INTERSTATE 10 WILDWOOD CANYON ROAD INTERCHANGE PROJECT

SAN BERNARDINO AND RIVERSIDE COUNTIES, CALIFORNIA
08 –SBD–10 (PM 35.3 to R39.2)
08 –RIV–10 (PM R0.0 to R1.1)
08-1K090/0818000181

Draft Environmental Impact Report/ Environmental Assessment

Prepared by the
State of California, Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

July 2026

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General Information about This Document

What's in this document:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate 10 Wildwood Canyon Road Interchange Project (Project), which examines the potential environmental impacts of the alternatives being considered for the proposed Project located in San Bernardino and Riverside Counties, California. Caltrans is the Lead Agency under the National Environmental Policy Act and the California Environmental Quality Act. The document explains why the Project is being proposed, what alternatives have been considered for the Project, how the existing environment could be affected by the Project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Additional copies of this document and related technical studies are available for review at:
    - Caltrans District 8, 464 West 4th Street, San Bernardino, CA 92401,
    - City of Yucaipa Planning Department, 34272 Yucaipa Boulevard, Yucaipa, CA 92399.
- Additional copies of this document are available for review at the Yucaipa Branch Library, 12040 5th Street, Yucaipa, CA 92399.
- This document may be downloaded at the Project website: https://yucaipa.gov/wildwoodcanyonrdinterchange/.
- Attend the public meeting on Wednesday, August 26, 2026, from 5:30 p.m. to 7:00 p.m. at the Yucaipa Community Center located at 34900 Oak Glen Road, Yucaipa, CA 92399. Please refer to the Project website referenced above for further information regarding this public meeting.
- We'd like to hear what you think. If you have any comments about the Project, please attend the public meeting and/or send your written comments to Caltrans by the deadline.
- Send comments via postal mail to:

    Hannah Beard, Senior Environmental Scientist
    California Department of Transportation, District 8
    Environmental Studies D
    464 West 4th Street, 6th Floor, MS 820
    San Bernardino, CA 92401-1400

- Send comments via email to: D8.1K090.Comments@dot.ca.gov.
- Be sure to send comments by the deadline: September 30, 2026.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the FHWA, may: (1) give environmental approval to the Project, (2) do additional environmental studies, or (3) abandon the Project. If the Project is given environmental approval and funding is obtained, Caltrans or the City of Yucaipa could design and construct all or part of the Project.

Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Eric Dionne, Chief of Public and Media Affairs, Caltrans District 8, 464 West 4th Street, 6th Floor, San Bernardino, CA 92401-1400; (951) 232-3718; or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

State Clearinghouse # 2022030637
8-SBD-10-Post Miles R35.3/R39.2
8-RIV-10-Post Miles R0.0/R1.1
8-1K090/0818000181

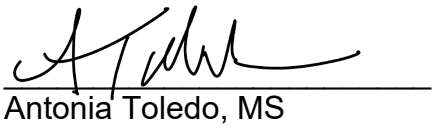
New Interchange on Interstate 10 at Wildwood Canyon Road between Live Oak Canyon Road/Oak Glen Road and County Line Road in Yucaipa

Draft Environmental Impact Report/ Environmental Assessment

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 United States Code 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation
and
City of Yucaipa

Responsible Agencies: California Transportation Commission, San Bernardino County Transportation Authority



7/31/2026

Antonia Toledo, MS
District Deputy Director
Environmental Planning, District 8
California Department of Transportation
CEQA and NEPA Lead Agency

Date

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

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Summary

S-1 NEPA ASSIGNMENT

Since 2007, the California Department of Transportation (Caltrans) has performed federal responsibilities for environmental decisions and approvals under the National Environmental Policy Act (NEPA) for highway projects in California that are funded or otherwise approved by the Federal Highway Administration (FHWA). These responsibilities have been assigned to Caltrans by FHWA pursuant to Title 23 United States Code Sections 326 and 327 and two Memoranda of Understanding signed by FHWA. Please see the Caltrans Standard Environmental Reference (SER) Volume 1, Chapter 38, "NEPA Assignment" for additional information.

S-2 PROJECT OVERVIEW

S-2.1 Lead Agencies and NEPA/CEQA Documentation

The proposed Project is a joint project by Caltrans and FHWA and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and NEPA. Caltrans is the lead agency under CEQA and NEPA.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, often a "lower level" document is prepared for NEPA.

After receiving comments from the public and reviewing agencies, a final environmental document will be prepared. Caltrans may prepare additional environmental and/or engineering studies to address comments. The final environmental document will include responses to comments received on the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) and will identify the preferred alternative.

Upon completion of the final environmental document, Caltrans will decide whether to approve the project and issue a Notice of Determination for compliance with CEQA, and whether to issue a Finding of No Significant Impact or require an Environmental Impact Statement for compliance with NEPA. If approved, a Notice of Availability of the Finding of No Significant Impact will be sent to the affected units of federal, state, and local government, and to the State Clearinghouse in compliance with Executive Order 12372.

S-2.2 Project Area

The Project is located along Interstate 10 (I-10) in southern San Bernardino County and northern Riverside County. The Project Design Footprint includes the limits of proposed operational improvements between the Live Oak Canyon Road/Oak Glen Road and

County Line Road interchanges. This segment of I-10 is a six-lane freeway with an additional eastbound truck climbing lane whose construction began in March 2024 and that is programmed to be completed before the Project. The Wildwood Safety Roadside Rest Area (SRRA), which includes amenities such as restrooms, water fountains, picnic tables, public phone, pet area, handicap access, and ashtray dump box, is located along eastbound I-10 within the Project Design Footprint.

S-2.3 Purpose and Need

The purpose of the proposed Project is to provide improved connectivity and increase multi-modal access for residents within Yucaipa and to accommodate Yucaipa's planned economic development around the area of proposed interchange, support efficient goods movement through the I-10 corridor, and improve emergency vehicle access and provide additional evacuation routes for the surrounding community.

The Project is needed to improve circulation and access for commuter vehicles and trucks at existing adjacent interchanges, in conjunction with the proposed interchange, which is identified as a primary access point for the Wildwood SRRA and local businesses, as well as improving the overall operations on the I-10 corridor.

S-2.4 Proposed Action

Caltrans proposes to establish a new interchange connection on I-10 at Wildwood Canyon Road in the City of Yucaipa, San Bernardino County, California. The Project Design Footprint is from Live Oak Canyon Road/Oak Glen Road Interchange (post mile [PM] R37.0) to the County Line Road Interchange (PM R39.0). An Advanced Signage Area extends the Project Design Footprint on I-10 west of Yucaipa Boulevard Interchange to PM 35.3 in San Bernardino County and east of the Sandalwood Drive Interchange in Riverside County to PM R1.1. The total Project Design Footprint length is approximately 4.92 miles. The Project Design Footprint also includes Calimesa Boulevard from the Wildwood Creek intersection (north of Avenue G) to the Oak Glen Road intersection, and Wildwood Canyon Road from the Calimesa Boulevard intersection to between the John Wayne Way intersection and the Nebraska Way intersection.

The following Alternatives are being studied in this environmental document: No-Build (Alternative 1), Diamond Interchange Overcrossing (Alternative 2), Skewed Diamond Interchange Overcrossing (Alternative 3), and Divergent Diamond Interchange Overcrossing (Alternative 4).

S-2.4.1 Alternative 1 (No-Build)

Under Alternative 1, no improvements would be constructed on I-10, and the local roads would remain in their current condition. As development continues to occur and traffic demand increases, traffic operational characteristics of the existing roadway network and adjacent interchanges would further deteriorate, which may result in an increase in

congestion, vehicle delay, vehicle-operating costs, and vehicle emissions due to slower operating speeds on the freeway and local roads. Alternative 1 would not address or alleviate the forecasted operational issues on this highway segment of I-10 in the City; and therefore, would not satisfy the purpose and need of the Project.

S-2.4.2 Alternative 2 (Diamond Interchange Overcrossing)

Alternative 2 proposes a new diamond interchange overcrossing with a centerline alignment perpendicular to I-10. The overcrossing would be located on the west side of the Wildwood SRRA and would provide the minimum 1-mile interchange spacing from adjacent interchanges. Alternative 2 would reconfigure and realign portions of Wildwood Canyon Road and Calimesa Boulevard into four-lane local roadways with signalized intersections.

S-2.4.3 Alternative 3 (Skewed Diamond Interchange Overcrossing)

Alternative 3 proposes a new diamond interchange overcrossing with a skewed local roadway centerline alignment over I-10 that would be located further west of the Wildwood SRRA compared to Alternative 2. In this case the spacing to the Live Oak Canyon Road interchange would be 0.96 mile and the spacing to the County Line Road interchange would increase to 1.19 miles compared to Alternative 2. Similar to Alternative 2, the new four-lane roadway alignment for Wildwood Canyon Road would have signalized intersections.

S-2.4.4 Alternative 4 (Divergent Diamond Interchange Overcrossing)

The roadway alignments for Alternative 4 are similar to those of Alternative 2, the primary difference is that a Diverging Diamond Interchange overcrossing would be constructed in this alternative. Like in Alternative 2, the centerline alignment of Wildwood Canyon Road would be perpendicular to I-10 and would be located on the west side of the Wildwood SRRA, providing the minimum 1.0-mile interchange spacing from adjacent interchanges.

S-3 PROJECT IMPACTS

This environmental document evaluates the potential effects of the No-Build Alternative and the three build alternatives. **Table S-1** summarizes the effects of each build alternative compared to the No-Build Alternative, and includes proposed avoidance, minimization, and/or mitigation measures to reduce the effects of the build alternatives. The environmental commitments and measures to minimize harm are listed in the Environmental Commitments Record in Appendix D. A complete description of potential effects and recommended measures under NEPA is provided in Chapter 2 and under CEQA is provided in Chapter 3.

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Table S-1. Summary of Potential Impacts for Alternatives

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
Consistency with State, Regional, and Local Plans and Programs	Goals and policies related to improving traffic conditions and the development of an intersection at Wildwood Canyon Road would not be met.	Consistent with all applicable state, regional, and local plans and policies.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**TR-1**: Transportation Management Plan **PAL-1**: Paleontological Mitigation Plan
Parks and Recreational Facilities	No impact on existing facilities. The development of planned multipurpose trails, which would cross I-10, would not be accommodated.	Alternative 2 would provide improved connectivity to parks and recreational facilities by creating sidewalks, crosswalks, Americans with Disabilities Act-compliant curb ramps, and wider shoulders along local roads. Access to existing multipurpose trails would be maintained through construction. Alternative 2 would not result in a Section 4(f) "use."	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**CIA-1:** Bicycle and Pedestrian Access **CIA-2:** Temporary Construction Areas **NOI-1**: Equipment Control **NOI-2**: Additional noise measures **NOI-3**: Caltrans Standard Specification Section 14-8.02: Noise Control
Farmlands	No Impact	Alternative 2 would temporarily impact approximately 0.7 acre of prime farmland during construction but would not result in the conversion of important farmland.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**CIA-2:** Temporary Construction Areas
Growth	No Impact	Alternative 2 would influence the location, type, and rate of growth	Alternative 3 would have the	Alternative 4 would have the	No avoidance, minimization, and/or

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
		within the Growth Study Area, which could impact resources of concern, including aesthetics, cultural resources, paleontological resources, hydrology and water quality, air quality, noise, biological resources, and socioeconomic and community impacts.	same impacts as Alternative 2.	same impacts as Alternative 2.	mitigation measures are proposed.
Community Character and Cohesion	No Impact	Alternative 2 would result in an overall improvement to local and regional traffic operations and mobility within the Community Impact Study Area. Alternative 2 would increase community cohesion and facilitate a change in the fundamental character of the area from largely undeveloped and agricultural to suburban and urban. Construction activities may cause temporary traffic delays for local residents, businesses, and commuters.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**RIM-1**: Relocation Plans **TR-1**: Transportation Management Plan
Relocations and Real Property Acquisitions	No Impact	Alternative 2 would potentially result in one residential property displacement and two nonresidential property displacements. Property acquisitions and relocations would be handled in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act) of 1970, as amended.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**RIM-1**: Relocation Plans

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
Utilities/ Emergency Services	Emergency response times could worsen as traffic deteriorates.	Alternative 2 would require utility relocations along Calimesa Boulevard; however, no service interruptions are anticipated. Alternative 2 would improve existing emergency response times and provide secondary freeway access for future development of the Freeway Corridor Specific Plan area. Construction is anticipated to result in temporary impacts on traffic circulation.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**UT-1**: Utility Replacement or Relocation **UT-2**: Underground Service Alert Notice **UT-3**: California Department of Forestry and Fire Protection (CALFIRE) Coordination **TR-1**: Transportation Management Plan
Transportation	Traffic conditions would continue to deteriorate. The development of planned pedestrian and bicycle facilities would not be accommodated.	Alternative 2 would improve traffic conditions and circulation and accommodate future development of planned multimodal facilities and increase safety for all users. Temporary impacts on traffic and circulation as a result of construction-related detours and lane closures would occur.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**TR-1**: Transportation Management Plan
Visual/ Aesthetics	No Impact	Project implementation would introduce new roadway features, lighting, grading and vegetation removal that would alter visual conditions and could degrade the existing visual character and quality of public views. Alternative 2 would require aesthetic and landscape measures including preparation of a	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**VIS-1**: Hardscape Plan **VIS-2**: Lighting Plan **VIS-3**: Yucaipa General Plan and Freeway Corridor Specific Plan **VIS-4**: Landscape Plan **VIS-5:** Tree Protection Plan

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
		hardscape plan, lighting plan, landscape plan, and contouring and grading that would maintain visual character and minimize visual contrast. Tree protection and replacement plans would be also be implemented. Construction impacts would be temporary, and measures would be implemented to restore existing conditions and reduce viewer sensitivity and exposure.			**VIS-6:** Contour Grading **TR-1**: Transportation Management Plan **BIO-6**: Temporary Impact Restoration **BIO-7**: Oak Tree Permit **BIO-8**: Oak Tree Replacement **CIA-2:** Temporary Construction Areas
Cultural Resources	No Impact	There were no cultural resources identified within the Area of Potential Effect (APE). The potential for buried archaeological resources to be present in undisturbed portions of the APE is considered moderate.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**CUL-1**: Archaeological Resource Discovery Procedures **CUL-2**: Human Remains Discovery Procedures
Hydrology and Floodplain	No Impact	Alternative 2 would result in a longitudinal encroachment of the base floodplain; however, encroachment would be minimal and would not result in a significant floodplain encroachment.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**HYD-1**: Hydraulic Analysis **HYD-2**: Encroachment Permit **WQ-1**: National Pollutant Discharge Elimination System Permit **WQ-2**: Stormwater Pollution Prevention Plan **WQ-3**: Dewatering **WQ-4**: Best Management Practices (BMP)

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
					WQ-5: Design Pollution BMPs **WQ-6**: Post Construction BMPs
Water Quality and Storm Water Runoff	No Impact	The total disturbed soil area is estimated to be 35.6 acres. Alternative 2 would increase the new impervious surface area by approximately 16.30 acres. Alternative 2 is not expected to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Regulatory permits from U.S. Army Corps of Engineers (USACE) Section 404 Nationwide Permit, Santa Ana Regional Water Quality Control Board (RWQCB) Section 401 Water Quality Certification, and California Department of Fish and Wildlife (CDFW) 1602 Streambed Alteration Agreement are anticipated to be required.	The total disturbed soil area is estimated to be 41.2 acres. Alternative 3 would increase the new impervious surface area by approximately 16.34 acres. Alternative 3 is not expected to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	The total disturbed soil area is estimated to be 37.9 acres. Alternative 4 would increase the new impervious surface area by approximately 16.32 acres. Alternative 4 is not expected to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	**WQ-1**: National Pollutant Discharge Elimination System Permit **WQ-2**: Stormwater Pollution Prevention Plan **WQ-3**: Dewatering **WQ-4**: Best Management Practices (BMP) **WQ-5**: Design Pollution BMPs **WQ-6**: Post Construction BMPs
Geology/ Soils/ Seismic/ Topography	No Impact	Geologic, seismic, and geotechnical constraints associated with the design and construction of all Build Alternatives are landslides and erosion, seismic ground shaking, and potentially collapsible soils. The Project is within a seismically active region.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**GEO-1:** Final Geotechnical Report **WQ-2:** Stormwater Pollution Prevention Plan

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
		Construction activities may have the potential to cause soil erosion in an area already subject to high landslide potential and flood risk. Alternative 2 would not result in adverse impacts during construction related to seismic hazards impacting construction workers or the surrounding public.			
Paleontology	No Impact	Geologic mapping and paleontological studies indicate the Project Design Footprint consists of geologic units with high paleontological sensitivity. No known, recorded paleontological resources were found within the Project Design Footprint.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**PAL-1:** Paleontological Mitigation Plan
Hazardous Waste/ Materials	No Impact	Alternative 2 would require the potential acquisition and demolition of building structure that may contain asbestos-containing material and lead based paint. There is potential to encounter unexpected or unknown contaminants during soil disturbance activities. No recognized environmental conditions have been identified within the Initial Site Assessment; however, aerially deposited lead, pesticides and herbicides, asbestos-containing material, lead based paint, including hazardous waste from treated wood and paint and thermoplastic striping, and	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**HW-1**: Lead Compliance Plan **HW-2**: Asbestos-Containing Materials and Lead-Based Paint **HW-3**: Polychlorinated Biphenyls **HW-4**: Creosote and Pentachlorophenol **HW-5**: Paint and Thermoplastic Striping **HW-6**: Pesticides and Herbicides

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
		construction-generated hazardous waste may be encountered during construction activities.			**HW-7**: Construction Contingency Plan **HW-8**: Construction Health and Safety Plan **HW-9**: Contaminated Media Management Plan
Air Quality	No Impact	During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Operationally, implementation of Alternative 2 would not result in a greater increase in criteria pollutant emissions when compared to the No-Build Alternative under Opening Year (2030) or Horizon Year (2050) conditions. The Project is listed in the *Connect SoCal* 2024. The U.S. Environmental Protection Agency and Federal Highway Administration issued concurrence, stating that the Project is not a Project of Air Quality Concern, on December 3, 2024.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**AQ-1**: Construction Pollution Control **AQ-2:** Fugitive Dust Control **AQ-3:** Soil Binder on Unpaved Surfaces **AQ-4:** Truck Wash **AQ-5:** Equipment maintenance **AQ-6:** Dust Control Plan **AQ-7:** Equipment/ Material Storage **AQ-8:** Protection of Sensitive Receptors **AQ-9:** Track-out Reduction Measures **AQ-10:** Covering of Soil and Material Loads **AQ-11:** Removal of Dust and Mud from Public Roads

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
					AQ-12: Construction Traffic Routing **AQ-13:** Windblown Particulate Matter Reduction **AQ-14:** Asbestos-Containing Materials and Lead-based Paint Sampling
Noise and Vibration	No Impact	Temporary construction noise impacts would occur at areas immediately adjacent to construction activities; however, construction noise would be short-term, intermittent, and overshadowed by local traffic noise. Modeling results for operational improvements indicate that predicted traffic noise levels for Horizon Year (2050) conditions under Alternative 2 would not be substantial. However, noise abatement in the form of soundwalls is being considered because future traffic noise approaches or exceeds the applicable noise abatement criteria at 13 modeled receptors along I-10.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**NOI-1**: Equipment Sound Control **NOI-2**: Additional noise measures **NOI-3**: Caltrans Standard Specification Section 14-8.02: Noise Control
Energy	Vehicle miles traveled (VMT) would increase due to regional growth built into the City of	Alternative 2 would result in a short-term increase in energy during construction; however, standard project design features consistent with state and local policies to reduce energy	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**TR-1**: Transportation Management Plan

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
	Yucaipa travel demand model for both new residential and non-residential developments in the project's vicinity, increasing energy consumption from diesel, gasoline, and electricity from on-road mobile sources.	consumption would be implemented. Energy consumption during operations would be slightly lower for Alternative 2 than under Alternative 1 consumption in both the Opening Year (2030) and Horizon Year (2050) than Alternative 1 due to improved traffic operations, changes in vehicle speeds, and enhanced fuel efficiency associated with reduced congestion. increase for reasons outlined in Alternative 1. Complete Streets elements would be integrated as part of the Project which would allow for connectivity to be maintained for all modes of transportation, including motorists, trucks, emergency vehicles, transit vehicles, bicycles, and pedestrians.			
Natural Communities	No Impact	Alternative 2 would temporarily impact the following special-status natural communities: up to approximately 1.33 acres of California buckwheat scrub, 1.43 acres of California buckwheat scrub (disturbed), and 0.71 acres of coast live oak woodland. In addition, up to 0.02 acres of California buckwheat scrub, 0.54 acres of California buckwheat scrub (disturbed), and 0.43 acres of coast live oak woodland would be permanently	Alternative 3 would temporarily impact the following special-status natural communities: up to approximately 1.31 acres of California buckwheat scrub, 1.43 acres of California	Alternative 4 would temporarily impact the following special-status natural communities: up to approximately 1.33 acres of California buckwheat scrub, 1.43 acres of California	**BIO-1**: Project Biologist **BIO-2**: Worker Environmental Awareness Program **BIO-3**: ESA Fencing **BIO-4**: Equipment Maintenance **BIO-5**: Invasive Species Control

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
		removed within the Biological Study Area (BSA). Within the BSA, these communities are low quality, adjacent to existing development, and do not support listed species. Alternative 2 would require the preparation of an oak tree permit and compensatory mitigation to monitor and maintain relocated or replaced oak trees.	buckwheat scrub (disturbed), and 0.79 acres of coast live oak woodland. In addition, up to 0.03 acres of California buckwheat scrub, 0.54 acres of California buckwheat scrub (disturbed), and 0.38 acres of coast live oak woodland would be permanently removed within the BSA. Within the BSA, these communities are low quality, adjacent to existing development, and do not support listed species. Alternative 3 would require the preparation of an oak tree permit and compensatory mitigation to monitor and maintain relocated	buckwheat scrub (disturbed), and 0.87 acres of coast live oak woodland. In addition, up to 0.02 acres of California buckwheat scrub, 0.54 acres of California buckwheat scrub (disturbed), and 0.28 acres of coast live oak woodland would be permanently removed within the BSA. Within the BSA, these communities are low quality, adjacent to existing development, and do not support listed species. Alternative 4 would require the preparation of an oak tree permit and compensatory mitigation to monitor and maintain relocated	**BIO-6**: Temporary Impact Restoration **BIO-7**: Oak Tree Permit **BIO-8**: Oak Tree Replacement

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
			or replaced oak trees.	or replaced oak trees.	
Wetlands and Other Waters	No Impact	Alternative 2 would temporarily impact up to approximately 0.43 acre of non-wetland waters of the U.S., 0.75 acre of CDFW streambed, and 0.13 acre of CDFW riparian habitat (mule fat thickets). In addition, Alternative 2 would permanently impact up to 0.03 acres of non-wetland waters of the U.S. and 0.10 acre of CDFW streambed. Alternative 2 would require regulatory permits from USACE (Section 404), Santa Ana RWQCB (Section 401) and CDFW (1602 Streambed Alteration Agreement) for improvements to Wildwood Wash and Yucaipa Creek. Temporary impact areas would be restored to pre-Project conditions.	Alternative 3 would temporarily impact up to approximately 0.43 acre of non-wetland waters of the U.S., 0.75 acre of CDFW streambed, and 0.13 acre of CDFW riparian habitat (mule fat thickets). In addition, Alternative 3 would permanently impact up to 0.02 acres of non-wetland waters of the U.S. and 0.10 acre of CDFW streambed. Alternative 3 would require regulatory permits from USACE (Section 404), Santa Ana RWQCB (Section 401) and CDFW (1602 Streambed Alteration	Alternative 4 would temporarily impact up to approximately 0.43 acre of non-wetland waters of the U.S., 0.76 acre of CDFW streambed, and 0.13 acre of CDFW riparian habitat (mule fat thickets). In addition, Alternative 4 would permanently impact up to 0.02 acres of non-wetland waters of the U.S. and 0.09 acre of CDFW streambed. Alternative 4 would require regulatory permits from USACE (Section 404), Santa Ana RWQCB (Section 401) and CDFW (1602 Streambed Alteration	**WET-1**: Regulatory Permitting **BIO-1**: Project Biologist **BIO-2**: Worker Environmental Awareness Program **BIO-3**: ESA Fencing **BIO-4**: Equipment Maintenance **BIO-5**: Invasive Species Control **BIO-6**: Temporary Impact Restoration **WQ-1**: National Pollutant Discharge Elimination System Permit **WQ-2**: Stormwater Pollution Prevention Plan

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
			Agreement) for improvements to Wildwood Wash and Yucaipa Creek. Temporary impact areas would be restored to pre-Project conditions.	Agreement) for improvements to Wildwood Wash and Yucaipa Creek. Temporary impact areas would be restored to pre-Project conditions.	
Plant Species	No Impact	Twenty non-listed special status plant species have been recorded within the vicinity of the BSA. Suitable habitat was observed to be present within the BSA for two special-status plant species: Parry's spineflower and mesa horkelia. However, both species were determined to be absent from the BSA based on field surveys. No special-status plant species are expected to be within the BSA.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	No avoidance, minimization, and/or mitigation measures are proposed.
Animal Species	No Impact	Twenty-four non-listed special-status animal species have suitable habitat within the BSA that could be affected. Surveys conducted for the Project observed the golden eagle, bat species, and migratory birds within the BSA. Alternative 2 would result in temporary impacts on up to approximately 18.47 acres of and a permanent loss of up to approximately 11.55 acres of Mediterranean California	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**BIO-1**: Project Biologist **BIO-2**: Worker Environmental Awareness Program **BIO-3**: ESA Fencing **BIO-4**: Equipment Maintenance **BIO-5**: Invasive Species Control **BIO-6**: Temporary Impact Restoration

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
		naturalized annual and perennial grassland that is marginally suitable foraging habitat for the golden eagle. Alternative 2 would not result in any loss of suitable nesting habitat for golden eagle and only minimal impacts on foraging habitat when considered on a regional scale. Alternative 2 may have potential to temporarily affect migratory birds and bats, if the species are present during construction.			**BIO-9**: Bat Surveys **BIO-10**: Bat Management Plan **BIO-11**: Nesting Bird Surveys
Threatened and Endangered Species	No Impact	No effect on federally listed species. Potential habitat for six State listed species was identified. Alternative 2 could result in construction-related disturbances (e.g., noise, night lighting, increased human and equipment presence, opportunistic predators, increase in dust and wildfire risk, and vibration). Operation and maintenance are not expected to differ measurably from existing operating conditions along I-10. Alternative 2 could potentially result in take of Crotch's bumble bee (*Bombus crotchii*).	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**BIO-1**: Project Biologist **BIO-2**: Worker Environmental Awareness Program **BIO-3**: ESA Fencing **BIO-4**: Equipment Maintenance **BIO-5**: Invasive Species Control **BIO-6**: Temporary Impact Restoration **BIO-11**: Nesting Bird Surveys **BIO-12**: Crotch's Bumble Bee Survey **BIO-13**: Crotch's Bumble Bee Avoidance

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
					BIO-14: Crotch's Bumble Bee Incidental Take Permit **BIO-15**: Riparian Bird Protections **BIO-16**: Burrowing Owl Pre-Construction Survey
Invasive Species	No Impact	The potential for spread of invasive species would not substantially increase during construction. Potential permanent impacts related to invasive species would not be adverse.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**BIO-5**: Invasive Species Control **WQ-2**: Stormwater Pollution Prevention Plan
Climate Change (California Environmental Quality Act [CEQA])	Greenhouse gas (GHG) emissions would increase under Alternative 1 when compared to Existing Conditions at Opening Year 2030 and Horizon Year 2050.	Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. GHG emissions would increase under Alternative 2 when compared to the Existing Condition and No-Build Conditions at Opening Year 2030 and Horizon Year 2050. Therefore, the Project would result in a significant and unavoidable impact.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**AQ-5:** Equipment maintenance **AQ-8:** Protection of Sensitive Receptors **AQ-12:** Construction Traffic Routing **TR-1**: Transportation Management Plan **GHG-1:** Long-Life Pavement Design **GHG-2:** Drought-Tolerant Landscaping Features **GHG-3:** Cut-and-Fill Balance to Reduce Hauling

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
					GHG-4: Energy-Efficient Lighting
Senate Bill 743 Induced Demand (CEQA)	No Impact. Alternative 1 would not induce additional vehicle travel beyond what it already forecast to occur under future baseline conditions.	Alternative 2 would result in a decrease in overall VMT compared to the No-Build Alternative.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	No avoidance, minimization, and/or mitigation measures are proposed.
Wildfire (CEQA)	No Impact	Alternative 2 would include the extension of new roadways or other infrastructure through an area that is subject to high fire risk. Alternative 2 would provide wildfire-related benefits through increasing paved surfaces, which would function as a firebreak, and increasing evacuation capacity. The Project would also increase pave surfaces, which could increase runoff and result in an increased risk of post-fire flooding or mudslides. New interchange connections to the I-10 would improve emergency vehicle access and provide additional evacuation for the surrounding community.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**UT-3**: CALFIRE Coordination **TR-1**: Transportation Management Plan

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
Cumulative Impacts (CEQA)	No Impact	With implementation of measures VIS-1 through VIS-6, and BIO-8, Alternative 2 would not result in a cumulatively considerable impact on visual resources. With implementation of Caltrans Standard Specifications and measure BIO-1 through BIO-15 and WET-1, Alternative 2 would not result in a cumulatively considerable impact on biological resources. Operational GHG emissions would increase in the Opening Year and Horizon Year, resulting in a cumulatively considerable impact on GHG emissions. Alternative 2 would not induce substantial unplanned population growth beyond what is already planned in the Project Design Footprint and would not displace a substantial number of existing people or housing. Therefore, Alternative 2 would not result in a cumulatively considerable impact on population and housing.	Alternative 3 would have the same impacts as Alternative 2.	Alternative 4 would have the same impacts as Alternative 2.	**VIS-1**: Hardscape Plan **VIS-2**: Lighting Plan **VIS-3**: Yucaipa General Plan and Freeway Corridor Specific Plan **VIS-4**: Landscape Plan **VIS-5:** Tree Protection Plan **VIS-6:** Contour Grading Tree Protection Plan **BIO-1**: Project Biologist **BIO-2**: Worker Environmental Awareness Program **BIO-3**: ESA Fencing **BIO-4**: Equipment Maintenance **BIO-5**: Invasive Species Control **BIO-6**: Temporary Impact Restoration **BIO-7**: Oak Tree Permit **BIO-8**: Oak Tree Replacement **BIO-9**: Bat Surveys **BIO-10**: Bat Management Plan

Environmental Issue	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)	Avoidance, Minimization, and/or Mitigation Measures
					BIO-11: Nesting Bird Surveys **BIO-12**: Crotch's Bumble Bee Survey **BIO-13**: Crotch's Bumble Bee Avoidance **BIO-14**: Crotch's Bumble Bee Incidental Take Permit **BIO-15**: Riparian Bird Protections **BIO-16**: Burrowing Owl Pre-Construction Survey **WET-1**: Regulatory Permitting **GHG-1:** Long-Life Pavement Design **GHG-2:** Drought-Tolerant Landscaping Features **GHG-4:** Energy-Efficient Lighting

Notes:
APE=Area of Potential Effects; BMP=Best Management Practice; BSA=Biological Study Area; CALFIRE=California Department of Forestry and Fire Protection; CDFW=California Department of Fish and Wildlife; CEQA=California Environmental Quality Act; ESA=environmental sensitive area; GHG=greenhouse gas; RWQCB=Regional Water Quality Control Board; USACE=United States Army Corp of Engineers; VMT=vehicle miles traveled

S-3.1 Summary of Significant Impacts under CEQA

As discussed in Section 3.7.1, *Aesthetics*, Caltrans has determined that the Project, with mitigation, would result in a less than significant impact on visual resources. The following mitigation measures would be implemented:

- **VIS-5:** Tree Protection Plan
- **VIS-6:** Contour Gradings
- **BIO-8:** Oak Tree Replacement

As discussed in Section 3.7.4, *Biological Resources,* Caltrans has determined that the Project, with mitigation, would result in a less than significant impact on biological resources. The following mitigation measures would be implemented:

- **BIO-8:** Oak Tree Replacement
- **BIO-14:** Crotch's Bumble Bee Incidental Take Permit
- **WET-1:** Jurisdictional Waters

As discussed in Section 3.7.8, *Greenhouse Gas Emissions*, Caltrans has determined that the Project would result in a significant and unavoidable impact on greenhouse gas emissions. The following mitigation measure would be implemented:

- **GHG-1:** Long-life Pavement Design
- **GHG-2**: Drought-Tolerant Landscaping Features
- **GHG-4**: Energy-Efficient Lighting

All other effects were found not to be significant. Findings for all significant impacts identified will be considered prior to Project approval.

S-4 COORDINATION WITH PUBLIC AND OTHER AGENCIES

Early and continuing coordination between the public and agencies has been and will continue to be an essential part of the environmental process for the Project. The following sections discuss the coordination necessary for permits and approvals and any areas of controversy and unresolved issues.

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

Table S-2. Permits and Approvals

Agency	Permit/License/Agreement/Certification	Status
United States Army Corps of Engineers	Section 404 Nationwide Permit for filling or dredging waters of the United States	Application for Section 404 Nationwide Permit 14 expected after final environmental document (FED) approval.
California Department of Fish and Wildlife	1602 Agreement for Streambed Alteration Section 2080.1 Agreement for Threatened and Endangered Species	Applications for 1602 permit and Section 2080.1 agreement expected after FED approval for Crotch's bumble bee (*Bombus crotchii*).
California Water Resources Board and Santa Ana Regional Water Quality Control Board	Water Quality Certification or Water Discharge Permit	Application for Section 401 permit expected after FED approval.
Federal Highway Administration	Air Quality Conformity Determination	Request for determination to be submitted following selection of a preferred alternative.
California Transportation Commission (CTC)	CTC vote to approve funds CTC vote to approve a new public road connection	Following the approval of the FED, the CTC will be required to vote to approve funding for the Project.
California Department of Transportation	Encroachment Permit	During final design phase and prior to construction.
City of Yucaipa	Encroachment Permit	During final design phase and prior to construction.
San Bernardino County Flood Control District	Encroachment Permit	During final design phase and prior to construction.

Notes:
CTC = California Transportation Commission; FED = final environmental document

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Chapter 1 Proposed Project

1.1 INTRODUCTION

The City of Yucaipa (City), in cooperation with the California Department of Transportation (Caltrans) and San Bernardino County Transportation Authority (SBCTA), is proposing to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between approximately 0.10 mile east of the Live Oak Canyon Road/Oak Glen Road Interchange (post mile [PM] R37.0) and approximately 0.50 mile west of the County Line Road Interchange (PM R39.0), in Yucaipa, California (Project). Associated improvements include new connecting roadways and/or realignment of existing local roadways, overcrossing bridge structures, signage, and the protection or relocation of existing utilities.

Caltrans, as assigned by the Federal Highway Administration (FHWA), is the lead agency under the National Environmental Policy Act (NEPA). Caltrans is also the lead agency under the California Environmental Quality Act (CEQA).

1.1.1 Project Location and Setting

The Project is located along I-10 in southern San Bernardino County and northern Riverside County. I-10 is a major east-west transportation route that connects Yucaipa to Los Angeles County to the west and to Riverside County and other destinations to the east. Figure 1.1.1-1 shows the regional Project location and vicinity. The Project Design Footprint includes the limits of proposed operational improvements between the Live Oak Canyon Road/Oak Glen Road and County Line Road interchanges (Figure 1.1.1-2). This segment of I-10 is a six-lane freeway with an additional eastbound truck climbing lane whose construction began in March 2024 and that is programmed to be completed before the Project. The Wildwood Safety Roadside Rest Area (SRRA), which includes amenities such as restrooms, water fountains, picnic tables, public phone, pet area, handicap access, and ashtray dump box, is located along eastbound I-10 within the Project Design Footprint.

A proposed Advanced Signage Area extends the Project Design Footprint on I-10 west of Yucaipa Boulevard Interchange to PM 35.3 in San Bernardino County and east of the Sandalwood Drive Interchange in Riverside County to PM R1.1. The total Project Design Footprint length is approximately 4.92 miles.

The Project Design Footprint also includes Calimesa Boulevard from the Wildwood Creek intersection (north of Avenue G) to the Oak Glen Road intersection, and Wildwood Canyon Road from the Calimesa Boulevard intersection to between the John Wayne Way intersection and the Nebraska Way intersection (Figure 1.1.1-2).

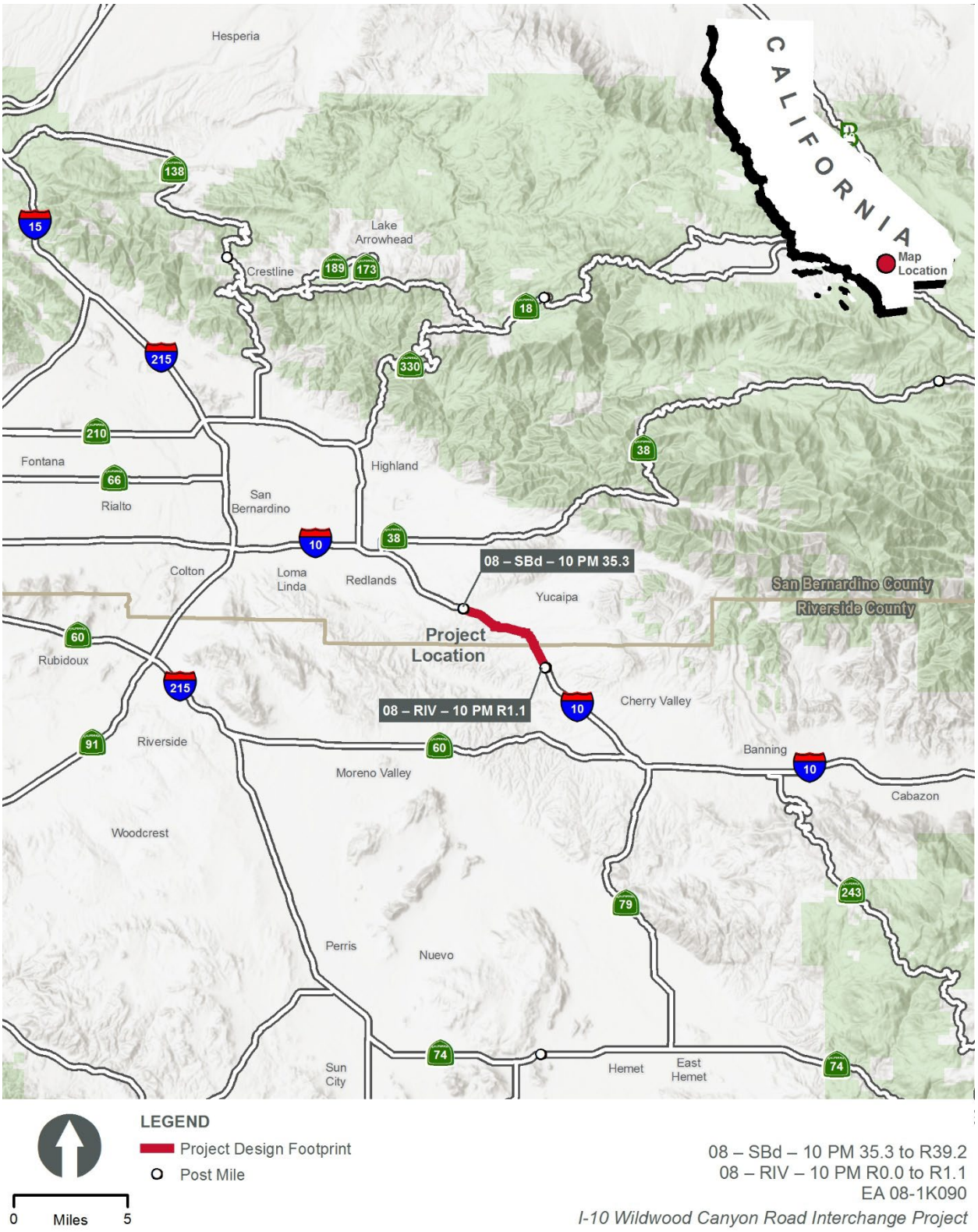

Figure 1.1.1-1. Project Vicinity and Location

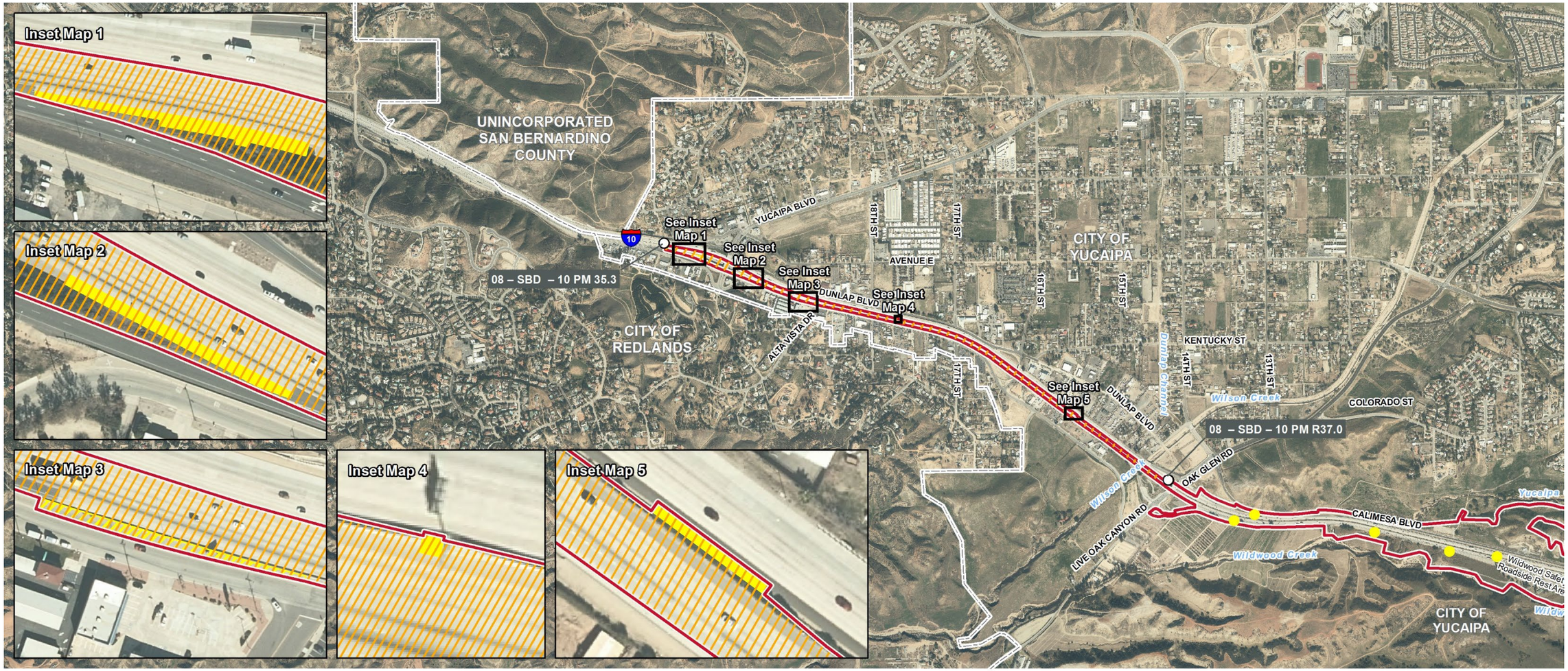

Figure 1.1.1-2. Project Design Footprint (Sheet 1 of 3)

Figure 1.1.1-2. Project Design Footprint (Sheet 2 of 3)

Figure 1.1.1-2. Project Design Footprint (Sheet 3 of 3)

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Wildwood Canyon Road meets Calimesa Boulevard at a stop-controlled T-intersection on the north side of I-10. According to the Transportation Element in the *Yucaipa General Plan* (City of Yucaipa 2016), Wildwood Canyon Road and Calimesa Boulevard are classified as secondary highways (arterial). Both Wildwood Canyon Road and Calimesa Boulevard have one lane in each direction of travel.

