IS, “The County will perform annual clearing of debris from all culverts within the drainage easements after project completion,” which is intended to maintain the usability of these structures for wildlife crossing.</p>
--	--

<p>Transcript of Proceedings March 31, 2022</p> <p>1 Valley. Don't forget the northern in your title. 2 MSHCP compliance is not CEQA compliance; that 3 requires two hours to explain. There is no CEQA 4 document, an initial study with notes is not a mitigated 5 negative declaration. Mitigated negative declaration -- TR-2-1 6 the CEQA document needs to be a separate document from 7 the initial study CEQA is clear on that. 8 Mandatory findings of significance, 15065(a)(1) 9 and (3), require an EIR to address the potential impacts TR-2-2 10 to endangered species and of potential human impacts. 11 The document does not contain the complete 12 project description. You're not talking about the 13 San Jacinto wildlife area. You're not talking about the 14 MSHCP reserve lands, they're not identified. You're not 15 talking about the 1700 acres of the Quail Ranch and Eden TR-2-3 16 Hot Springs that are currently being added to the 17 reserve by the Wildlife Conservation Board in the San 18 Jacinto wildlife area. This is especially egregious 19 since the MSHCP is the RCA and knows about all these 20 documents. 21 The crossing at the Jackrabbit Trail, and that 22 crossing is both a flood control, apparently, and owned 23 by the -- and managed by the RCA, that crossing. And it TR-2-4 24 needs to be straightened out so it goes directly onto to 25 the San Jacinto wildlife area and into Mystic Lake. And</p> <p style="text-align: right;">Page 6</p> <p style="text-align: center;">Atkinson-Baker, A Veritext Company (818) 551-7300 www.veritext.com</p>	<p>Comment TR-2: Friends of the Northern San Jacinto Valley</p> <p><i>Response to Comment TR-2</i></p> <p><u>Comment TR-2-1</u></p> <p>Thank you for your comments. Please refer to response to Comment PC-1-1 for a full discussion on the WRC MSHCP as it relates to CEQA compliance.</p> <p><u>Comment TR-2-2</u></p> <p>Please refer to response to Comment PC-1-1 for a full discussion on the level of CEQA documentation prepared for the project.</p> <p><u>Comment TR-2-3</u></p> <p>Please see response to Comment PC-1-3.</p> <p><u>Comment TR-2-4</u></p> <p>Please see response to Comment PC-2-5 for more information regarding the wildlife crossing suitability assessment completed for the project.</p>
--	---

Transcript of Proceedings
March 31, 2022

1 it needs to be -- my time is up.
 2 Thank you.
 3 MS. PIGGOTT: Thank you for your comments.
 4 Our next speaker this evening is
 5 Ileene Anderson. Ms. Anderson, I'm going to ask you to
 6 unmute.
 7 MS. ANDERSON: Hi. Good evening.
 8 Ileene Anderson, Center for Biological Diversity. We
 9 believe that the mitigation ratios for the permanent
 10 impacts on the P/QP lands and conserved lands is
 11 inadequate because these lands are already conserved and
 12 relied upon for the West Riverside MSHCP, mitigation
 13 ratios must be at least 3 to 1 for all impacts.
 14 As you know, Gilman Springs Road is directly
 15 adjacent to the San Jacinto wildlife area on the west,
 16 to the east conserved lands and lands that are primarily
 17 open space lead to additional conserved lands. This
 18 funnels animals across Gilman Springs Road. While we
 19 support the Bridge Street wildlife crossing, we have
 20 requested, and continue to request, additional wildlife
 21 crossings in order to prevent safety issues between
 22 vehicles and animals.
 23 With the World Logistic Center moving forward,
 24 Gilman Springs Road traffic will increase and that will
 25 cause increases and conflicts between vehicles and

TR-3-1

TR-3-2

TR-3-3

Page 7

Atkinson-Baker, A Veritext Company
(818) 551-7300 www.veritext.com

Comment TR-3: Center for Biological Diversity

Response to Comment TR-3

Comment TR-3-1

Thank you for your comments. The WRC MSHCP requires replacement of P/QP lands at no less than 1:1 mitigation ratio equivalent or better lands for permanent impacts (WRC MSHCP Volume I, Section 7.2.4). Temporary impacts will be replaced on site at a 1:1 ratio (refer to Mitigation Measure [MM] **BIO-18**). The project is a safety operations and maintenance project (WRC MSHCP Volume I, Section 7.3.4) and does not require replacement of the 128-foot WRC MSHCP take allowance area for Gilman Springs Road (refer to Section 2.4 [f] of the IS); however, the project proposes to replace all WRC MSHCP Conserved Lands within the SJWA, in addition to WRCRCA Conserved Lands. The replacement lands will be equivalent or better than existing conditions within an area contiguous to the existing SJWA lands. The mitigation ratios identified in Section 2.4.3 of the IS were concurred with by USFWS, CDFW, and WRCRCA as part of the Joint Project Review approval.