Land uses within and surrounding the Project Design Footprint consist primarily of open space and agricultural land interspersed with commercial/retail uses, the Wildwood SRRA, and residential uses along both sides of I-10.

There are two regional drainage systems within the Project Design Footprint. Yucaipa Creek crosses I-10 at approximately PM R37.5. Wildwood Creek (also referred to as Wildwood Wash) crosses I-10 at approximately PM R38.6. Both drainage systems are ephemeral and generally earthen lined but are concrete-lined where they cross I-10.

1.1.2 Regional Transportation Plan/Sustainable Communities Strategy

The Project is identified in the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; "Connect SoCal 2024") as RTP ID #4M04033 (SCAG 2024).

1.1.3 Federal Transportation Improvements Program

The Project is identified in the Final 2023 Adopted Federal Transportation Improvements Program (FTIP) as SBD990214 with PM limits on I-10 of 37.0 and 39.0. The Advanced Signage Area is identified between SBD PM 35.3 and RIV PM R1.1. The Project's description in the FTIP (Amendment 23-26), is as follows (SCAG 2023):

> IMPROVE ACCESS TO YUCAIPA AND CALIMESA WITH AN INTERCHANGE AND AUX LANES TO ADDRESS OPERATIONS, LOCAL LAND USES, MEET CORRIDOR TRAVEL DEMANDS, AND ACCESS OPEN SPACE SOUTH OF I-10 NEAR THE REST AREA BETWEEN PM R37.0 TO R39.0. LOCAL STREETS WILL BE WIDENED TO 4-LANES INCL 4,500 FT OF CALIMESA BLVD, RECONSTRUCT WILDWOOD CYN RD AS AVE F FOR 1,000 FT, AND CONSTRUCT 3,500 FT REALIGNMENT OF WILDWOOD CYN RD TO CROSS I-10. SIGNS WILL BE INSTALLED BETWEEN SBD PM 35.3 AND RIV PM R1.1. (PAED Only)

1.2 PURPOSE AND NEED

1.2.1 Purpose

The purpose of the Project is to provide improved connectivity and increase multimodal access for residents within Yucaipa and to accommodate the City's planned economic development around the area of proposed interchange, support efficient goods movement through the I-10 corridor, and improve emergency vehicle access and provide additional evacuation routes for the surrounding community. These components are consistent with the Climate Action Plan for Transportation Infrastructure goals as developed by the California State Transportation Agency (CalSTA 2021).

The objectives of the Project are to:

- Support the City's planned economic development by providing improved freeway access to planned residential, commercial and business park developments, as well as open space, consistent with the City's Freeway Corridor Specific Plan (FCSP) (City of Yucaipa 2008) promoting community economic prosperity, one of Caltrans' four foundational principles.

- Improve connectivity to other adjacent multimodal access routes in Yucaipa, by providing sidewalks, crosswalks, Americans with Disabilities Act (ADA) compliant curb ramps, and shoulders that can be utilized as bike lanes along local roads, specifically along Wildwood Canyon Road and Calimesa Boulevard, where these facilities currently do not exist.

- Improve pedestrian and bicycle connectivity by providing crosswalks at existing and new intersections within the Project Design Footprint, and constructing shoulders and/or bike lanes, and installing street lighting for enhanced visibility for users along Wildwood Canyon Road and the realigned segment of Calimesa Boulevard to promote more Active Transportation Program opportunities.

- Facilitate more efficient goods movement within the I-10 corridor, a corridor with substantial truck movement, by improving weave zone operations between the interchange of Live Oak Canyon Road and the future Wildwood Canyon Interchange, while preserving the Wildwood SRRA currently available to provide services to all modes of travelers on eastbound (EB) I-10.

- Improve existing emergency response times for the City's fire and police services, and access to medical facilities located east and west of the planned interchange, as well as increase evacuation capacity by reducing existing delay at local street intersections, which will collectively enhance safety, consistent with one of Caltrans' four foundational principles, within the community.

1.2.2 Need

The Project is needed to improve circulation and access for commuter vehicles and trucks at existing adjacent interchanges, in conjunction with the proposed interchange, which is identified as a primary access point for the Wildwood SRRA and local businesses, as well as improving the overall operations on the I-10 corridor. The most apparent existing operational deficiencies are the substantial queuing and higher weaving densities at the existing adjacent interchanges at Live Oak Canyon Road and County Line Road on-ramps and off-ramps.

Sustained growth and development in the area have increased commuter traffic and caused inadequate queueing capacity at adjacent interchanges. The amount of traffic using adjacent interchanges is expected to increase substantially by horizon year 2050 and the existing configuration and access points to I-10 at these adjacent interchanges would not accommodate this projected traffic growth. In addition, continued development within Yucaipa, coupled with projected growth within the Counties of San Bernardino and Riverside would further worsen peak traffic volumes. Therefore, it would be beneficial for the existing and proposed I-10/Wildwood Canyon Road interchange to be capable of handling large peaks in directional flows.

Currently, there are no existing sidewalks, bicycle lanes, or shoulders on Wildwood Canyon Road or Calimesa Boulevard. Although there are curb ramps at the intersection of Wildwood Canyon Road and Calimesa Boulevard, the intersection lacks crosswalks or sidewalks beyond the existing curb ramps. The absence of these facilities, especially Class II bicycle lanes on Wildwood Canyon Road and Calimesa Boulevard, which is a key feature identified in the *Yucaipa General Plan* (City of Yucaipa 2016) for these streets, is considered a substantial impediment to pedestrians and bicyclists that currently travel in the Project Design Footprint. Further, the steep grade of Wildwood Canyon Road also makes bicycle travel difficult in the uphill direction, which would be improved by the proposed realignment with the Project. The Project would accommodate requirements for Surface Transportation Assistance Act truck turning throughout the interchange and provide a new connection for truck traffic to enter and exit Yucaipa.

According to the *Supplemental Traffic Operations Analysis Report* (TOAR) for the Project (Caltrans 2025), heavy peak hour traffic movements are expected to occur in the morning (AM) from southbound (SB) Wildwood Canyon Road to the I-10 westbound (WB) on-ramp, and in the evening (PM) from the I-10 EB off-ramp to northbound (NB) Wildwood Canyon Road. Therefore, the storage capacity at these ramps would be maximized to the extent possible. The amount of traffic utilizing the adjacent interchanges is expected to increase substantially by the Horizon Year (2050), and the existing configuration and access points to I-10 at these adjacent interchanges to worsen and thereby cause delays to emergency response times within the Project Design Footprint.

1.2.2.1 Traffic Collisions

Collision data for January 2022 through December 2024 were reviewed for the Project Design Footprint, including I-10 mainline segments and ramps within the Project Design Footprint (Live Oak Canyon/Oak Glen Road to County Line Road) (Caltrans 2026). As depicted in Table 1.2.2-1, the actual accident rates (i.e., accidents per million vehicles) exceeded the state average at three locations during this period. The I-10 EB on-ramp from the Wildwood SRRA and the I-10 WB off-ramp to Live Oak Canyon Road exhibited total and fatal plus injury collision rates that exceeded the statewide average rates. The fatal collision rate collision rate on the I-10 EB mainline segment also exceeded the statewide average rate. The remaining study ramps and mainline segments exhibited collision rates below statewide average rates.

Table 1.2.2-1. Collision Rate Summary (January 2022 through December 2024)

Location	Post Mile	Total No. of Crashes	Actual Rates			Statewide Average Rates		
			Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
Mainline Segment			**(per million vehicles)**			**(per million vehicles)**		
I-10 EB between On-ramp from Live Oak Canyon Road and Off-ramp to County Line Road	R37.0/ R39.0	70	0.008*	0.16	0.55	0.006	0.41	1.24
I-10 WB between On-ramp from County Line Road and Off-ramp to Live Oak Canyon Road	R37.0/ R39.0	96	0.000	0.27	0.76	0.006	0.41	1.24
Ramp			**(per million vehicle miles)**			**(per million vehicle miles)**		
I-10 EB On-ramp from Live Oak Canyon Road	R37.160	2	0.000	0.00	0.43	0.002	0.23	0.63
I-10 WB Off-ramp to Live Oak Canyon Road	R37.177	6	0.000	0.39*	1.18*	0.003	0.38	1.04
I-10 EB Off-ramp to Wildwood SRAA	R37.965	0	0.000	0.00	0.00	0.004	0.28	1.85
I-10 EB On-ramp from Wildwood SRAA	R38.277	2	0.000	0.52*	1.05*	0.001	0.09	0.68
I-10 EB Off-ramp to County Line Road	R39.016	3	0.000	0.00	0.40	0.003	0.38	1.04
I-10 WB On-ramp from County Line Road	R39.035	2	0.000	0.14	0.29	0.002	0.23	0.63

Source: Caltrans District 8 Traffic Accident Surveillance and Analysis System Table B, January 1, 2022, to December 31, 2024 (Data were retrieved May 12 2026) (Caltrans 2026)
Notes:
1. Asterisked (*) numbers indicate that the collision rate is higher than the corresponding state average.
I-10 = Interstate 10; EB = Eastbound; WB = Westbound; SRRA = Safety Roadside Rest Area

1.2.3 Independent Utility and Logical Termini

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

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope.

2. Have independent utility or independent significance. It would be usable and require a reasonable expenditure even if no additional transportation improvements in the area were made.

3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Independent utility is a term used to describe a project that would be both usable and a reasonable expenditure, even if no additional transportation improvements in the area were made. A logical terminus describes the logical beginning and end for an improvement project, including the beginning and end of its potential effects. A problem of segmentation may arise if a transportation need extends throughout an entire corridor, but environmental issues and transportation need are discussed for only a segment of the corridor.

Based on the scope of the Project, the Project would have logical termini and independent utility.

- **Logical Termini:** The Project would add a new interchange on an existing highway. The Project possesses logical termini because the Project focuses on the construction of the interchange and modification of arterial roads that connect to the interchange as well as the installation and modification of advance signage for the interchange. The Project boundaries are limited to the proposed interchange, and associated roadway work and staging areas, to reduce the environmental impacts of the Project and focus the impact analysis. The Project Design Footprint is shown on Figure 1.1.1-2.

- **Independent Utility:** The Project would be functionally independent and would not restrict consideration of nor depend upon other reasonably foreseeable transportation improvements to meet the Project's stated purpose and need. The proposed interchange would not impede other potential transportation projects in the area.

1.3 PROJECT DESCRIPTION

The Project is located in San Bernardino County and Riverside County on I-10 from east of Yucaipa Boulevard Interchange (PM R35.3) to south of the Sandalwood Drive Interchange (PM 39.0). The total length of the Project is approximately 4.92 miles. The City, in cooperation with Caltrans and SBCTA, is proposing to establish a new interchange connection on I-10 at Wildwood Canyon Road. The purpose of the Project is to provide improved connectivity and increase multimodal access for residents within Yucaipa and to accommodate the City's planned economic development around the area of proposed interchange, support efficient goods movement through the I-10 corridor, and improve emergency vehicle access and provide additional evacuation routes for the surrounding community.

1.4 PROJECT ALTERNATIVES

Four alternatives are being evaluated as a part of the Project: one No-Build Alternative and three Build Alternatives. The Build Alternatives were designed to satisfy the Project's purpose and need, while avoiding and/or minimizing environmental impacts. The four alternatives are as follows:

- Alternative 1 (No-Build);
- Alternative 2 (Diamond Interchange Overcrossing);
- Alternative 3 (Skewed Diamond Interchange Overcrossing); and
- Alternative 4 (Divergent Diamond Interchange Overcrossing).

1.4.1 Alternative 1 (No-Build)

Under Alternative 1, no improvements would be constructed on I-10. The local roads would remain in their current condition and may be widened by other projects to their ultimate configuration per the corresponding street classification of the *Yucaipa General Plan* (City of Yucaipa 2016). As development continues to occur and traffic demand increases, traffic operational characteristics of the existing roadway network and adjacent interchanges would further deteriorate, which may result in an increase in congestion, vehicle delay, vehicle-operating costs, collisions, and vehicle emissions due to slower operating speeds on the freeway and local roads. Alternative 1 would not address or alleviate the forecasted operational issues on this highway segment of I-10 in the City; and therefore, would not satisfy the purpose and need of the Project.

1.4.2 Alternative 2 (Diamond Interchange Overcrossing)

Alternative 2 proposes a new diamond interchange overcrossing with a centerline alignment perpendicular to I-10 (see Figure 1.4.2-1). The overcrossing would be located on the west side of the Wildwood SRRA and would provide the minimum 1.00-mile

interchange spacing from adjacent interchanges. Alternative 2 would reconfigure and realign portions of Wildwood Canyon Road and Calimesa Boulevard into four-lane local roadways with signalized intersections.

The newly configured portion of Wildwood Canyon Road would be constructed starting at the intersection of Wildwood Canyon Road and the new I-10 EB on- and off-ramps. The improvements would then continue north, crossing over I-10, before veering in an easterly direction to join the existing Wildwood Canyon Road alignment at the intersection of Wildwood Canyon Road and John Wayne Way, where two lanes would be dropped to match the existing two-lane roadway. A striped median lane would also be proposed as a modification to the secondary highway typical cross section shown in the City's standard design guidelines to allow vehicles to make left turns into private properties located on either side of Wildwood Canyon Road. Extension of Wildwood Canyon Road south of the intersection with the EB ramps would be completed as private developments take place on the south side of I-10; extension would be subject to separate planning, study, and environmental review, independent of the Project.

The proposed roadway improvements would meet ADA accessibility requirements along sidewalks and walkways. Along Wildwood Canyon Road a three-span bridge structure would clear over both roadbeds of I-10 and over the Wildwood SRRA EB off-ramp, a multi-span bridge would occur on the EB on-ramp immediately south of the Wildwood SRRA, and an additional single-span bridge structure would clear over Calimesa Boulevard. The bridge structures would be designed to meet or exceed the minimum permanent vertical clearances of 16.50 feet over the freeway and 15.00 feet over Calimesa Boulevard. A portion of Calimesa Boulevard would be realigned to the north of its current location to accommodate for the construction of the new I-10 WB on- and off-ramps, and to provide room for potential future freeway widening.

The realigned portion of Calimesa Boulevard would be grade-separated from the newly elevated four-lane portion of Wildwood Canyon Road and would be widened to provide the ultimate four-lane configuration with a striped median of a modified secondary highway. The existing segment of Wildwood Canyon Road that intersects Calimesa Boulevard at a T-intersection would be reconfigured to provide a new connector to the new Wildwood Canyon Road alignment. This local road connection between Calimesa Boulevard and Wildwood Canyon Road would also have a modified secondary highway section consisting of two lanes in each direction with a striped median/turning lane, outside shoulders, parkways, and sidewalk facilities.

Alternative 2 requires right-of-way (ROW) acquisition and utility relocations to accommodate the Project alignment and graded slopes. Temporary impact areas include locations where new advanced freeway signage would be installed, construction laydown areas, and the segments of freeway and existing roads where traffic control/traffic handling would be implemented during construction. Permanent and temporary impact areas are shown in Figure 1.4.2-2.

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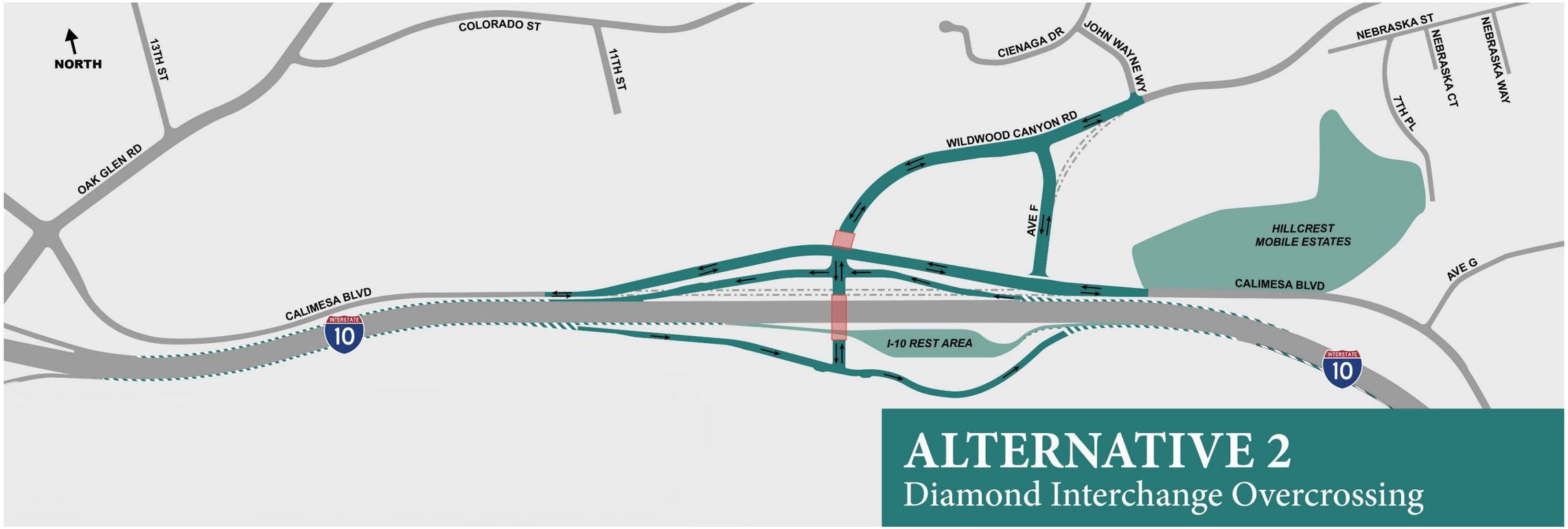

Figure 1.4.2-1. Alternative 2 – Diamond Interchange Overcrossing

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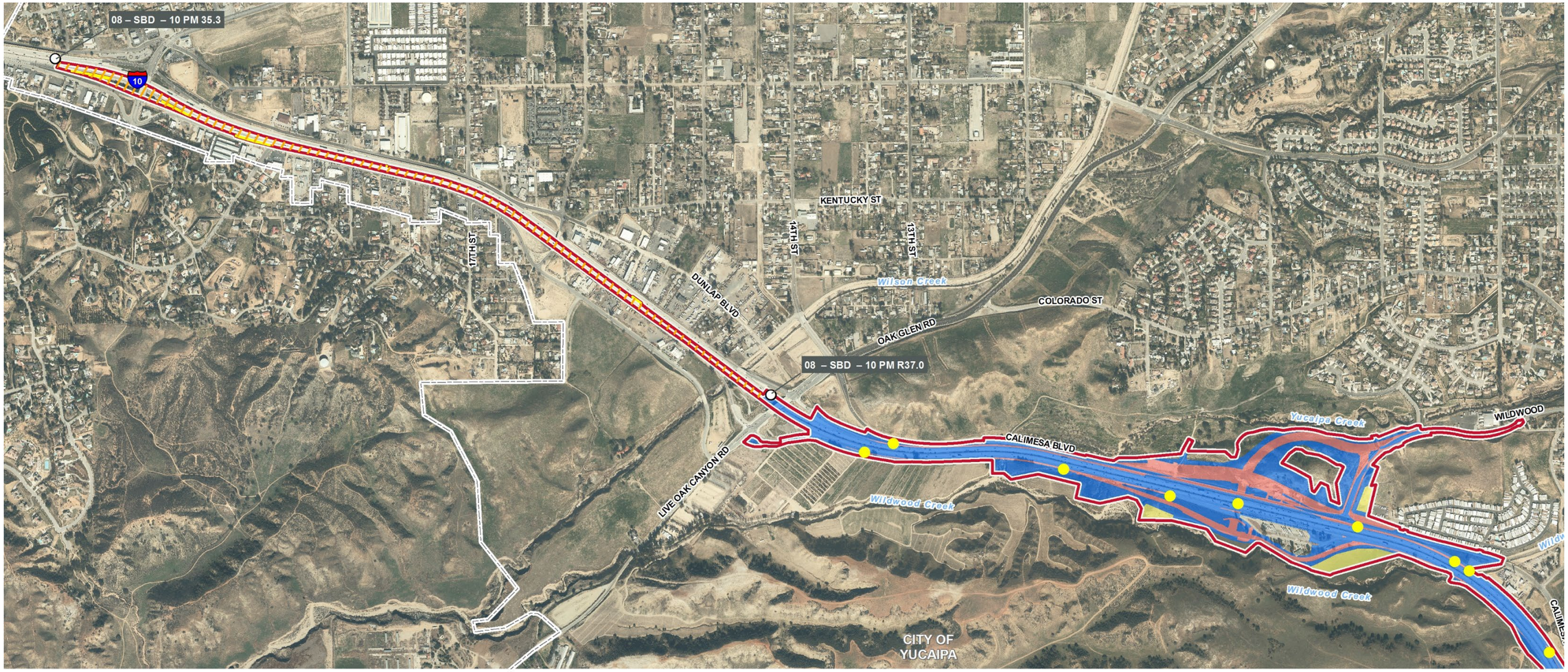

Figure 1.4.2-2. Alternative 2 – Diamond Interchange Overcrossing Permanent and Temporary Impacts (Sheet 1 of 2)

Figure 1.4.2-2. Alternative 2 – Diamond Interchange Overcrossing Permanent and Temporary Impacts (Sheet 2 of 2)

1.4.3 Alternative 3 (Skewed Diamond Interchange Overcrossing)

Alternative 3 proposes a new diamond interchange overcrossing with a skewed local roadway centerline alignment over I-10 that would be located farther west of the Wildwood SRRA compared to Alternative 2 (see Figure 1.4.3-1). In this case, the spacing to the Live Oak Canyon Road interchange would be approximately 0.96 mile and the spacing to the County Line Road interchange would increase to approximately 1.19 miles compared to Alternative 2. Similar to Alternative 2, the new four-lane roadway alignment for Wildwood Canyon Road would have signalized intersections.

The newly configured portion of Wildwood Canyon Road would be constructed starting at the intersection of Wildwood Canyon Road and the new I-10 EB on- and off-ramps. The improvements would then continue north, crossing over I-10, before veering in an easterly direction to join the existing Wildwood Canyon Road alignment at the intersection of Wildwood Canyon Road and John Wayne Way, where two lanes would be dropped to match the existing two-lane roadway. A striped median lane would also be proposed as a modification to the secondary highway typical cross section shown in the City's standard design guidelines to allow vehicles to make left turns into private properties located on either side of Wildwood Canyon Road. Extension of Wildwood Canyon Road south of the intersection with the EB ramps would be completed as private developments take place on the south side of I-10; extension would be subject to separate planning, study, and environmental review, independent of the Project.

The proposed roadway improvements would meet ADA accessibility requirements along sidewalks and walkways. Along Wildwood Canyon Road a two-span bridge structure would clear over both roadbeds of I-10 and over the Wildwood SRRA EB off-ramp, a multi-span bridge would occur on the EB on-ramp immediately south of the Wildwood SRRA, and an additional single-bridge structure would span over Calimesa Boulevard. The bridge structures would be designed to meet or exceed the minimum permanent vertical clearances of 16.50 feet over the freeway and 15.00 feet over Calimesa Boulevard. A portion of Calimesa Boulevard would be realigned to the north of its current location to accommodate for the construction of the new I-10 WB on- and off-ramps, and to provide room for potential future freeway widening.

The realigned portion of Calimesa Boulevard would be grade-separated from the newly elevated four-lane portion of Wildwood Canyon Road and would be widened to provide the ultimate four-lane configuration with a striped median of a modified secondary highway. The existing segment of Wildwood Canyon Road that intersects Calimesa Boulevard at a T-intersection would be reconfigured to provide a new connector to the new Wildwood Canyon Road alignment. This local road connection between Calimesa Boulevard and Wildwood Canyon Road would also have a modified secondary highway section consisting of two lanes in each direction with a striped median/turning lane, outside shoulders, parkways, and sidewalk facilities.

Alternative 3 also requires ROW acquisition and utility relocations to accommodate the Project alignment and graded slopes. Temporary impact areas include locations where new advanced freeway signage would be installed, construction laydown areas, and the

segments of freeway and existing roads where traffic control/traffic handling would be implemented during construction. Permanent and temporary impact areas are shown in Figure 1.4.3-2.

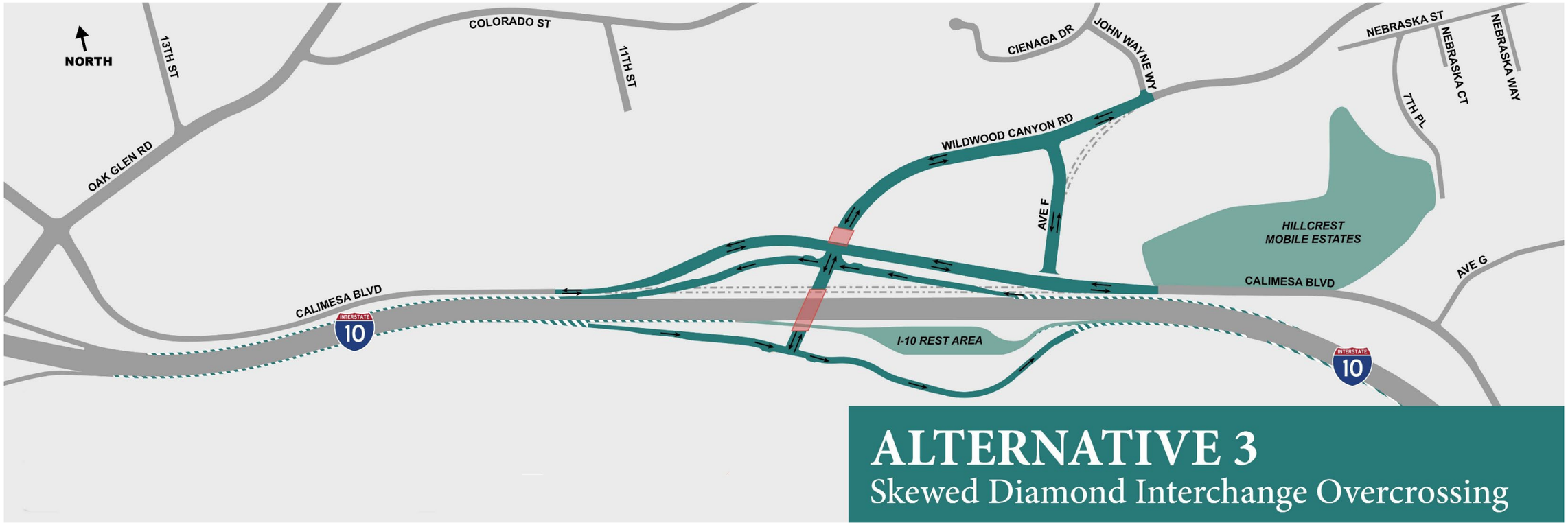

Figure 1.4.3-1. Alternative 3 – Skewed Diamond Interchange Overcrossing

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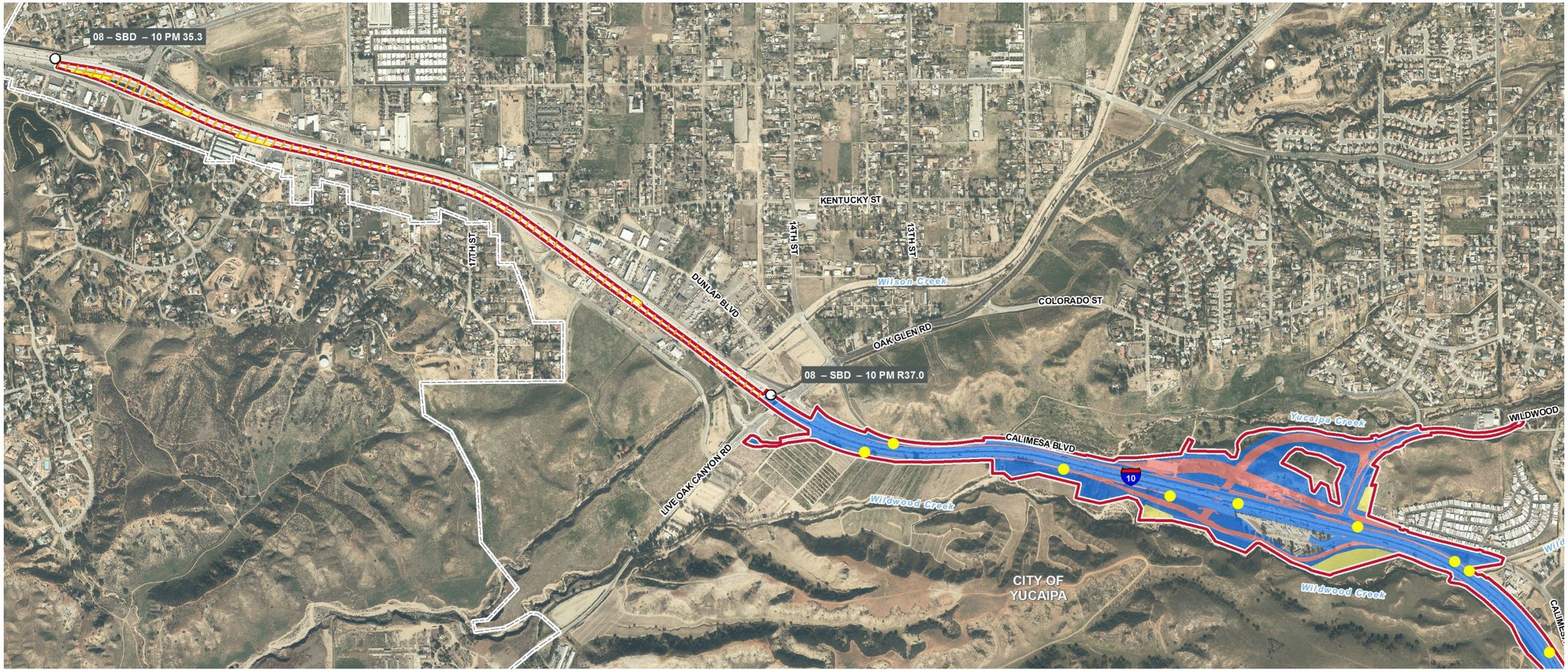

Figure 1.4.3-2. Alternative 3 – Skewed Diamond Interchange Overcrossing Permanent and Temporary Impacts (Sheet 1 of 2)

Figure 1.4.3-2. Alternative 3 – Skewed Diamond Interchange Overcrossing Permanent and Temporary Impacts (Sheet 2 of 2)

1.4.4 Alternative 4 (Diverging Diamond Interchange Overcrossing)

The roadway alignments for Alternative 4 are similar to those proposed in Alternative 2; the primary difference is that a Diverging Diamond Interchange (DDI) overcrossing is proposed under this alternative (see Figure 1.4.4-1). The proposed centerline alignment would be perpendicular to I-10 and would be located on the west side of the Wildwood SRRA, providing the minimum 1.00-mile interchange spacing from adjacent interchanges.

A partial crossover intersection and the four-lane roadway alignment for Wildwood Canyon Road would be constructed at the I-10 EB on- and off-ramps, located south of I-10. The improvements would then continue north with the new Wildwood Canyon Road NB and SB lanes parallel to one another, crossing over the freeway. Continuing north of the freeway, the NB and SB lanes would transition to the left and right side, respectively, at the roadway crossover intersection where connections to the WB on- and off-ramps would be provided. From there, the Wildwood Canyon Road alignment would veer to the east to join the existing Wildwood Canyon Road at the intersection of Wildwood Canyon Road and John Wayne Way, where two lanes would be dropped to match the existing two-lane roadway. The typical cross section for Wildwood Canyon Road outside of the DDI would match the City's standard design guidelines for a secondary highway; however, a striped median lane is proposed as a modification to the typical cross section to allow vehicles to make left turns into private properties on either side of Wildwood Canyon Road. The crossover intersection at the EB ramps and the southern extension of Wildwood Canyon Road would be completed in the near future as private developments take place on the south side of I-10.

Proposed roadway improvements would meet ADA accessibility requirements along sidewalks and walkways. Along Wildwood Canyon Road a three-span bridge structure would clear over both roadbeds of I-10 and over the Wildwood SRRA EB off-ramp, a multi-span bridge would occur on the EB on-ramp immediately south of the Wildwood SRRA, and an additional single-bridge structure would span over Calimesa Boulevard. The bridge structures would be designed to provide the same minimum vertical clearances as Alternatives 2 and 3; however, the bridge structure over I-10 would be narrower, as no opposing left-turn lanes are required with the DDI configuration. The single-span bridge structure over Calimesa Boulevard would be larger than the bridge structures of Alternatives 2 and 3 because the DDI footprint is wider due to the crossover intersection geometry. This alternative also requires an additional two-span bridge structure over Calimesa Boulevard for the WB off-ramp connection to NB Wildwood Canyon Road.

Similar to Alternative 2, a portion of Calimesa Boulevard would be realigned to the north of its current location to accommodate for the new I-10 WB on- and off-ramps, and to provide adequate space for potential future freeway widening. The realigned portion of Calimesa Boulevard would cross under a portion of the DDI crossover, north of I-10 and would remain close to existing ground elevation, except where it cuts through existing hillsides. The realigned portion of Calimesa Boulevard would be widened to provide the ultimate four-lane configuration with a striped median of a modified secondary highway.

Similar to Alternative 2, the existing segment of Wildwood Canyon Road that currently intersects Calimesa Boulevard at a T-intersection would be reconfigured to provide a new connector to the new Wildwood Canyon Road alignment. This local road connection between Calimesa Boulevard and Wildwood Canyon Road would also have a modified secondary highway section consisting of two lanes in each direction with a striped median/turning lane, outside shoulders, parkways, and sidewalk facilities.

Alternative 4 requires ROW acquisition and utility relocations to accommodate the project alignment and graded slopes. Temporary impact areas include locations where new advanced freeway signage would be installed, construction laydown areas, and the segments of freeway and existing roads where traffic control/traffic handling would be implemented during construction. Permanent and temporary impact areas are shown in Figure 1.4.4-2.

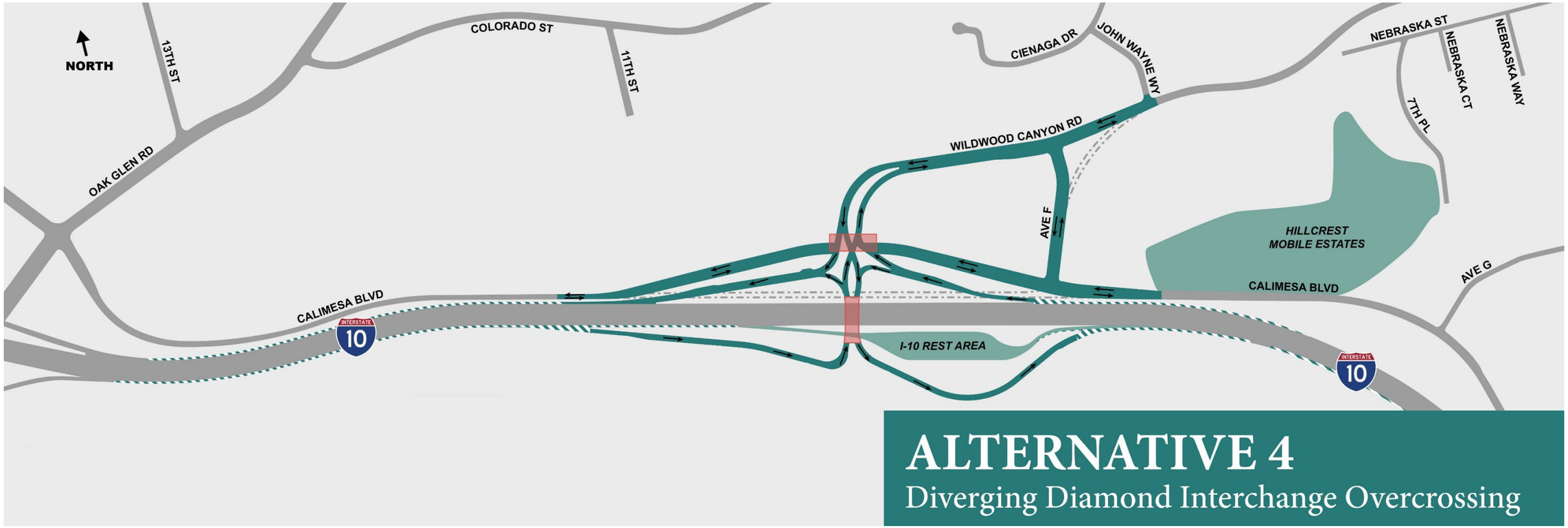

Figure 1.4.4-1. Alternative 4 – Divergent Diamond Interchange Overcrossing

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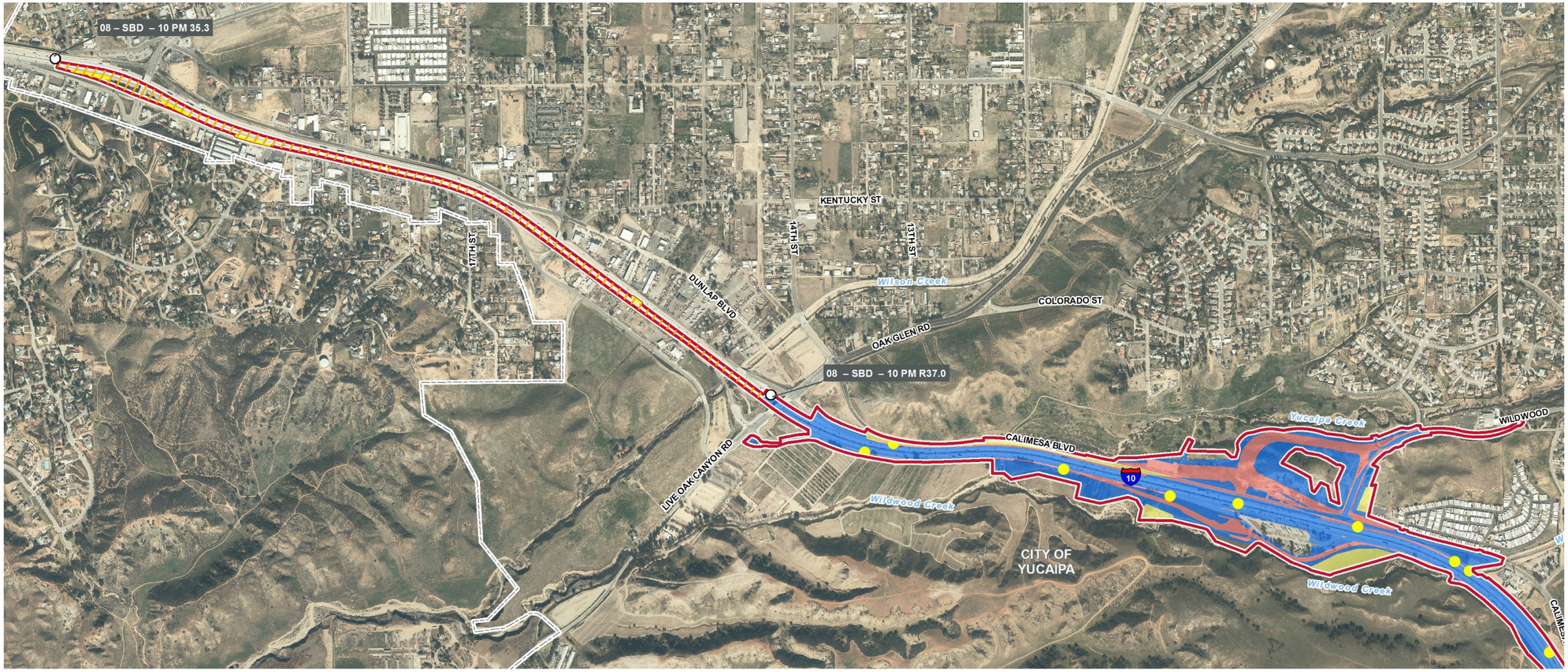

Figure 1.4.4-2. Alternative 4 – Divergent Diamond Interchange Overcrossing (Sheet 1 of 2)

Figure 1.4.4-2. Alternative 4 – Divergent Diamond Interchange Overcrossing (Sheet 2 of 2)

1.4.5 Common Design Features of the Build Alternatives

1.4.5.1 Engineering Features

The following are engineering features common to all three Build Alternatives:

- Auxiliary lanes between the Live Oak Canyon Road/Oak Glen Road EB on-ramp/WB off-ramps and Wildwood Canyon Road EB off-ramp/WB on-ramps (each approximately 0.5 mile long).
- Auxiliary (acceleration) lane from the merge of the Wildwood Canyon Road and the Wildwood SRRA EB on-ramp (approximately 0.20 mile long).
- Auxiliary (deceleration) lane to the proposed Wildwood Canyon Road WB off-ramp (approximately 0.23 mile long).
- The I-10 EB off- and on-ramps for the proposed Wildwood Canyon Road interchange would be separate from the existing Wildwood SRRA ramps; there would continue to be no direct access between Wildwood SRRA and local roads.
- New advance freeway signs for the Wildwood Canyon Road interchange and modification and/or relocation of existing signs.
- Replacement of metal beam guardrail and concrete barriers along the outside edge of the shoulder due to the proposed road widening, and the addition of new guardrail to protect freeway signs and fixed objects, or to serve as a barrier where existing or proposed fill slopes are 2:1 or steeper.
- Retaining walls would be installed at the following locations:
    - On the outside of the Wildwood Canyon Road EB off-ramp.
    - On the inside of the Wildwood Canyon Road EB on-ramp.
    - On the outside of the auxiliary lane to the Wildwood Canyon Road WB off-ramp.
    - Between the WB off-Ramp/WB on-ramps and the realigned segment of Calimesa Boulevard.
    - As wing walls on the sides of new bridge structures.
- Street lighting along new or improved roadways and traffic signals at new or improved road intersections.
- Dedicated turn pockets at new or improved street intersections.

1.4.5.2 Structure Rehabilitation and Upgrading

None of the Build Alternatives involves replacing or upgrading any existing bridge structures.

1.4.5.3 Ramps and Ramp Metering

The existing on-ramps of the freeway interchanges at Live Oak Canyon Road/Oak Glen Road, Wildwood SRRA, and County Line Road are not metered. Traffic monitoring stations exist at the on-ramps from the Live Oak Canyon Road/Oak Glen Road and County Line Road interchanges.

The Project would install metering equipment at the EB on-ramp and WB on-ramp of the new Wildwood Canyon Road interchange. The ramp meter for the new EB on-ramp would also regulate traffic from the Wildwood SRRA because these two on-ramps would merge into a single freeway entrance that would have a new segment of auxiliary lane.