Comment TR-3-2

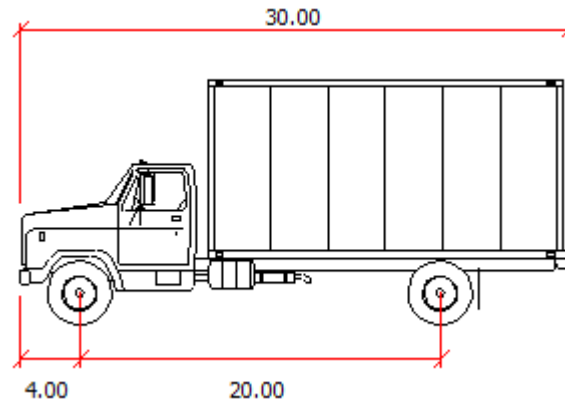
Besides the improvements to the Bridge Street crossing, there are no current plans to create additional wildlife crossings structures. Please refer to response to Comment PC-2-5 for a full discussion on wildlife crossing requirements.

Comment TR-3-3

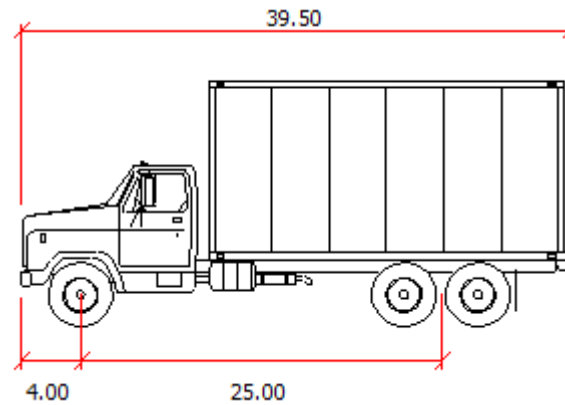
Please see response to Comment PC-3-11, which addresses traffic concerns and the WLC. Response to Comment PC-2-5 provides details regarding wildlife crossing requirements and the

	<p>reasoning behind the wildlife crossing improvements that will be implemented under the project.</p>
<p style="text-align: center;">Transcript of Proceedings March 31, 2022</p> <p>1 animals. Therefore, we, again, ask that further safety 2 measures be incorporated to reduce conflicts between 3 wildlife and vehicles; i.e., additional safe wildlife 4 crossings. TR-3-3 cont.</p> <p>5 We'll be submitting additional written comments 6 on this matter by the deadline.</p> <p>7 Thank you.</p> <p>8 MS. PIGGOTT: Thank you for your comments.</p> <p>9 Our next speaker this evening is Mary LaMont.</p> <p>10 Ms. LaMont, I'm going to ask you to unmute.</p> <p>11 MS. LAMONT: Can you hear me?</p> <p>12 MS. PIGGOTT: Yes. Go ahead. You have two 13 minutes.</p> <p>14 MS. LAMONT: Okay. I'm actually here on behalf 15 of my mother-in-law, Rosalie LaMont, who resides at the 16 project area, at the 34850 Gilman Springs Road. The 17 family has resided on the property for over 100 years. 18 We have a few concerns that we would like to address in 19 relation to the property.</p> <p>20 The first is access during the project, how is 21 she going to get in and out of the residence safely? 22 The second is there is no water on the property. She 23 needs to get a truck to the highway north of the 24 intersection at Alessandro regularly. She also needs a 25 large truck to be able to come into the property with TR-4-1</p> <p style="text-align: center;">Page 8</p> <p style="text-align: center;">Atkinson-Baker, A Veritext Company (818) 551-7300 www.veritext.com</p>	<p>Comment TR-4: Mary LaMont <i>Response to Comment TR-4</i> <u>Comment TR-4-1</u></p> <p>Thank you for your comments. The County’s construction contractor (yet to be selected) will coordinate access with property owners. Per Riverside County’s Road Improvement Standards and Specifications, Ordinance No. 461, Section 6.03, Public Convenience, the County is required to keep driveways accessible at all times throughout construction.</p> <p>The County’s Project Manager will coordinate with the property owner at 34850 Gilman Springs Road to confirm the size of the water truck that currently accesses the property and to ensure that access for the water delivery truck to the property is not affected. The County’s Project Engineer has analyzed 30-foot-long and 40-foot-long single-unit (SU) trucks, which are both accommodated with the current design. Please see the following design sketches for SU-30 and SU-40 trucks.</p>