1.4.5.4 Non-Motorized and Pedestrian Facilities

Facilities for non-motorized users, such as pedestrians and bicyclists, would be included on the improved segments of Wildwood Canyon Road and Calimesa Boulevard under all Build Alternatives. Although the *Yucaipa General Plan* (City of Yucaipa 2016) shows Class II bicycle lanes along Calimesa Boulevard and Wildwood Canyon Road, no marked bicycle lanes currently exist on these roads. Roadway shoulders that could be used by bicycles would be provided, and new sidewalks would be built on both sides of Wildwood Canyon Road, Avenue F, and a segment on the north side of Calimesa Boulevard, east of Avenue F. The remaining portion of sidewalk on the north side of Calimesa Boulevard west of Avenue F would be built by private developers for future projects.

The new sidewalks would be separated from the roadway curb by an approximately 6-foot-wide parkway, except on bridge structures, and would provide continuity to the existing sidewalk located in front of the Hillcrest Mobile Estates on Calimesa Boulevard, and to the existing multipurpose trail on John Wayne Way that currently ends at the Wildwood Canyon Road intersection.

1.4.5.5 Complete Streets

As defined by the Complete Streets Program, a complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different according to its context, community preferences, and types of road users and their needs.

Key Complete Streets elements are integrated as part of the proposed interchange and local roadway improvements and would allow for connectivity to be maintained for all modes of transportation, including motorists, trucks, emergency vehicles, transit vehicles, bicycles, and pedestrians.

The proposed elements contributing to the Complete Streets directive include signing and striping, pavement markings, signalized pedestrian crossings, street lighting, constructing missing segments of sidewalks, curb ramps, and wider shoulders. These features would encourage walking and bicycling by providing facilities for pedestrians and bicyclists. Although no existing or proposed rail and transit facilities have been identified for this area, the Project would not hinder any efforts for future improvements.

1.4.5.6 California Highway Patrol Enforcement Areas

A small CHP field office is at the Wildwood SRRA. There are currently no California Highway Patrol (CHP) enforcement areas within the freeway median nor at any of the on-ramp entrances within the Project Design Footprint. All Build Alternatives include adding enforcement areas at the on-ramps of the proposed interchange, immediately after the stop bar for the ramp meters.

1.4.5.7 Utilities

Existing overhead and/or underground utilities within the Project Design Footprint include electrical (Southern California Edison [SCE]), gas (Southern California Gas Company [SoCal Gas]), telecommunications (AT&T, Frontier Communications, Charter Communications, and Caltrans Fiber Optic), sewer (Yucaipa Valley Water District), and water (Yucaipa Valley Water District and South Mountain Water Company). No existing overhead power nor telecommunication lines cross over I-10 within the Project Design Footprint. There are a few locations at or near the Wildwood SRRA where some of utilities cross under the freeway.

Utility relocations would be required on the north side of I-10 due to the realignment of Calimesa Boulevard and the new interchange. The following utilities would be relocated:

- **SCE:** Overhead electric lines, telecommunication lines, and poles currently located on the north side of Calimesa Boulevard.
- **SoCal Gas:** A 10-inch gas line considered a high priority utility per Chapter 17 of the Caltrans *Project Development Procedures Manual* would be relocated along Calimesa Boulevard.
- **Yucaipa Valley Water District:** An 18-inch sewer line that crosses Calimesa Boulevard and the continuation of a 21-inch sewer line that crosses the freeway west of the Wildwood SRRA. The 18-inch sewer line would require extension with casing and a 15-inch sewer line and manholes located on Calimesa Boulevard east of the sewer crossing would also need to be relocated.

It is assumed that underground fiber optic lines owned by AT&T and Frontier along Calimesa Boulevard can be protected in place.

Further coordination with utility providers would be carried out during the final design phase. All Build Alternatives include utility openings in the proposed bridge structures over I-10 and over Calimesa Boulevard.

1.4.5.8 Design Exceptions

All Build Alternatives would include exceptions to design standard related to sight distance, superelevation, and width at multiple locations within the Project Design Footprint. These exceptions include reducing shoulder widths along EB and WB I-10 to accommodate the proposed Wildwood Interchange bridge columns and protective concrete barriers at the proposed interchange. A complete Design Standard Decision Document will be prepared after selection of the preferred alternative, which takes place after the public review period of the draft environmental document.

1.4.5.9 Right-of-Way

All Build Alternatives require ROW acquisitions to accommodate part of the interchange and local roadway alignments, graded slopes, and drainage system features. Temporary construction easements (TCEs) or rights of entry (ROEs) would also be needed for construction equipment access and for staging laydown areas.

Two full property acquisitions and relocations would potentially be required under all Build Alternatives. The affected properties are located on the north side of Calimesa Boulevard.

1.4.5.10 Geotechnical Investigations

Geotechnical investigations would be required during final design of the I-10 overcrossing and local road improvements. Investigations would include the preparation of a Foundation Report, Final Materials Report, and Final Geotechnical Design Report during the final design phase. Approximately five exploratory borings are anticipated to be required for these investigations.

1.4.5.11 Construction Phasing

The City is considering delivering all Build Alternatives in three phases as illustrated in Figure 1.4.5-1 (showing Alternative 2 design overlay), plus a fourth phase that would complete the street improvements along local roads. Due to recent dynamic cost escalation and funding constraints, the City may need to contract out the Project in more than one construction package or in multiple construction phases. Completion of the I-10 Wildwood Canyon Road interchange would occur in Phase 3 and Phase 3's anticipated Opening Year is 2030. The roadway improvements on the north half of Calimesa Boulevard and the west half of Avenue F depicted in Phase 4 of Figure 1.4.5-1 would be constructed as part of the Project, with coordination with future development to support local roadway development needs and the local roadway network consistent with the City General Plan. Detailed stage construction and traffic handling plans would be created during the final design phase of the Project.

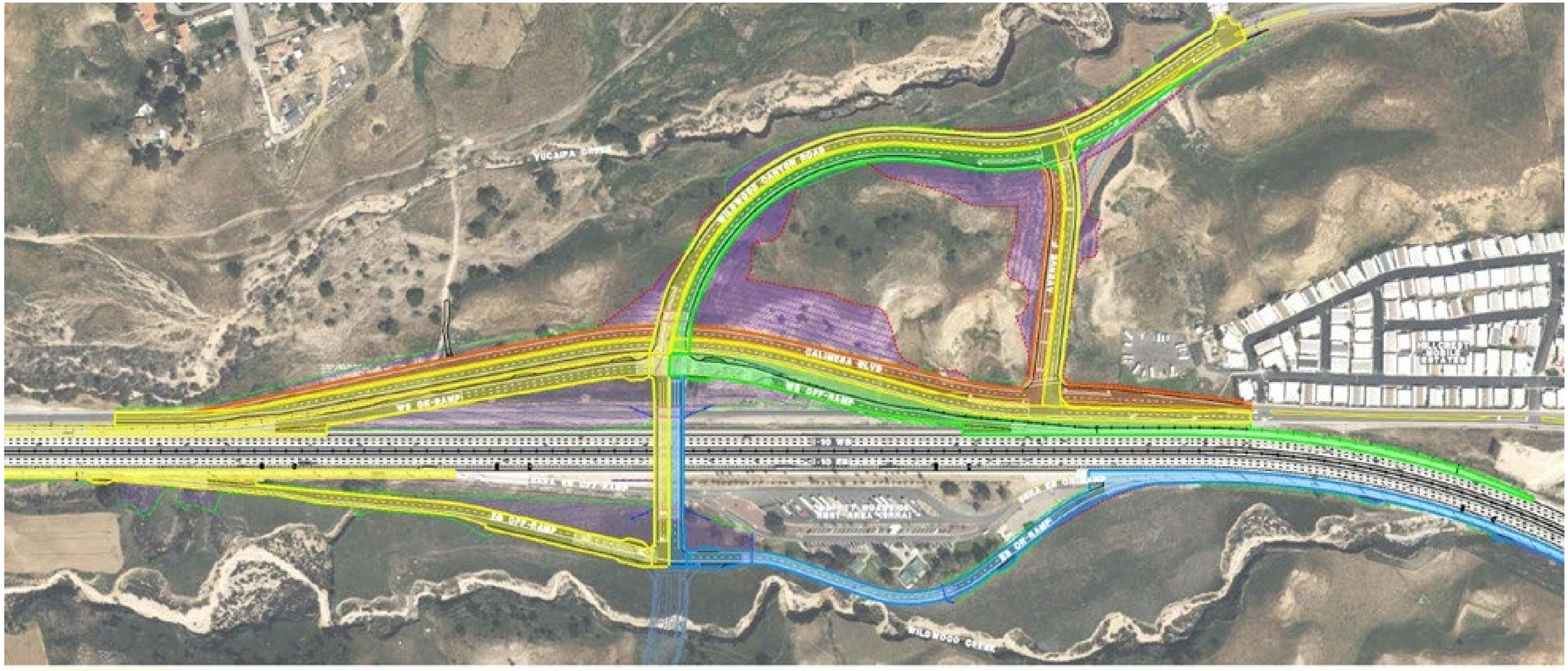

Figure 1.4.5-1. Potential Project Phasing

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1.4.5.12 Project Funding

The City and SBCTA are the Project sponsors. The Project is currently funded with local (City and SBCTA) funds through the Project Approval and Environmental Document (PA&ED) phase. The Project is eligible for federal-aid funding. Future phases are anticipated to be funded with a mix of local, State, and federal funds.

The Project is also expected to be eligible for Congestion Management and Air Quality Improvement Program funds because the interchange Project is expected to reduce congestion and delay in an existing non-attainment area.

1.4.6 Unique Features of Build Alternatives

1.4.6.1 Alternative 2 (Diamond Interchange Overcrossing)

Interchange Configuration

Alternative 2 would construct a new interchange at Wildwood Canyon Road as a diamond interchange configuration. The overcrossing would be located on the west side of the Wildwood SRRA and would provide the minimum 1.00-mile interchange spacing from adjacent interchanges.

Overcrossing Structures

Alternative 2 would construct a new three-span bridge structure over I-10 and over the Wildwood SRRA EB off-ramp. Alternative 2 would also construct a new multi-span bridge on the EB on-ramp, immediately south of the Wildwood SRRA, and an additional single-span bridge structure over Calimesa Boulevard.

Right-of-Way

Alternative 2 would require the permanent acquisition of approximately 19.02 acres of ROW from 11 parcels. This includes three full-fee acquisitions (approximately 2.28 acres), seven partial-fee acquisitions (approximately 16.74 acres), and five permanent slope easements (approximately 10.39 acres).

Alternative 2 is also anticipated to require approximately 14.55 acres of TCEs on eight privately owned parcels for construction equipment access and staging laydown areas. TCEs or ROE would likely be required from the South Mountain Water Company (APN 031811102).

Cost

Table 1.4.6-1 provides a preliminary cost estimate for Alternative 2, with the total escalated cost estimated to be approximately $181 million.

Table 1.4.6-1. Alternative 2 Preliminary Cost Estimate

Preliminary Estimate	Current	Escalated
Roadway	$94,035,000	$110,008,000
Structures	$24,956,000	$29,195,000
Right-of-Way	$13,126,000	$15,360,000
Capital Outlay Support	$23,424,550	$25,697,542
Total*	**$156,000,000**	**$181,000,000**

Note: *Total costs are rounded up to the nearest million.

1.4.6.2 Alternative 3 (Skewed Diamond Interchange Overcrossing)

Interchange Configuration

Alternative 3 would construct a new interchange at Wildwood Canyon Road as a skewed diamond interchange configuration. The overcrossing would be located on the west side of the Wildwood SRRA and would be approximately 0.96 mile from Live Oak Canyon Road interchange and approximately 1.19 miles from the County Line Road interchange. Unlike Alternatives 2 and 4, Alternative 3 would require an exception to design standards related to spacing between intersections. The skewed overcrossing would result in an interchange spacing slightly less than the standard.

Overcrossing Structure

Alternative 3 would construct a new two-span bridge structure over I-10 and over the Wildwood SRRA EB off-ramp. Alternative 3 would also construct a new multi-span bridge on the EB on-ramp, immediately south of the Wildwood SRRA, and an additional single-span bridge structure over Calimesa Boulevard.

Right-of-Way

Alternative 3 would require the permanent acquisition of approximately 21.02 acres of ROW from 11 parcels. This includes three full-fee acquisitions (approximately 2.28 acres), seven partial-fee acquisitions (approximately 18.74 acres), and five permanent slope easements (approximately 11.11 acres).

Alternative 3 is also anticipated to require approximately 14.13 acres of TCEs on eight privately owned parcels for construction equipment access and staging laydown areas. TCEs or ROEs would likely be required from the South Mountain Water Company (APN 031811102).

Cost

Table 1.4.6-2 provides a preliminary cost estimate for Alternative 3, with the total escalated cost estimated to be approximately $187 million.

Table 1.4.6-2. Alternative 3 Preliminary Cost Estimate

Preliminary Estimate	Current	Escalated
Roadway	$95,740,000	$112,003,000
Structures	$26,907,000	$31,478,000
Right-of-Way	$14,137,000	$16,540,000
Capital Outlay Support	$24,167,350	$26,523,906
Total*	**$161,000,000**	**$187,000,000**

Note: *Total costs are rounded up to the nearest million.

1.4.6.3 Alternative 4 (Divergent Diamond Interchange Overcrossing)

Interchange Configuration

Alternative 4 would construct a new interchange at Wildwood Canyon Road as a DDI configuration. The proposed interchange would be located on the west side of the Wildwood SRRA, providing the minimum 1.00-mile interchange spacing from adjacent interchanges.

Overcrossing Structure

Alternative 4 would construct a new three-span bridge structure over I-10 and over the Wildwood SRRA EB off-ramp. Alternative 4 would also construct a new multi-span bridge on the EB on-ramp, immediately south of the Wildwood SRRA, and an additional single-span bridge structure over Calimesa Boulevard. Alternative 4 also includes an additional two-span bridge structure over Calimesa Boulevard for the WB off-ramp connection to NB Wildwood Canyon Road.

Right-of-Way

Alternative 4 would require the permanent acquisition of approximately 20.01 acres of ROW from 11 parcels. This includes three full-fee acquisitions (approximately 2.28 acres), seven partial-fee acquisitions (approximately 17.73 acres), and five permanent slope easements (approximately 8.88 acres). Alternative 4 is also anticipated to require approximately 13.78 acres of TCEs on eight privately owned parcels for construction equipment access and staging laydown areas. TCEs or ROEs would likely be required from the South Mountain Water Company (APN 031811102).

Cost

Table 1.4.6-3 provides a preliminary cost estimate for Alternative 4, with the total escalated cost estimated to be approximately $205 million.

Table 1.4.6-3. Alternative 4 Preliminary Cost Estimate

Preliminary Estimate	Current	Escalated
Roadway	$100,782,000	$117,901,000
Structures	$35,573,000	$41,616,000
Right-of-Way	$13,611,000	$15,930,000
Capital Outlay Support	$26,122,750	$28,696,162
Total*	**$177,000,000**	**$205,000,000**

Note: *Total costs are rounded up to the nearest million.

1.5 COMPARISON OF ALTERNATIVES

A summary table comparing the impacts of the alternatives is provided in the Summary of this environmental document. After the public circulation period, all comments will be considered, and Caltrans and the City (Project Sponsor) will select a preferred alternative and make the final determination of the Project's effect on the environment.

Under CEQA, Caltrans will certify that the Project complies with CEQA, prepare findings for all significant impacts identified, prepare a Statement of Overriding Considerations (SOC) for impacts that cannot be mitigated below a level of significance, and certify that the findings and SOC have been considered prior to Project approval. Caltrans will then file a Notice of Determination with the State Clearinghouse that will identify whether the Project will have significant impacts, if mitigation measures were included as conditions of Project approval, that findings were made, and that an SOC was adopted.

If Caltrans, as assigned by FHWA, determines the NEPA action does not significantly impact the environment, Caltrans will issue a Finding of No Significant Impact. If it is determined that the Project is likely to have a significant effect on the environment, an Environmental Impact Statement will be prepared.

1.6 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

This section includes a discussion on all alternatives that were considered during the project development process but were eliminated before the draft environmental document, including reversible lanes. Alternatives that were considered in the draft environmental document are not discussed in this section because they remain viable alternatives.

1.6.1 Project Initiation Document Phase Alternatives

At the beginning of the Project Initiation Document (PID) phase of the Project, before the Project Approval and Environmental Document (PA&ED) phase, the following concepts were evaluated and determined to be nonviable by the City and Caltrans at an Alternative Selection Focus Meeting held on April 2, 2019:

- Diamond interchange overcrossing with a roundabout intersection for Wildwood Canyon Road and Calimesa Boulevard 500 feet north of the WB ramps intersection.

- Diamond interchange overcrossing with a roundabout intersection just north of I-10 for Wildwood Canyon Road, Calimesa Boulevard, and the WB on- and off-ramps.

- Skewed overcrossing with diamond ramps in the EB direction and WB hook ramps terminating at Calimesa Boulevard on the west side of Wildwood Canyon Road. Calimesa Boulevard and Wildwood Canyon Road have an at-grade intersection.

- Skewed overcrossing shifted west with diamond ramps in the EB direction and WB hook ramps terminating at Calimesa Boulevard on the east side of Wildwood Canyon Road. Calimesa Boulevard and Wildwood Canyon Road have an at-grade intersection.

- Overcrossing shifted west with grade separated Calimesa Boulevard and ramp configuration consisting of an EB loop off-ramp and diamonds for the EB on-ramp and WB ramps.

- Skewed overcrossing shifted west with a roundabout intersection north of I-10 for Wildwood Canyon Road, Calimesa Boulevard, and the WB on- and off-ramps.

These concepts were rejected because some had a larger project footprint that resulted in additional impacts to private properties and/or the Wildwood SRRA, and had greater impacts on cultural and drainage resources. Some of these concepts also had limited adaptability to future outside widening of I-10 and would not provide acceptable traffic operations.

During the PID phase, an Intersection Control Evaluation (ICE) Step One analysis was also completed for the Project to evaluate the feasibility of roundabout, signal, and stop control at the ramp intersections. Per the ICE analysis, roundabout intersections and stop-controlled intersections would not provide sufficient roadway capacity and vehicle queuing would exceed storage capacity. Signalized intersections are considered the most viable intersection control type for the Project.

In addition to the three Build Alternatives currently being studied, a Local Roadway Improvements alternative was also evaluated during the PID phase. Although this alternative would improve several intersections to an acceptable level of service (LOS), it did not satisfy the Project's purpose and need as it would not completely address the operational deficiencies on this segment of I-10 nor at the study intersections under the Design Year (2050) conditions. Therefore, the Local Roadway Improvements alternative was not recommended for further study in the PA&ED phase.

1.6.2 Transportation System Management and Transportation Demand Management Alternatives

Transportation System Management (TSM) strategies increase the efficiency of existing facilities; they are actions that increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Examples of TSM strategies include ramp metering, auxiliary lanes, turning lanes, reversible lanes, and traffic signal coordination. TSM also promotes automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system. Modal alternatives integrate multiple forms of transportation modes, such as pedestrian, bicycle, automobile, rail, and mass transit.

Although TSM measures alone could not satisfy the purpose and need of the Project, the following TSM measures have been incorporated into the Build Alternatives for this Project:

- Ramp metering at the new interchange on-ramps;
- Freeway auxiliary lanes:
- Turning lanes at new or improved street intersections;
- New sidewalks; and
- Shoulders that can be used as bicycle lanes.

Transportation Demand Management focuses on regional means of reducing the number of vehicle trips and vehicle miles traveled as well as increasing vehicle occupancy. It facilitates higher vehicle occupancy or reduces traffic congestion by expanding the traveler's transportation options in terms of travel method, travel time, travel route, travel costs, and the quality and convenience of the travel experience. A typical activity would be providing funds to regional agencies that are actively promoting ridesharing, maintaining rideshare databases, and providing limited rideshare services to employers and individuals.

1.6.3 Reversible Lanes

Assembly Bill 2542 amended California Streets and Highways code to require, effective January 1, 2017, that Caltrans or a regional transportation planning agency demonstrate that reversible lanes were considered when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval (California Streets and Highways Code, Section 100.015). Caltrans determined reversible lanes to be not applicable for the proposed interchange Project.

1.7 PERMITS AND APPROVALS NEEDED

Table 1.7-1 details the permits, licenses, agreements, and certifications are required for Project construction.

Table 1.7-1. Permits and Approvals

Agency	Permit/License/Agreement/Certification	Status
United States Army Corps of Engineers	Section 404 Nationwide Permit for filling or dredging waters of the United States	Application for Section 404 Nationwide Permit 14 expected after FED approval.
California Department of Fish and Wildlife	1602 Agreement for Streambed Alteration Section 2080.1 Agreement for Threatened and Endangered Species	Applications for 1602 permit and Section 2080.1 agreement expected after FED approval for Crotch's bumble bee (*Bombus crotchii*).
California Water Resources Board and Santa Ana Regional Water Quality Control Board	Water Quality Certification or Water Discharge Permit	Application for Section 401 permit expected after FED approval.
Federal Highway Administration	Air Quality Conformity Determination	Request for determination to be submitted following selection of a preferred alternative.
California Transportation Commission (CTC)	CTC vote to approve funds CTC vote to approve a new public road connection	Following the approval of the FED, the CTC will be required to vote to approve funding for the Project.
California Department of Transportation	Encroachment Permit	During final design phase and prior to construction.
City of Yucaipa	Encroachment Permit	During final design phase and prior to construction.
San Bernardino County Flood Control District	Encroachment Permit	During final design phase and prior to construction.

Notes:
CTC = California Transportation Commission; FED = final environmental document

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Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

2.1 RESOURCE TOPICS DISMISSED FROM ANALYSIS

As part of the scoping and environmental analysis carried out for the Project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

2.1.1 Coastal Zone

There will be no effects to coastal resources because the Project is not located within the coastal zone.

2.1.2 Wild and Scenic Rivers

The Project is not located within or near any National or State Wild and Scenic River.

2.1.3 Timberlands

There are no timberlands or timber harvesting uses within the Project Design Footprint.

2.1.4 Threatened and Endangered Species

This Project is located outside of National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NOAA Fisheries) jurisdiction; therefore, a NOAA Fisheries species list is not required and no effects to NOAA Fisheries species are anticipated.

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2.2 HUMAN ENVIRONMENT

2.2.1 Existing and Future Land Use

The following discussion is based on the Project's *Community Impact Assessment* (California Department of Transportation [Caltrans] 2025), which was completed in July 2025.

The Community Impact Study Area was identified based on the census tracts that overlap the Project Design Footprint. As shown in Figure 2.2.1-1, the Community Impact Study Area consists of the following census tracts: Census Tracts 85.02, 87.05, 87.13, 87.14, 87.15, 438.02, and 438.23). Census Tract 85.02 overlaps southwestern Yucaipa and southeastern Redlands. Census Tracts 87.05, 87.13, and 87.14 are solely within Yucaipa. Census Tract 87.15 overlaps portions of unincorporated San Bernardino County and western Yucaipa. Census Tracts 438.02 and 438.23 are solely within Calimesa. Existing land uses in the Community Impact Study Area include vacant/undeveloped, residential, commercial, light industrial, and quasi-public land uses.

2.2.2.1 Related Land Use Plans/Districts

The Community Impact Study Area is located in the counties of San Bernardino and Riverside and overlaps western Yucaipa, eastern Redlands, northern Calimesa, and unincorporated portions of San Bernardino County.

San Bernardino County

The *County of San Bernardino Countywide Plan* (Countywide Plan) was adopted by the Board of Supervisors in 2015 (San Bernardino County n.d.a). The Countywide Plan includes three main components: Policy Plan, Business Plan, and Communities. The Countywide Plan Policy Map LU-1B Land Use Map | Mountain Region is shown in Figure 2.2.1-2. The northwestern portion of the Community Impact Study Area is located within unincorporated San Bernardino County and is designated for rural living and very low density residential land uses (San Bernardino County n.d.b).

City of Yucaipa

The City of Yucaipa (City) is the Project Sponsor. The *Yucaipa General Plan* was adopted on April 11, 2016 (City of Yucaipa 2016). The *Yucaipa General Plan*: Land Use Plan Map is shown in Figure 2.2.1-3. Framed by the San Bernardino Mountains, Yucaipa is primarily rural with residential, commercial, open space, industrial, and institutional land uses. The majority of the Project Design Footprint falls within the Freeway Corridor Specific Plan (FCSP) area. The area immediately surrounding the Project Design Footprint contains land designated for commercial, industrial, residential, and open space.

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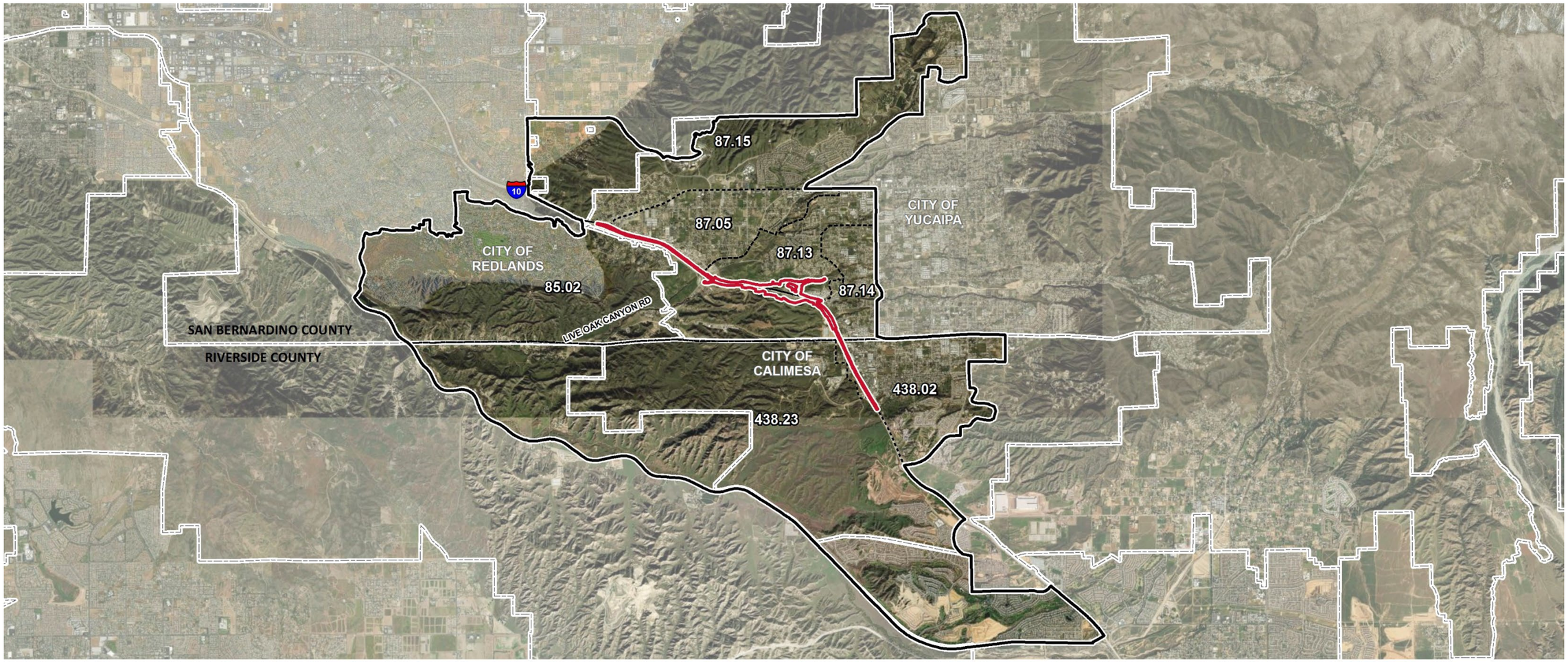

Figure 2.2.1-1. Community Impact Study Area

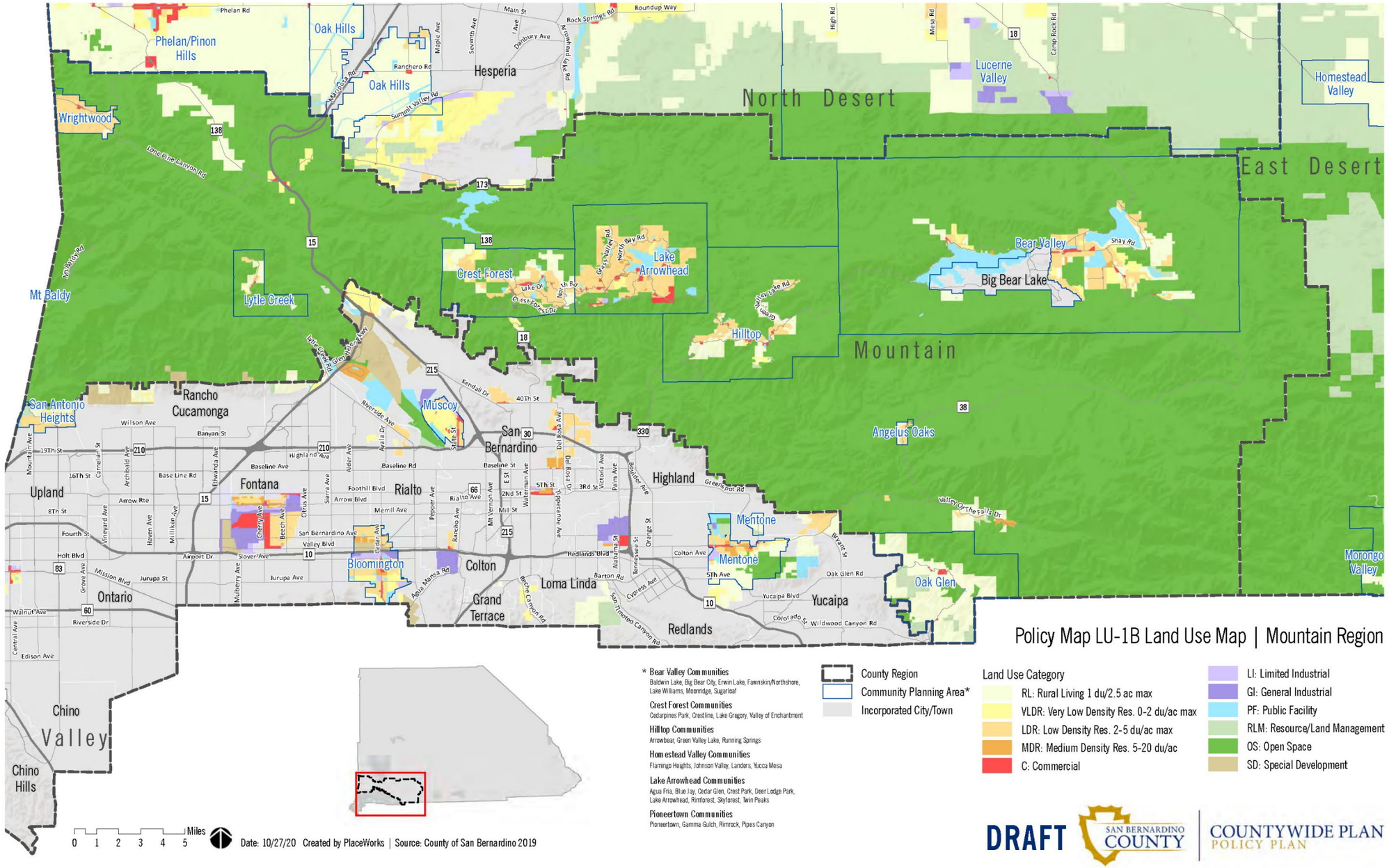

Figure 2.2.1-2. *San Bernardino County Countywide Plan:* Policy Map LU-1B Land Use Map | Mountain Region (San Bernardino County n.d.b)

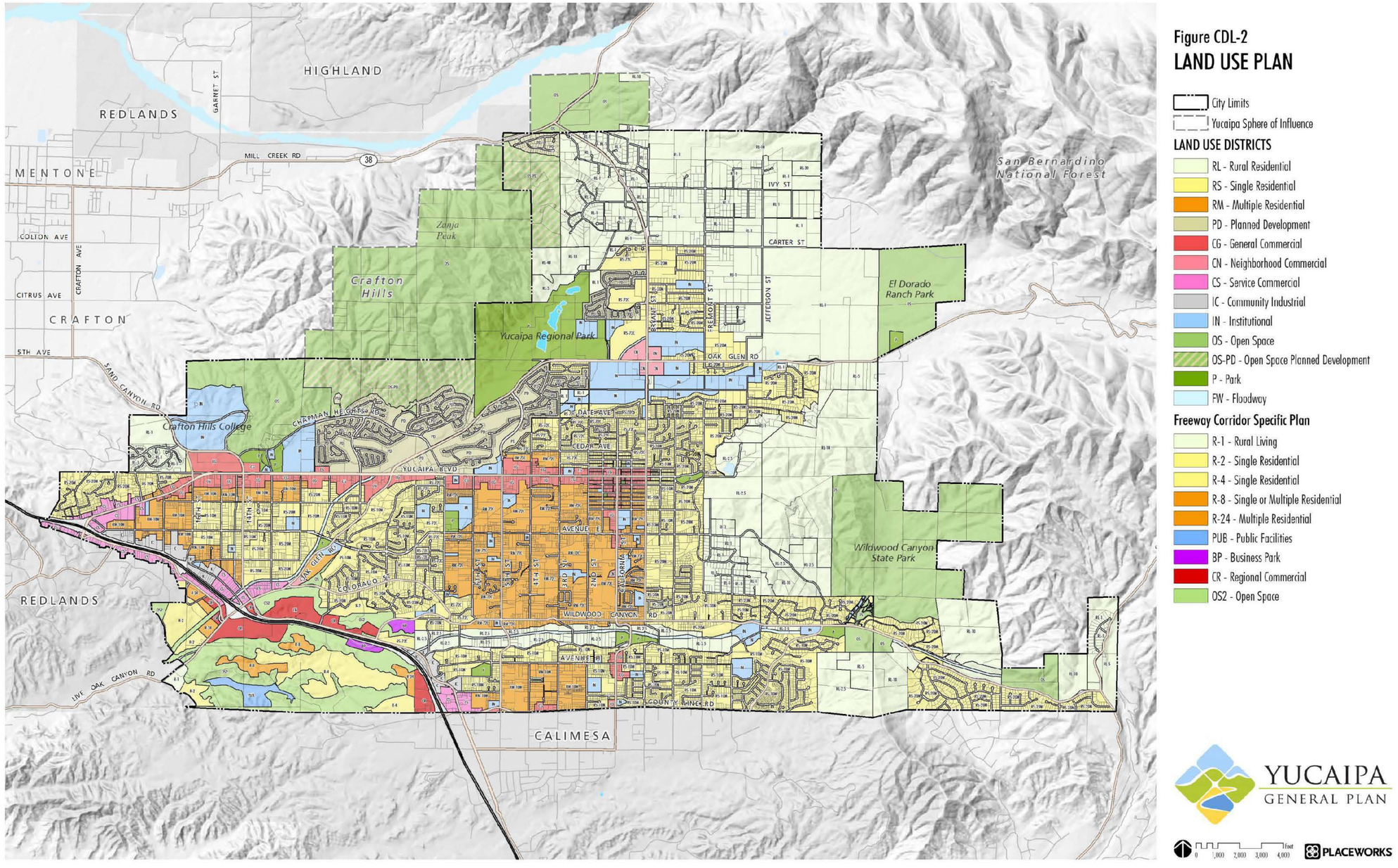

Figure 2.2.1-3. *Yucaipa General Plan*: Land Use Plan (City of Yucaipa 2016)

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Much of the existing development in the vicinity of the Project Design Footprint is north of Oak Glen Road and east of Wildwood Canyon Road. In between these two roadways, Interstate 10 (I-10) traverses undeveloped land that has been designated for regional commercial, business park, open space, and single residential uses. The Project Design Footprint includes vacant/undeveloped land, which is designated for commercial land use; a residential unit; and a retail unit (Wally's Tile and Carpet) (Caltrans 2023). The Project Design Footprint is also adjacent to a Mobile Home Park Overlay District (MHP, see Figure 2.2.1-4). These areas are described in more detail below. Further, the proposed Wildwood Canyon Road Interchange was planned for in the *Yucaipa General Plan* (City of Yucaipa 2016).

Mobile Home Park Overlay Districts

The Community Impact Study Area contains several properties within MHP1 (all ages), MHP2 (restricted for seniors), and MHP3 (eligible for transition); see Figure 2.2.1-4. The nearest mobile home park to the Project Design Footprint is Hillcrest Mobile Estates (33600 Calimesa Boulevard), which is adjacent to the Project Design Footprint at the intersection of Wildwood Canyon Road and Calimesa Boulevard. This land falls within MHP2.

Yucaipa Freeway Corridor Specific Plan

The majority of the Project Design Footprint falls within the FCSP area. The proposed Wildwood Canyon Road Interchange was planned for in the FCSP, which was first adopted by the City in 2008 (City of Yucaipa 2008). The 2025 Specific Plan Amendment, which was adopted by the City Council on August 25, 2025, offers a mixture of residential, commercial, and business park development anticipated to occur over a 15- to 20-year period (City of Yucaipa 2025). Approximately 35 percent (429 acres) of the site is dedicated to open space, and approximately 30 percent (375 acres) will be developed to accommodate nonresidential uses. Additionally, the FCSP provides a variety of residential uses to help meet the growing demand for housing in the City. Table 2.2.1-1 and Figure 2.2.1-5 contain overall land use distribution within the FCSP area.

Table 2.2.1-1. Yucaipa Freeway Corridor Specific Plan Overall Land Use Distribution Summary

Land Use	Non-Residential Acres	Residential Acres	Dwelling
Regional Commercial (RC)	104.4	—	—
Business Park (BP)	223.2	—	—
Agro-commercial Tourism	47.5	—	—
Residential (R-2/R-4): 2–4 du/acre	—	69.7	164
Residential (R-6): 4.1–6 du/acre	—	35.3	211
Residential (R-8): 6.1–8 du/ acre	—	26.6	180
Residential (R-12): 8.1–12 du/ acre	—	104.8	902
Residential (R-24): 12.1–24 du/ acre	—	53.9	1,015
Open Space (OS)	255.6	—	—
Open Space Conservation (OS-C)	147.3	—	—
Existing Right of Way (ROW)	151.9	—	—
Total	**1,237.6**	**290.3**	**2,472**

Notes: du/acre = dwelling units per acre.
Source: (City of Yucaipa 2025)

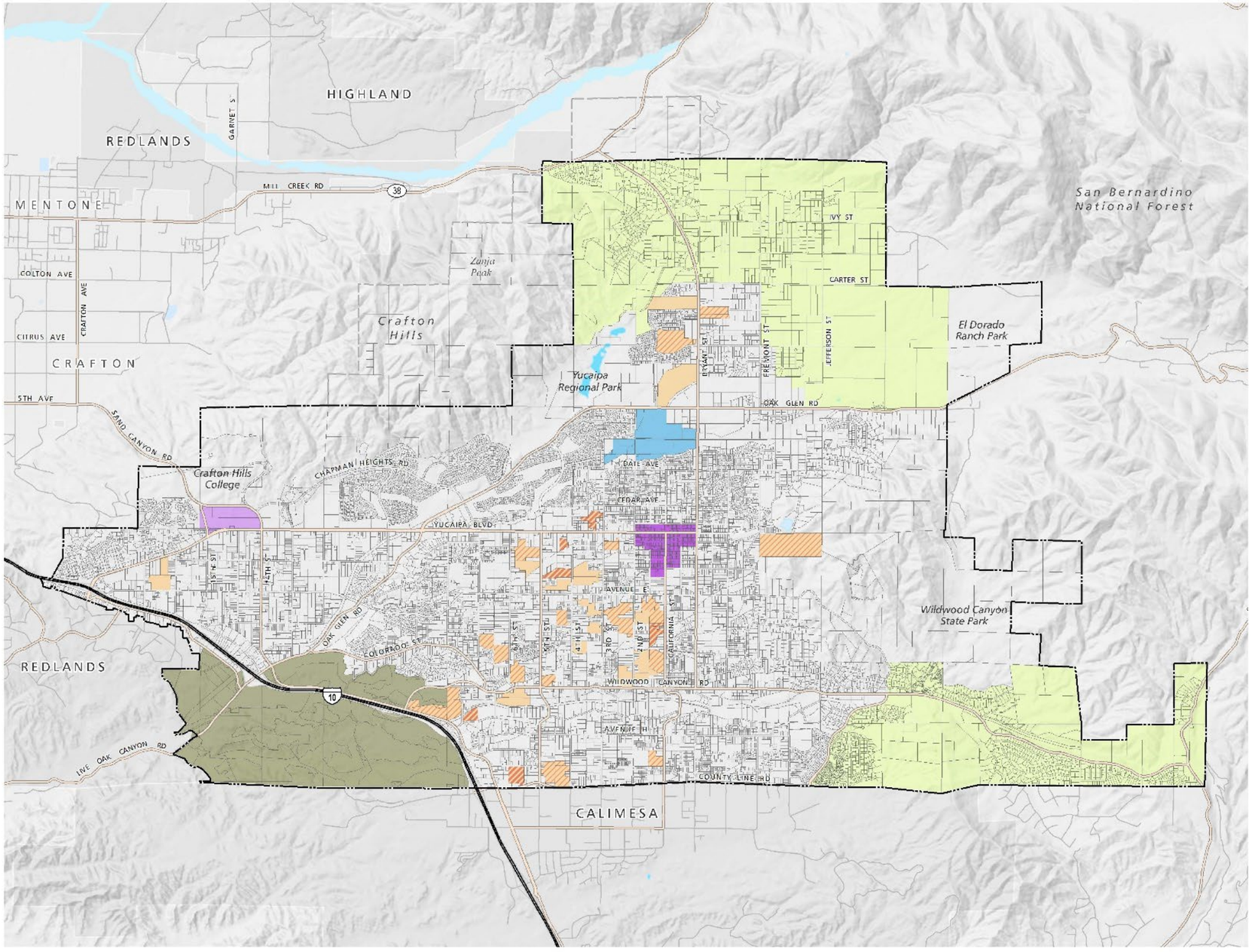

Figure CDL-3

LAND USE MODIFICATION OVERLAY DISTRICTS

- City Limits
- Yucaipa Sphere of Influence
- Custom Home Overlay
- College Village Overlay
- Oak Glen Creek Specific Plan
- Uptown Specific Plan
- Freeway Corridor Specific Plan
- Mobilehome Park Overlay District 1 (MHP1)
- Mobilehome Park Overlay District 2 (MHP2)
- Mobilehome Park Overlay District 3 (MHP3)

Note:
Yucaipa has three mobilehome park (MHP) overlay designations:
MHP1 includes all mobilehome parks.
MHP2 includes only mobilehome parks restricted for seniors.
MHP3 includes only mobile home parks eligible for transition.

YUCAIPA GENERAL PLAN

0 1,000 2,000 3,000 4,000 feet

PLACEWORKS

Source: City of Yucaipa, 2013

6/6/2016

Figure 2.2.1-4. *Yucaipa General* Plan: Land Use Modification Overlay Districts (City of Yucaipa 2016)

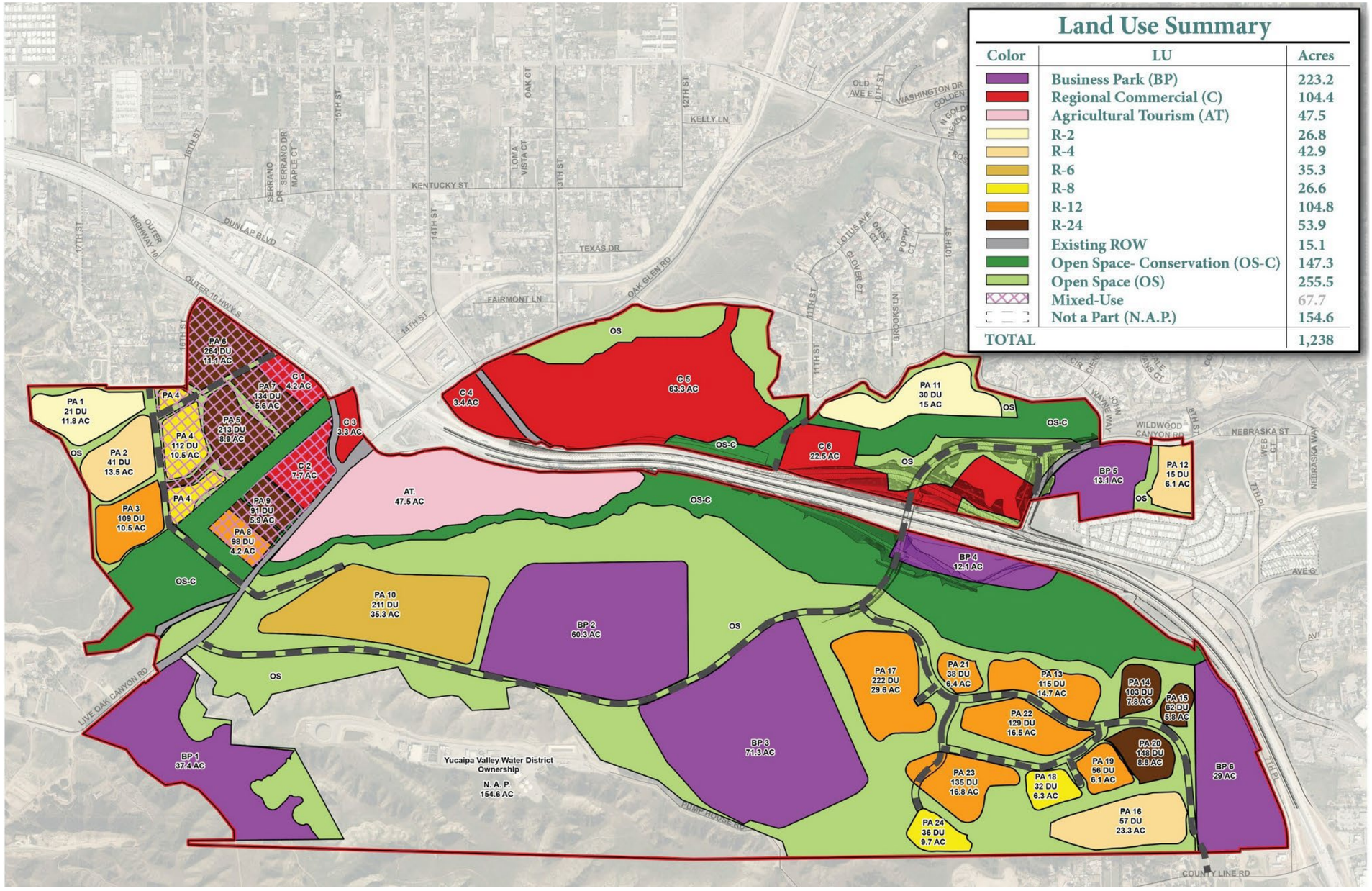

Figure 2.2.1-5. *Yucaipa Freeway Corridor Specific Plan* 2025 Amendment: Land Use Plan (City of Yucaipa 2025)

City of Redlands

The current City of Redlands *General Plan 2035* was adopted on December 5, 2017, (City of Redlands 2017). The City of Redlands *General Plan 2035*: Land Use Map is shown in Figure 2.2.1-6. The Project Design Footprint does not extend into Redlands. Within the Community Impact Study Area, Redlands is primarily rural residential.

City of Calimesa

The Project Design Footprint extends into Calimesa. Figure 2.2.1-7 provides the official land use map for Calimesa. Residential, commercial, light industrial, and quasi-public land uses are within the immediate vicinity of the Project Design Footprint per the City of Calimesa *General Plan 2014* (City of Calimesa 2014).

Development Trends

The following documents and resources were reviewed to develop a list of development activities within the Community Impact Study Area:

- Caltrans Construction Map of Current Projects (Caltrans 2025b);
- Riverside County Transportation Commission (RCTC) Project List (RCTC n.d.);
- San Bernardino County Transportation Authority (SBCTA) Project List (SBCTA n.d.a);
- Yucaipa Planning Projects Update (City of Yucaipa n.d.);
- City of Calimesa Adopted Budget & Capital Improvement Program Fiscal Year 2024–2025 (City of Calimesa 2024);
- City of Redlands Development Projects (City of Redlands n.d.);
- CEQAnet Web Portal (LCI 2025); and
- Southern California Association of Governments' (SCAG) Connect SoCal 2024 Project List (SCAG 2024).

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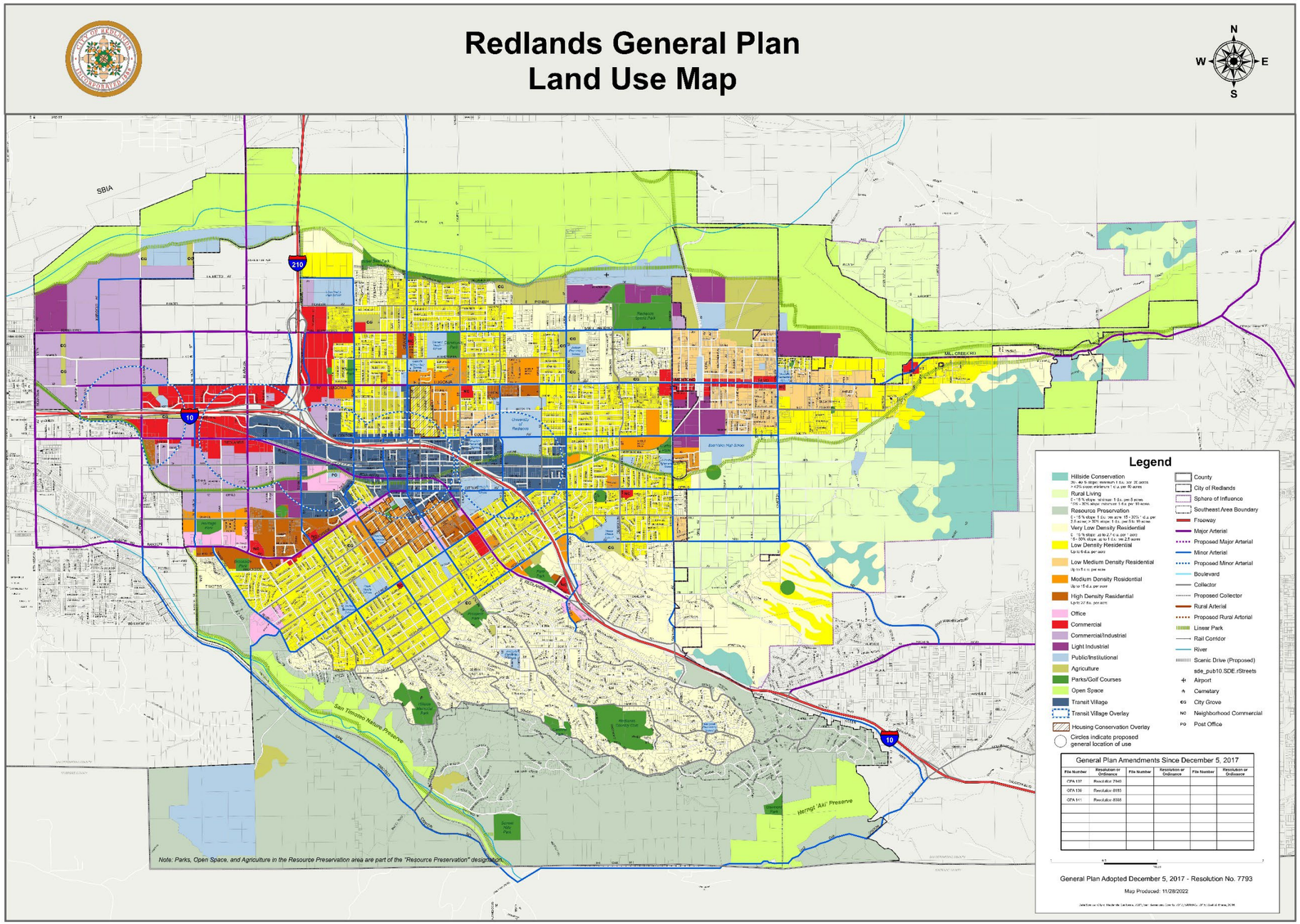

Figure 2.2.1-6. City of Redlands *General Plan 2035*: Land Use Map (City of Redlands 2017)

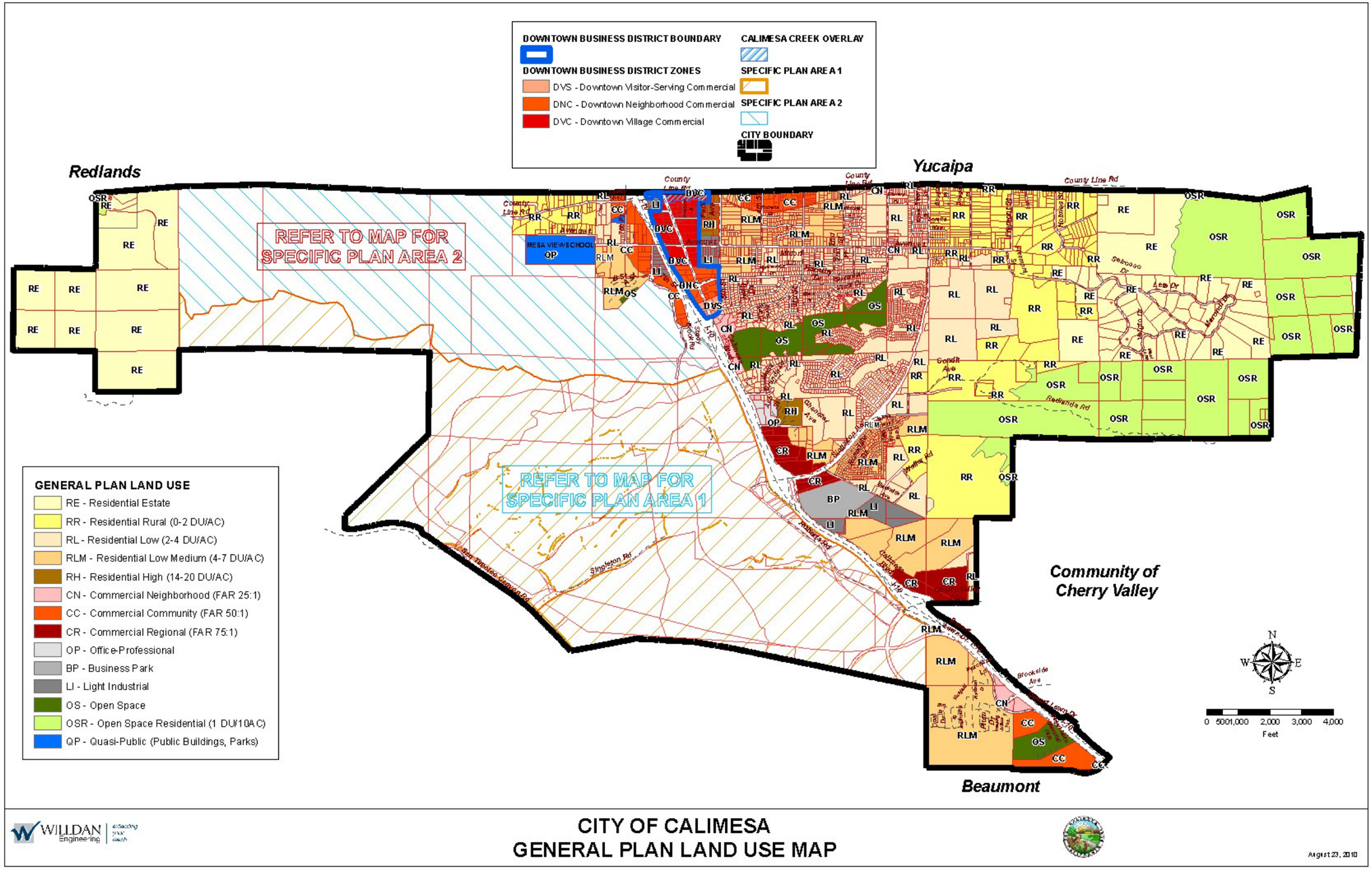

Figure 2.2.1-7. City of Calimesa *General Plan 2014*: Land Use Map (City of Calimesa 2014)

Table 2.2.1-2. Planned Projects lists past, present, and reasonably foreseeable projects in the Community Impact Study Area. This list was generated in February 2025. The table presents 56 projects that are built, approved, under construction, and proposed. These projects include both development projects (commercial, residential, and retail) and transportation projects (see Figure 2.2.1-8).

Table 2.2.1-2. Planned Projects

Project Number	Project Name	Jurisdiction	Proposed Uses	Status
1	Tentative Tract Map 20320 and Conditional Use Permit No. 1148	City of Redlands	Subdivide approximately 65 acres into a total of 67 single-family hillside lots, five lettered lots for drainage basins, and associated roadways and infrastructure.	Approved
2	12-Parcel Residential Project	City of Yucaipa	A Tentative Tract Map to subdivide an 8.57-acre parcel into twelve 20,000-square-foot-minimum single-family residential parcels.	Approved
3	Mobile Gas	City of Yucaipa	This project is associated with Conditional Use Permit for a Unified Commercial Center (Yucaipa Pointe) to be located on the southwest corner of Yucaipa Boulevard and 18th Street.	Approved
4	Commercial Truck Pros	City of Yucaipa	A Conditional Use Permit for a retail commercial truck dealership at 31497 Outer Highway 10 South.	Proposed
5	Pad 2 – Chipotle	City of Yucaipa	Associated with Conditional Use Permit for a commercial center to be located on the southwest corner of Yucaipa Boulevard and 18th Street.	Built.
6	Commercial Drive-through Pad	City of Yucaipa	This project is associated with Conditional Use Permit for a commercial center to be located on the southwest corner of Yucaipa Boulevard and 18th Street.	Approved
7	Major 1	City of Yucaipa	This project is associated with Conditional Use Permit for a commercial center to be located on the southwest corner of Yucaipa Boulevard and 18th Street.	Approved
8	Taco Bell	City of Yucaipa	An Architectural Review for a 2,266-square-foot Taco Bell drive-through restaurant that is consistent with the original entitlement for an unnamed tenant.	Approved
9	Jack-in-the-Box	City of Yucaipa	Associated with Conditional Use Permit for a commercial center to be located on the southwest corner of Yucaipa Boulevard and 18th Street.	Built
10	Commercial Metal Building	City of Yucaipa	A Conditional Use Permit for the construction of a 7,200-square-foot metal building for commercial use to support a Fire Sprinkler/HVAC installation contractor's operation on approximately 2.23 acres.	Approved
11	Ono Hawaiian	City of Yucaipa	Associated with Conditional Use Permit for a commercial center to be located on the southwest corner of Yucaipa Boulevard and 18th Street.	Built

Project Number	Project Name	Jurisdiction	Proposed Uses	Status
12	Restaurant Pad	City of Yucaipa	This project is associated with Conditional Use Permit for a commercial center to be located on the southwest corner of Yucaipa Boulevard and 18th Street.	Approved
13	Panera Bread	City of Yucaipa	Associated with Conditional Use Permit for a commercial center to be located on the southwest corner of Yucaipa Boulevard and 18th Street.	Built
14	Quick Quack Car Wash	City of Yucaipa	Associated with Conditional Use Permit for a commercial center to be located on the southwest corner of Yucaipa Boulevard and 18th Street.	Built
15	Kaiser Medical Office Building	City of Yucaipa	This project is associated with a Conditional Use Permit for a commercial center to be located on the southwest corner of Yucaipa Boulevard and 18th Street.	Approved
16	Pop Top Haven	City of Yucaipa	A Conditional Use Permit and Architectural Review to construct as 2,520-square-foot metal office building and auto repair facility on approximately 0.43 acre.	Under Construction
17	Hobbs - 22 units	City of Yucaipa	A Conditional Use Permit to develop a 22-unit detached single-family condominium project, and a Tentative Tract Map for a one-lot subdivision for condominium purposes (TTM 20508) located on an approximately 2.85-acre property.	Approved
18	GPA - RM to IC	City of Yucaipa	A proposed General Plan Amendment to change the Land Use District of an existing site designated as RM-10M (Multiple Residential) to IC (Community Industrial).	Proposed
19	Alpine Storage	City of Yucaipa	A Conditional Use Permit and Architectural Review for the construction of a self-storage facility, including four one-story buildings and 781 individual units, that would yield a total of 122,150 square feet of storage space, as well as a Variance request to allow for a zero-foot-lot line along both side property lines (east and west) of the subject site.	Approved
20	Sorenson Building U	City of Yucaipa	A Conditional Use Permit to review the construction of a phased manufacturing facility for a total footprint of 59,200 square feet located at 17th & Dunlap Boulevard.	Approved
21	Tract 17349 – 22 lot subdivision	City of Yucaipa	An Architectural Review for 22 single-family residences associated with Tract Map 17349.	Approved

Project Number	Project Name	Jurisdiction	Proposed Uses	Status
22	I-10 Truck Climbing Lane (Regional Transportation Plan [RTP] Identification [ID] 4122003, 3TK04MA12)	Cities of Yucaipa and Calimesa	This project would extend the eastbound (EB) truck climbing lane on I-10 from the existing EB off-ramp at Live Oak Canyon Road located in Yucaipa, San Bernardino County, California to just east of the existing County Line Road EB off-ramp at the Riverside County line in Calimesa.	Under Construction
23	Widen Live Oak Canyon Road (RTP ID 4A01371)	City of Yucaipa	This project would widen Oak Canyon Road from Yucaipa western city limits to I-10 from two to four lanes.	Approved
24	Pacific Oaks Commerce Center	City of Yucaipa	This project includes a Conditional Use Permit and Tentative Map for the proposed development of a light industrial logistics facility consisting of two concrete tilt-up buildings totaling approximately 2,054,801 square feet on approximately 312.91 gross acres located at 32335 Live Oak Canyon Road within the City Freeway Corridor Specific Plan.	Proposed
25	Extreme Plates	City of Yucaipa	A Planning Use Permit to establish a 2,500-square-foot building and storage yard.	Approved
26	Hal Hays Construction Site Expansion	City of Yucaipa	A Minor General Plan Amendment to change the land use designation of a “landlocked” parcel from the City’s RM-10M (Multiple Residential) Land Use District to CS (Service Commercial), two Variance requests for the reduction of the rear yard setback and reduction in minimal required landscaping and a Conditional Use Permit to permit a phased expansion of a 5.19-acre construction storage and mechanized equipment repair yard.	Approved
27	Yucaipa Gateway Project	City of Yucaipa	This project is for the final phase of the Yucaipa Gateway Project that includes the development of a 1,500-square-foot drive-through coffee shop and a 2,492-square-foot drive-through restaurant on approximately 1.95 acres.	Approved
28	Widen Calimesa Boulevard (RTP ID 4A01368)	Cities of Calimesa and Yucaipa	This project would widen Calimesa Boulevard from Oak Glen Road to County Line Road from two to four lanes.	Approved
29	3-lot subdivision	City of Yucaipa	A Tentative Parcel Map (20633) to subdivide approximately 2.21 acres into three single-family lots with a minimum lot size of 20,000 square feet.	Proposed

Project Number	Project Name	Jurisdiction	Proposed Uses	Status
30	Cottages on 14th	City of Yucaipa	A General Plan Amendment and Conditional Use Permit to establish a multifamily project at four contiguous parcels on 14th Street.	Approved
31	216 Units	City of Yucaipa	A General Plan Amendment to change the land use designation of a Project area from RS-20M (Single-Residential, 20,000-square-foot minimum lot size) and RM-10M (Multiple-Residential, 10,000-square-foot minimum lot size) to RM-24 (High Density Multiple Residential, 24 dwelling unit/acre), a Density Bonus request to permit a 24.5 percent increase in density for agreeing to covenant 23 units as affordable, and a Land Use Compliance Review to ultimately development a 216-unit housing project across four adjacent parcels.	Proposed
32	Oak Glen Road Hotel and Fuel Station	City of Yucaipa	A Conditional Use Permit and Development Agreement for the phased development of a commercial center that includes a fuel station with a 9,000-square-foot building that includes a convenience store, quick service restaurant, and office space, fuel canopy with 16 fuel dispensers and an express carwash, and a 66-room hotel with a rooftop bar and restaurant.	Approved
33	Eagle Subdivision	City of Yucaipa	A Tentative Parcel Map to subdivide a 34.81-acre split zoned parcel into two lots to align with the zoning boundaries of the site.	Proposed
34	Starling Heights Specific Plan	City of Yucaipa	A Specific Plan and Tentative Tract Map (TTM 20372) for the proposed construction of a townhome residential development located at the northeast corner of 12th Street and Avenue E. The proposed Tentative Tract Map would facilitate the project development by merging four existing parcel lots totaling 14.78 acres, followed by subdividing the combined lots into a 128-parcel lot Tract Map development.	Approved
35	Raising Cane's	City of Yucaipa	This project includes a Planning Use Permit Review with Architectural Review for the construction of a proposed 2,899-square-foot Raising Cane's restaurant with 1,360 square feet of outdoor patio area.	Approved
36	U-Stor-it	City of Yucaipa	A General Plan Amendment and Conditional Use Permit to change the split zoning of the property at 33063 Yucaipa Boulevard, and a Conditional Use Permit to permit a self-storge facility with accessory RV storage on site.	Under Construction

Project Number	Project Name	Jurisdiction	Proposed Uses	Status
37	Yucaipa Business Park	City of Yucaipa	A Conditional Use Permit and Variance for the proposed development of a business park consisting of 45 two-story business/office units on a 5.70-acre parcel in the General Commercial land use district located on the south side of Yucaipa Boulevard, east of 11th Street cross-street in Yucaipa.	Proposed
38	Arby's	City of Yucaipa	A Conditional Use Permit and Architectural Review for a new 1,496-square-foot Arby's drive-through restaurant.	Approved
39	10th Street Storage	City of Yucaipa	A Conditional Use Permit with Architectural Review to permit a storage facility that would include 28 RV parking spaces, 50 storage units, and a 320-square-foot caretaker's facility on the property.	Proposed
40	Oak Glen 4-lot Subdivision	City of Yucaipa	A Tentative Parcel Map (20528) to subdivide a 2.17-acre lot, into four parcels with one remainder parcel.	Approved
41	Widen Wildwood Canyon Road (RTP ID 4A01376A)	Cities of Calimesa and Yucaipa	This project would widen Wildwood Canyon Road from Calimesa Boulevard to Colorado Street from two to four lanes.	Approved
42	Sanctuary Church	City of Yucaipa	A General Plan Amendment to change the Land Use Designation of a 4.54-acre site from Residential (RS-20M) to Commercial (CN) and an associated Conditional Use Permit that would authorize a new place of worship.	Proposed
43	Sennett Transportation	City of Yucaipa	This project includes a conditional use permit for a 6,490-square foot building consisting of a 4,130-square-foot service bay area, with outside trailer sales.	Approved
44	Brookfield Commerce	City of Yucaipa	A Conditional Use Permit and Architectural Review for an approximately 363,000-square foot tilt-up concrete warehouse and office project, located on 19.32 acres at the corner of 7th Place and County Line Lane.	Under Construction
45	County Line Road Corridor Improvements Project	Cities of Calimesa and Yucaipa	This project consists of the construction of four single-lane and one multi-lane roundabout, together with street, pedestrian, and bicycle improvements on County Line Road between Park Avenue and Bryant Street in Calimesa.	Built
46	C&B Crushing Remodel and Expansion	City of Yucaipa	A Conditional Use Permit with Architectural Review to permit a remodel and addition for an existing 1,200-square-foot commercial office building, which will provide a total building footprint of 3,100 square feet on the site.	Proposed

Project Number	Project Name	Jurisdiction	Proposed Uses	Status
47	Yucaipa Meadows	City of Yucaipa	A proposed General Plan Amendment to change the land use district from RM-I OM (Multiple Residential) to RM-24 (High Density Multiple Residential) to an existing, undeveloped 9.2-acre parcel lot, and a Land Use Compliance Review for the proposed development of a 258-unit multifamily apartment complex, located between 2nd Street and 3rd Street north of County Road.	Proposed
48	Carson Lane Subdivision	City of Yucaipa	Case No. 23-079 TTM 20543 to subdivide 1.28-acre parcel into six residences at the corner of Carson Lane and 7th Street.	Approved
49	Nejad - 34 units	City of Yucaipa	A Conditional Use Permit and Density Bonus Agreement to permit the construction of 34 age-restricted senior housing units for individuals who are 55 years or older.	Approved
50	Metricom Networks	City of Yucaipa	A Planning Use Permit for Metricom Networks to establish a 9,300-square-foot multiple tenant general commercial facility at 12154 6th Street.	Approved
51	21-Unit Project	City of Yucaipa	A one-lot subdivision for condominium purposes totaling approximately 2.52 gross acres, designated RM-72C (Multiple Residential, 7,200-square-foot minimum lot size), and a Conditional Use Permit for the construction of 21 condominium units and common recreation area (associated with original Case 16-103)..	Approved
52	Willow Park	City of Yucaipa	A Conditional Use Permit for the continued development of 33 detached condominiums (Willow Park) on 5.47 acres that will utilize a previously approved one lot condominium subdivision (Tract 17031) located at 12742 5th Street.	Under Construction
53	Mesa Verde Specific Plan Area 2 Amendment 2	City of Calimesa	An amendment to the approved Mesa Verde Specific Plan Area 2 Amendment 1, and would allow a maximum of 3,650 residential units. The project would allow up to 4.44 million square feet of building area within the Business Park zone, up to 300,000 square feet of commercial building area within the Commercial and Mixed-Use zones, two school sites, open space and public/private parks, utility infrastructure, and roadways.	Proposed
54	I-10 and Singleton Road Interchange Improvements	City of Calimesa	The project will horizontally realign Calimesa Boulevard approximately 400 feet easterly while widening approximately 3,300 linear feet of Calimesa Boulevard and 3,000 linear feet of Singleton Road to their ultimate street widths.	Approved

Project Number	Project Name	Jurisdiction	Proposed Uses	Status
55	I-10/Cherry Valley Boulevard Interchange Project	City of Calimesa	The City of Calimesa, in cooperation with Caltrans and the County of Riverside Transportation Department, is proposing to upgrade and reconfigure the existing I-10/Cherry Valley Boulevard Interchange.	Approved

Sources: (Caltrans 2025a); (City of Redlands n.d.); (City of Yucaipa n.d.); (City of Calimesa 2024); (County of Riverside Transportation Department n.d.); (SBCTA n.d.b); (SCAG 2024)
Notes:
ADU=accessory dwelling unit; EB=eastbound; EMC=electronic messaging center; HVAC=heating, ventilation, and air conditioning; I-10=Interstate 10; ID=identification; RTP=Regional Transportation Plan; RV=recreational vehicle; SBCTA=San Bernardino County Transportation Authority; SCAG=Southern California Association of Governments

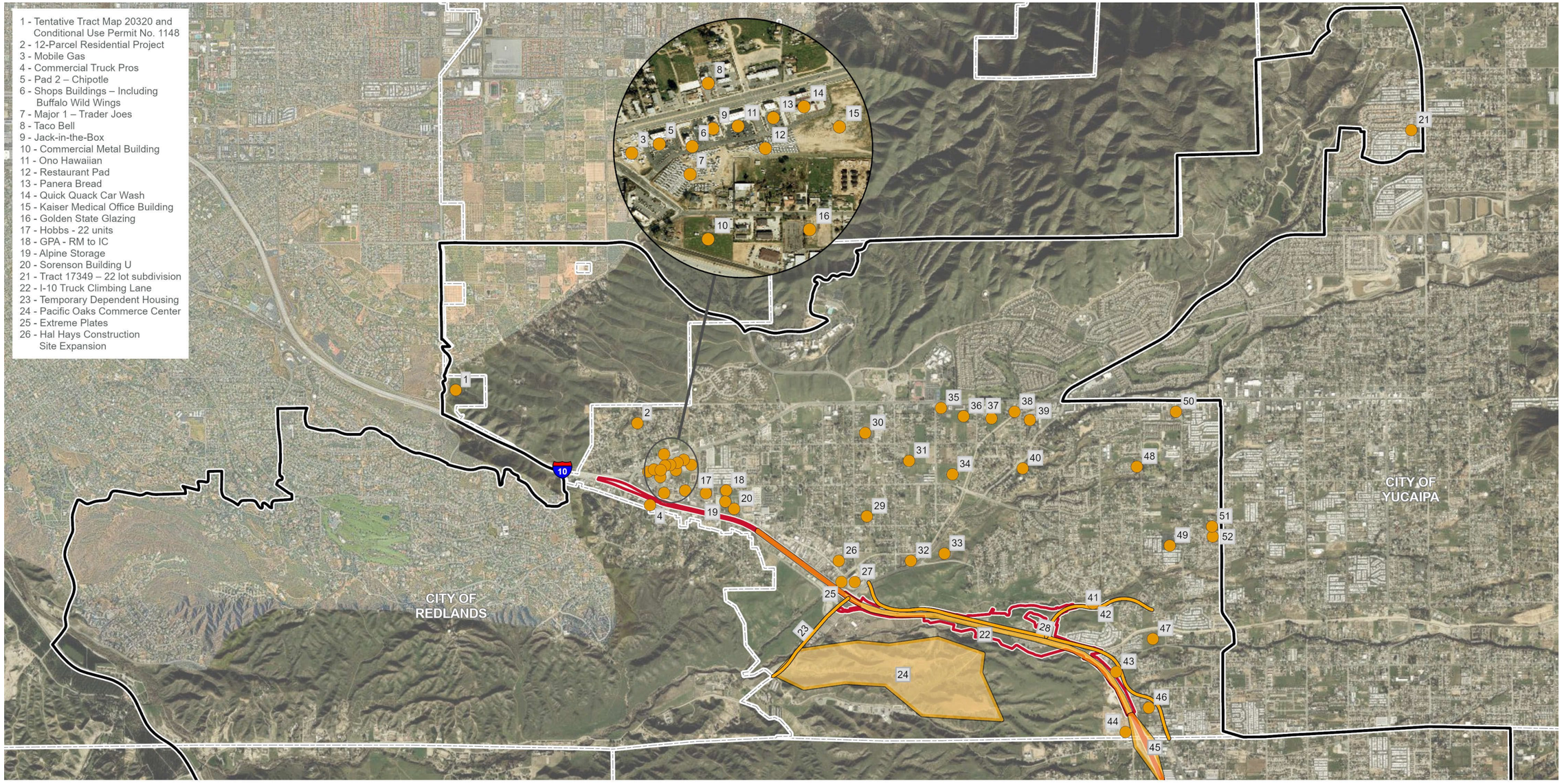

Figure 2.2.1-8. Planned Projects (Sheet 1 of 2)

Figure 2.2.1-8. Planned Projects (Sheet 2 of 2)

2.2.2 Consistency with Federal, State, Tribal, Regional, and Local Plans and Programs

2.2.2.1 Affected Environment

The following discussion is based on the Project's *Community Impact Assessment* (Caltrans 2025), which was completed in July 2025. The Community Impact Study Area the Community Impact Study Area is located in the counties of San Bernardino and Riverside and overlaps western Yucaipa, eastern Redlands, northern Calimesa, and unincorporated portions of San Bernardino County (see Figure 2.2.1-1 in Section 2.2.1, *Existing and Future Land Use*).

Regional Plans

Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) is a federally mandated, four-year program that includes surface transportation projects within the Southern California Association of Governments (SCAG) region, including Riverside and San Bernardino Counties, that will receive federal funding or are subject to a federally required action (SCAG n.d.). The FTIP is part of the region's strategy to improve the efficiency and safety of the transportation system. The projects listed in the FTIP include, but are not limited to, highway improvements, high-occupancy vehicle lanes, high-occupancy toll lanes, signal synchronization, intersection improvements, freeway ramps, non-motorized projects, bicycle projects, and pedestrian projects. The Project is included in the 2025 FTIP as FTIP Identification (ID) #SBD990214 (SCAG 2025). The Project description provided in the FTIP states the following:

> IMPROVE ACCESS TO YUCAIPA AND CALIMESA WITH AN INTERCHANGE AND AUX LANES TO ADDRESS OPERATIONS, LOCAL LAND USES, MEET CORRIDOR TRAVEL DEMANDS, AND ACCESS OPEN SPACE SOUTH OF I-10 NEAR THE REST AREA BETWEEN PM R37.0 TO R39.0. LOCAL STREETS WILL BE WIDENED TO 4-LANES INCL 4,500 FT OF CALIMESA BLVD, RECONSTRUCT WILDWOOD CYN RD AS AVE F FOR 1,000 FT, AND CONSTRUCT 3,500 FT REALIGNMENT OF WILDWOOD CYN RD TO CROSS I-10. SIGNS WILL BE INSTALLED BETWEEN SBD PM 35.3 AND RIV PM R1.1. (PAED only)

Southern California Association of Governments' Connect SoCal 2024

SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, *Connect SoCal 2024*, identifies and analyzes transportation needs for the region and creates a framework for project priorities. The Project is listed in SCAG's *Connect SoCal 2024* as RTP ID #4M04033 (SCAG 2024).

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP) is a comprehensive, multi-jurisdictional habitat conservation plan focusing on the conservation of species and their associated habitats in approximately 1.26 million acres of Western Riverside County (Riverside County Transportation and Land Management Agency n.d.). The WRCMSHCP provides a coordinated WRCMSHCP conservation area and implementation program to preserve biological diversity and maintain the region's quality of life.

Local Plans

County of San Bernardino Countywide Plan

The *San Bernardino County Countywide Plan*, adopted by the Board of Supervisors in 2010, encompasses San Bernardino County's General Plan. The Countywide Plan, however, goes beyond a traditional general plan to become a comprehensive guide that complements and informs the Countywide Vision by accounting for all services—not just land use planning—provided by County Government, and the unique values and priorities of each unincorporated community (San Bernardino County n.d.). It serves as a roadmap for County decision-making, financial planning, and communications.

San Bernardino County Non-Motorized Transportation Plan

The *San Bernardino County Non-Motorized Transportation Plan* identifies facility priorities that would enable local jurisdictions to create attractive and usable infrastructure that would enhance the enjoyment and quality of life for the residents of San Bernardino County (San Bernardino County Transportation Authority 2018).

San Bernardino County Congestion Management Program

The *San Bernardino County Congestion Management Program* defines a network of State highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system, and technical justification for the approach (San Bernardino Associated Governments 2016).

Riverside County General Plan

The *County of Riverside General Plan* sets the direction for Riverside County's land use and development in strategic locations, as well as the development of its economic base, the framework of its transportation system, and the preservation of the extremely valuable natural and cultural resources it contains (Riverside County 2015). The *County of Riverside General Plan* covers the entire unincorporated portion of Riverside County and is augmented by 19 additional detailed Area Plans covering Riverside County's territory with the exception of undeveloped desert areas and the March Air Joint Reserve Base.

Riverside County Congestion Management Program

The *Riverside County Congestion Management Program* was established to more directly link land use, transportation, and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality (Riverside County Transportation Commission 2011).

Yucaipa General Plan

The *Yucaipa General Plan* was adopted on April 11, 2016. The General Plan is a key planning document that shapes the future of the community by providing the direction for growth and changes that would occur and includes goals, policies, and implementation actions that address important community needs, including land use, mobility, housing, and public safety (City of Yucaipa n.d.). The General Plan vision guides the features of Yucaipa that would be preserved and retained, where and how Yucaipa would change in the future, what types of services would be provided to residents and business, which capital projects would be undertaken, and the budget priorities needed to achieve this future (City of Yucaipa 2016).

Yucaipa Freeway Corridor Specific Plan

The *Yucaipa Freeway Corridor Specific Plan* (FCSP), which was adopted in November 2008 and amended in August 2025, provides the planning tools necessary to guide development for the 1,242-acre Freeway Corridor planning area (City of Yucaipa 2025). In particular, the FCSP establishes a framework for the development of the area, including the following:

- Proposed land uses, development regulations, and design standards;
- A multimodal trail and circulation system that provides access for vehicles, pedestrians, and bicycles;
- A plan for protecting and managing important natural resources including the hillsides and native oak trees;
- Required infrastructure facilities, including financing and phasing, to support implementation of the FCSP; and
- Implementation and administrative processes needed to approve specific development projects within the FCSP area.

City of Redlands General Plan 2035

The *City of Redlands General Plan 2035* was adopted on December 5, 2017 (City of Redlands 2017). The City of Redlands' Planning Area encompasses 46 square miles, including all land within the Redlands city limits, the area within the Redlands' Sphere of Influence, and an unincorporated island known as the "Donut Hole" that is located in the northwestern portion of Redlands. The City of Redlands' General Plan contains both a

statement of the community's vision of its long-term development and the policies to support that vision by guiding the physical growth of Redlands. The General Plan contains policies to guide decision-making related to development, housing, transportation, environmental quality, public services, parks, and open spaces.

City of Calimesa 2014 General Plan

The *City of Calimesa 2014 General Plan* was adopted on August 4, 2014 (City of Calimesa 2014). The *City of Calimesa 2014 General Plan* is the official policy framework guiding physical, social, and economic development in Calimesa, as well as the City of Calimesa's operations and decisions. The General Plan is a long-range guide for attaining the City of Calimesa's goals.

2.2.2.2 Environmental Consequences

Construction and Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. The No-Build Alternative would result in inconsistencies with State, regional, and local plans and policies as summarized in Table 2.2.2-1.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. As summarized in Table 2.2.2-1, all Build Alternatives are consistent with adopted goals and policies of applicable federal, State, regional, and local plans. All Build Alternatives would result in a more efficient transportation system within the Community Impact Study Area and would support goals and policies for planned growth.

Table 2.2.2-1. Consistency with State, Regional, and Local Plans and Programs

Policy/Goal	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)
2025 Adopted Federal Transportation Improvement Program				
Policy Guideline: Each project in the County Federal Transportation Improvement Program (FTIP) submitted to the Southern California Association of Governments (SCAG) must be consistent with and reflect investment priorities established in the most recently adopted metropolitan transportation plan, in accordance with Moving Ahead for Progress in the 21st Century. Each FTIP project must show consistency with the project's design concept, and timely implementation as reflected in the adopted Regional Transportation Plan/Sustainable Communities Strategy.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions and would not implement the project as reflected in SCAG's *Connect SoCal 2024*. Therefore, Alternative 1 would be inconsistent with this policy.	**Consistent.** The project is identified in the 2025 FTIP as FTIP ID #SBD990214. Alternative 2 is consistent with the design concept and schedule reflected in SCAG's *Connect SoCal 2024*. An Air Quality Conformity Analysis would be prepared for Federal Highway Administration concurrence, following the selection of the preferred alternative.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Southern California Association of Governments Connect SoCal 2024				
Mobility: Build and maintain an integrated transportation network.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with this goal.	**Consistent.** Alternative 2 would result in a more efficient transportation system within the Project Design Footprint by establishing a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road. Alternative 2 would improve mobility, reliability, and travel safety for all users within the region.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
San Bernardino County Countywide Plan				
Goal TM-1 Roadway Capacity: Unincorporated areas served by roads with capacity that is adequate for residents, businesses, tourists, and emergency services. **Policy TM-1.3: Freeways and highways.** We coordinate with the California Department of Transportation (Caltrans) and regional transportation agencies and support the use of state, federal, and other agency funds to improve freeways and highways.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with this goal and policy.	**Consistent.** Alternative 2 would accommodate the City of Yucaipa's (City) planned economic development around the area of the proposed interchange, support efficient goods movement through the I-10 corridor, and improve emergency vehicle access and provide additional evacuation routes for the surrounding community, including unincorporated areas of San Bernardino County. Coordination is ongoing among multiple regional and local government agencies, including Caltrans, SCAG, and SBCTA, to support the use of State, federal, and other agency funds to improve I-10.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
San Bernardino County Congestion Management Program				
Goal 1: Maintain or enhance the performance of the multimodal transportation system and minimize travel delay.	**Inconsistent.** Alternative 1 would not result in changes to existing conditions. As development continues to occur and traffic demand increases, traffic operational characteristics of the existing roadway network and adjacent interchanges would further deteriorate, which may result in an increase in congestion, vehicle delay, vehicle-operating costs, and vehicle emissions due to slower operating speeds on the freeway and local roads. Therefore, Alternative 1 would be inconsistent with this goal.	**Consistent.** Alternative 2 would reduce travel time and would enhance multimodal transportation by providing sidewalks, crosswalks, Americans with Disabilities Act (ADA)-compliant curb ramps, and wider shoulders.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Goal 2: Assist in focusing available transportation funding on cost-effective responses to subregional and regional transportation needs.	**Not Applicable.** Alternative 1 would not result in any changes to existing conditions. Therefore, this goal would not be applicable.	**Consistent.** Alternative 2 would accommodate the City's planned economic development around the area of the proposed interchange, support efficient goods movement through the I-10 corridor, and improve emergency vehicle access and provide additional evacuation routes for the surrounding community. Alternative 2 would assist in focusing available transportation funding on cost-effective responses to subregional and regional transportation needs.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.