SU-30 Truck:



SU-40 Truck:



1 water delivery. TR-4-1
cont.

2 The general ingress and egress of the driveway
3 during and after the project is a great concern, if a
4 portion of the driveway is removed and the gate, mail
5 box and asphalt on the driveway need to be moved to get
6 closer to the residence, at the cost of the county,
7 there is a considerable grade to that driveway. TR-4-2

8 It will need to be leveled, so she walk safely
9 to the area to get in and out, to lock and unlock her
10 gate, so we would like to know what is being done to
11 ensure a proper distance and angle of approach so that
12 the residents, utilities and emergency services can be
13 maintained to the property.

14 We also would like to address the fact that the
15 passing lane is going to be right in front of her
16 property. She will now have to wait until two lanes in
17 northbound traffic pass before she is able to turn left
18 into her property. TR-4-3

19 Based on the diagram to the project and the
20 track record of the drivers on Gilman Springs Road, I
21 feel like you're inviting people not only to go faster
22 but also; what is going to stop them from entering the
23 median or shoulder to pass someone who is turning into
24 the property? TR-4-4

25 The gates at the residence needs to be locked TR-4-5

Comment TR-4-2

The project will be required to comply with the County’s *Private Road Connection for Use in Rural Areas* design manual, which identifies the design requirements related to the connection of private driveways to County roads within rural areas. Based on a preliminary review of the driveway connection to Gilman Springs Road at the property at 34850 Gilman Springs Road, it is expected that the modified driveway connection, which would be approximately 50 feet wide, would provide a sufficiently flat area in front of the gate and mailbox for pedestrian and vehicular access to the property. This will be further evaluated and confirmed during the final design phase of the project to ensure that an appropriate grade is maintained during and following construction.

Comment TR-4-3

When a driver is turning left into Pepper Tree Lane, the driver will need to check the approaching traffic in the northwest direction to find a gap in the traffic and then complete the left turn. The design of the roadway approaching this location has adequate sight distance, as prescribed in the Caltrans *Highway Design Manual*, to observe the approaching traffic, find an adequate traffic gap, and then turn left into Pepper Tree Lane.

Comment TR-4-4

The proposed roadway improvements have been designed for motorists to travel safely along the road within the posted speed limit. Motorists will be discouraged from crossing into the center median by the use of a double-yellow stripe, rumble strip, and raised reflective crash-resistant channelizers. Motorists will be discouraged from going into the shoulders by a six-inch-wide shoulder stripe and rumble strip.

	<p><u>Comment TR-4-5</u></p> <p>The existing gate can remain locked during construction of the project. When new construction will need to occur at the gate or in front of the gate, the construction contractor will be instructed to contact the property owner in advance of any construction work in this area and to coordinate and cooperate with the property owner during construction. The intent will be to minimize construction impacts and inconveniences to the property owner during construction with the understanding that some disruptions are inevitable to build the new roadway connection to Pepper Tree Lane; however, the owner will be notified in advance if access to the gated area is required during construction.</p>
--	---

Transcript of Proceedings
March 31, 2022

1 and unlocked during the entirety of the project, people
2 have driven up there and actually entered into her
3 residence before.

TR-4-5
cont.

4 There's the unfortunate removal of a Palo Verde
5 tree on the property to widen a road that we already
6 know people are exceeded the speed limit on that has
7 resulted in many tragic deaths.

TR-4-6

8 So really we want to know who is this really
9 helping other than those who want to go faster?

10 MS. PIGGOT: Thank you for your comments.

11 Okay. Ladies and gentlemen, those are all of
12 the speakers that we had indicate in their
13 preregistration that they wanted to provide a verbal
14 comment this evening.