Policy/Goal	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)
Goal 6: Promote air quality and improve mobility through implementation of land use and transportation alternatives or incentives that reduce both vehicle trips and miles traveled and vehicle emissions.	**Inconsistent.** Under Alternative 1, no improvements would take place on I-10, and the local roads would remain consistent with the transportation plan proposed in the *Yucaipa General Plan*. As development continues to occur and traffic demand increases, traffic operational characteristics of the existing roadway network and adjacent interchanges would further deteriorate, which may result in an increase in congestion, vehicle delay, vehicle-operating costs, and vehicle emissions due to slower operating speeds on the freeway and local roads. Therefore, Alternative 1 would be inconsistent with this goal.	**Consistent.** Alternative 2 would not result in adverse impacts on air quality. Alternative 2 would improve mobility and result in less vehicle miles traveled than the No-Build Alternative.	**Consistent.** The findings under Alternative 3 would be similar as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be similar as under Alternative 2.
San Bernardino County Non-Motorized Transportation Plan				
Goal 1: Increased bicycle and pedestrian access. Expand bicycle and pedestrian facilities and access within and between neighborhoods to employment centers, shopping areas, schools, and recreational sites.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with these goals.	**Consistent.** Alternative 2 would encourage travel for pedestrians and cyclists by providing sidewalks, crosswalks, ADA-compliant curb ramps, and wider shoulders, specifically along Wildwood Canyon Road and Calimesa Boulevard, where these facilities currently do not exist.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Goal 2: Increased travel by cycling and walking. Make the bicycle and walking an integral part of daily life in San Bernardino County, particularly (for bicycle) for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer and more convenient.				
Goal 3: Routine accommodation in transportation and land use planning. Routinely consider bicyclists and pedestrians in the planning and design of land development, roadway, transit, and other transportation facilities, as appropriate to the context of each facility and its surroundings.				
Riverside County General Plan				
Policy C 1.6: Cooperate with and where appropriate lead local, regional, state, and federal agencies to establish an efficient circulation system.	**Not Applicable.** Alternative 1 would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** Coordination is ongoing among the multiple regional and local government agencies including Caltrans, SCAG, and the County of Riverside to improve freeway access at Wildwood Canyon Road and along I-10 within the Project Design Footprint. Therefore, Alternative 2 would be consistent with this policy.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Riverside County Congestion Management Program				
Intent: More directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with these goals.	**Consistent.** Alternative 2 would accommodate the City's planned economic development around the area of proposed interchange and support efficient goods movement through the I-10 corridor, including through Riverside County. Alternative 2 would improve air quality in the area by improving circulation and access for commuter vehicles and trucks at existing adjacent interchanges, in conjunction with the proposed interchange, as well as improving the overall operations in the I-10 corridor. Alternative 2 would also encourage active transportation by providing sidewalks, crosswalks, ADA-compliant curb ramps, and wider shoulders, specifically along Wildwood Canyon	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.

Policy/Goal	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)
		Road and Calimesa Boulevard, where these facilities currently do not exist. During construction, increased traffic congestion and temporary air quality impacts would occur. However, per Measure **TR-1**, a Transportation Management Plan (TMP) would be prepared to minimize traffic delays. Air quality impacts would be reduced by implementing exhaust and fugitive dust emissions control measures. Therefore, Alternative 2 would be consistent with this policy.		
Yucaipa General Plan				
Goal T-1: A Comprehensive Street Network. A citywide street network that delivers high quality transportation services for all roadway users, allows for emergency access, supports the land use plan, and the character of Yucaipa's environment.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with these goals.	**Consistent.** Alternative 2 would provide improved connectivity and increase multimodal access for residents within Yucaipa. Alternative 2 would also accommodate the City's planned economic development around the area of proposed interchange, support efficient goods movement through the I-10 corridor, and improve emergency vehicle access and provide additional evacuation routes for the surrounding community.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Policy T-1.1: Roadway Buildout. Complete the circulation system by constructing or improving roadways consistent with Figure T-1 [Transportation Network Figure from the City's General Plan]; allow modified standards where appropriate to allow for transit, bicycle facilities, sidewalks, and on-street parking to be sensitive to adjacent land uses, districts, and roadway users.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with these goals.	**Consistent.** Alternative 2 would improve the circulation system within the Project Design Footprint by establishing a new interchange connection on I-10 at Wildwood Canyon Road to provide improved access to and from I-10. I-10 and Wildwood Canyon Road are both roadways that are depicted in Figure T-1, *Transportation Network*, of the *Yucaipa General Plan*. Further, Alternative 2 would provide sidewalks, crosswalks, ADA-compliant curb ramps, and shoulders that can be utilized as bike lanes along local roads, specifically along Wildwood Canyon Road and Calimesa Boulevard, where these facilities currently do not exist.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Policy T-1.3: Roadway Construction. Design and construct new roads in a manner that requires minimal grading, accommodates drainage, and preserves the natural topography and scenic views, while still meeting the City's design standards.	**Not Applicable.** Alternative 1 would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** Grading would be minimized where feasible. Alternative 2 would adhere to all City design standards as they relate to grading, drainage, and the preservation of the natural topography and scenic views for roadway construction.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Policy T-1.6: Emergency Access. Prioritize road improvements to eliminate or mitigate low-water crossings; provide new transportation facilities or retrofit existing facilities to serve the vehicular and emergency access needs in existing, newly developing, and rural areas.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with this policy.	**Consistent.** During construction, access for emergency services would be maintained at all times. Once operational, Alternative 2 would establish a new interchange connection on I-10 at Wildwood Canyon Road that would improve access and emergency service response, improve access to medical facilities located east and west of the planned interchange, and increase evacuation capacity by reducing existing delay at local street intersections.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Policy T-1.7: Intergovernmental Coordination. Coordinate with Caltrans, SCAG, and the San Bernardino County Transportation Authority (SBCTA) to plan, fund, and improve freeway access at Wildwood Canyon Road, roadways of regional importance, and local projects that further regional mobility goals.	**Not Applicable.** Alternative 1 would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** Alternative 2 would construct a new interchange at Wildwood Canyon Road. Coordination is ongoing among multiple regional and local government agencies, including Caltrans, SCAG, and SBCTA.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Goal T-2: Transportation System Operation. A sustainable transportation system that can accommodate existing and future	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not	**Consistent.** Alternative 2 would accommodate existing travel demand for residents by providing improved connectivity and	**Consistent.** The findings under	**Consistent.** The findings under

Policy/Goal	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)
travel demand at optimal operating levels, while balancing the need to meet broader citywide and environmental goals.	achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with this goal.	increased multimodal access within Yucaipa. Alternative 2 would also accommodate the City's planned economic development around the area of the proposed interchange and associated future travel demand by supporting efficient goods movement through the I-10 corridor, improving emergency vehicle access, and providing additional evacuation routes for the surrounding community.	Alternative 3 would be the same as under Alternative 2.	Alternative 4 would be the same as under Alternative 2.
Policy T-2.1: Level of Service (LOS). To promote the safe and efficient movement of vehicular traffic, maintain a minimum LOS C on all intersections and road segments except for two conditions: • At roadway intersections where traffic movements are controlled by roundabouts, LOS D shall be acceptable (e.g., average control delay of 30 seconds per vehicle or better). • On roadway segments where a roundabout controls at least one of the intersections at the ends of the segment, the lower half of LOS D shall be acceptable (e.g., volume/capacity ratio of 0.849 or better). On-street parking, improvement levels, roundabouts, and infrastructure may be considered in furthering acceptable levels of service, safety, and other priorities.	**Inconsistent.** Under Alternative 1, no improvements would take place on I-10 and the local roads would remain consistent with the transportation plan proposed in the *Yucaipa General Plan*. As development continues to occur and traffic demand increases, traffic operational characteristics of the existing roadway network and adjacent interchanges would further deteriorate, which may result in decreases in LOS within the Project Design Footprint. Therefore, Alternative 1 would be inconsistent with this policy.	**Consistent.** Alternative 2 would improve most of the study intersections to operate at LOS C or better in both the a.m. and p.m. peak hours under the Opening Year (2030) and Horizon Year (2050) conditions. Although some study intersections would operate at LOS D or worse, all study intersections would operate at a better LOS compared to the No-Build Alternative.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Goal T-3: Safe, Connected, and Accessible Bikeway and Pedestrian Network. An interconnected network of bicycle and pedestrian infrastructure that is safe, efficient, and accessible for walkers and bicyclists.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with this goal and these policies.	**Consistent.** Alternative 2 would improve connectivity to other adjacent multimodal access routes in Yucaipa by providing sidewalks, crosswalks, ADA-compliant curb ramps, and wider shoulders, specifically along Wildwood Canyon Road and Calimesa Boulevard, where these facilities currently do not exist. These improvements would contribute to a safe, connected, and accessible bikeway and pedestrian network.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Policy T-3.4: Accessibility Standards. Design bicycle and pedestrian infrastructure in accordance with federal, state, and local design standards, including ADA accessibility standards. Ensure bicycle and pedestrian infrastructure is accessible for use by people of all abilities.				
Policy T-3.5: Biking and Pedestrian Amenities. Provide supporting bicycle and pedestrian facilities, such as traffic control devices, bike racks or other parking accommodations, crosswalks, benches, and other infrastructure where feasible.				
Policy T-3.8: Intersection and Signal Enhancements. Enhance pedestrian and bicycle crossing efficiency and safety, including timing of signals, crosswalks, and intersection design features. Provide signal timing that allows intersection crossing at a safe pace.				
Goal S-2: Flood Safety. A community well versed in flood control hazards and protected from or minimally disrupted by flooding and inundation hazards.	**Not Applicable.** Alternative 1 would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** According to the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer Viewer (FEMA 2008; 2025), portions of the Community Impact Study Area are located within various flood hazard zones. Alternative 2 would adhere to all federal, State, and local regulations relating to flood hazards. Although new impervious surfaces would be introduced, low-impact development BMPs would minimize stormwater runoff as necessary.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Policy S-2.7: Stormwater Runoff. Require new developments that add substantial amounts of impervious surfaces to integrate low impact development best management practices (BMPs) to reduce stormwater runoff.				
Policy S-2.8: Interagency Coordination. Establish and maintain cooperative working relationships among public				

Policy/Goal	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)
agencies with responsibility for flood protection, including San Bernardino County Flood Control District, County Public Works, and other entities.				
Goal S-6: Noise and Vibration Safety. Appropriate community noise and vibration levels that balance the need for peaceful environments for sensitive land uses with the needs of local businesses and regional land uses.	**Not Applicable.** Alternative 1 would not result in any changes to existing conditions. Therefore, this goal and these policies would not be applicable.	**Consistent.** Alternative 2 would potentially require a noise barrier along I-10, directly south of the Hillcrest Mobile Estates. A Noise Abatement Decision Report would be prepared to identify whether the noise barrier would be reasonable and feasible. If determined feasible and reasonable, noise barriers would be constructed in a timely manner. Potential noise abatement measures would be finalized during final design. Caltrans specifications regarding construction noise and vibration would be followed.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Policy S-6.1: Noise Assessment. Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing applications for development projects or land use changes.				
Policy S-6.7: Vibration Reduction. Minimize vibration impacts from construction sites, roadways, and other sources with a combination of setbacks, structural design features, and operational regulations as appropriate.				
Policy S-6.8: Street Improvements to Reduce Noise. Employ noise mitigation practices and materials when designing or improving streets; emphasize use of natural buffers or setbacks between roads and noise-sensitive areas.				
Goal S-7: Air Quality and Climate Change. Clean and healthful air resources that promotes public health, protects the natural environment, and mitigates local impacts to climate change.	**Not Applicable.** Alternative 1 would not result in any changes to existing conditions. Therefore, this goal and these policies would not be applicable.	**Consistent.** Alternative 2 would not result in adverse impacts on air quality. Alternative 2 would improve circulation and access for commuter vehicles and trucks as well as improve the overall operations of I-10. No material change in annual average daily traffic or truck volumes are anticipated to occur under Alternative 2 compared to the No-Build Alternative. Alternative 2 would also improve pedestrian and bicycle facilities, which would encourage the build out of pedestrian and bicycle routes.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Policy S-7.2: Transportation Sources. Encourage the expansion of transit, buildout of the pedestrian and bicycle route network, support of regional ride-share programs, and other efforts to reduce vehicle miles travelled [*sic*] from Yucaipa and associated vehicle emissions.				
Policy S-7.4: Regional Cooperation. Work with the South Coast Air Quality Management District, San Bernardino Association of Governments, local cities, and other agencies and stakeholders in implementing programs that reduce air pollution.				
Goal PR-5: Biological Resources. Preservation, conservation, and management of Yucaipa biological resources, including habitats, wildlife, and natural environments.	**Not Applicable.** Alternative 1 would not result in any changes to existing conditions. Therefore, this goal and these policies would not be applicable.	**Consistent.** Alternative 2 would not impact federally listed species. Alternative 2 would not adversely impact State listed species. Consultation with regulatory agencies would be conducted if applicable.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Policy PR-5.1: Resource Protection. Protect and conserve Yucaipa's biological resources, with a special focus on sensitive, rare, or endangered plant and wildlife species in accordance with state and federal resource agency requirements.				
Policy PR-5.6: Interagency Coordination. Coordinate with the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service (USFWS) in the review of biological resource assessments and surveys for land development applications in accordance with state and federal resource agency requirements.				
Goal PR-6: Cultural and Paleontology. Protect and preserve Yucaipa's archaeological, historical, and other cultural resources as reminders of our heritage and values.	**Not Applicable.** Alternative 1 would not result in any changes to existing conditions. Therefore, this goal and these policies would not be applicable.	**Consistent.** Alternative 2 would implement standard measures if previously unidentified cultural materials are unearthed during construction. These measures would	**Consistent.** The findings under Alternative 3 would be	**Consistent.** The findings under Alternative 4 would be

Policy/Goal	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)
Policy PR-6.3: Cultural Resources Overlay. Require developers of qualified projects to adhere to requirements of the cultural resources overlay district and applicable laws that require the identification, preservation of, and mitigation of potential impacts to cultural resources.		require that work be halted in the area of discovery until a qualified archaeologist can assess the nature and significance of the find. Additionally, if human remains are discovered, Alternative 2 would adhere to Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 to ensure that construction activities are ceased in the area of discovery and notification to the Native American Heritage Commission would be conducted. National Historic Preservation Act Section 106 and Assembly Bill 52 consultation with Native American tribes who have established an interest in Alternative 2 would be completed as part of the National Environmental Policy Act and the California Environmental Quality Act clearance process. The Project Design Footprint is underlain by multiple high paleontologically sensitive geologic units. However, Alternative 2 would implement Measure **PAL-1**, which would require the preparation of a Paleontological Mitigation Plan to reduce and avoid impacts to unanticipated paleontological resources during construction.	the same as under Alternative 2.	the same as under Alternative 2.
City of Yucaipa Freeway Corridor Specific Plan				
Planning Objective 5: Design a safe and efficient circulation system that adequately supports the anticipated level of vehicular, pedestrian, and bicycle traffic in and around the Specific Plan area.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with this goal.	**Consistent.** Alternative 2 would result in a more efficient transportation system by providing improved access to and from I-10. Alternative 2 would comply with current Caltrans and local agency design standards. Alternative 2 would result in a safe and efficient circulation system that adequately supports the anticipated level of vehicular, pedestrian, and bicycle traffic in and around the Freeway Corridor Specific Plan (FCSP) area.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Circulation Goal 1: Provide new roadway and trail connections to adequately serve the vehicular and emergency access needs throughout the FCSP area.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with this goal.	**Consistent.** Alternative 2 would establish a new interchange connection on I-10 at Wildwood Canyon Road that would improve existing emergency response for the City fire and police, and access to medical facilities located east and west of the planned interchange, and increase evacuation capacity in the Project Design Footprint by reducing existing delay at local street intersections. Most of the Project Design Footprint is located within the FCSP area.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Circulation Goal 2: Locate circulation routes in a manner that requires minimal grading and preserves natural topography and scenic views and parallels the natural drainage system, wherever possible.	**Not Applicable.** Alternative 1 would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** Alternative 2 would adhere to all of the City's design standards as they relate to grading, drainage, and the preservation of the natural topography and scenic views for roadway construction. The project would not result in adverse impacts on hydrology and floodplain. Further, the project would not result in adverse impacts on visual and aesthetic resources.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Circulation Goal 3: Provide proper signage and improve visibility as needed to avoid traffic congestion and to minimize traffic accidents.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with this goal.	**Consistent.** Alternative 2 would include advanced signage, which would help enhance driver visibility and predictability, thereby reducing congestion and minimizing the likelihood of traffic accidents associated with unexpected speed changes within the Project Design Footprint.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.

Policy/Goal	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)
Circulation Goal 4: Promote pedestrian and bicycling activities through trail connections, parkway separated sidewalks, and human-scaled development.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with this goal.	**Consistent.** Alternative 2 would improve connectivity to other adjacent multimodal access routes in Yucaipa by providing sidewalks, crosswalks, ADA-compliant curb ramps, and wider shoulders, specifically along Wildwood Canyon Road and Calimesa Boulevard, where these facilities currently do not exist. These improvements would promote pedestrian and bicycling activities.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Circulation Goal 5: Design routes and design access to minimize traffic impacts to surrounding neighborhoods.	**Not Applicable.** Alternative 1 would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** Alternative 2 would provide improved connectivity and increase multimodal access for residents within Yucaipa. Alternative 2 would also accommodate the City's planned economic development around the area of proposed interchange, support efficient goods movement through the I-10 corridor, and improve emergency vehicle access and provide additional evacuation routes for the surrounding community. Therefore, Alternative 2 would minimize traffic impacts on surrounding neighborhoods relating to operational deficiencies on the I-10 corridor.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Goal HN-1: Neighborhood Quality. Quality neighborhoods of well-maintained housing, ample public services, open space, and infrastructure that provide a quality place to live.	**Not Applicable.** Alternative 1 would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** The Community Impact Study Area contains lands that are within Mobilehome Park Overlay District (MHP) 1, MHP2, and MHP3. Alternative 2 would not require the permanent conversion of any of these lands to transportation land uses.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Policy HN-1.4: Mobile Home Preservation. Preserve mobile home parks that are physically and economically sound through regulatory tools, acquisition by nonprofit organizations, and rent stabilization.				
City of Redlands General Plan 2035				
Principle 5-P-2.5: Review and coordinate circulation requirements with Caltrans as it pertains to the freeways and state highways.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with this goal.	**Consistent.** Alternative 2 would result in a more efficient transportation system within the Community Impact Study Area by establishing a new interchange connection on I-10 at Wildwood Canyon Road to provide improved access to and from I-10. Residents of Redlands would benefit from these proposed improvements to I-10. Further, coordination is ongoing among the multiple regional and local government agencies involved in Alternative 2, including Caltrans and the City of Redlands, to improve freeway access at Wildwood Canyon Road and along I-10 within the Project Design Footprint. During construction, temporary impacts on traffic and circulation resulting from construction-related detours and lane closures would occur. However, per Measure **TR-1**, a TMP would be prepared to minimize traffic delays that could potentially affect local communities to the extent feasible.	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Action 5-A.42: Work with state, regional, and federal transportation agencies in the continued improvement of freeways and interchanges within the City.				
Action 5-A.43: Support improvements to I-10 and I-210 that improve capacity and flow.				
City of Calimesa 2014 General Plan				
Goal TM-1: A transportation system that ensures the safe and efficient movement of people and goods throughout the city.	**Inconsistent.** Alternative 1 would not result in any changes to existing conditions. Therefore, this alternative would not achieve the transportation improvements projected to result under all Build Alternatives and would be inconsistent with this goal.	**Consistent.** Alternative 2 would result in a more efficient transportation system by providing improved access to and from I-10. Alternative 2 would comply with current Caltrans and local agency design standards. Alternative 2 would result in a safe and efficient circulation system that adequately supports the anticipated level of vehicular, pedestrian, and bicycle traffic in and around the FCSP area. Further, coordination is ongoing among the multiple regional and local government agencies involved in the project, including	**Consistent.** The findings under Alternative 3 would be the same as under Alternative 2.	**Consistent.** The findings under Alternative 4 would be the same as under Alternative 2.
Goal TM-2: Public transit services, trails, paths, and pedestrian amenities that promote the mobility of Calimesa residents and provide a reasonable alternative to the personal automobile.				
Action Item TM-10.2: Implement freeway ramp/arterial roadway interchange improvements that promote the safe and efficient movement of vehicles, pedestrians, and cyclists.				

Policy/Goal	Alternative 1 (No-Build)	Alternative 2 (Diamond)	Alternative 3 (Skewed Diamond)	Alternative 4 (Diverging Diamond)
		Caltrans and the City of Calimesa, to improve freeway access at Wildwood Canyon Road and along I-10 within the Project Design Footprint. Therefore, Alternative 2 would be consistent with this goal and policy.		

Sources: (California Department of Transportation 2025); (San Bernardino Associated Governments 2016), (San Bernardino County 2020), (SBCTA 2018), (SCAG 2024), (SCAG 2025), (SCAG 2023), (Riverside County 2020), (Riverside County Transportation Commission 2011), (City of Yucaipa 2025), (City of Yucaipa 2016), (City of Redlands 2017), (City of Calimesa 2014), (FEMA 2008; 2025)
Notes:
ADA=Americans with Disabilities Act; BMP=Best Management Practice; Caltrans=California Department of Transportation; FCSP=Freeway Corridor Specific Plan; FEMA=Federal Emergency Management Agency; FTIP=Federal Transportation Improvement Program; I-=Interstate; LOS=Level of Service; MHP=Mobilehome Park Overlay District; SBCTA=San Bernardino County Transportation Authority; SCAG=Southern California Association of Governments; TMP= Transportation Management Plan; USFWS= U.S. Fish and Wildlife Service

2.2.2.3 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

PAL-1 **Preparation of a Paleontological Mitigation Plan (PMP):** The PMP should be prepared by a qualified Principal Paleontologist following the requirements outlined in Caltrans' Standard Environmental Reference Environmental Handbook, Volume 1, Chapter 8 (Caltrans 2014). The PMP should include the following:

- A required preconstruction Workers Environmental Awareness Program for all earthmoving personnel, with documentation of training (such as sign in sheets or hardhat stickers).
- A signed curation or repository agreement, prior to the start of the Project.
- Proposed field and laboratory methods that are consistent with the curation or repository agreement.

TR-1 During the final design phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following:

- Traffic controls.
- Transportation demand management.
- Public awareness measures (including signing, mailers, brochures, newspaper articles, and internet resources).
- Motorist information strategies.
- Incident management.
- Construction strategies.
- Alternative route strategies.

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2.2.3 Parks and Recreational Facilities

2.2.3.1 Regulatory Setting

The Park Preservation Act (Public Resources Code Sections 5400-5409) prohibits local and state agencies from acquiring any property which is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land.

2.2.3.2 Affected Environment

This following discussion is based on the Project's *Community Impact Assessment* (Caltrans 2025), which was completed in July 2025, and the Section 4(f) evaluation in Appendix A, *Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determinations*.

The Section 4(f) Study Area for publicly owned parks and recreation areas encompasses a 0.5 mile radius from the Project Design Footprint (see Figure 2.2.3-1). Two existing parks, one bike trail, eight existing multipurpose trails, and seven planned multipurpose trails were identified within this study area. These facilities are described further in Table 2.2.3-1. No wildlife or waterfowl refuges were identified in this study area.

There are no publicly owned parks within the Project Design Footprint. There are two parks, Avenue I Park in Yucaipa and Creekside Park in Calimesa, within the Section 4(f) Study Area but outside of the Project Design Footprint. Avenue I Park and Creekside Park are located approximately 0.3 miles east and 520 feet west of the Project Design Footprint, respectively. Avenue I Park and Creekside Park are both protected by the Park Preservation Act.

Multipurpose trails are also an important feature of the City of Yucaipa's (City) Emerald Collar concept, which encompasses an interconnected series of hillsides, open spaces, canyons, and drainage channels. The City continues to build formal trails along natural drainage courses that link to parks, schools, recreational facilities, and other community destinations (City of Yucaipa 2016). In addition, the privately owned Live Oak Canyon Pumpkin Patch and Christmas Tree Farm is located adjacent to the southbound Interstate 10 (I-10) on-ramp for Live Oak Glen Canyon Road (see Figure 2.2.3-1).

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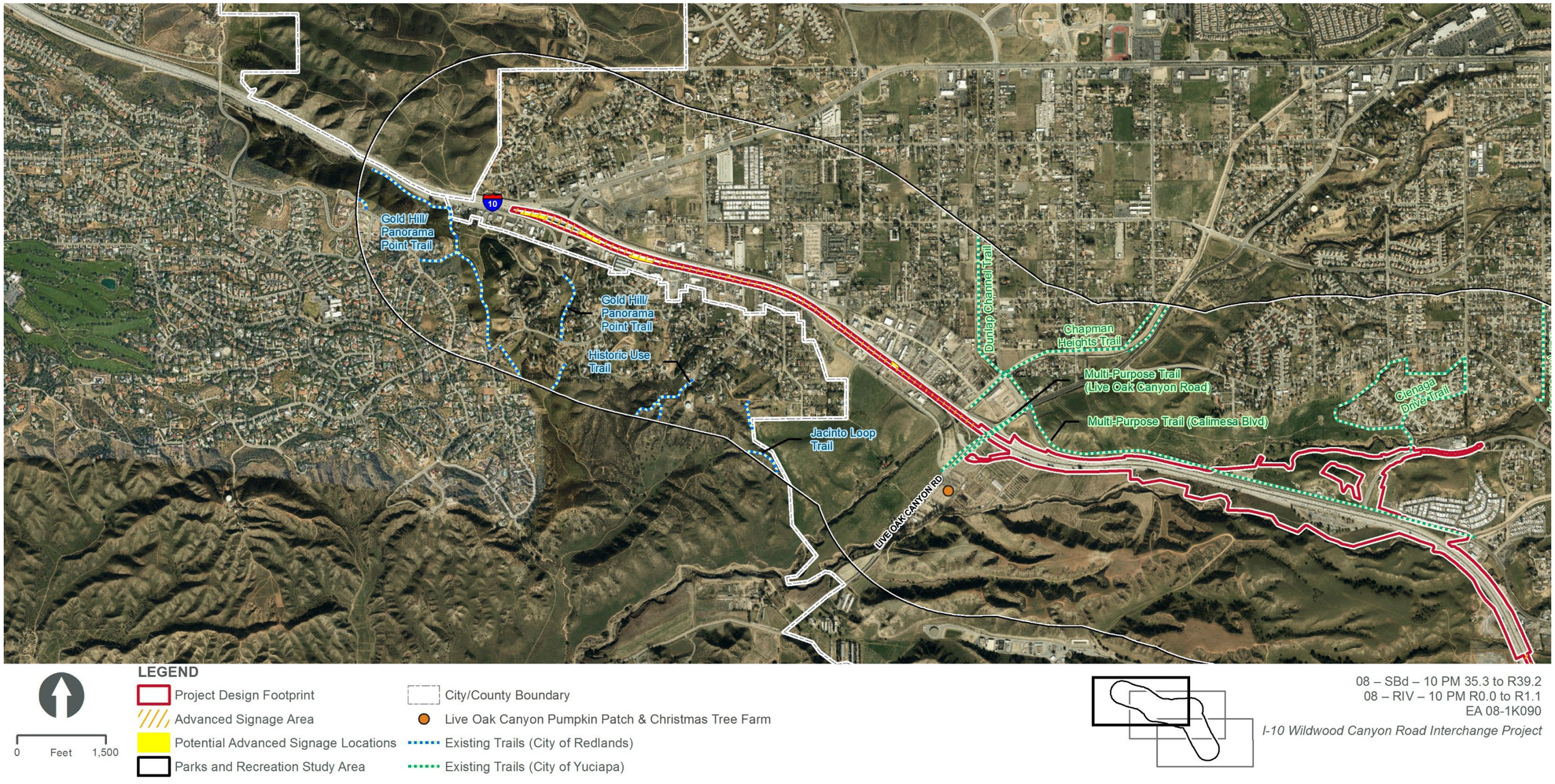

Figure 2.2.3-1. Parks and Recreational Facilities (Sheet 1 of 3)

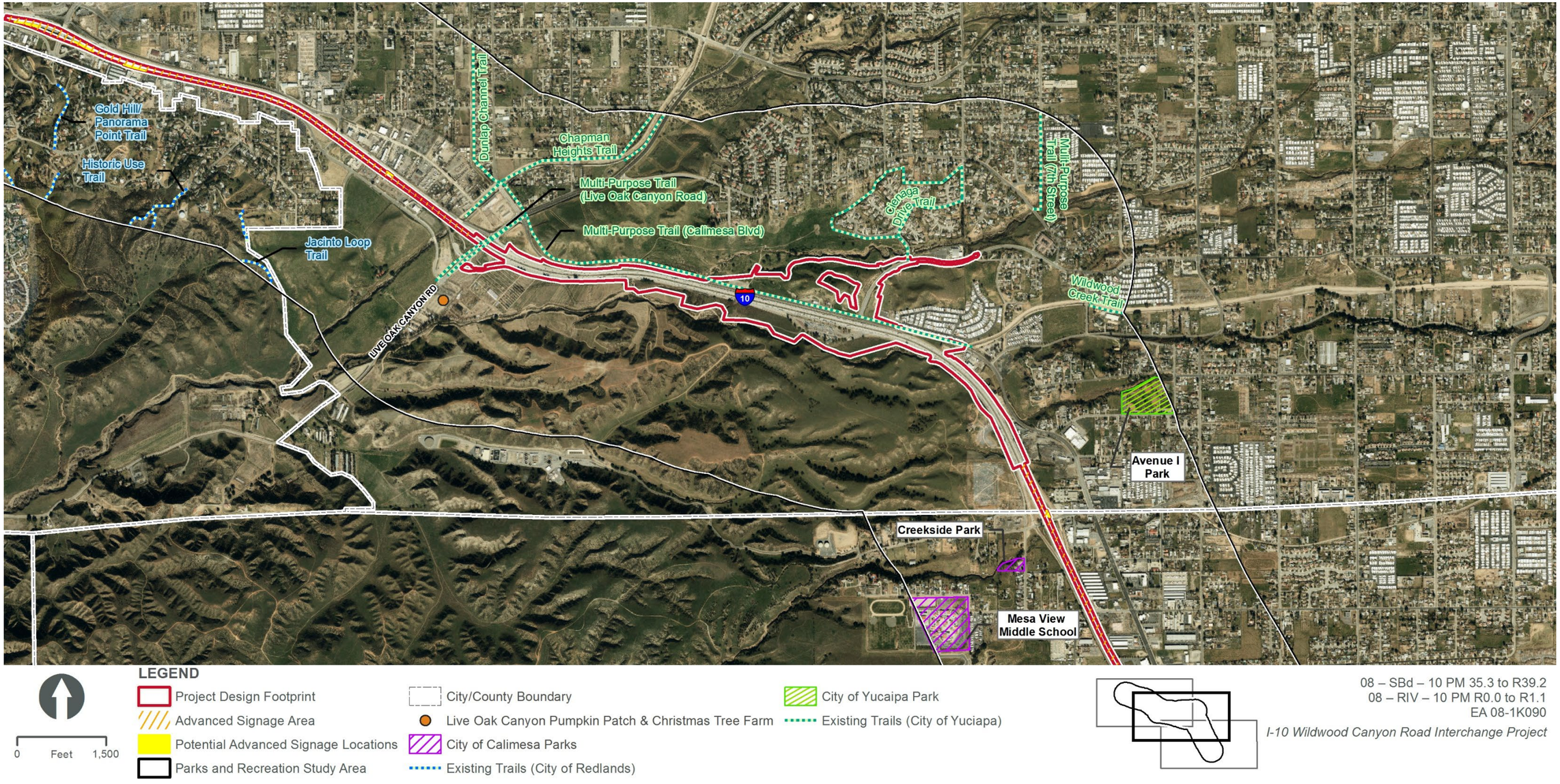

Figure 2.2.3-1. Parks and Recreational Facilities (Sheet 2 of 3)

Figure 2.2.3-1. Parks and Recreational Facilities (Sheet 3 of 3)

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Table 2.2.3-1. Publicly Owned Parks and Recreation Areas within the Section 4(f) Study Area

Resource	Description
Gold Hill/Panorama Point Trail	This existing 2.5-mile-long pedestrian trail runs along Gold Hill Lane, south of Interstate 10.
Jacinto Loop Trail	This existing 1.21-mile, off-road multipurpose trail is just south of Avenue North and Highview Drive and connects to two other trails outside of the Section 4(f) Study Area. The Redlands Conservancy maintains this trail.
Dunlap Channel Trail	This existing 1-mile multipurpose trail begins west of the Yucaipa Boulevard and 14th Street intersection and traverses south, ending northeast of the Dunlap Boulevard and 14th Street intersection. This trail runs along the bank of the Dunlap Channel and passes through a residential area for its entire length.
Chapman Heights Trail	This existing 5.1-mile multipurpose trail begins at Chapman Heights Road, traverses east toward Oak Glen Road, and then southwest, ending north of the 14th Street and Oak Glen Road intersection.
Multipurpose Trail (Live Oak Canyon Road)[b]	This existing 0.35-mile multipurpose trail is located between the Outer Highway 10 and Live Oak Canyon Road intersection and the Calimesa Boulevard and Oak Glen Road intersection. The trail crosses over I-10 on the Live Oak Canyon Road Overcrossing. There are existing sidewalks and landscaping along Live Oak Canyon Road/Oak Glen Canyon Road. Class II bike lanes are planned. The trail is adjacent to the privately-owned Live Oak Canyon Pumpkin Patch and Christmas Tree Farm, which is south of the Live Oak Canyon Road on-ramp.
Multipurpose Trail (Calimesa Boulevard)[b]	This existing multipurpose trail is located along Calimesa Boulevard from Wash Trail (west of 14th Street) to Wildwood Creek. There are currently no discernible pedestrian or bicycle facilities along Calimesa Boulevard. There is an Explore Yucaipa Sign for Wildwood Canyon State Park south of Wildwood Canyon Road.
Cienaga Drive Trail	This existing 1.2-mile multipurpose trail loop begins at Cienaga Drive and John Wayne Way, traverses northeast toward 8th street, south toward Liberty Road, and continues back west toward the trailhead.
Multipurpose Trail (7th Street)[b]	This existing 0.6-mile multipurpose trail begins at the 7th Street and Yucaipa Boulevard intersection and ends at the Enoch Avenue and Colorado Street intersection.
Wildwood Creek Trail	This existing 1.7-mile multipurpose trail does not currently connect to other trails and parallels the southern bank of the Wildwood Wash from 6th Place to Bryant Street.
Avenue I Park	This existing 10.3-acre community park is located at 5th Street and Avenue I in Yucaipa. This park includes a sports field, barbeque facilities, a picnic shelter, basketball courts, sports field lights, public restrooms, tennis courts, a concession stand, an open turf area, playground, and parking lot. This park is subject to the Park Preservation Act.

Creekside Park[a]	This existing park encompasses 1.17 acres on 7th Place between West Avenue L and West County Line Road in Calimesa, west of Interstate 10. It includes a comfort station, basketball hoops, a children's play area, and picnic areas.

Sources: (Caltrans 2025); (City of Redlands n.d.a); (City of Redlands n.d.b); (City of Yucaipa n.d.); (City of Yucaipa 2016); (City of Calimesa n.d.); (Live Oak Canyon Pumpkin Patch and Christmas Tree Farm n.d.); (San Bernardino County Transportation Authority n.d.).
Notes:
[a] Subject to the California Park Preservation Act of 1971.
[b] Existing multipurpose trails are identified in city general plans. General names were used to identify these trails.

2.2.3.3 Environmental Consequences

There are parks and recreational facilities within the Project vicinity that are protected by Section 4(f) of the Department of Transportation Act of 1966. However, none of the Build Alternatives would "use" those facilities as defined by Section 4(f). Please see Appendix A, *Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determinations Section 4(f)* for additional details. None of the Build Alternatives would require the permanent or temporary acquisition of any parkland protected by the Park Preservation Act.

Construction Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, no construction activities would occur, and parks and recreational facilities would not be impacted.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would involve construction activities such as land clearing, grading, excavation, and paving within the Project Design Footprint that would last approximately four years. Avenue I Park in Yucaipa and Creekside Park in Calimesa are located within the Section 4(f) Study Area but outside of the Project Design Footprint. All Build Alternatives would result in a temporary increase in emissions and noise in the vicinity of these parks during construction.

The following existing trails are located within the Project Design Footprint, which are described further in Table 2.2.3-1 and shown in Figure 2.2.3-1:

- **Multipurpose Trail (Live Oak Canyon Road):** This existing trail crosses over I-10 on the Live Oak Canyon Road Overcrossing. All Build Alternatives would include roadwork on I-10 (e.g., striping and repaving) under the Live Oak Canyon Road Overcrossing. All Build Alternatives are not anticipated to require any temporary closures or detours of any portion of the trail. Access to the trail would be maintained at all times during construction.

- **Multipurpose Trail (Calimesa Boulevard):** The existing trail is located along Calimesa Boulevard, from Wash Trail (west of 14th Street) to Wildwood Creek.

All Build Alternatives would reconfigure and realign Calimesa Boulevard into a four-lane roadway. A dirt pedestrian path would be constructed along Calimesa Boulevard and sidewalk facilities would be constructed along Calimesa Boulevard and Wildwood Canyon Road. All Build Alternatives are not anticipated to require any temporary closures or detours of any portion of the trail. Access to Calimesa Boulevard would be maintained at all times during construction and trail users would be accommodated through construction work areas if necessary.

- **Cienaga Drive Trail:** The trailhead at the intersection of Wildwood Canyon Road and John Wayne Way is located within the Project Design Footprint. However, construction activities at this location would be limited to work within the intersection and the immediate surrounding area. All Build Alternatives are not anticipated to require temporary closures or detours of any portion of the trail. Access to the trail and John Wayne Way would be maintained at all times during construction.

During construction, bicycle and pedestrian access to the trails would be maintained at all times (Measure **CIA-1**). In addition, temporary construction areas would be returned to as good a condition or better than the existing conditions at the start of construction (Measure **CIA-2**). All Build Alternatives would result in a temporary increase in emissions and noise in the vicinity of the existing and planned parks and trails. Measures **NOI-1** through **NOI-3** in Section 2.3.7, *Noise*, would be implemented to avoid and/or minimize proximity impacts on parks and recreation from construction activities.

With the implementation of Measures **CIA-1** and **CIA-2** and Measures **NOI-1** through **NOI-3**, none of the Build Alternatives would result in adverse impacts on parks and recreational facilities during construction.

Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. Therefore, the No-Build Alternative would not impact existing parks or recreation areas within the Section 4(f) Study Area or users of these resources.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. All Build Alternatives would provide improved connectivity to parks and recreation facilities within the Section 4(f) Study Area by creating sidewalks, crosswalks, Americans with Disabilities Act-compliant curb ramps, and wider shoulders. None of the Build Alternatives would permanently close, relocate, or detour any existing or planned park or recreational facility nor otherwise result in adverse proximity impacts on any park or recreational facility. There is an Explore Yucaipa Sign for Wildwood

Canyon State Park south of Wildwood Canyon Road along the Multipurpose Trail (Calimesa Boulevard), which would need to be relocated. In accordance with Measure **CIA-2**, all temporary construction areas would be returned to as good or better than existing conditions at the start of construction.

2.2.3.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

CIA-1 Bicycle and pedestrian access will be maintained at all times and flaggers will be used as necessary.

CIA-2 Temporary construction areas, including temporary construction easements and staging areas, will be returned to as good a condition or better than the existing conditions at the start of construction.

NOI-1 All equipment will have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.

NOI-2 The contractor will implement appropriate additional noise measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

NOI-3 Noise associated with construction would be controlled by Caltrans Standard Specification Section 14-8.02, “Noise Control,” which states the following:

- Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

2.2.4 Farmlands

2.2.4.1 Regulatory Setting

The Farmland Protection Policy Act (7 United States Code 4201-4209) requires federal agencies, such as FHWA and Caltrans, as assigned, to coordinate with the Natural Resources Conservation Service if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the Farmland Protection Policy Act, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

CEQA requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth.

2.2.4.2 Affected Environment

The following discussion is based on the Project's *Community Impact Assessment* (Caltrans 2025), which was completed in July 2025. The Community Impact Study Area was limited to the census tracts that overlapped with and were immediately adjacent to the Project Design Footprint.

Important farmland includes prime farmland, unique farmland, and land of statewide or local importance. According to the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (DOC n.d.a), the Community Impact Study Area includes prime farmland, unique farmland, and land of statewide and local importance (see Figure 2.2.4-1). As shown in Figure 2.2.4-2, the land south of the Project Design Footprint and east of the Live Oak Canyon Road/Oak Glen Road Interchange is identified as prime farmland and unique farmland.

There is 0.7 acre of prime farmland within the Project Design Footprint, located at the Live Oak Canyon Pumpkin Patch and Christmas Tree Farm (adjacent to the Live Oak Canyon Road eastbound (EB) on-ramp; see Figure 2.2.4-3). A portion of this important farmland serves as a parking lot for the farm (Live Oak Canyon Pumpkin Patch and Christmas Tree Farm n.d.).

There are no Williamson Act contract lands or agricultural preserve areas in the Community Impact Study Area (DOC n.d.b). There are also no forest lands (see Public Resources Code Section 12220[g]) in the Community Impact Study Area (California Department of Fish and Wildlife n.d.).

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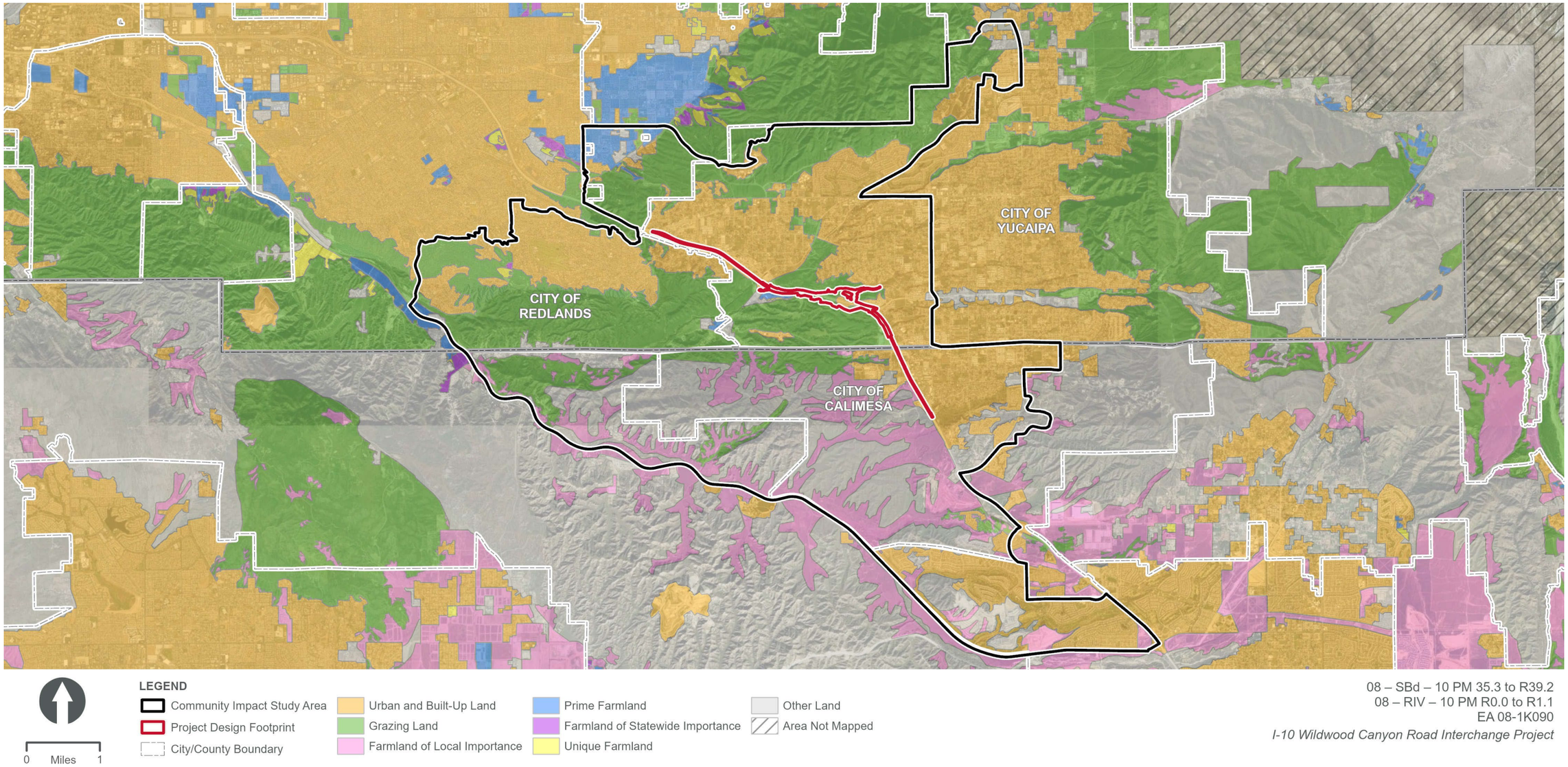

Figure 2.2.4-1. Important Farmland in the Community Impact Study Area

Figure 2.2.4-2. Important Farmland at the Live Oak Canyon Road Eastbound On-Ramp

Figure 2.2.4-3. Live Oak Canyon Pumpkin Patch and Christmas Tree Farm Parking Lots and Event Area

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2.2.4.3 Environmental Consequences

Construction & Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. The No-Build Alternative would not impact agricultural land, important farmland, and Williamson Act contract land.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. All Build Alternatives would involve construction activities such as land clearing, grading, excavation, and paving within the Project Design Footprint that would last approximately four years. During construction, all Build Alternatives would temporarily impact approximately 0.7 acre of prime farmland that is located within the Live Oak Canyon Pumpkin Patch and Christmas Tree Farm along Live Oak Canyon Road and the Live Oak Canyon Road EB on-ramp. As shown in Figure 2.2.4-3, a portion of the potentially impacted prime farmland serves as a parking lot (Live Oak Canyon Pumpkin Patch and Christmas Tree Farm n.d.).

In accordance with Measure **CIA-2**, temporary construction areas, including temporary construction easements and staging areas, would be returned to as good a condition or better than the existing conditions at the start of construction. The Live Oak Pumpkin Patch and Christmas Tree Farm would continue to operate along the Live Oak Canyon Road EB on-ramp. Further, none of the Build Alternatives would result in the bisection of any agricultural parcel that would make the parcels impractical for continued agricultural uses. Therefore, impacts would be temporary and would not result in the conversion of important farmland to transportation use. Form NRCS-CPA-106 would not be needed and coordination with the Natural Resource Conservation Service is not required.

2.2.4.4 Avoidance, Minimization, and/or Mitigation Measures

The following measure is proposed:

CIA-2 Temporary construction areas, including temporary construction easements and staging areas, will be returned to as good a condition or better than the existing conditions at the start of construction.

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2.2.5 Growth

2.2.5.1 Regulatory Setting

The FHWA Technical Advisory T 6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents, states that the "…social, economic, and environmental impacts of any substantial, foreseeable, induced development should be presented for each alternative, including adverse effects on existing communities. Where possible, the distinction between planned and unplanned growth should be identified."

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

The CEQA Guidelines (Section 15358[a][2]) also states in its definition of indirect impacts that "…Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems."

2.2.5.2 First-Cut Screening

This discussion is based on the Project's *Community Impact Assessment* (Caltrans 2025a), which was completed in July 2025, and the Growth-Related Impacts Study (Growth Study), which was completed in June 2025 (Caltrans 2025b).

A Growth Study Area for the Project was defined in the Growth Study based on political boundaries per Caltrans *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (Caltrans 2006) and represents the area where potential growth-related impacts could occur as a result of the Project. As shown in Figure 2.2.5-1, the Growth Study Area includes the contiguous cities of Yucaipa, Redlands, and Calimesa and an unincorporated area of San Bernardino County adjacent to I-10.

The first-cut screening determines whether the Project has growth-related impacts and thereby requires further analysis. This analysis was conducted during the preparation of the Growth Study consistent with the steps described in the Caltrans First-Cut Analysis Flowchart (see Figure 2.2.5-2) as shown in Caltrans *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (Caltrans 2006). Table 2.2.5-1 addresses each question in the First Cut Analysis Flowchart.

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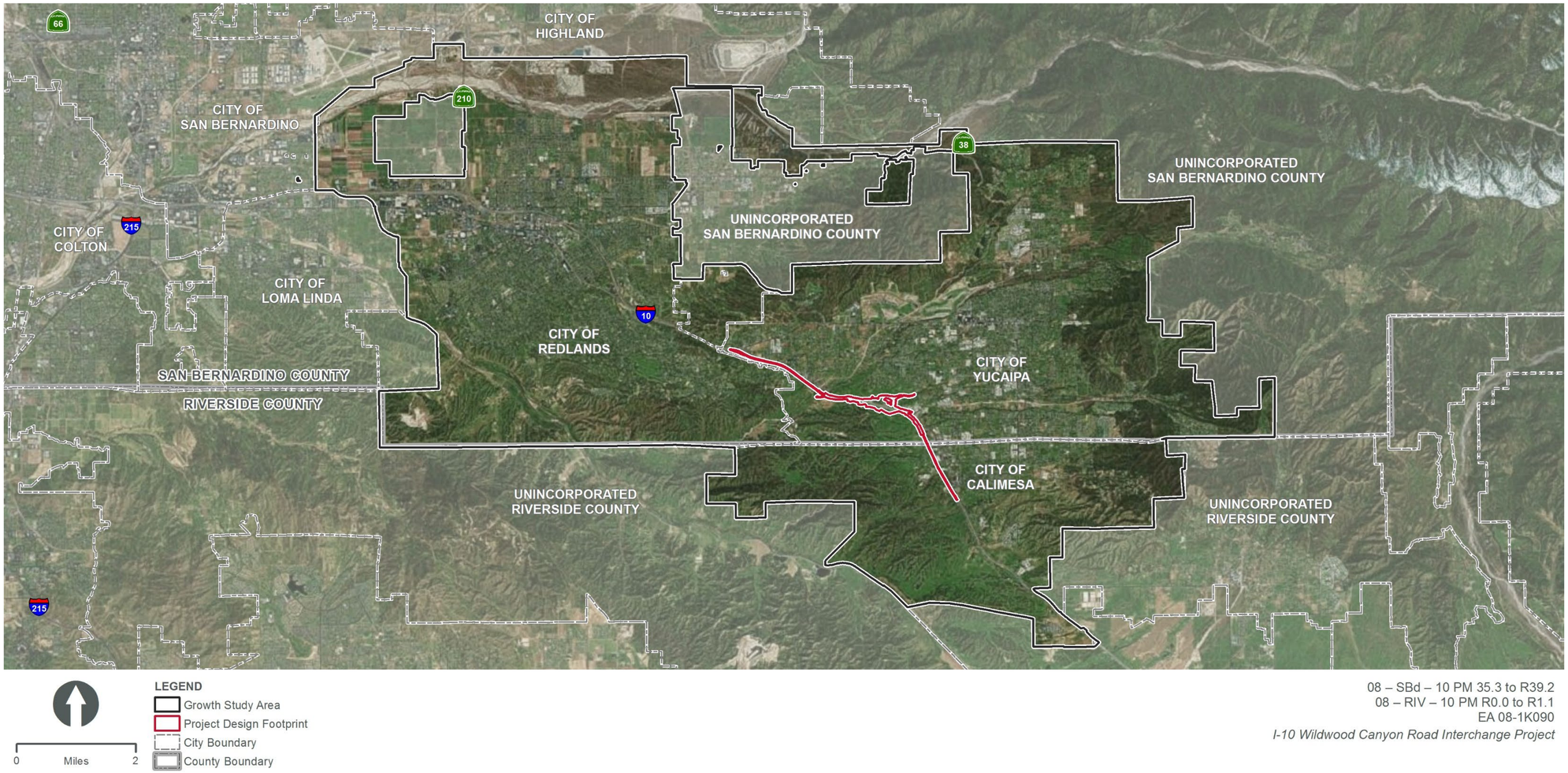

Figure 2.2.5-1. Growth Study Area

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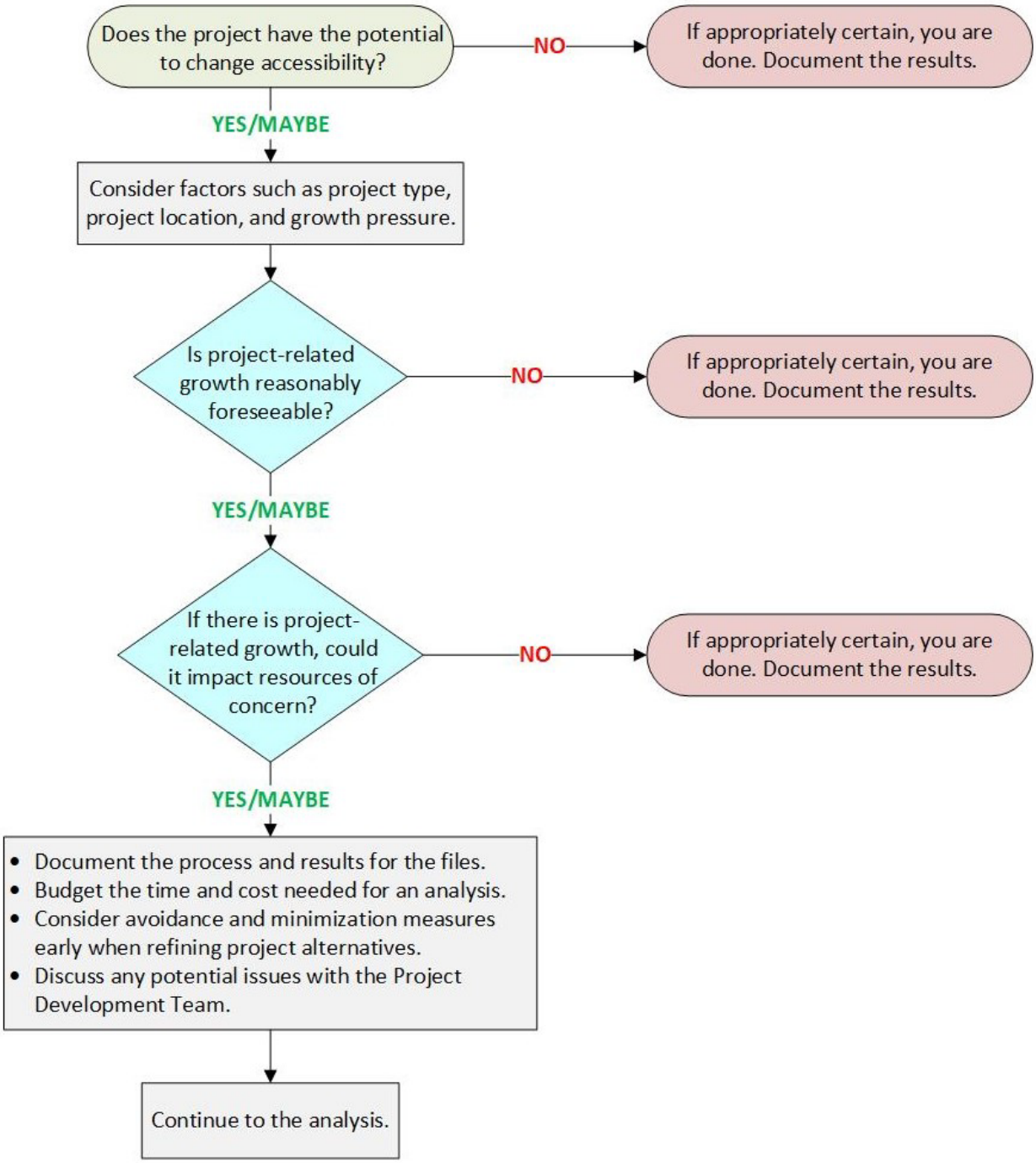

Figure 2.2.5-2. Caltrans First-Cut Analysis Flowchart

Table 2.2.5-1. Summary of First-Cut Screening Analysis

Screening Criteria	Project Consideration
Does the project have the potential to change accessibility?	The Project has the potential to change accessibility and travel behavior within the Growth Study Area. All Build Alternatives would establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road. A proposed interchange for Wildwood Canyon Road is included in the *Yucaipa General Plan* (City of Yucaipa 2016), the Freeway Corridor Specific Plan (FCSP; City of Yucaipa 2008), and the 2024 Amendment (City of Yucaipa 2025a). The area immediately surrounding the proposed interchange is largely undeveloped land. All Build Alternatives would support the planned economic development of Yucaipa by providing additional freeway access for future development of this land. All Build Alternatives would also provide sidewalks, crosswalks, Americans with Disabilities Act-compliant curb ramps, and wider shoulders, which would improve multimodal access. Changes in travel behavior can influence growth (Transportation Research Board 1999). By reducing queues at the Live Oak Canyon Road/Oak Canyon Road and County Line interchanges, all Build Alternatives would reduce congestion on I-10. All Build Alternatives would increase travel speeds and reduce travel time for eastbound and westbound (WB) traffic on I-10 for the Opening Year (2030) and Horizon Year (2050) compared to the No-Build Alternative (Caltrans 2025c). All Build Alternatives would also improve level of service compared to the No-Build Alternative. Therefore, the Project has the potential to change accessibility and travel behavior within the Growth Study Area.
Consider factors such as project type, project location, and growth pressure. Is project-related growth reasonably foreseeable?	<u>Project Type</u> All Build Alternatives would establish a new interchange connection and new freeway access on I-10. Per Caltrans guidance (Caltrans 2006), these types of projects are most likely to have growth-related impacts. <u>Project Location</u> The Project is located within urban/suburban fringe areas. Per Caltrans guidance (Caltrans 2006), undeveloped parcels adjacent to expanding urban/suburban areas can be prime growth areas. Transportation projects in these areas have a high potential to cause growth-related impacts, particularly if the land is suitable, development regulations are favorable, and the area is in the path of an expanding urban/suburban core. The U.S. Census Bureau has identified Riverside-San Bernardino County as an urban area (#75340).[1] However, Yucaipa, Redlands, and Calimesa are not listed on the U.S. Census Bureau's List of 2020 Census Urban Areas (U.S. Census Bureau 2024). Lands in the immediate vicinity of the proposed interchange are largely undeveloped, consisting of primarily agricultural land, a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses. Therefore, the Project is located in a prime growth area.

[1] USA Census Urban Areas provides the boundaries, and 2020 U.S. Census names, codes, populations, and housing information for the urban areas of the United States. https://www.arcgis.com/apps/mapviewer/index.html?layers=10551da8fcd24062b1857473252b3df8.

Screening Criteria	Project Consideration
	Growth Pressure The Growth Study Area is currently experiencing a high level of growth pressure. Population growth projections for the Southern California Association of Governments (SCAG) region and the counties within the Growth Study Area are anticipated to increase by 2045. Employment and household growth projections are anticipated to increase for the counties and cities in the Growth Study Area by 2045. The percent change in population, employment, and household growth in the SCAG Region are 19.5 percent, 34.5 percent, and 27 percent, respectively. For Yucaipa and Calimesa, and incorporated counties of San Bernardino and Riverside, population, employment, and household growth projections all exceed that of the overall SCAG Region projections, while population, employment, and household growth projections for the City of Redlands and unincorporated San Bernardino County are less than the overall SCAG Region, likely due to land use controls or large amounts of federal land. The high employment and growth projections in the Growth Study Area may be attributed to the amount of available land designated for future residential development and planned infrastructure. The percent housing vacancy rates for Yucaipa, Redlands, and Calimesa, are less than those of the counties of San Bernardino and Riverside, and the State of California. The low vacancy rates, in combination with the projected increase in population and employment, undeveloped land availability, and favorable land use controls, indicate that the Growth Study Area is currently experiencing a high level of growth pressure. Is Project-Related Growth Reasonably Foreseeable? The Project type (i.e., a new interchange connection and new freeway access), location (i.e., urban/suburban fringe area that is adjacent to largely undeveloped land), and high level of growth pressure indicate that it is reasonably foreseeable that the Project would affect growth. The proposed interchange is located in Phase 4 of the 2024 Amendment to the FCSP (City of Yucaipa 2025a). In addition, according to the 2024 Amendment, future development of Phases 5 and 6 would require secondary freeway access for City public safety and emergency response personnel, which the Project would provide. Therefore, it is reasonably foreseeable that the Project would facilitate land use change and growth in the Growth Study Area, particularly in the undeveloped area around the proposed interchange (i.e., Phases 4, 5, and 6 of the 2024 Amendment to the FCSP).
If there is project-related growth, could it impact resources of concern?	The Project would result in project-related growth. The following resources are considered the main resources of concern that could potentially be impacted by the Project: • *Aesthetics:* I-10 is not a designated State Scenic Highway. However, Wildwood Canyon Road is a locally designated scenic corridor (Caltrans 2023a). The City has also designated a Hillside Overlay District within the FCSP area, which requires maintaining natural open space in certain areas on the hillsides along I-10. The hillsides are considered locally important with views of the San Gabriel Mountains, a scenic resource to the north. • *Cultural Resources:* There are known cultural resources in the Growth Study Area. The majority of the FCSP area is located in a Cultural

Screening Criteria	Project Consideration
	Sensitivity Area (City of Yucaipa 2016). In addition, Native American tribes have indicated that the FCSP area is culturally sensitive (City of Yucaipa 2025b, Caltrans 2025c) • *Paleontological Resources:* There are known paleontological resources in the Growth Study Area. The entire FCSP area is located in a Paleontological Resource Sensitivity Area (City of Yucaipa 2016). • *Hydrology and Water Quality:* Within the Growth Study Area, the Yucaipa Regional Park Lakes, San Timoteo Creek Reach 2 (Gage at San Timoteo to confluence with Yucaipa Creek), and the San Timoteo Creek Reach 3 (Yucaipa Creek to Headwaters) are listed on the 2024 303(d) list of impaired water bodies (Caltrans n.d.). Total Maximum Daily Loads have been established for Microcystins in the Yucaipa Regional Park Lakes and for Indicator Bacteria for the San Timoteo Creek Reaches 2 and 3. There are several different 100-year floodplain areas throughout the Growth Study Area (Federal Emergency Management Agency [FEMA] 2008; 2025). Wildwood Creek and Yucaipa Creek cross through the FCSP area. There are 100-year floodplains within the FCSP area along these waterways and Calimesa Boulevard (FEMA 2008; 2025). • *Air Quality:* The counties of San Bernardino and Riverside are classified as extreme nonattainment areas for the federal 8-hour ozone (O_3) standard and serious nonattainment areas for the federal final particulate matter (particulate matter 2.5 microns or less in diameter [$PM_{2.5}$]) standard (U.S. Environmental Protection Agency 2025). The counties of San Bernardino and Riverside are also classified as a nonattainment area for the State 8-hour O_3 and particulate matter (particulate matter 10 microns or less in diameter and $PM_{2.5}$) standards (California Air Resources Board 2025). • *Noise:* The predominant source of existing noise in the Growth Study Area is transportation uses, particularly from I-10 and local roadways (City of Yucaipa 2016, City of Redlands 2017, City of Calimesa 2014). The FCSP area consists primarily of open space and agricultural land. Future development within the FCSP area would potentially be in proximity to several noise-sensitive receptors, including the Hillcrest Mobile Estates, the Live Oak Canyon Pumpkin Farm, and residences near the 11th Street and Colorado Street intersection and the John Wayne Way and Cienega Drive intersection (Wildwood Canyon Country Estates residential subdivision). • *Biological Resources:* The Growth Study Area primarily consists of undeveloped areas, including annual grasslands, chaparral, and scrub vegetation communities (U.S. Forest Service 2018). The results of the literature review and records search for the Project identified 20 federally and/or State-listed threatened, endangered, or candidate species that are known to occur in the vicinity of the Project's biological study area (BSA; Caltrans 2023b). In addition, 26 non-listed special-status animal species and 20 non-listed special-status plant species have been recorded within the vicinity of the Project's BSA. Based on historic aerial images, Wilson Creek and Yucaipa Creek are aquatic resources that may be subject to United States Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife (CDFW) jurisdiction. The Project is located between two areas of

Screening Criteria	Project Consideration
	essential habitat connectivity (CDFW 2023). In addition, Wildwood Creek was identified as an important wildlife corridor that connects habitat between the San Bernardino Mountains to the north and the San Gorgonio Wilderness to the south (City of Yucaipa 2016). • *Socioeconomic and Community Impacts:* The Growth Study Area consists of a variety of existing land uses, including residential, commercial, industrial, agricultural, and open space. The FCSP area includes the largest undeveloped area in Yucaipa. The FCSP area currently consists primarily of agricultural land, a limited number of residences, a wastewater treatment plant, and miscellaneous commercial uses. Within the FCSP area, near County Line Road, is the development of a warehouse project. The majority of the FCSP area is designated urban and built-up land or grazing land (California Department of Conservation n.d.). However, there is prime and unique farmland at the Live Oak Canyon Pumpkin Farm adjacent to the Live Oak Canyon WB on-ramp. According to the California Protected Areas Database (GreenInfo Network n.d.), open space and recreational lands are sparsely scattered throughout the Growth Study Area, with larger swaths of open space and recreational lands south of I-10 within Yucaipa and Calimesa.

Source: (Caltrans 2025a)
Notes:
BSA=Biological Study Area; Caltrans=California Department of Transportation; CDFW=California Department of Fish and Wildlife; FCSP=Freeway Corridor Specific Plan; FEMA=Federal Emergency Management Agency; I-10=Interstate 10; O_3=ozone; $PM_{2.5}$= particulate matter 2.5 microns or less in diameter; SCAG=Southern California Association of Governments; WB=westbound

Based on the findings of the first-cut analysis, further analysis was required because all Build Alternatives would construct a new freeway interchange in an urban/suburban fringe area that would facilitate access to a largely undeveloped area, namely the Freeway Corridor Specific Plan (FCSP). This analysis was conducted using the Caltrans growth analysis flowchart (see Figure 2.2.5-3) as provided in Caltrans *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (Caltrans 2006). Steps 1 through 6 are summarized below.

2.2.5.3 Step 1: Review Previous Project Information and "Right-Size" the Analysis

According to Caltrans guidance (Caltrans 2006), Step 1 requires a review of information from previous work on a project, particularly the first-cut screening and scoping process to "right-size" the growth analysis. The first-cut analysis occurred during the preparation of the Growth Study (Caltrans 2025b). Therefore, no time elapsed since the first-cut analysis and the development of the Growth Study.

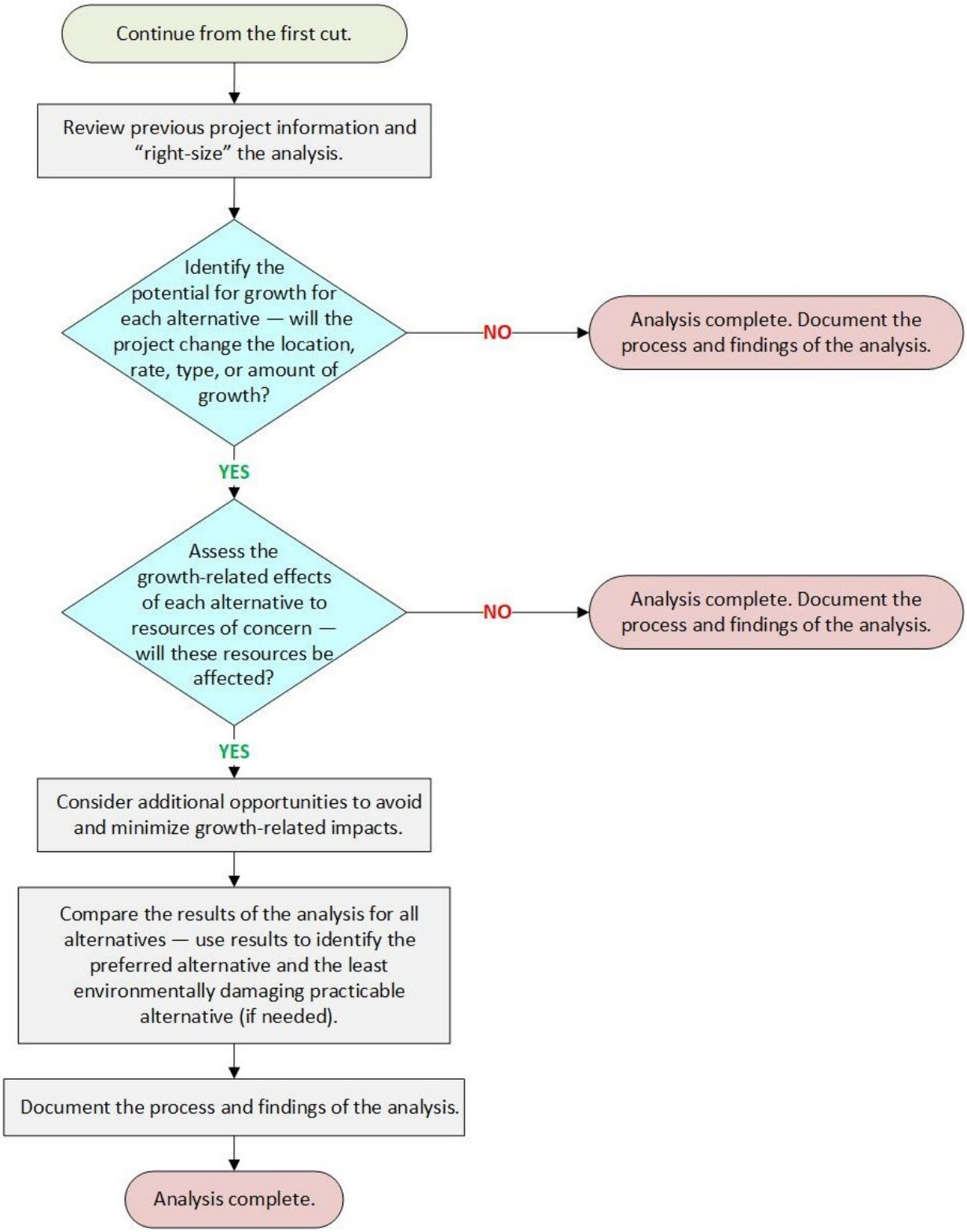

Figure 2.2.5-3. Caltrans Growth Analysis Flowchart

A qualitative analysis approach was used in the Growth Study based on local plans. As described in Table 2.2.5-1, there is a high level of growth within the Growth Study Area. All Build Alternatives would not increase vehicle miles traveled (VMT), indicating that the effects would potentially be localized in nature (Caltrans 2006). However, as described in Table 2.2.5-1, all Build Alternatives would improve level of service and travel time compared to the No-Build Alternative. The improvement in traffic conditions was considered in the Growth Study.

2.2.5.4 Step 2: Identify the Potential for Each Alternative to Affect Growth – Would the Project Change the Location, Rate, Type, or Amount of Growth?

Step 2 requires the prediction of land use and development patterns in the geographic area for each alternative, including the No-Build Alternative. Step 2 looks at whether there would be a change in the location, rate, type, or amount of growth that would not have occurred "but for" the project. Each of these factors is described below for the No-Build Alternative and all Build Alternatives.

Consistent with Caltrans' guidance (Caltrans 2006), the following points were considered to the extent feasible in Step 2:

- Consider how the potential for growth (location, rate, type, amount) varies among the Build and No-Build Alternatives.
- Consider whether the proposed alternatives(s) support previously designated development areas.
- Consider whether the proposed alternative(s) would remove barriers to development.
- Consider whether access provided by the Project would affect the desirability of an area for development.

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. The No-Build Alternative would not remove barriers to development or support previously designated development areas.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. As described in Table 2.2.5-1, the Project is located within urban/suburban fringe areas, which is an indicator of a prime growth area. In addition, the FCSP area is a designated development area (City of Yucaipa 2008, City of Yucaipa 2025a). The proposed interchange would improve access to and from I-10 and

influence planned future development in Yucaipa and interconnected communities within Calimesa.

Under all Build Alternatives, the Project would remove barriers to development and increase the desirability for future planned development, specifically within the FCSP area, compared to the No-Build Alternative. The proposed interchange at Wildwood Canyon Road would be located in the FCSP area (City of Yucaipa 2008) and is planned for in Phase 4 of the 2024 Amendment of the FCSP (City of Yucaipa 2024a). In addition, future development of Phases 5 and 6 of the 2024 Amendment requires secondary freeway access for public safety and emergency response personnel, which the Project would provide.

It is anticipated that residential and non-residential development of the FCSP area would occur at the levels or locations described in the FCSP (City of Yucaipa 2008) or the 2024 Amendment (City of Yucaipa 2025a) under all Build Alternatives. Therefore, it is reasonably foreseeable that the Project would facilitate a change of the location, type, and rate of growth in the Growth Study Area. The proposed interchange would improve access to and from I-10, which is anticipated to encourage and influence planned future development in Yucaipa, specifically within the FCSP area and interconnected communities within Calimesa. However, the Project would not likely impact the amount of growth on a regional level. As described in Table 2.2.5-1, the Project would not increase VMT (Caltrans 2023c), indicating that the effects would potentially be localized in nature.

2.2.5.5 Step 3: Assess the growth-related effects of each alternative to resources of concern–will these resources be affected?

According to Caltrans guidance (Caltrans 2006), this step requires identifying if and to what extent the change in growth identified in Step 2 for each alternative would affect resources of concern.

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the I-10 Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. Therefore, the No-Build Alternative would not result in growth-related effects on resources of concern, including aesthetics, cultural resources, hydrology and water quality, noise, biological resources, and socioeconomic and community impacts.

The No-Build Alternative would result in an increase in congestion, vehicle delay, vehicle-operating costs, which would impact air quality compared to Existing Conditions. Particulate matter emissions, which include particulate matter 10 microns or less in diameter (PM_{10}) and particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), are anticipated to increase over time while nitrogen oxides (NO_x), carbon monoxide (CO), and sulfur dioxide emissions (SO_2) are anticipated to decrease over time. This is partly due to background growth in VMT from Existing Conditions to the Opening Year (2030) and because particulate matter fugitive dust emissions are a function of VMT. Fugitive

dust emission factors for tire wear, brake wear, and paved roads are fairly constant for each analysis year, whereas exhaust emission factors tend to decrease in future years. The decreases in other pollutants are due to expected improvements in vehicle engine technology, fuel efficiency, and turnover in older, more heavily polluting vehicles, which reduces exhaust emissions.

As described in Table 2.2.5-1, the Growth Study Area is experiencing a high level of growth pressure. Future development within the Growth Study Area would be required to comply with all applicable local, state, and federal regulations, including CEQA and local land use planning and zoning regulations. Future development within the Growth Study Area would be required to comply with all applicable local, state, and federal regulations, including CEQA and local land use planning and zoning regulations. Future developers would be required to implement avoidance, minimization, and mitigation measures in accordance with applicable federal, state, and local plans and regulations, which would help reduce growth-related effects on resources of concern within the Growth Study Area.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would influence the location, type, and rate of growth in the Growth Study Area compared to the No-Build Alternative. Although the footprint of the proposed interchange varies slightly under each Build Alternative, the growth influence would be similar.

As discussed in Step 2 (Section 2.2.5.4), all Build Alternatives are anticipated to encourage and influence planned future development in Yucaipa, specifically within the FCSP area and interconnected communities within Calimesa. However, future development would depend on several other factors outside the scope of the Project, including the regional economy, availability of services, and the desirability for development (National Cooperative Highway Research Program 1999).

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Table 2.2.5-2. Summary of Step 3 Growth Analysis for all Build Alternatives

Resource of Concern	Project Consideration
Aesthetics	The Growth Study Area is dominated by natural elements contrasted by transportation uses and adjacent local roadways. The Growth Study Area does not contain any designated State Scenic Highways (Caltrans 2018). The Freeway Corridor Specific Plan (FCSP) area is largely undeveloped and currently consists primarily of agricultural land, a limited number of residences, a wastewater treatment plant, and miscellaneous commercial development. Visual resources within the FCSP area include grassy hillsides (Phases 4, 5, and 6), the Wildwood Safety Roadside Rest Area (Phase 4), Yucaipa Creek (Phase 5), Wildwood Creek (Phases 4 and 6), natural open space (Phase 5), prominent ridgelines (Phase 5), views to the San Gabriel Mountains (Phases 4 and 6), and the locally designated scenic corridor of Wildwood Canyon Road (Phase 4). All Build Alternatives would influence the location, type, and rate of growth in the Growth Study Area compared to the No-Build Alternative. It is reasonably foreseeable that the Project would result in residential, commercial, and business park development within the Growth Study Area, specifically within the FCSP area. Future development would substantially alter the visual character of FCSP area and could increase light and glare. However, in accordance with the 2024 Amendment (City of Yucaipa 2025a), approximately 40 percent of the FCSP area would be dedicated to open space, which would "retain key scenic views, preserve habitat, provide a rural appearance, encourage long-term agricultural uses, and provide for recreational opportunities for the community." Individual development projects would be required to comply with all applicable local, state, and federal regulations, and the California Environmental Quality Act (CEQA) process. All Build Alternatives would implement Measure **VIS-3** which requires that the City of Yucaipa (City) verify during final design that Project's design elements regarding aesthetic enhancements, scenic corridors, landscaping, streetscapes, materials, and colors are consistent with the City's vision in the Yucaipa General Plan and the FCSP. No additional avoidance, minimization, or mitigation measures related to growth would be required under all Build Alternatives.
Cultural Resources	The Growth Study Area includes Yucaipa, Redlands, and Calimesa; and unincorporated San Bernardino County along Interstate 10 (I-10). According to the *Yucaipa General Plan* (City of Yucaipa 2016), Yucaipa is home to about 49 known cultural resources. Figure PR-6 of the *Yucaipa General Plan* depicts culturally sensitive areas within Yucaipa. Per this figure, portions of Yucaipa are located within a Cultural Sensitivity Area. A record search and cultural resource survey of portions of the FCSP area was conducted for the FCSP, and a follow-up record search was conducted for the 2024 Amendment (City of Yucaipa 2024c). The record searches identified at least 15 known prehistoric and historic cultural resources in the FCSP area, and seven additional cultural resources in a 0.5-mile radius of the FCSP area. The City of Redlands *General Plan 2035* (City of Redlands 2017) identifies cultural resources within its planning area, which includes Redlands and portions of unincorporated San Bernardino County east of Redlands. The City of Redlands *General Plan 2035* identifies a total of 11 historic resources in its planning area. The planning area also includes 22 historic resources included on the California Register of Historical Resources, two landmarks listed as California Historical Landmarks, and 10 California Points of Historical Interest. Further, remnants of the

Resource of Concern	Project Consideration
	lifeways of the Serrano and Gabrielino Indians indicate settlement and resource procurement locations at or adjacent to reliable water sources. According to the City of Calimesa *2014 General Plan* (City of Calimesa 2014), the National Register of Historic Places does not include any historic structures in Calimesa. However, the State Historic Resources Inventory has designated Haskell Ranch, a late nineteenth and early twentieth century dairy ranch, as a historic site. Other historical structures include a stage station stop, which was part of a private residence at the Singleton Road terminus. Further, records at the Eastern Information Center of the California Archaeological Inventory at the University of California-Riverside and field surveys indicate that four archaeological sites have been identified in the Calimesa area. An Archaeological Survey Report (Caltrans 2025d) and a Historic Property Survey Report (Caltrans 2025c) were prepared for the Project's Area of Potential Effects (APE). The records search for the Project identified 27 previously documented cultural resources within a 1-mile radius of the Project's APE (Caltrans 2025c). Although none of these resources are within the Project's APE, the Project's records search identified known cultural resources within the FCSP area. The Yuhaaviatam of San Manuel Nations and the Morongo Band of Mission Indians are federally recognized American Indian tribes near Highland and in Riverside County. Both tribes belong to one of several clans of Serrano Indians that hearken back to the original inhabitants of the Yucaipa Valley (City of Yucaipa 2016). Native American tribes have indicated that the FCSP area is culturally sensitive (City of Yucaipa 2025b, Caltrans 2025c). All Build Alternatives would influence the location, type, and rate of growth in the Growth Study Area compared to the No-Build Alternative. Given the sensitivity of the Growth Study Area, there is potential for future developers to discover cultural resources during ground-disturbing activities. Grading and development within previously undeveloped areas would require cultural resource surveys and significance evaluations of known and newly identified cultural resources. Individual development projects would be required to comply with all applicable local, state, and federal regulations and the CEQA process, which would require avoiding, minimizing, or reducing impacts on cultural resources. Should future development not be able to avoid cultural resources, treatment measures, or other appropriate measures would likely be required to be determined on a project-by-project basis. In addition, tribal consultation for future development would be conducted in accordance with the requirements of CEQA (Assembly Bill 52) and/or Section 106 of the National Historic Preservation Act, as applicable, which could result in additional project-specific measures. No avoidance, minimization, or mitigation measures related to growth would be required under all Build Alternatives.
Paleontological Resources	The Growth Study Area includes Yucaipa, Redlands, and Calimesa; and unincorporated San Bernardino County along I-10. Figure PR-6 of the *Yucaipa General Plan* depicts paleontologically sensitive areas within Yucaipa (City of Yucaipa 2016). Per this figure, the majority of Yucaipa is located in a Paleontological Resource Sensitivity Area.