15 Would anyone else like to provide a verbal
16 comment this evening that hasn't already spoken? If so,
17 please use the raise hand icon located at the bottom of
18 your Zoom platform.

19 Okay. Not seeing any hands, a question to our
20 translators, are you hearing anyone in the Spanish room
21 that would like to make a verbal comment evening?

22 Okay. Thank you. Ladies and gentlemen, seeing
23 that we still have some more time remaining, if anyone
24 that has already provided a verbal comment would like to
25 elaborate on their comments, please raise your hands.

Page 10

Atkinson-Baker, A Veritext Company
(818) 551-7300

www.veritext.com

Comment TR-4-6

The intent of the project is to enhance safety for all users by widening the shoulders, providing double-yellow median striping, installing rumble strips and raised reflective impact resistance channelizers within the median, adding six-inch-wide shoulder stripes and rumble strips, and providing a passing lane to allow motorists to safely pass slower vehicles and to discourage passing in a “head-on” direction.

Transcript of Proceedings
March 31, 2022

1 So, Mr. Hague, Mr. Nash, Ms. Anderson and
2 Ms. LaMont, if you would like to elaborate on your
3 comments, please feel free to raise your hand and we'll
4 give you more time.

5 Mr. Hague, I see your hand is raised, I'm going
6 to ask you to unmute.

7 MR. HAGUE: Can you hear me?

8 MS. PIGGOT: Yes. Go ahead. We'll give you an
9 additional two minutes to wrap up your comments.

10 MR. HAGUE: The light and the noise pollution
11 that this project will cause and the idea that it's
12 going to be a 4- to 6-lane road in the future, as your
13 right-of-way shows, and as the City of Marino Valley
14 environmental document shows, indicates that the
15 San Jacinto wildlife area that is tied to this road on
16 the east side, are going to be significantly impacted in
17 the future. And this project should be analyzing that.
18 Once, again, you are piecemealing this project, you're
19 segmenting this project.

20 As Ms. Anderson mentioned, you need at least a
21 3 to 1, not only for direct impacts, but indirect
22 impacts. The light pollution especially around the
23 curves in this road, it's going to extend well into the
24 San Jacinto wildlife area. Even the noise bouncing off
25 some of the hills and so forth, going back into the

Page 11

Atkinson-Baker, A Veritext Company
(818) 551-7300

www.veritext.com

Comment TR-5: George Hague

Response to Comment TR-5

Comment TR-5-1

Please refer to response to Comment PC-3-7 regarding your concerns about pollution. Please see response to Comment PC-3-11, which addresses traffic concerns and the WLC.

Comment TR-5-2

Please refer to response to Comment PC-2-9 regarding the appropriateness of the project as an independent action.

Comment TR-5-3

The WRC MSHCP requires replacement of P/QP lands at no less than 1:1 mitigation ratio equivalent or better lands for permanent impacts (WRC MSHCP Volume I, Section 7.2.4). Temporary impacts will be replaced on site at a 1:1 ratio (refer to **MM BIO-18**). Indirect effects (lighting, noise, generation of dust, etc.) are discussed in more detail in response to Comment P-3-7, and are addressed through implementation of measures from WRC MSHCP Volume I, Section 7.5.3 (Construction Guidelines) and Appendix C (Best Management Practices). These are included as **AMM BIO-1** through **AMM BIO-10** and **AMM BIO-12** through **AMM BIO-14**.

Transcript of Proceedings
March 31, 2022

1 wildlife area. These are indirect, maybe, impacts and
2 some of them are direct, but your mitigation, offsite
3 mitigation, for these impacts, needs to be more fully
4 analyzed and addressed well beyond what you have.

TR-5-3
cont.

5 And they should, once again, be not just
6 general impact, but specific such as SKR, which need
7 their nighttime without being shown to the world; so
8 they are not prey or easy prey. You need to be able to
9 do this. SKR have been shown to go 400 meters. They
10 can go under this road.

TR-5-4

11 You need to be able to have something to allow
12 SKR to do that as well other animals and not just this
13 one large bridge, it needs to be up where the SKR
14 habitat is at the north end of this San Jacinto wildlife
15 area. These are very important and need to be shown.

16 You need to have our comments responded to in writing --
17 in writing, so that all of the people who commented, and
18 others, can read your response to our comments.