Resource of Concern	Project Consideration
	Paleontological resources may be encountered during excavations of more than six feet below ground surface in these rocks. Within Redlands, paleontological resources have been identified in San Timoteo Canyon area (City of Redlands 2017). Meanwhile, according to the City of Calimesa *2014 General Plan* (City of Calimesa 2014), the San Timoteo Badlands area, including Calimesa, contains sediments of the Plio-Pleistocene Ice Age, referred to as the San Timoteo Formation. Thus, the San Timoteo Badlands area and the western portion of Calimesa have a high potential to produce significant paleontological resources. A Paleontological Identification Report/Paleontological Evaluation Report (PIR/PER, Caltrans 2023d) was prepared for the Project. The PIR/PER did not identify any known, recorded paleontological resources within the Project Design Footprint. However, all Build Alternatives would influence the location, type, and rate of growth in the Growth Study Area compared to the No-Build Alternative. Given the sensitivity of the Growth Study Area, there is potential for future developers to discover paleontological resources during ground-disturbing activities. Individual development projects would be required to comply with all applicable local, state, and federal regulations, and would be required to comply with the CEQA process. Avoidance, minimization, or mitigation measures would be implemented on a project-by-project basis to minimize impacts on paleontological resources. No avoidance, minimization, or mitigation measures related to growth would be required under all Build Alternatives.
Hydrology and Water Quality	The Growth Study Area is located in the Upper Santa Ana River and San Timoteo hydrologic areas within the Santa Ana River watershed. Within the Growth Study Area, the Yucaipa Regional Park Lakes and San Timoteo Creek Reach 2 (Gage at San Timoteo to confluence with Yucaipa Creek) are located within Yucaipa and are listed on the 2024 303(d) list of impaired water bodies (Caltrans n.d.). The San Timoteo Creek Reach 3 (Yucaipa Creek to Headwaters) is along the southern boundary of the Growth Study Area and is also listed on the 2024 303(d) list of impaired water bodies. Total Maximum Daily Loads have been established for Microcystins in the Yucaipa Regional Park Lakes and for Indicator Bacteria for the San Timoteo Creek Reaches 2 and 3. There are several different 100-year floodplain areas throughout the Growth Study Area along various waterways in Yucaipa, Redlands, and Calimesa (Federal Emergency Management Agency [FEMA] 2008; 2025). The majority of the FCSP area is located in the San Timoteo hydrologic area (Caltrans n.d.). The western portion of the FCSP area is located in the Upper Santa Ana River hydrologic area. A Water Quality Assessment Report (WQAR) (Caltrans 2024) and a Location Hydraulic Study (Caltrans 2023e) were prepared for the Project. According to the WQAR (Caltrans 2024), the San Timoteo hydrologic area is predominantly open space with some single-family residential, multifamily residential, and agricultural land uses. The San Timoteo Wash drains generally into urbanized alluvial plains. Tributaries in the area contribute to the San Timoteo Wash watershed. This watershed is used for municipal and domestic supply as well as groundwater recharge for the Upper Santa Ana Valley – Yucaipa Groundwater Basin. Yucaipa Creek and Wildwood Creek are natural flood control channels that drain into alluvial plains. Wildwood Creek and Yucaipa Creek cross through the FCSP area, with Yucaipa Creek crossing into Redlands (FEMA 2008; 2025). None of the receiving waters for these creeks are listed on the 2024 303(d) list of impaired

Resource of Concern	Project Consideration
	water bodies, and Total Maximum Daily Loads have not been established (Caltrans n.d.). According to Flood Insurance Rate Maps 06071C8738J and 06071C8739J (effective October 30, 2025), and 06065C0114G and 06065C0785G (effective August 28, 2008), there are several 100-year floodplain areas within the FCSP area, specifically along Yucaipa Creek and Wildwood Creek and Calimesa Boulevard. All Build Alternatives would influence the location, type, and rate of growth in the Growth Study Area compared to the No-Build Alternative. Development in undeveloped areas within the Growth Study Area would involve soil disturbances during construction activities that could temporarily increase soil erosion and introduce water pollutants, such as oil and greases, fuels, and metals, to nearby waterways via stormwater runoff. Additional development would also result in operational changes to drainage and the addition of new impervious areas, which could contribute to additional stormwater runoff and potential impacts on hydrology and water quality. All future development would be subject to compliance with federal and state floodplain regulations, local approval agency regulations on floodplain and floodway management, and City Development Standards, which would provide safety, promote public health, and minimize public and private economic losses within flood-prone areas. Avoidance, minimization, or mitigation measures would be implemented on a project-by-project basis to minimize impacts on hydrology and water quality resources. No avoidance, minimization, or mitigation measures related to growth would be required under all Build Alternatives.
Air Quality	A Supplemental Air Quality Report (Caltrans 2026) was prepared for the Project. The Project is located in the South Coast Air Quality Management District within San Bernardino and Riverside counties. The counties of San Bernardino and Riverside are classified as extreme nonattainment areas for the federal 8-hour ozone (O_3) standard and a serious nonattainment area for the federal final particulate matter 2.5 microns or less in diameter ($PM_{2.5}$) standard (U.S. Environmental Protection Agency 2025). The counties of San Bernardino and Riverside are also classified as a nonattainment area for the state 8-hour O_3 and particulate matter (particulate matter 10 microns or less in diameter and $PM_{2.5}$) standards (California Air Resources Board 2025). All Build Alternatives would reduce vehicle miles traveled and improve level of service and travel time compared to the No-Build Alternative (Caltrans 2026). This would not result in any Project-related impacts on air quality during operation. However, all Build Alternatives would influence the location, type, and rate of growth in the Growth Study Area compared to the No-Build Alternative. Impacts on air quality may result because of the growth pressure, as forecast by the Southern California Association of Governments, in the Growth Study Area and through improved accessibility with the new interchange and improvements to local roads. Air pollutant emissions would be emitted from potential development land uses in the foreseeable future. On a regional scale, growth has already been considered in regional planning documents and air quality modeling. Due to the magnitude of growth anticipated, long-term emissions have the potential to threaten the region's ability to achieve attainment in the South Coast Air Basin. To the extent that this Project may support regional growth, the Project would contribute to an impact on worsening regional air quality even with the inclusion of construction best practices and energy efficient strategies on future development projects. Population, employment, and household growth are all expected to grow within the Growth Study Area. The Project would increase the likelihood that growth would occur near the I-10 within the FCSP area. This has the

Resource of Concern	Project Consideration
	potential to increase the density of development and encourage development in closer proximity to other destinations, which may shorten trips and reduce air pollutant emissions from mobile sources. The FCSP includes planned future warehouses and would be surrounded by truck routes, which could negatively impact the air quality for any resident or worker in the areas. The Project would worsen localized air quality by encouraging development near these emission sources. However, individual development projects would be required to comply with all applicable local, state, and federal regulations, and would be required to comply with the CEQA process. Avoidance, minimization, or mitigation measures would be implemented on a project-by-project basis to minimize impacts on air quality. No avoidance, minimization, or mitigation measures related to growth would be required under all Build Alternatives.
Noise	Noise sources within the Growth Study Area include, but are not limited to transportation, residential, commercial, and industrial land uses. There are various sensitive noise receptors within the Growth Study Area, including those associated with residential and agricultural land uses. The predominant source of existing noise in the Growth Study Area is transportation activities, particularly I-10 and local roadways. A Noise Study Report (Caltrans 2025e) was prepared for the Project. All Build Alternatives would influence the location, type, and rate of growth in the Growth Study Area compared to the No-Build Alternative. It is reasonably foreseeable that the Project would result in residential, commercial, and business park development within the Growth Study Area, specifically within the FCSP area. The largest source of existing noise within the FCSP area is I-10 and local roadways. The FCSP area consists primarily of open space and agricultural land. The FCSP area is in proximity to several noise-sensitive receptors, such as in the residences near the 11th Street and Colorado Street intersection, the residences near the John Wayne Way and Cienega Drive intersection (Wildwood Canyon Country Estates residential subdivision), the Hillcrest Mobile Estates, and the Live Oak Canyon Pumpkin Farm. Future residential, commercial, and industrial development would be anticipated to increase ambient noise levels permanently and temporarily, potentially impacting sensitive noise receptors. Individual development projects would be required to comply with all applicable local, state, and federal regulations, and would be required to comply with the CEQA process. Avoidance, minimization, or mitigation measures would be implemented on a project-by-project basis to reduce and minimize noise impacts on noise-sensitive receptors. For example, construction activities within the FCSP area would be subject to Yucaipa Development Code Section 87.0905, Noise, which would limit construction activities between 7:00 AM and 7:00 PM, except on Sundays and federal holidays (City of Yucaipa 2024d). Further, construction activities for new development would be temporary and cease upon project completion. No avoidance, minimization, or mitigation measures related to growth would be required under all Build Alternatives.
Biological Resources	The Growth Study Area primarily consists of undeveloped areas, including annual grasslands, chaparral, and scrub vegetation communities (U.S. Forest Service 2018). The northern and eastern portions of the FCSP (Phase 4) area consists of urban and developed areas, including residential and commercial development. Yucaipa Creek travels from east to west through the FCSP (Phase 4 and 6) areas. The majority of the creek is surrounded by undeveloped lands consisting of disturbed or grassland vegetation communities with patches of riparian habitat

Resource of Concern	Project Consideration
	immediately adjacent. Wildwood Creek travels east to west through the FCSP (Phase 5) area with grassland and chaparral vegetation communities within its floodplain. A Natural Environment Study (Minimal Impacts; NES[MI]; Caltrans 2023b) was prepared for the Project. The NES(MI) analyzed potential impacts on the Project's Biological Study Area (BSA), which consists of a 150-foot buffer from areas with potential earthwork (i.e., ground and vegetation disturbance). The BSA is located along the developed I-10 corridor and in adjacent commercial and undeveloped areas in Yucaipa. Based on the literature search, there are 25 special-status plant species, including 5 that are federally and/or state-listed, that are known to occur within the Growth Study Area. Of the 25, only two have the potential to occur within the Growth Study Area.[1] The two species have a low potential of occurring within scrub habitats that may be associated with Yucaipa Creek and Wildwood Creek. There are 35 special-status wildlife species, including 12 that are federally and/or state-listed, that are known to occur within the Growth Study Area. Of the 35 special-status wildlife species, 16 have the potential to occur within the Growth Study Area. Additionally, there are five natural communities that may occur in the Growth Study Area that are considered sensitive. All Build Alternatives would influence the location, type, and rate of growth in the Growth Study Area compared to the No-Build Alternative. Development may result in increased human activity within and/or adjacent to undeveloped areas. Construction of new development could temporarily disturb biological resources within the Growth Study Area. Temporary impacts would cease after the completion of construction. Human disturbances may include increased trash and debris, vehicle emissions, or increased noise and lighting within the area, which may impact the sustainability of surrounding vegetation communities and/or deter wildlife from utilizing adjacent suitable habitat. In addition, increased human disturbance or additional development may increase surface runoff or change drainage patterns into the surrounding aquatic resources. Individual development projects would be required to comply with all applicable local, state, and federal regulations, and would be required to comply with the CEQA process. In addition, avoidance, minimization, or mitigation measures would be implemented on a project-by-project basis to minimize impacts on biological resources. No avoidance, minimization, or mitigation measures related to growth would be required under all Build Alternatives.
Socioeconomic and Community Impacts	The Growth Study Area consists of a variety of existing land uses, including residential, commercial, industrial, agricultural, open space, and undeveloped land. The Project's socioeconomic and community impacts are analyzed in the Project's Community Impact Assessment (Caltrans 2025a). Over the past three decades, the Growth Study Area has experienced rapid population growth and development. However, development in the FCSP area has been constrained for a variety of reasons, such as steep slopes, natural drainage courses, and lack of infrastructure (City of Yucaipa 2025a). All Build Alternatives would encourage future development within the Growth Study Area, specifically within the FCSP area, by increasing access to these areas and removing existing barriers to development. When completed, the FCSP area would provide a wide range of housing types to meet Yucaipa's future residential needs as well as locations for new business opportunities that would bring local jobs and economic growth for the community. The *Yucaipa General Plan* identifies major goals that are intended to preserve the community's "rural

Resource of Concern	Project Consideration
	atmosphere" and are relevant to FCSP area (City of Yucaipa 2016). The City uses various growth management measures to achieve these goals and to mitigate any adverse impacts associated with the projected growth in population. These efforts are intended to facilitate the retention of "the scenic qualities that enhance the community's unique identity" (City of Yucaipa 2025a)." In addition, the 2024 Amendment includes a planning objective to "Maintain the impression of Yucaipa as a quality rural community." No avoidance, minimization, or mitigation measures related to growth would be required under all Build Alternatives. **Farmlands** According to the California Important Farmland Finder (California Department of Conservation n.d.), land within Growth Study Area is primarily designated as urban and built-up land or grazing land. Yucaipa contains prime and unique farmland at the Live Oak Canyon Pumpkin Farm, which is along the Live Oak Canyon on-ramp. Redlands contains prime farmland and unique farmland north of I-10. Calimesa contains Farmland of Local Importance west of I-10. The FCSP (City of Yucaipa 2008) would allow for regional commercial development of prime and unique farmland along the Live Oak Canyon on-ramp. Since this farmland is adjacent to an existing interchange, a new interchange at Wildwood Canyon Road would not be expected to influence the development of this area. In addition, the 2024 Amendment (City of Yucaipa 2025a) reserves this use. Therefore, the Project is not anticipated to result in the conversion of important farmland. Individual development projects would be required to comply with all applicable local, state, and federal regulations, and would be required to comply with the CEQA process. In addition, avoidance, minimization, or mitigation measures would be implemented on a project-by-project basis to minimize impacts on farmlands. No avoidance, minimization, or mitigation measures related to growth would be required under all Build Alternatives. **Parks and Recreational Facilities** Section 4(f) of the Department of Transportation Act (now codified at 49 United States Code Section 303) protects publicly owned public parks, recreational areas, and wildlife or waterfowl refuges and certain historic sites. Open space and recreational lands are sparsely scattered throughout the Growth Study Area with larger swaths of open space and recreational lands south of I-10 within Yucaipa and Calimesa. According to the California Protected Areas Database (GreenInfo Network n.d.) and the 2024 Amendment (City of Yucaipa 2025a), there are no publicly owned parks or recreation areas within or immediately adjacent to the FCSP area. All Build Alternatives would encourage the development of the FCSP area, which would include a multimodal trail system that would expand the existing trail network and outdoor recreational areas in Yucaipa. In addition, per the Open Space and Conservation Element of the *Yucaipa General Plan* (City of Yucaipa 2016), the City would collect development fees to influence Yucaipa's parklands and recreational facility needs for residential development. No avoidance, minimization, or mitigation measures related to growth would be required under all Build Alternatives.

Notes:
[1] = California Rare Plant Rank 1B considers plants that are rare, threatened, or endangered throughout their range with the majority of them endemic to California. Threat Rank 0.1 are plants that are seriously threatened in California with over 80 percent of occurrences are threatened or have a high degree and immediacy of threat.
APE=Area of Potential Effects; BSA=Biological Study Area; CEQA=California Environmental Quality Act; FCSP=Freeway Corridor Specific Plan; FEMA=Federal Emergency Management Agency; I-10=Interstate 10; NES(MI)=Natural Environment Study (Minimal Impacts); O_3=ozone; PER=Paleontological Evaluation Report; PIR=Paleontological Identification Report; $PM_{2.5}$=particulate matter 2.5 microns or less in diameter; WQAR=Water Quality Assessment Report

2.2.5.6 Step 4: Consider additional opportunities to avoid and minimize growth-related impacts.

Individual development projects would be required to comply with all local, state, and federal regulations. This process would ensure that future development projects avoid, minimize, or mitigate their impacts on resources of concern, including aesthetics, cultural resources, paleontological resources, hydrology and water quality, air quality, noise, biological resources, and socioeconomic and community impacts. Project-specific measures are provided in Appendix D, *Avoidance, Minimization, and/or Mitigation Summary*. No additional growth-related avoidance, minimization, or mitigation measures are proposed.

2.2.5.7 Step 5: Compare the results of the analysis for all alternatives–use results to identify the preferred alternative and the least environmentally damaging practicable alternative (if needed).

All Build Alternatives would have a similar impact on growth. The preferred alternative would be identified in the final environmental document (FED).

2.2.5.8 Step 6: Document the process and findings of the analysis.

The FED would document the process and findings of the growth analysis following the selection of the preferred alternative.

Summary of Potential Indirect Growth Impact Analysis

Growth associated with the proposed Project through individual/private development projects could result in indirect impacts on aesthetics, air quality, biological resources, cultural resources, water quality and hydrology, land use/socioeconomics, and noise. However, individual/private development projects would adequately mitigate for impacts to these resources. Therefore, no additional growth-related avoidance, minimization, or mitigation measures would be required by the proposed Project.

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2.2.6 Community Character and Cohesion

2.2.6.1 Regulatory Setting

NEPA established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 USC 4331[b][2]). FHWA in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under CEQA, an economic or social change alone is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

2.2.6.2 Affected Environment

This discussion is based on the Project's *Community Impact Assessment* (Caltrans 2025), which was completed in July 2025. The Community Impact Study Area was limited to the census tracts that overlapped with and were adjacent to the Project Design Footprint (i.e., Census Tracts 85.02, 87.05, 87.13, 87.14, 87.15, 438.02, and 438.23).

Information from the U.S. Census Bureau was used to identify the demographic characteristics of the Community Impact Study Area. The following provides a snapshot of residents living in the community and helps in developing a community profile for the Project and includes a description of populations and existing housing stock within the Community Impact Study Area.

Regional Population Characteristics

Population

Regional and local population changes for the Community Impact Study Area are shown in Table 2.2.6-1. The population of San Bernardino County increased by approximately 7.3 percent and the population of Riverside County increased by approximately 11.8 percent from 2011 to 2021. Between 2011 and 2021, Census Tract 85 was subdivided into Census Tracts 85.01 and 85.02, Census Tract 87.04 was subdivided into Census Tracts 87.13 and 87.14, and Census Tract 87.06 was subdivided into Census Tracts 87.15 and 87.16.

Table 2.2.6-1. Existing Regional and Local Population Change

Geographic Areas[a]	ACS 2011 5-Year Estimate	ACS 2021 5-Year Estimate	Percent Change (2011 to 2021)[b]
State of California	36,969,200	39,455,353	6.7%
San Bernardino County	2,023,452	2,171,071	7.3%
Riverside County	2,154,844	2,409,331	11.8%
City of Yucaipa	50,862	54,312	6.8%
City of Redlands	68,995	72,649	5.3%
City of Calimesa	7,923	10,053	26.9%
Census Tract 85	8,975	—	-5.7%
Census Tract 85.01	—	3,626	
Census Tract 85.02	—	4,836	
Census Tract 87.04	7,688	—	3.3%
Census Tract 87.13	—	3,734	
Census Tract 87.14	—	4,204	
Census Tract 87.05	4,647	5,050	8.7%
Census Tract 87.06	11,808	—	20.8%
Census Tract 87.15	—	7,974	
Census Tract 87.16	—	6,291	
Census Tract 438.02	5,549	7,341	32.3%
Census Tract 438.23	6,237	11,503	84.4%
Study Area[c]	44,904	54,559	21.5%

Sources: (Caltrans 2025); (U.S. Census Bureau 2012); (U.S. Census Bureau 2022a)

Notes:

[a] Between 2011 and 2021, Census Tract 85 was subdivided into Census Tracts 85.01 and 85.02, Census Tract 87.04 was subdivided into Census Tracts 87.13 and 87.14, and Census Tract 87.06 was subdivided into Census Tracts 87.15 and 87.16.

[b] Percent Change = [(ACS 2021 5-Year Estimate) - (ACS 2011 5-Year Estimate)] × 100 ÷ (ACS 2011 5-Year Estimate)

[c] Study Area includes the geographic area of all of the census tracts within the Community Impact Study Area.

ACS=American Community Survey

The combined population of Census Tracts 85.01 and 85.02 was approximately 5.7 percent less in 2021 than that of Census Tract 85 in 2011. However, the rest of the census tracts within the Community Impact Study Area experienced increases in population between 2011 and 2021. In particular, Census Tract 438.23 experienced a dramatic population increase of approximately 84.4 percent between 2011 and 2021. Long-term population growth from 2019 to 2045 is projected to increase for all cities and

counties in the Community Impact Study Area (Caltrans 2025). Population, employment, and household growth projections for the SCAG Region are 19.5, 34.5, and 27 percent, respectively. The Cities of Yucaipa and Calimesa and Counties of San Bernardino and Riverside exceed that of the overall SCAG Region projections. The high growth projection of the Community Impact Study Area (21.5 percent) may be attributed to the amount of undeveloped land designated for development.

Age Distribution

Areas with a higher percentage of elderly residents may indicate a level of community cohesion. As shown in Table 2.2.6-2, the median ages of Census Tracts 85.02, 87.05, and 87.13 are higher than that of San Bernardino County. The median age of Census Tract 438.02 is higher than that of Riverside County. Overall, the estimated median age within the Community Impact Study Area was approximately 36.8 years, which is higher than that of both San Bernardino County (33.8 years) and Riverside County (36.0). The Hillcrest Mobile Estates, a 55-plus age-restricted community located adjacent to Calimesa near Wildwood Canyon Road, is located in Census Tract 87.13.

Table 2.2.6-2. Age Distribution Characteristics

Geographic Areas	Median Age	Total Population	Age Distribution Range[b]			
			19 and Under	20 to 39	40 to 64	65 and Over
State of California	37.0	39,455,353	10,031,434 (25.4%)	11,341,150 (28.7%)	12,412,890 (31.5%)	5,669,879 (14.4%)
San Bernardino County	33.8	2,171,071	634,480 (29.2%)	638,201 (29.4%)	647,483 (29.8%)	250,907 (11.6%)
Riverside County	36.0	2,409,331	674,768 (28.0%)	654,144 (27.2%)	734,941 (30.5%)	345,478 (14.3%)
City of Yucaipa	35.5	54,312	15,162 (27.9%)	14,387 (26.5%)	16,815 (31.0%)	7,948 (14.6%)
City of Redlands	35.5	72,649	19,269 (26.5%)	21,976 (30.2%)	21,180 (29.2%)	10,224 (14.1%)
City of Calimesa	44.2	10,053	2,545 (25.3%)	1,912 (19.0%)	3,090 (30.7%)	2,506 (24.9%)
Census Tract 85.02	47.9	4,836	1,090 (22.5%)	931 (19.3%)	2,053 (42.5%)	762 (15.8%)
Census Tract 87.05	34.8	5,050	1,461 (28.9%)	1,504 (29.8%)	1,486 (29.4%)	599 (11.9%)
Census Tract 87.13	46.4	3,734	747 (20.0%)	832 (22.3%)	1,088 (29.1%)	1,067 (28.6%)
Census Tract 87.14	32.3	4,204	1,127 (26.8%)	1,233 (29.3%)	1,286 (30.6%)	558 (13.3%)
Census Tract 87.15	32.0	7,974	2,031 (25.5%)	2,664 (33.4%)	2,634 (33.0%)	645 (8.1%)
Census Tract 438.02	36.9	7,341	2,289 (31.2%)	1,578 (21.5%)	2,257 (30.7%)	1,217 (16.6%)
Census Tract 438.23	34.8	11,503	3,845 (33.4%)	3,199 (27.8%)	3,533 (30.7%)	926 (8.1%)
Study Area	36.8[a]	44,642	12,590 (28.2%)	11,941 (26.7%)	14,337 (32.1%)	5,774 (12.9%)

Source: (Caltrans 2025); (U.S. Census Bureau 2022b)

Notes:

[a] Average median ages for all combined Community Impact Study Area census tracts.

[b] Each column presents the percentage of the total population that consists of individuals within each age range.

Income and Poverty

As shown in Table 2.2.6-3, the median household income for the census tracts within the Community Impact Study Area varies from $49,727 to $201,389.

Table 2.2.6-3. Existing Regional and Local Income Characteristics

Geographic Areas	Median Household Income	Total Population for Whom Poverty Status is Determined	Population Below Poverty Level	Percent of Population Below Poverty Level
State of California	$84,097	38,701,352	4,741,175	12.3%
San Bernardino County	$70,287	2,117,955	302,798	14.3%
Riverside County	$76,066	2,369,118	283,249	12.0%
City of Yucaipa	$75,456	53,874	5,167	9.6%
City of Redlands	$87,184	70,079	6,104	8.7%
City of Calimesa	$67,835	10,005	888	8.9%
Census Tract 85.02	$201,389	4,836	218	4.5%
Census Tract 87.05	$65,460	5,042	821	16.3%
Census Tract 87.13	$49,727	3,714	453	12.2%
Census Tract 87.14	$55,191	4,172	541	13.0%
Census Tract 87.15	$135,565	7,969	198	2.5%
Census Tract 438.02	$76,862	7,293	793	10.9%
Census Tract 438.23	$131,918	11,375	605	5.3%
Study Area[a]	$109,465	44,401	3,629	8.2%

Sources: (Caltrans 2025); (U.S. Census Bureau 2022c); (U.S. Census Bureau 2022d)

[a] Average median household income for all combined Community Impact Study Area census tracts.

Overall, the census tracts within the Community Impact Study Area have an average median household income of $109,465, which is greater than that of the surrounding cities, San Bernardino County, Riverside County, and the State of California. The percent of the population below the poverty level in the overall Community Impact Study Area is lower than that of Yucaipa, Redlands, and Calimesa; San Bernardino and Riverside Counties; and the State of California. When compared to the 2021 U.S. Department of Health and Human Services (DHHS) poverty guidelines of $26,500 for a family of four[1] (DHHS n.d.), none of the census tracts is below this threshold. Census Tracts 87.05, 87.13, and 87.14 exhibit lower median household incomes than those of Yucaipa and San Bernardino County, while Census Tracts 85.02 and 87.15 exhibit higher median household incomes than those of Redlands and San Bernardino County. In addition, Census Tracts 438.02 and 438.23 have higher median household incomes than that of both Calimesa and Riverside County.

[1] This analysis is based on data from the 2017–2021 ACS 5-Year Estimates (U.S. Census Bureau 2022e). The DHHS poverty guideline for a family of four increased to $32,150 in 2024. However, since the most current data used in this analysis are from 2021, the 2021 U.S. DHHS poverty guidelines were used to identify low-income populations.

Persons with a Disability

Communities with higher percentages of persons with a disability may be more dependent on community facilities and transit service. Therefore, construction of transportation projects may have a greater impact on these populations, particularly if community facilities or transit service are disrupted. As shown in Table 2.2.6-4, most of the percentages of persons with a disability within the Community Impact Study Area census tracts are similar to the city and county estimates. Census Tract 87.05 exhibits a noticeably higher percentage of persons with a disability compared to the estimates for the surrounding cities, San Bernardino County, and the State of California. Overall, within the overall Community Impact Study Area, approximately 14.1 percent of the total civilian noninstitutionalized population has at least one disability, which is higher than those of the surrounding cities, San Bernardino County, and the State of California.

Table 2.2.6-4. Persons with a Disability

Geographic Areas	Total Civilian Noninstitutionalized Population	Total Civilian Noninstitutionalized Population with a Disability	Persons with a Disability (%)[a]
State of California	38,946,377	4,145,501	10.6%
San Bernardino County	2,124,531	241,168	11.4%
Riverside County	2,385,433	272,813	11.4%
City of Yucaipa	53,950	6,073	11.3%
City of Redlands	72,032	8,795	12.2%
City of Calimesa	10,038	1,335	13.3%
Census Tract 85.02	4,836	474	9.8%
Census Tract 87.05	5,042	1,026	20.3%
Census Tract 87.13	3,714	525	14.1%
Census Tract 87.14	4,172	477	11.4%
Census Tract 87.15	7,969	339	4.3%
Census Tract 438.02	7,326	824	11.2%
Census Tract 438.23	11,471	772	6.7%
Study Area[a]	44,530	4,437	10.0%

Sources: (Caltrans 2025); (U.S. Census Bureau 2022f)

Notes:

[a] Percent with Disability = (Total Civilian Noninstitutionalized Population with a Disability) × 100 ÷ (Total Civilian Noninstitutionalized Population)

Race and Ethnicity

As shown in Table 2.2.6-5, the population across all geographic areas is dominated by two groups: White and Hispanic or Latino. Approximately 50.7 percent of the Community Impact Study Area identified as White Alone, not Hispanic or Latino. Approximately 34.8 percent of the Study Area identified as Hispanic or Latino. Overall, the minority population in the Community Impact Study Area is approximately 41.5 percent, which is less than that of Yucaipa (approximately 43.6 percent), Redlands (approximately 55.4 percent), the Counties of San Bernardino (approximately 79.5 percent) and Riverside (approximately 70.0 percent), and the State of California (approximately 64.2 percent). The minority population in the Community Impact Study Area is slightly greater than that of Calimesa (approximately 38.4 percent).

Limited English-Speaking Households

Certain population groups, including non-English speaking people, have strong community ties and may depend on support networks and social relationships. As such, populations with a high concentration of non-English speaking households may be reflective of communities with a higher level of community cohesion. As shown in Table 2.2.6-6, Census Tracts 87.05 and 87.15 have a higher percentage of households speaking a language other than English when compared to that of Yucaipa. Census Tracts 438.02 and 438.23 have higher percentages of households speaking a language other than English when compared to that of Calimesa. When averaged, the overall Community Impact Study Area census tracts have a lower percentage of limited English-speaking households (approximately 33.8 percent) compared to that of San Bernardino County (approximately 45.4 percent), Riverside County (approximately 43.5 percent), and the State of California (approximately 44.8 percent).

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Table 2.2.6-5. Existing Regional and Local Race/Ethnicity Characteristics

Geographic Areas	Population	Hispanic or Latino	Not Hispanic or Latino					
			White Alone	Black or African Alone	American Indian and Alaskan Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone
State of California	39,455,353	15,593,787 (39.5%)	14,109,297 (35.8%)	2,128,184 (8.9%)	124,341 (0.3%)	5,802,086 (14.7%)	134,692 (0.3%)	149,096 (0.4%)
San Bernardino County	2,171,071	1,184,955 (54.6%)	577,078 (26.6%)	165,480 (16.8%)	6,871 (0.3%)	158,022 (7.3%)	6,285 (0.3%)	6,016 (0.3%)
Riverside County	2,409,331	1,211,185 (50.3%)	800,972 (33.2%)	146,145 (12.2%)	8,563 (0.4%)	158,546 (6.6%)	6,302 (0.3%)	7,083 (0.3%)
City of Yucaipa	54,312	20,090 (37.0%)	29,565 (54.4%)	656 (1.9%)	218 (0.4%)	2,055 (3.8%)	82 (0.2%)	197 (0.4%)
City of Redlands	72,649	26,724 (36.8%)	31,989 (44.0%)	4,448 (9.7%)	82 (0.1%)	5,902 (8.1%)	324 (0.4%)	154 (0.2%)
City of Calimesa	10,053	5,938 (59.1%)	195 (2.8%)	195 (2.8%)	82 (0.8%)	428 (4.3%)	0 (0.0%)	0 (0.0%)
Census Tract 85.02	4,836	732 (15.1%)	3,299 (68.2%)	22 (0.5%)	0 (0.0%)	665 (13.8%)	0 (0.0%)	0 (0.0%)
Census Tract 87.05	5,050	2,215 (43.9%)	2,414 (47.8%)	3 (0.1%)	182 (3.6%)	82 (1.6%)	16 (0.3%)	0 (0.0%)
Census Tract 87.13	3,734	895 (24.0%)	2,351 (63.0%)	0 (0.0%)	22 (0.6%)	168 (4.5%)	45 (1.2%)	0 (0.0%)
Census Tract 87.14	4,204	1,600 (38.1%)	2,355 (56.0%)	61 (2.3%)	13 (0.3%)	153 (3.6%)	0 (0.0%)	0 (0.0%)
Census Tract 87.15	7,974	2,716 (34.1%)	4,336 (54.4%)	0 (0.0%)	0 (0.0%)	571 (7.2%)	0 (0.0%)	165 (2.1%)
Census Tract 438.02	7,341	2,638 (35.9%)	4,103 (55.9%)	12 (0.3%)	44 (0.6%)	332 (4.5%)	0 (0.0%)	0 (0.0%)

Geographic Areas	Population	Hispanic or Latino	Not Hispanic or Latino					
			White Alone	Black or African Alone	American Indian and Alaskan Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone
Census Tract 438.23	11,503	4,760 (41.4%)	3,789 (32.9%)	997 (14.8%)	102 (0.9%)	1,343 (11.7%)	0 (0.0%)	12 (0.1%)
Study Area	44,642	15,556 (34.8%)	22,647 (50.7%)	1,095 (2.5%)	363 (0.8%)	3,314 (7.4%)	61 (0.1%)	177 (0.4%)

Sources: (Caltrans 2025); (U.S. Census Bureau 2022g)

[a] Percentage of the total population for each specified geographic area that consists of the following races/ethnicities: Hispanic or Latino (of any race), Black or African Alone, American Indian and Alaska Native Alone, Asian Alone, Native Hawaiian and Other Pacific Islander Alone, and Some Other Race.

Table 2.2.6-6. Limited English-Speaking Households

Geographic Areas	Total Households	Total Households Speaking Language Other than English[a]	Limited English-Speaking Households[b]			
			Spanish Language	Other Indo-European Language	Asian and Pacific Islander Languages	Other Languages
State of California	13,217,586	5,914,116 (44.8%)	3,460,123 (26.2%)	791,522 (6.0%)	1,492,729 (11.3%)	169,742 (1.3%)
San Bernardino County	651,743	295,891 (45.4%)	231,725 (35.6%)	13,895 (2.1%)	42,471 (6.5%)	7,587 (1.2%)
Riverside County	740,506	322,202 (43.5%)	256,736 (34.7%)	20,325 (2.7%)	38,807 (5.2%)	6,334 (0.9%)
City of Yucaipa	18,197	5,847 (32.2%)	4,634 (25.5%)	803 (4.4%)	410 (2.3%)	0 (0.0%)
City of Redlands	25,273	8,416 (33.3%)	5,717 (22.6%)	746 (3.0%)	1,591 (6.3%)	363 (1.4%)
City of Calimesa	3,653	723 (19.8%)	521 (14.3%)	58 (1.6%)	144 (3.9%)	0 (0.0%)

Geographic Areas	Total Households	Total Households Speaking Language Other than English[a]	Limited English-Speaking Households[b]			
			Spanish Language	Other Indo-European Language	Asian and Pacific Islander Languages	Other Languages
Census Tract 85.02	1,658	454 (27.4%)	242 (14.6%)	0 (0.0%)	202 (12.2%)	10 (0.6%)
Census Tract 87.05	1,705	585 (34.3%)	559 (32.8%)	26 (1.5%)	0 (0.0%)	0 (0.0%)
Census Tract 87.13	1,515	409 (27.0%)	230 (15.2%)	93 (6.1%)	86 (5.7%)	0 (0.0%)
Census Tract 87.14	1,377	293 (21.3%)	249 (18.1%)	18 (1.3%)	26 (1.9%)	0 (0.0%)
Census Tract 87.15	2,395	961 (40.1%)	740 (30.9%)	153 (6.4%)	68 (2.8%)	0 (0.0%)
Census Tract 438.02	2,317	516 (22.3%)	355 (15.3%)	36 (1.6%)	125 (5.4%)	0 (0.0%)
Census Tract 438.23	3,086	1,534 (49.6%)	871 (28.2%)	278 (9.0%)	356 (11.5%)	29 (0.9%)
Study Area	14,053	4,752 (33.8%)	3,246 (23.1%)	604 (4.3%)	863 (6.1%)	39 (0.3%)

Sources: (Caltrans 2025); (U.S. Census Bureau 2022h)

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Transit-Dependent Population

For the purposes of this analysis, the transit-dependent population was calculated by determining the number of persons in households that are eligible to drive but lack access to a vehicle. This was calculated by taking the number of residents aged 16 and over within the geographic areas, subtracting the number of persons living in group quarters (e.g., correctional facilities, nursing homes, mental hospitals, college dormitories, military barracks, group homes, or missions) where driving is not typically required, subtracting the aggregate number of vehicles available, and then dividing the result by the population age 16 and over.

Table 2.2.6-7 shows the approximate percentages of transit-dependent population for the Community Impact Study Area census tracts, surrounding cities, the Counties of San Bernardino and Riverside, and the State of California. Data regarding the "Aggregate Number of Vehicles Available" for Census Tract 85.02 were not available in the 2017–2021 American Community Survey 5-Year Estimates. Therefore, the percentage of the transit-dependent population for Census Tract 85.02 is not available. The approximate percentages of the transit-dependent population for the remaining census tracts range from 1.4 percent to 10.6 percent.

Table 2.2.6-7. Transit-Dependent Population

Geographic Area	Age 16 and Over	Group Quarters Population	Aggregate Number of Vehicles Available	Transit Dependent Population[a]
State of California	31,499,704	815,085	25,990,037	14.9%
San Bernardino County	1,663,126	48,830	1,420,286	11.7%
Riverside County	1,876,133	38,755	1,612,661	12.0%
City of Yucaipa	42,041	441	39,845	4.2%
City of Redlands	57,544	2,763	51,200	6.2%
City of Calimesa	8,191	48	7,328	9.9%
Census Tract 85.02	4,082	5	—[b]	—
Census Tract 87.05	3,823	62	3,429	8.7%
Census Tract 87.13	3,217	30	2,845	10.6%
Census Tract 87.14	3,305	32	3,227	1.4%
Census Tract 87.15	6,324	5	6,214	1.7%
Census Tract 438.02	5,689	48	5,118	9.2%
Census Tract 438.23	8,153	10	7,470	8.3%
Study Area[c]	30,511	187	28,303	6.6%

Sources: (Caltrans 2025); (U.S. Census Bureau 2022i); (U.S. Census Bureau 2022j); (U.S. Census Bureau 2022k)

[a] Transit-Dependent Population = (Population Age 16 and Over - Group Quarters Population - Aggregate Number of Vehicles Available) ÷ Population Age 16 and Over.

[b] The 2017–2021 American Community Survey 5-year Estimates do not provide data about the Aggregate Number of Vehicles Available for Census Tract 85.02.

[c] Study Area excludes Census Tract 85.02, as data for Aggregate Number of Vehicles Available is not provided in the 2017–2021 American Community Survey 5-year Estimates for the tract.

Census Tract 87.13 has the highest percentage of transit-dependent population among the Study Area tracts, and exceeds those of the cities of Calimesa, Redlands, and Yucaipa, but remains lower than surrounding counties and the State of California. Census Tracts 438.02, 87.05, and 438.23 have lower percentages than the City of Calimesa and the surrounding counties and the State, but higher percentages than the cities of Yucaipa and Redlands. Census Tracts 87.15 and 87.14 have substantially lower percentages of transit-dependent populations compared to surrounding cities, counties, and the State.

The total transit-dependent population for the Community Study Impact Area is 6.6 percent, which is lower than the State of California (14.9 percent), San Bernardino County (11.7 percent), Riverside County (12.0 percent), and the nearby jurisdictions of Redlands (6.2 percent) and Calimesa (9.9 percent), but is slightly higher than the percentage for the City of Yucaipa (4.2 percent). Therefore, it can be inferred that most individuals within the Community Impact Study Area do not routinely depend on public transportation.

Neighborhoods/Communities/Community Character

Various specific plan areas and districts define the unique neighborhoods within the Community Impact Study Area. Residential neighborhoods are located on both the northeast and southwest sides of I-10 (see Section 2.2.1, *Existing and Future Land Use*, for a discussion of existing and future land use). Community facilities within the Community Impact Study Area include various schools, healthcare facilities, churches, and fire stations (see Figure 2.2.6-1). None of these community facilities are within the Project Design Footprint.

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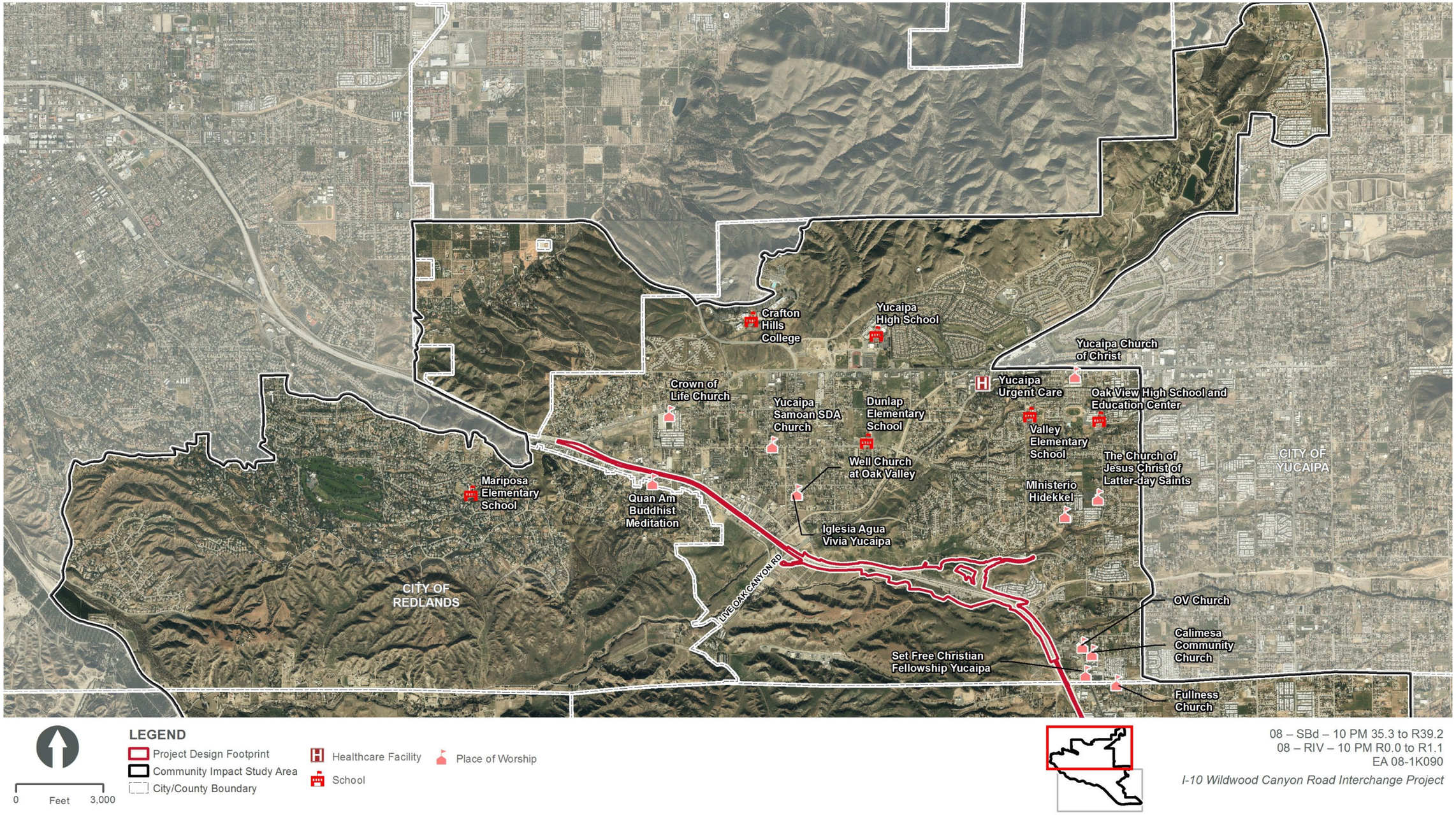

Figure 2.2.6-1. Community Facilities (Sheet 1 of 2)

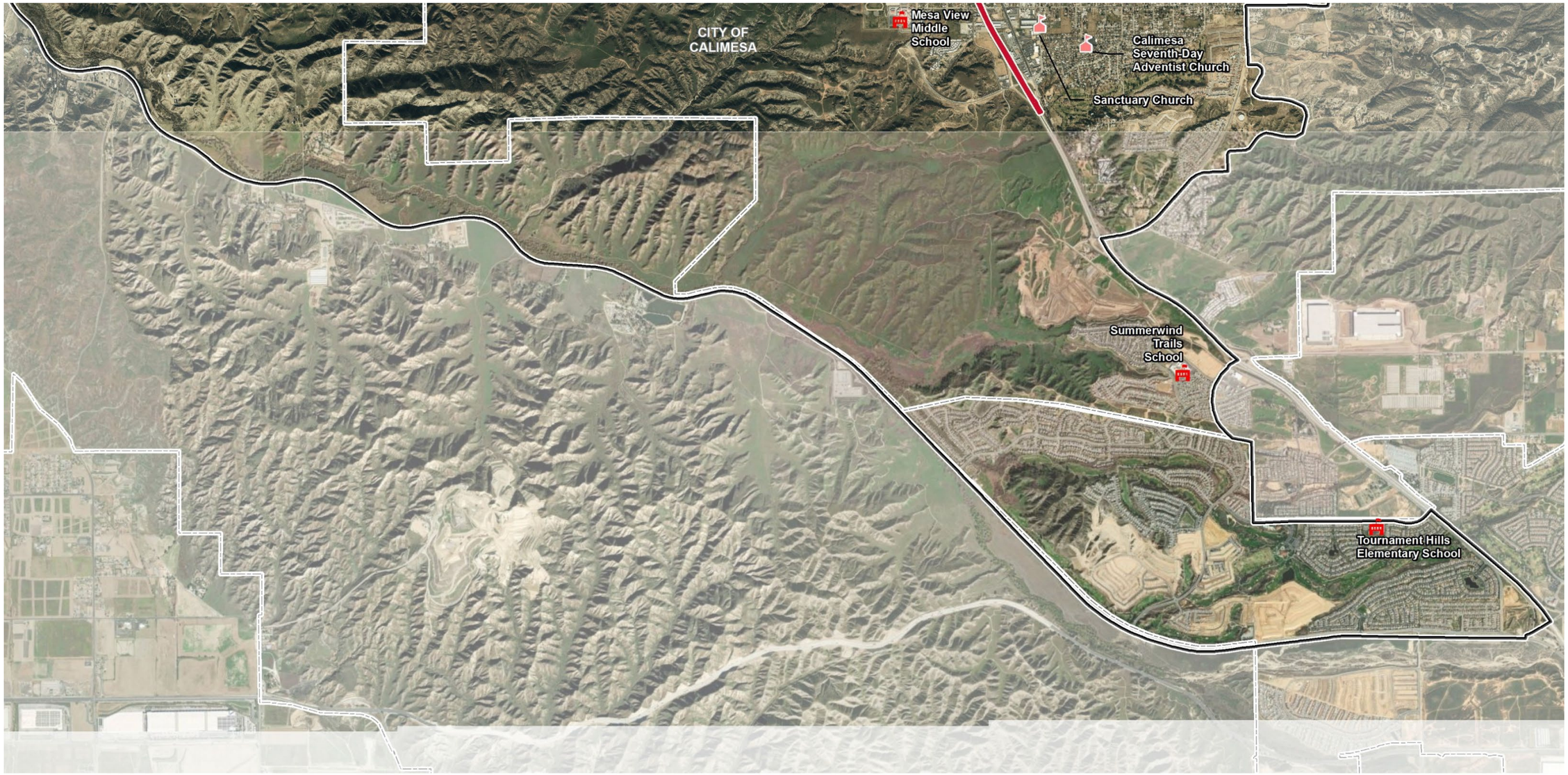

Figure 2.2.6-1. Community Facilities (Sheet 2 of 2)

Housing

As identified in Table 2.2.6-8, there are 14,641 housing units within the Community Impact Study Area census tracts. The majority of housing units (approximately 81.3 percent) across all census tracts within the Community Impact Study Area are single-family units. Census Tract 87.05 has a larger percentage of multifamily units (approximately 26.9 percent) compared to other census tracts and Yucaipa estimate but a similar percentage compared to those of San Bernardino County and the State of California. Further, Census Tracts 87.13 and 87.14 have larger percentage of mobile homes (approximately 32.6 and 31.2 percent, respectively) compared to the estimates for the other census tracts, Yucaipa, and San Bernardino County.

According to Table 2.2.6-9, the percentage of vacant housing units varies among the Community Impact Study Area census tracts, from approximately 0.0 percent of total vacant housing units in Census Tract 87.15 to approximately 8.0 percent of total vacant housing units in Census Tract 87.13. The percentages of vacant housing units in San Bernardino County (approximately 10.6 percent) and Riverside County (approximately 12.3 percent) are higher than any census tract in the Community Impact Study Area, suggesting that housing supply is more limited in the Community Impact Study Area when compared to the counties. All of the Community Impact Study Area census tracts are majority owner-occupied. Most of the Community Impact Study Area census tracts have average household sizes similar to estimates for the cities and counties in which they are located. Census Tract 438.23 has a notably higher average household size (3.7) compared to those of the Calimesa (2.7) and Riverside County (3.2). The average household size for the Community Impact Study Area is 3.1 persons.

As shown in Table 2.2.6-10, median home values within the Community Impact Study Area census tracts vary greatly from $301,600 to $706,700. Most of the Community Impact Study Area census tracts have similar median home values compared to estimates for the cities and county where they are located. However, Census Tract 85.02 has a significantly greater median home value ($706,700) compared to estimates for the other census tracts, the Yucaipa ($364,600), Redlands ($455,700), San Bernardino County ($370,700), and the State of California ($573,200). Further, Census Tracts 438.02 and 438.23 have greater median home values ($353,200 and $412,800, respectively) than Calimesa ($279,200) but have similar median home values compared to Riverside County ($390,400).