TR-5-5

19 Thank you very much.

20 MS. PIGGOT: Thank you for you comments. Okay.
21 Would anyone else like to elaborate on their comments?

22 Ms. Nash, I see your hand is raised, I'm going
23 to ask you to unmute.

24 MS. NASH: Thank you. I just want to show you
25 from example about how difficult, sometimes impossible,

TR-6-1

Page 12

Atkinson-Baker, A Veritext Company
(818) 551-7300

www.veritext.com

Comment TR-5-4

The IS identifies the indirect impacts from light, noise, vibrations, and toxics in Section 2.4.2 (a) for federally listed species and evaluated the Urban/Wildlands Interface Guidelines (WRC MSHCP Vol. I, Section 6.1.4) for WRC MSHCP species throughout the WRC MSHCP Conservation Area. Potential indirect effects on non-listed special-status wildlife species, including Covered and non-Covered Species under the WRC MSHCP, are also discussed in IS Section 2.4.2 (a). Please refer to the response to Comment PC-3-7, which addresses the indirect effects from noise and light on sensitive species. Also refer to the response to Comment PC-2-5, which discusses wildlife crossings. Lastly, refer to response to Comment TR-1-5 for the SKR assessment and how replacement of SKR habitat is being addressed for the project.

Although no new wildlife crossings are proposed at the northern end of the project, **AMM BIO-16** will implement annual clearing of debris for culverts throughout the project area once the project is completed, thereby opening up each culvert within the entire project area, including the northern end of the project, which is intended to maintain these features in terms of their ability to accommodate the crossing of wildlife.

Comment TR-5-5

Please see response to Comment PC-3-16 for information regarding the availability of responses to public comments.

	<p>Comment TR-6: Friends of the Northern San Jacinto Valley</p> <p><i>Response to Comment TR-6</i></p> <p><u>Comment TR-6-1</u></p> <p>In addition to written descriptions, the IS provides maps to assist the reader in orienting and familiarizing themselves with the project. RCTD has reviewed the IS and made updates to the text where any inconsistencies regarding direction references were identified. Please refer to Chapter 1 for a full project description, including maps of the project.</p>
--	---

Transcript of Proceedings
 March 31, 2022

1 it is to -- and how poorly this project is described,
 2 and the fact that sometimes you talk about the road as
 3 going east and west, and sometimes at other times, you
 4 talk about the road as going north and south.

5 And then you make reference to north or south
 6 of the road in one instance or east and west of the road
 7 in the other instance. The public and decision makers
 8 are entitled to a clear document where they can actually
 9 understand what is going on. And this is just one gross
 10 example about how you have completely disregarded the
 11 public's right and decision makers' right to accurate
 12 information.

13 How is anyone supposed to know where anything
 14 is located? If you had this kind of north-south,
 15 east-west constant confusion sometimes in the sentence
 16 and sometimes in the same paragraph and frequently on
 17 the same page.

18 The second thing is what was brought up
 19 Ms. LaMont was that there are no studies that have been
 20 able to identify, and I've asked this question of you
 21 before, about what did these road improvements, where
 22 you have all these passing lanes are actually going to
 23 make the road safer or, in fact, are going to make it
 24 less safe by people racing in the short passing lane to
 25 get around and crowding in at the last second?

Page 13

Atkinson-Baker, A Veritext Company
 (818) 551-7300 www.veritext.com

TR-6-1
 cont.

TR-6-2

Comment TR-6-2

As noted in Section 1.3.1 of the IS, the primary objectives of the project are to improve safety and driver awareness. To this point, the project proposes, among other items, to:

- Add safety lighting at the Chandler Aggregates Driveway and Jack Rabbit Trail.
- Add rumble strips in the median and along the shoulders.
- Add a four-foot double-yellow-striped median with impact-resistant channelizers.
- Add a northbound passing lane.

These improvements would not result in a higher posted speed limit along Gilman Springs Road, and are intended to minimize the potential for drivers to make unlawful passing maneuvers. Drivers using the improved roadway would be required to abide by existing traffic laws along the road.

Transcript of Proceedings
March 31, 2022

1 Thank you very much.
 2 MS. PIGGOT: Thank you for your comments.
 3 Okay. Would anyone else like to elaborate on
 4 their earlier comments or provide a verbal comment? If
 5 so, please raise your hand using the raised hand icon
 6 located at the bottom of your screen or if you're a
 7 call-in only user, you can press star 9 to raise your
 8 hand.
 9 Mr. Hague, I see your hand is raised again, I'm
 10 going to ask you to unmute.
 11 MR. HAGUE: Just a couple of comments. When we
 12 talk about animal under crossings, a lot of people
 13 think, well, this is to protect the animals and it is.
 14 My wife used to drive Gilman Springs all the
 15 time between Marino Valley and Hemet, where she worked,
 16 and at least once a coyote ended up in her wheel well
 17 trying to get across the road. If we don't have the
 18 under crossings, you're putting people's lives at risk,
 19 and this needs to be part of your thinking.
 20 So when you respond to our concerns about under
 21 crossings think of them as also protecting the drivers
 22 who are speeding along the roadway, and don't even
 23 realize that animals are trying make it across. This is
 24 especially true at night. Just like my wife had this
 25 horrendous impact to her car, it's going to happen again

TR-7-1

Page 14

Atkinson-Baker, A Veritext Company
(818) 551-7300 www.veritext.com

Comment TR-7: George Hague

Response to Comment TR-7

Comment TR-7-1

As stated in Section 1.3.1 of the IS, the objectives of the project are to improve safety, traffic operations, and driver awareness along Gilman Springs Road. The project will install safety lighting at the Chandler Aggregates Driveway and at Jack Rabbit Trail, which is consistent with the project objectives. In addition, response to Comment PC-2-1 details the existing and proposed roadway widths, which are anticipated to increase driver safety. These improvements, coupled with the maintenance activities required by **AMM BIO-16** and **AMM BIO-19**, and the wildlife crossing and fencing at Bridge Street have the potential, and are expected, to reduce wildlife collisions. As described in response to Comment PC-2-5, the crossing at Bridge Street, specifically, was added to the project design as a benefit to wildlife. The underpass at Bridge Street would be expanded from a 12-foot-wide by 6-foot-high by 72-foot-long culvert to a large span reinforced-concrete box culvert that would be 26 feet wide by 7.5 feet high by 72 feet long. Wildlife fencing with jumpouts will also be installed within 0.25 mile of the Bridge Street underpass in each direction to guide wildlife to the crossing. Lastly, impact-resistant channelizers would be placed 48 feet apart within the median and would not prevent wildlife from crossing over the roadway.

Transcript of Proceedings
March 31, 2022

1 and again, unless we have these under crossings and
2 probably more so after you widen this road. And make
3 the median -- I can't continue explaining.

4 So it's very important for these under
5 crossings, so please think of it both for the wildlife
6 and for human life. And, hopefully, you will include
7 more of these in order for them both to survive as this
8 road is continuing forward.

9 And once again, please analyze and reduce
10 traffic, please fully analyze vehicle miles traveled and
11 not just level of service as you have. And please have
12 all of this in writing and responses to these comments
13 and any written comments you have received.

14 I do appreciate you very much allowing me to
15 speak in these three two-minute segments.

16 You have a good evening.

17 MS. PIGGOT: Ladies and gentlemen, would anyone
18 else like to provide a verbal comment this evening? As
19 a reminder, you can still use the Q and A feature to
20 type in your written comment, if you prefer.

21 Okay. Not seeing any additional hands raised,
22 we'll go ahead and move on to our last slide this
23 evening. We appreciate your participation. And we will
24 stay on the line until 7:00 p.m., in case anyone else
25 joins the meeting or wishes to make a verbal comment.

Page 15

Atkinson-Baker, A Veritext Company
(818) 551-7300

www.veritext.com

Comment TR-7-2

Regarding traffic, please refer to responses to Comments PC-3-3 and PC-3-6.

Please see response to Comment PC-3-16 for information regarding the availability of responses to public comments.

TR-7-1
cont.

TR-7-2

Appendix G Response to Comments

Transcript of Proceedings
March 31, 2022

1 We do want to emphasize that you can visit
2 project website rcprojects.org/gilmanshldwidening for
3 additional information and to review the draft document.
4 Again, we will stay on the line until 7:00 p.m. in case
5 anyone else joins and wants to make a verbal comment.
6 But for those of you on right now, we will not be
7 providing any new or additional information and we
8 appreciate your participation.

9 (End time: 7:00 p.m.)

10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Page 16

Atkinson-Baker, A Veritext Company
(818) 551-7300

www.veritext.com