Median monthly rents within the Community Impact Study Area census tracts vary greatly from $536 to $2,184. Low-rent census tracts generally have fewer single-family units and more mobile homes than high-rent census tracts. For example, Census Tract 87.13 has the lowest median monthly rent ($536), the lowest percentage of single-family units (approximately 59.4 percent), and the highest percentage of mobile homes (approximately 32.6 percent). Meanwhile, Census Tract 438.23 has the highest median monthly rent ($2,184), the second highest percentage of single-family units (approximately 96.9 percent) and the second lowest percentage of mobile homes (approximately 3.1 percent).

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Table 2.2.6-8. Housing Types

Geographic Area	Total Housing Units	Single-Family Units[a]	Multifamily Units[b]	Mobile Homes	Boat, Recreational Vehicle, Van, etc.
State of California	14,328,539	9,280,422 (64.8%)	4,516,588 (31.5%)	514,764 (3.6%)	16,765 (0.1%)
San Bernardino County	728,674	540,979 (74.2%)	146,051 (20.0%)	40,616 (5.6%)	1,028 (0.1%)
Riverside County	844,425	628,336 (74.4%)	143,024 (16.9%)	72,130 (8.5%)	935 (0.1%)
City of Yucaipa	19,130	13,471 (70.4%)	1,749 (9.1%)	3,885 (20.3%)	25 (0.1%)
City of Redlands	27,042	18,309 (67.7%)	7,972 (29.5%)	735 (2.7%)	26 (0.1%)
City of Calimesa	3,892	2,531 (65.0%)	75 (1.9%)	1,286 (33.0%)	0 (0.0%)
Census Tract 85.02	1,722	1,705 (99.0%)	17 (1.0%)	0 (0.0%)	0 (0.0%)
Census Tract 87.05	1,757	1,177 (67.0%)	473 (26.9%)	107 (6.1%)	0 (0.0%)
Census Tract 87.13	1,647	979 (59.4%)	131 (8.0%)	537 (32.6%)	0 (0.0%)
Census Tract 87.14	1,463	889 (60.8%)	117 (8.0%)	457 (31.2%)	0 (0.0%)
Census Tract 87.15	2,395	2,053 (85.7%)	61 (2.5%)	281 (11.7%)	0 (0.0%)
Census Tract 438.02	2,493	2,031 (81.5%)	58 (2.3%)	404 (16.2%)	0 (0.0%)
Census Tract 438.23	3,164	3,065 (96.9%)	0 (0.0%)	99 (3.1%)	0 (0.0%)
Study Area	14,641	11,899 (81.3%)	857 (5.9%)	1,885 (12.9%)	0 (0.0%)

Sources: (Caltrans 2025); (U.S. Census Bureau 2022l)

[a] Percentage of total housing units that consist of both detached and attached single-family units for each specified geographic area.

[b] Percentage of total housing units that consist of multifamily units (2 or more units) for each specified geographic area.

Table 2.2.6-9. Existing Occupancy Characteristics

Geographic Area	Total Units	Occupied		Vacant		Owner	Renter	Average Household Size
		Units	%	Units	%			
State of California	14,328,539	13,217,586	92.2%	1,110,953	7.8%	7,335,247 (55.5%)	5,882,339 (44.5%)	2.9
San Bernardino County	728,674	651,743	89.4%	76,931	10.6%	394,249 (60.5%)	257,494 (39.5%)	3.3
Riverside County	844,425	740,506	87.7%	103,919	12.3%	504,469 (68.1%)	236,037 (31.9%)	3.2
City of Yucaipa	19,130	18,197	95.1%	933	4.9%	12,666 (69.6%)	5,531 (30.4%)	3.0
City of Redlands	27,042	25,273	93.5%	1,769	6.5%	14,798 (58.6%)	10,475 (41.4%)	2.8
City of Calimesa	3,892	3,653	93.9%	239	6.1%	3,187 (87.2%)	466 (12.8%)	2.7
Census Tract 85.02	1,722	1,658	96.3%	64	3.7%	1,616 (97.5%)	42 (2.5%)	2.9
Census Tract 87.05	1,757	1,705	97.0%	52	3.0%	882 (51.7%)	823 (48.3%)	2.9
Census Tract 87.13	1,647	1,515	92.0%	132	8.0%	899 (59.3%)	616 (40.7%)	2.4
Census Tract 87.14	1,463	1,377	94.1%	86	5.9%	987 (71.7%)	390 (28.3%)	3.0
Census Tract 87.15	2,395	2,395	100.0%	0	0.0%	1,888 (78.8%)	507 (21.2%)	3.3
Census Tract 438.02	2,493	2,317	92.9%	176	7.1%	1,945 (83.9%)	372 (16.1%)	3.2
Census Tract 438.23	3,164	3,086	97.5%	78	2.5%	2,790 (90.4%)	296 (9.6%)	3.7
Study Area	14,641	14,053	96.0%	588	4.0%	11,007 (78.3%)	3,046 (21.7%)	3.1

Sources: (Caltrans 2025); (U.S. Census Bureau 2022m); (U.S. Census Bureau 2022n); (U.S. Census Bureau 2022o)

Table 2.2.6-10. Housing Costs Characteristics

Geographic Areas	Median Home Value	Median Monthly Rent
State of California	$573,200	$1,698
San Bernardino County	$370,700	$1,427
Riverside County	$390,400	$1,552
City of Yucaipa	$364,600	$1,306
City of Redlands	$455,700	$1,598
City of Calimesa	$279,200	$1,538
Census Tract 85.02	$706,700	—
Census Tract 87.05	$301,600	$1,409
Census Tract 87.13	$351,900	$536
Census Tract 87.14	$309,200	$1,335
Census Tract 87.15	$435,400	$2,152
Census Tract 438.02	$353,200	$1,542
Census Tract 438.23	$412,800	$2,184
Study Area	$426,120	$1,413

Sources: (Caltrans 2025); (U.S. Census Bureau 2022p)

Notes:

"—" The estimate could not be computed because there was an insufficient number of sample observations.

As shown in Table 2.2.6-10, the Study Area ($1,413) has a lower median monthly rent when compared to those of the State of California ($1,698), and Counties of San Bernardino ($1,427) and Riverside ($1,552), and Cities of Redlands ($1,598) and Calimesa ($1,538). The median home value for the Study Area ($426,120) is greater than the Counties of San Bernardino ($370,700) and Riverside ($390,400) and Cities of Yucaipa ($364,600) and Calimesa ($279,200), and less than the City of Redlands ($455,700) and State of California ($573,200).

Housing tenure characteristics can provide insights into community cohesion, as longer residency tenures generally result in residents feeling more connected to their community. Based on the housing tenure characteristics summarized in Table 2.2.6-11, the majority of the residential population within the Community Impact Study Area census tracts moved into their current residences between 2000 and 2021.

Table 2.2.6-11. Housing Tenure Characteristics

Geographic Areas	Total Number of Occupied Housing Units	Year Householder Moved into Unit					
		1989 or earlier	1990 to 1999	2000 to 2009	2010 to 2014	2015 to 2018	2019 or later
State of California	7,335,247	1,273,045 (17.4%)	1,220,496 (16.6%)	1,900,275 (25.9%)	1,250,986 (17.1%)	1,330,202 (18.1%)	360,243 (4.9%)
San Bernardino County	394,249	54,237 (13.8%)	63,061 (16.0%)	110,657 (28.1%)	68,238 (17.3%)	76,940 (19.5%)	21,116 (5.4%)
Riverside County	504,469	40,536 (8.0%)	63,325 (12.6%)	150,109 (29.8%)	100,218 (19.9%)	117,090 (23.2%)	33,191 (6.6%)
City of Yucaipa	12,666	1,214 (9.6%)	1,552 (12.3%)	3,587 (28.3%)	2,810 (22.2%)	2,874 (22.7%)	629 (5.0%)
City of Redlands	14,798	2,580 (17.4%)	2,516 (17.0%)	3,805 (25.7%)	2,637 (17.8%)	2,588 (17.5%)	672 (4.5%)
City of Calimesa	3,187	246 (7.7%)	363 (11.4%)	826 (25.9%)	767 (24.1%)	691 (21.7%)	294 (9.2%)
Census Tract 85.02	1,616	280 (17.3%)	225 (13.9%)	668 (41.3%)	160 (9.9%)	261 (16.2%)	22 (1.4%)
Census Tract 87.05	882	87 (9.9%)	125 (14.2%)	249 (28.2%)	199 (22.6%)	216 (24.5%)	6 (0.7%)
Census Tract 87.13	899	140 (15.6%)	163 (18.1%)	242 (26.9%)	193 (21.5%)	128 (14.2%)	33 (3.7%)
Census Tract 87.14	987	73 (7.4%)	206 (20.9%)	364 (36.9%)	190 (19.3%)	119 (12.1%)	35 (3.5%)
Census Tract 87.15	1,888	42 (2.2%)	39 (2.1%)	368 (19.5%)	672 (35.6%)	677 (35.9%)	90 (4.8%)
Census Tract 438.02	1,945	160 (8.2%)	219 (11.3%)	423 (21.7%)	470 (24.2%)	462 (23.8%)	211 (10.8%)
Census Tract 438.23	2,790	42 (1.5%)	33 (1.2%)	583 (20.9%)	836 (30.0%)	1,051 (37.7%)	245 (8.8%)
Study Area	11,007	824 (7.5%)	1,010 (9.2%)	2,897 (26.3%)	2,720 (24.7%)	2,914 (26.5%)	642 (5.8%)

Sources: (Caltrans 2025); (U.S. Census Bureau 2022q)

A large number of residents moved into the Community Impact Study Area census tracts from 2000–2009 (approximately 26.3 percent), 2010–2014 (approximately 24.7 percent), and 2015–2018 (approximately 26.5 percent). The greatest amount of growth occurred in Census Tract 85.02 from 2000–2009 (approximately 41.3 percent). Overall, approximately 43.0 percent of householders in the Community Impact Study Area moved into their units in 2009 or earlier, compared to approximately 57.8 percent in San Bernardino County and approximately 50.3 percent in Riverside County. As such,

residency tenure is generally higher in the San Bernardino and Riverside Counties when compared to the Community Impact Study Area.

Environmental Consequences

Construction Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, no construction activities would occur, and community character and cohesion would not be impacted.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would involve construction activities such as land clearing, grading, excavation, and paving within the Project Design Footprint that would last approximately four years. Construction activities associated with all Build Alternatives would result in temporary impacts on circulation due to temporary lane closures, road detours, and access restrictions. These construction activities would cause temporary traffic delays for local residents, businesses, and commuters. These impacts would likely be greater for residents adjacent to the Project Design Footprint, such as the Hillcrest Mobile Estates. However, a Transportation Management Plan, per Measure **TR-1**, would be prepared and would identify strategies to reduce potential impacts on access and traffic delays during construction. Vehicular (including emergency response vehicles and buses), bicyclist, and pedestrian access within the Community Impact Study Area would be maintained at all times during construction. Further, construction activities would be temporary and alternative routes for any existing sidewalks would be provided during construction to maintain connectivity.

Parking lots within the Project Design Footprint, including the lots at the park-and-ride facility located north of the I-10/Yucaipa Boulevard interchange, the Wildwood Safety Roadside Rest Area, and the Live Oak Canyon Pumpkin Patch and Christmas Tree Farm, may be temporarily impacted during construction. However, all lots would remain operational and accessible to the public during construction, and parking would be restored following construction. Therefore, no adverse effects to parking would occur under all Build Alternatives.

Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. No operational impacts associated with population and housing, neighborhoods/communities/community character, or housing are anticipated under the No-Build Alternative.

Build Alternatives (Alternatives 2, 3, and 4)

Regional Population Characteristics

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. The establishment of a new interchange connection on I-10 at Wildwood Canyon Road would facilitate the change from an agricultural to a more urban or suburban character but would not influence the overall regional population level or demographics. Therefore, the Build Alternatives would not be anticipated to impact the overall regional population.

Neighborhoods/Communities/Community Character and Cohesion

All Build Alternatives would provide improved connectivity and increase multimodal access within the Community Impact Study Area. The proposed improvements would benefit the surrounding neighborhoods and communities by accommodating the City of Yucaipa's planned economic development around the area of proposed interchange, supporting efficient goods movement through the I-10 corridor, and improving access emergency vehicle access and providing additional evacuation routes for the surrounding community. These circulation and safety enhancements would remove barriers that currently limit interaction between community areas, contributing positively to community character.

The Project would ultimately strengthen cohesion within the Community Impact Study Area by adding a secondary freeway entrance, linking neighborhoods to the north and south of the proposed interchange and improving access to community amenities, residences, and commercial and retail areas. All Build Alternatives would also include pedestrian and bicycle facilities through construction of sidewalks, crosswalks, Americans with Disabilities Act (ADA)-compliant curb ramps, and shoulders that can be utilized as bike lanes along local roads. However, it is reasonably foreseeable that the Project would facilitate a change of the underlining community character by influencing residential, commercial, and business park development within the Growth Study Area, specifically within the historically undeveloped Freeway Corridor Specific Plan (FCSP) area.

Housing

All Build Alternatives would require the relocation and displacement of one residence. However, it is anticipated that there are adequate residential relocation sites available within 5 miles of the affected residential property. All Project activities would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and described in Measure **RIM-1**. None of the Build Alternatives would adversely impact housing characteristics, such as housing vacancies, household size, and percent vacancies, as none of the Build Alternatives involves the construction of housing. Under all Build Alternatives, the Project would remove barriers to development and increase the desirability for planned future housing development, specifically within the FCSP area, compared to the No-Build Alternative.

2.2.6.3 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

RIM-1 Relocation plans will be prepared with consideration of the timing required for relocation and market availability for property acquisitions during final design.

TR-1 During the final design phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following:

- Traffic controls.
- Transportation demand management.
- Public awareness measures (including signing, mailers, brochures, newspaper articles, and internet resources).
- Motorist information strategies.
- Incident management.
- Construction strategies.
- Alternative route strategies.

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2.2.7 Relocations and Real Property Acquisitions

2.2.7.1 Regulatory Setting

Caltrans' Relocation Assistance Program is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), and 49 CFR 24. The purpose of the Relocation Assistance Program is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix C for a summary of the Relocation Assistance Program.

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. Please see Appendix B for a copy of Caltrans' Title VI/Non-Discrimination Policy Statement.

2.2.7.2 Affected Environment

The following discussion is based on the Project's *Relocation Impact Memorandum* (RIM, Caltrans 2023), which was completed in April 2023.

The displacement and replacement areas shown in Figure 2.2.7-1 comprise the Relocations and Real Property Acquisitions Study Area. The RIM defines the Displacement Area, the Residential Property Replacement Area, and the Nonresidential Replacement Area for the Project in compliance with the Caltrans Right-of-Way (ROW) Manual (Caltrans 2025). The Displacement Area is defined as the area where properties would potentially be impacted by the Project and is the same area as the Project Design Footprint. This Displacement Area contains vacant land designated for commercial land use, a residential unit, two billboards, and the Wally's Tile and Carpet retail unit.

A replacement area is defined as the area where displacees would likely find replacement properties (i.e., sites to which affected residences or businesses may relocate). For this analysis, the Residential Property Replacement Area is identified as a 5-mile radius from affected residential properties. The Nonresidential Replacement Area encompasses the boundaries of Yucaipa due to the limited availability of suitable nonresidential properties for relocation in the immediate vicinity of the Project. As stated in Chapter 10, Section 10.02.05.02, of the Caltrans ROW Manual (Caltrans 2025), adjacent neighborhoods should be considered first because these cities or communities would be the most similar to the displacement area.

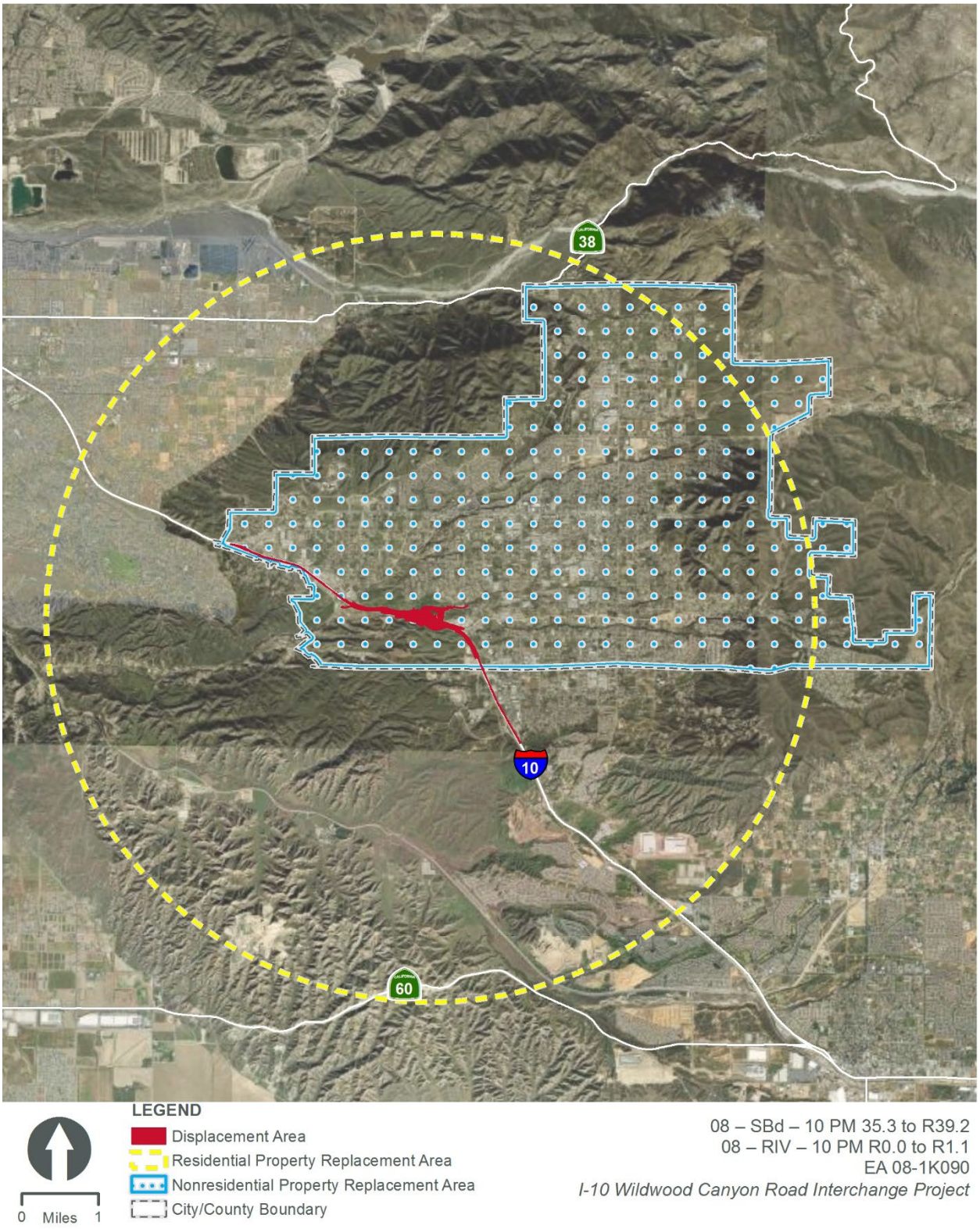

Figure 2.2.7-1. Displacement and Residential and Nonresidential Property Replacement Areas

2.2.7.3 Environmental Consequences

Construction & Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. The No-Build Alternative would not require the potential acquisition, displacement, or relocation of a residential property or business.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. All Build Alternatives would involve construction activities such as land clearing, grading, excavation, and paving within the Project Design Footprint that would last approximately four years.

Under all Build Alternatives, ROW acquisitions and easements are anticipated to accommodate the Project alignment and graded slopes. Table 2.2.7-1 through Table 2.2.7-3 summarize ROW needs for each Build Alternative. All Build Alternatives would potentially require the permanent full acquisition of the following three parcels, subject to final design and landowner negotiations: Assessor's Parcel Number (APN) 031811108, APN 031811109, and APN 031811110. These parcels are shown in Figure 2.2.7-2.

Table 2.2.7-4 provides the estimated displacements for each Build Alternative. As described in more detail below, all Build Alternatives are anticipated to result in the displacement of four residential occupants and three non-residential occupants.

All Build Alternatives would potentially result in the relocation and displacement of one residence at APN 031811109. This 0.26-acre parcel consists of a one-story, 1,104-square-foot, single-family home built in 1948 with two bedrooms and one bathroom, along with a 273-square-foot storage shed. The property is owned by a private entity and may be currently leased. The potential relocation area for residential property is shown in Figure 2.2.7-1. Consideration of the availability of decent, safe, and sanitary replacement housing would be given in the identification of a suitable relocation site.

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Table 2.2.7-1. Potential Right-of-Way Needs (Alternative 2)

No.	APN	Land Use	Address	ROW Acquisitions[1]			Slope Easements		Temporary Construction Easement	
				Full/Partial	Area (sf)	Acres	Area (sf)	Acres	Area (sf)	Acres
1	030122109	OS2, BP, R-24, R-4	N/A	Partial	177,664	4.08	—	—	251,403	5.77
2	030122110	OS2, R-8, R-4	N/A	Partial	29,932	0.69	—	—	142,932	3.28
3	030121112	N/A	N/A	N/A	—	—	—	—	68,695	1.58
4	031811102	R-2, OS2, CR	N/A	Partial	199,798	4.59	21,658	0.50	33,464	0.77
5	031811105	RS-72C	33600 Calimesa Blvd, Yucaipa	Partial	24,823	0.57	10,448	0.24	706	0.02
6	031811106	RS-72C	N/A	Partial	19,045	0.44	11,670	0.27	46,427	1.07
7	031811107 & 031811108	N/A (031811107), OS2 (031811108)	N/A	Full	5,337	0.12	—	—	—	—
8	031811109	OS2	N/A	Full	11,130	0.26	—	—	—	—
9	031811110	CR, OS2	33328 Calimesa Blvd, Yucaipa	Full	82,837	1.90	—	—	—	—
10	031811114	BP, OS2	N/A	Partial	978	0.02	25,940	0.60	6,149	0.14
11	031811115	R-2, OS2, CR	N/A	Partial	277,032	6.36	382,656	8.78	84,046	1.93
					Total	19.02	**Total**	10.39	**Total**	14.55
					Full	2.28	**Full**	—	**Full**	—
					Partial	16.74	**Partial**	10.39	**Partial**	14.55

Source: (City of Yucaipa n.d.)
Notes:
[1] Right-of-way acquisitions and easements are subject to final design and landowner negotiations.
APN= Assessor's Parcel Number; BP=Business Park; CR=Regional Commercial; LLC=Limited Liability Company; N/A=not applicable; OS2=Open Space; R-2=Single Residential; R-4=Single Residential; R-8=Single or Multiple Residential; R-24=Multiple Residential; ROW=Right-of-Way; RS-72C=Single Residential; sf=square feet

Table 2.2.7-2. Potential Right-of-Way Needs (Alternative 3)

No.	APN	Land Use	Address	ROW Acquisitions[1]			Slope Easements		Temporary Construction Easement	
				Full/Partial	Area (sf)	Acres	Area (sf)	Acres	Area (sf)	Acres
1	030122109	OS2, BP, R-24, R-4	N/A	Partial	202,210	4.64	—	—	226,843	5.21
2	030122110	OS2, R-8, R-4	N/A	Partial	31,967	0.73	—	—	140,897	3.23
3	030121112	N/A	N/A	N/A	—	—	—	—	68,695	1.58
4	031811102	R-2, OS2, CR	N/A	Partial	237,184	5.44	15,440	0.35	22,166	0.51
5	031811105	RS-72C	33600 Calimesa Blvd, Yucaipa	Partial	24,823	0.57	10,448	0.24	706	0.02
6	031811106	RS-72C	N/A	Partial	19,045	0.44	11,670	0.27	46,427	1.07
7	031811107& 031811108	N/A (031811107), OS2 (031811108)	N/A	Full	5,337	0.12	—	—	—	—
8	031811109	OS2	N/A	Full	11,130	0.26	—	—	—	—
9	031811110	CR, OS2	33328 Calimesa Blvd, Yucaipa	Full	82,837	1.90	—	—	—	—
10	031811114	BP, OS2	N/A	Partial	978	0.02	25,940	0.60	6,149	0.14
11	031811115	R-2, OS2, CR	8.88	Partial	300,005	6.89	420,338	9.65	103,403	2.37
					Total	21.02	**Total**	11.11	**Total**	14.13
					Full	2.28	**Full**	—	**Full**	—
					Partial	18.74	**Partial**	11.11	**Partial**	14.13

Source: (City of Yucaipa n.d.)
Notes:
[1] Right-of-way acquisitions and easements are subject to final design and landowner negotiations.
APN= Assessor's Parcel Number; BP=Business Park; CR=Regional Commercial; LLC=Limited Liability Company; N/A=Not Applicable; OS2=Open Space; R-2=Single Residential; R-4=Single Residential; R-8=Single or Multiple Residential; R-24=Multiple Residential; ROW=Right-of-Way; RS-72C=Single Residential; sf=square feet

Table 2.2.7-3. Potential Right-of-Way Needs (Alternative 4)

No.	APN	Land Use	Address	ROW Acquisitions[1]			Slope Easements		Temporary Construction Easement	
				Full/Partial	Area (sf)	Acres	Area (sf)	Acres	Area (sf)	Acres
1	030122109	OS2, BP, R-24, R-4	N/A	Partial	177,362	4.07	—	—	251,678	5.78
2	030122110	OS2, R-8, R-4	N/A	Partial	29,932	0.69	—	—	142,932	3.28
3	030122112	N/A	N/A	N/A	—	—	—	—	68,695	1.58
4	031811102	R-2, OS2, CR	N/A	Partial	206,170	4.73	19,157	0.44	27,944	0.64
5	031811105	RS-72C	33600 Calimesa Blvd, Yucaipa	Partial	24,808	0.57	10,448	0.24	706	0.02
6	031811106	RS-72C	N/A	Partial	19,045	0.44	11,670	0.27	46,427	1.07
7	031811107& 031811108	N/A (031811107), OS2 (031811108)	N/A	Full	5,337	0.12	—	—	—	—
8	031811109	OS2	N/A	Full	11,130	0.26	—	—	—	—
9	031811110	CR, OS2	33328 Calimesa Blvd, Yucaipa	Full	82,837	1.90	—	—	—	—
10	031811114	BP, OS2	N/A	Partial	978	0.02	25,940	0.60	6,149	0.14
11	031811115	R-2, OS2, CR	N/A	Partial	314,225	7.21	319,501	7.33	55,560	1.28
					Total	20.01	**Total**	8.88	**Total**	13.78
					Full	2.28	**Full**	—	**Full**	—
					Partial	17.73	**Partial**	8.88	**Partial**	13.78

Source: (City of Yucaipa n.d.)
Notes:
[1] Right-of-way acquisitions and easements are subject to final design and landowner negotiations.
APN= Assessor's Parcel Number; BP=Business Park; CR=Regional Commercial; LLC=Limited Liability Company; N/A=Not Applicable; OS2=Open Space; R-2=Single Residential; R-4=Single Residential; R-8=Single or Multiple Residential; R-24=Multiple Residential; ROW=Right-of-Way; RS-72C=Single Residential; sf=square feet

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Figure 2.2.7-2. Properties Potentially Requiring Full Acquisitions under All Build Alternatives

Table 2.2.7-4. Estimated Displacements by Alternative

Property	No-Build Alternative	Alternative 2	Alternative 3	Alternative 4
Residential				
Tenant Occupants of Single-Family Residences	0	1	1	1
Total Residential Units	0	1	1	1
Total Persons[1]	0	4	4	4
Non-Residential				
Commercial Businesses	0	1	1	1
Vacant Properties	0	1	1	1
Total Nonresidential Units	0	2	2	2
Total Residential and Non-Residential Units	**0**	**3**	**3**	**3**

Source: (Caltrans 2023)
Notes:
[1] Assumes up to two persons per bedroom.

Under all Build Alternatives, one commercial property (APN 031811110) containing one retail building (currently Wally's Carpet and Tile) would potentially be fully acquired and displaced. Wally's Carpet & Tile is located on a 1.99-acre parcel that contains one 2,676-square-foot retail building, a 95-square-foot storage shed, and a billboard. The potential relocation area for nonresidential property is shown in Figure 2.2.7-1. Additionally, all Build Alternatives would affect another parcel consisting of vacant property (APN 031811108) with an existing billboard. The vacant property is located on a 0.03-acre parcel, and it is assumed the billboard leases the property.

Based on the current real estate market data, it is anticipated that there would be adequate nonresidential retail sites available within this area for the retail building and vacant property, which would be negotiated with the landowner following Project approval. It is anticipated that business operations would temporarily be impacted during relocation.

All Build Alternatives would require the relocation of existing billboards on APN 031811108 and APN 031811110. In accordance with Sections 10.02.05.05 and 10.02.05.07 of the Caltrans ROW Manual, landowner interviews would be conducted during the final design phase to determine whether the existing billboard, as personal property, can be relocated on site or to a separate site.

All Build Alternatives would require partial ROW acquisitions from the Hillcrest Mobile Estates for the potential replacement of a private property wall between the Hillcrest Mobile Estates and Interstate 10. None of the Build Alternatives is anticipated to require a temporary or permanent relocation or displacement of any resident of the Hillcrest Mobile Estates.

In accordance with Measure **RIM-1**, relocation plans would be prepared during the final design of the Project. If there is a lack of available or comparable properties during the final design phase, the replacement area may need to be expanded to identify additional replacement properties that would accommodate residential and nonresidential displacees. Additional plans to minimize hardships on potential displacees would be developed further following owner and occupant interviews, which would be conducted during the final design phase in accordance with Sections 10.02.05.05 and 10.02.05.07 of the Caltrans ROW Manual (Caltrans 2025).

All relocations and real property acquisitions would be conducted in accordance with the Uniform Act. Before any displacement occurs, comparable replacement dwellings and nonresidential sites would be offered to displacees that are open to all persons regardless of race, color, religion, sex, or national origin. Payments to nonresidential displaces are limited to moving and related expenses, with no provision to assist in acquiring a replacement property. However, nonresidential displacees may qualify for a Reestablishment Payment to offset some of the expenses associated with establishing their operation at the new site. Relocation benefits for nonresidential displaces are limited to advisory assistance and payments for actual moving and related expenses as Caltrans would determine to be reasonable and necessary. For additional information, please see Appendix C, *Summary of Relocation Benefits*.

2.2.7.4 Avoidance, Minimization, and/or Mitigation Measures

The following measure is proposed:

RIM-1 All relocations and real property acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (Uniform Act) and the Caltrans ROW Manual (Caltrans 2025). Relocation plans will be prepared with consideration of the timing required for relocation and market availability for property acquisitions during final design.

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2.2.8 Utilities/Emergency Services

2.2.8.1 Affected Environment

The following discussion is based on the Project's *Community Impact Assessment* (Caltrans 2025), which was completed in July 2025. The Community Impact Study Area was limited to the census tracts that overlap with and are immediately adjacent to the Project Design Footprint.

Utilities

Existing Utilities within the Project Design Footprint

Table 2.2.8-1 presents the existing overhead and underground utilities located within the Project Design Footprint. These utilities are generally located along local streets adjacent to I-10. No existing overhead lines cross the freeway within the Project Design Footprint.

Table 2.2.8-1. Existing Utilities within the Project Design Footprint

Utility Description	Utility Owner
Electric Overhead and Underground Lines; Poles	Southern California Edison
10-inch Gas Line	Southern California Gas Company
Telecommunication Lines	AT&T, Frontier Communications, Charter Communications, Caltrans Fiber Optic
15-inch to 18-inch Sewer	Yucaipa Valley Water District
Water	Yucaipa Valley Water District, South Mountain Water Company

Source: (Caltrans 2024)

There are a few locations at or near the Wildwood Safety Roadside Rest Area (SRRA; see Figure 1.1.1-2, Project Design Footprint) where some utilities traverse under the freeway, including:

- A 21-inch sewer in 42-inch casing [Yucaipa Valley Water District (YVWD)];
- Fiber optic and telecommunication lines;
- Electrical lines; and
- A water line.

Water

As shown in Table 2.2.8-2, water services within the Community Impact Study Area are provided by the YVWD, Western Heights Water Company, South Mesa Water

Company, Redlands Municipal Utilities and Engineering Department, and Beaumont Cherry Valley Water District.

Table 2.2.8-2. Water Providers within the Community Impact Study Area

Geographic Areas	Water Provider
City of Yucaipa	Yucaipa Valley Water District
	Western Heights Water Company
	South Mesa Water Company
	South Mountain Water Company
City of Redlands	Redlands Municipal Utilities and Engineering Department
City of Calimesa	South Mesa Water Company
	Yucaipa Valley Water District
	Beaumont Cherry Valley Water District
Unincorporated San Bernardino County	Western Heights Water Company
	Redlands Municipal Utilities and Engineering Department

Sources: (City of Yucaipa 2016); (City of Redlands 2017); (City of Calimesa 2014); (Western Heights Water Company n.d.); (San Bernardino Valley Municipal Water District n.d.)

Waste

As shown in Table 2.2.8-3, waste service providers within the Community Impact Study Area include Yucaipa Disposal/Burrtec. The nearest active landfill is the Badlands Sanitary Landfill (31125 Ironwood Avenue, Moreno Valley), which is a solid waste landfill located approximately 4.2 miles southwest of the Project Design Footprint and not within the Community Impact Study Area (CalRecycle n.d.). The Badlands Sanitary Landfill is permitted for a maximum throughput of 5,000 tons of solid waste per day and has a remaining capacity of 4,900,000 cubic yards (approximately 6.0 percent of the maximum permitted capacity; CalRecycle n.d.).

Table 2.2.8-3. Waste Service Providers within the Community Impact Study Area

Geographic Areas	Waste Service Provider
City of Yucaipa	Yucaipa Disposal/Burrtec
City of Redlands	Redlands Quality of Life Department
	Redlands Fire Department
City of Calimesa	CR&R Incorporated
Unincorporated San Bernardino County	Burrtec Waste Industries – Empire Disposal

Source: (City of Yucaipa 2016); (City of Redlands 2017); (City of Calimesa 2014); (San Bernardino County Public Works n.d.)

Gas and Electricity

According to the general plans for Yucaipa (City of Yucaipa 2016), Redlands (City of Redlands 2017), and Calimesa (City of Calimesa 2014), Southern California Edison (SCE) and the Southern California Gas Company (SCGC) provide electricity and natural gas, respectively, within the Community Impact Study Area. SCGC has high-pressure natural gas distribution lines along I-10, as well as northward along Sand Canyon Road and 5th Street and eastward along Avenue E and Avenue H (City of Yucaipa 2016). In addition, electrical transmission towers are located adjacent to the Project Design Footprint along Calimesa Boulevard and westbound I-10.

Telecommunication

Verizon provides local land line telephone services for Yucaipa (City of Yucaipa n.d.a) and Spectrum and Frontier Communications provide telecommunications services for the City of Redlands (City of Redlands 2024). Numerous providers, including Verizon, AT&T, and T-Mobile, provide long-distance series or wireless or cell phone services within the Community Impact Study Area. Further, according to the *Yucaipa General Plan* (City of Yucaipa 2016), SCE's fiber-optic telecommunications system serves Yucaipa's needs. The backbone line generally bisects the community along Bryant Avenue, extending north to the Zanja substation near Mill Creek and south to the Yucaipa substation along Wildwood Canyon Road to I-10 (City of Yucaipa 2016).

Emergency Services

Police Protection

Police service providers in the Community Impact Study Area include California Highway Patrol (CHP), San Bernardino County Sheriff's Department, Riverside County Sheriff's Department, Yucaipa Police Department, Calimesa Police Department, and Redlands Police Department.

CHP has jurisdiction over I-10. Currently, no CHP enforcement areas exist within the freeway median or at any of the on-ramp entrances from adjacent interchanges and there are no CHP offices within the Community Impact Study Area. The closest CHP office is located at 195 North Highland Springs Avenue, Beaumont, approximately 7.7 miles southeast of the Community Impact Study Area.

There are no police stations within the Community Impact Study Area. As shown in Figure 2.2.8-1 and detailed in Table 2.2.8-4, the closest police station is the Yucaipa Police Department, located directly north of the Community Impact Study Area.

Fire Protection

Based on information from the California Fire Hazard Severity Zone (FHSZ) viewer (California Department of Forestry and Fire Protection [CALFIRE] 2025a) and as shown in Figure 2.2.8-1, the Community Impact Study Area contains areas along I-10 that are within very high, high, and moderate FHSZs within a local responsibility area (LRA), and within very high FHSZs within a State Responsibility Area (SRA). The Community

Impact Study Area is located within the San Bernardino and Riverside CALFIRE Administrative Units (CALFIRE 2025b). According to the *Yucaipa General Plan* (City of Yucaipa 2016), I-10 is designated as an Interstate Evacuation Route, and Calimesa Boulevard, Wildwood Canyon Road, Yucaipa Boulevard, 14th Street, Oak Glen Road, and County Line Road are designated as Local Evacuation Routes. As shown in Table 2.2.8-5 and Figure 2.2.8-1, there are three fire stations (Yucaipa Fire Department Station 2 and 3, and Calimesa Fire Department) within the Community Impact Study Area.

Table 2.2.8-4. Police Services within the Community Impact Study Area

Geographic Areas	Police Services Provider	Nearest Station	Location
Interstate 10	California Highway Patrol (CHP)	195 North Highland Springs Avenue, Beaumont, CA 92223	Approximately 7.7 miles southeast of the Community Impact Study Area
City of Yucaipa and Unincorporated San Bernardino County	Yucaipa Police Department (contract with the San Bernardino County Sheriff's Department)	34144 Yucaipa Boulevard, Yucaipa, CA 92399	Directly north of the Community Impact Study Area
City of Redlands	Redlands Police Department	1270 W Park Avenue, Redlands, CA 92373	Approximately 5.2 miles northwest of the Community Impact Study Area

Sources: (San Bernardino County Sheriff's Department n.d.); (City of Redlands n.d.)

Table 2.2.8-5. Fire Services within the Community Impact Study Area

Geographic Areas	Fire Services Provider	Nearest Station	Location
City of Yucaipa	Yucaipa Fire Department California Department of Forestry and Fire Protection (CALFIRE)	Yucaipa Fire Department Station 3 (Wildwood Fire Station) 34259 Wildwood Canyon Road, Yucaipa, CA 92399	Approximately 0.7 mile east of the Project Design Footprint

Sources: (City of Yucaipa n.d.b)

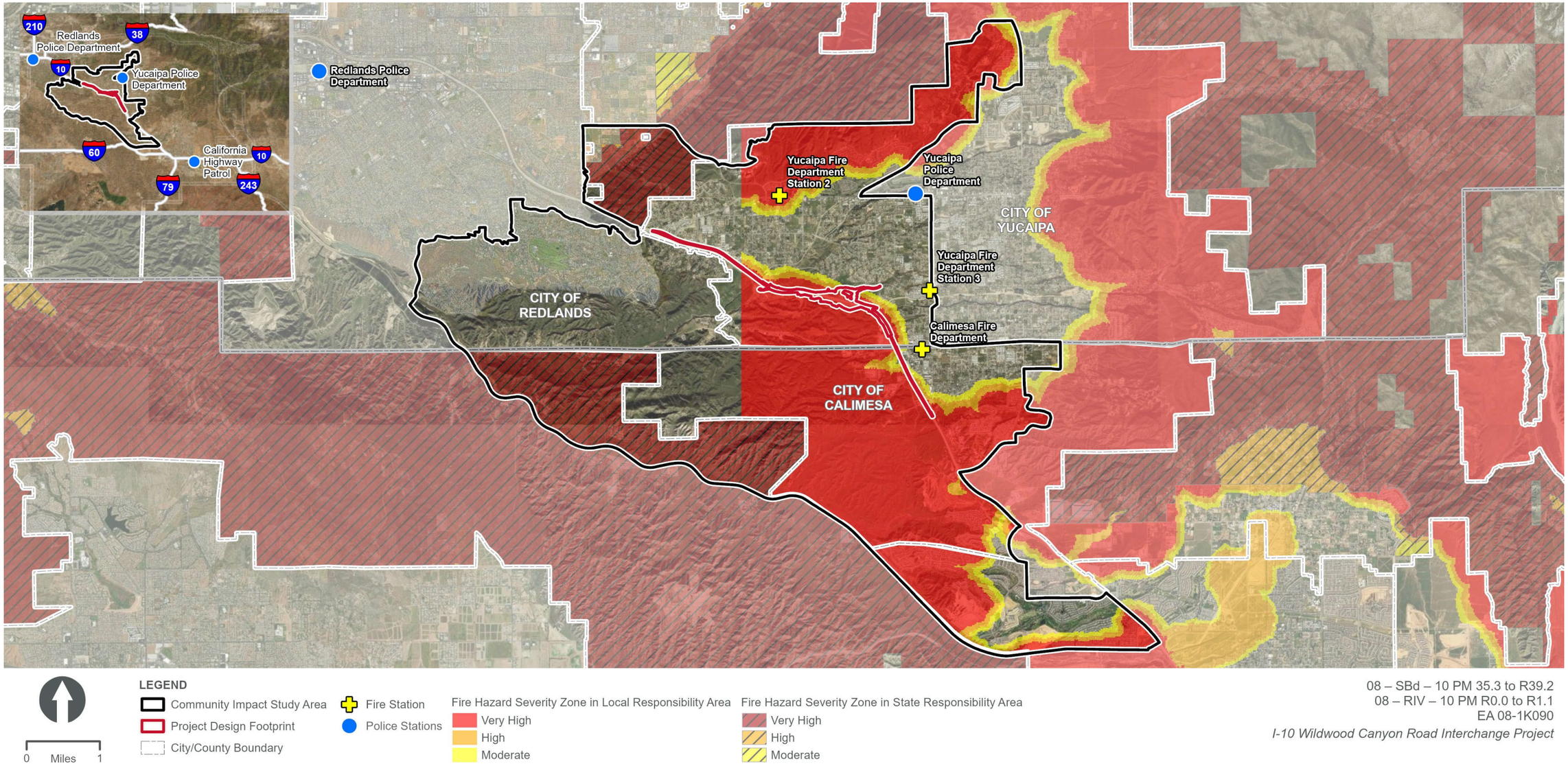

Figure 2.2.8-1. Fire Hazard Severity Zones

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2.2.8.2 Environmental Consequences

Construction & Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. No impacts associated with utilities and emergency services would occur under the No-Build Alternative.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. All Build Alternatives would involve construction activities such as land clearing, grading, excavation, and paving within the Project Design Footprint that would last approximately four years.

Utilities

All Build Alternatives would require potential utility relocations due to the realignment of Calimesa Boulevard to the north of its current location, construction of the new Wildwood Canyon Road alignment, and construction of the new westbound ramps. Utilities to be relocated are located along Calimesa Boulevard and would be moved to the realigned segment of that road within State ROW to keep them accessible for maintenance. Potential utility relocations include the following:

- Overhead electric lines (SCE), telecommunication lines, and poles (or underground) currently located on the north side of Calimesa Boulevard;
- 10-inch gas line (SCGC); and
- 18-inch sewer (YVWD) that crosses the freeway west of the Wildwood SRRA and a 15-inch sewer line along Calimesa Boulevard.

None of the Build Alternatives would result in interruptions to utility services during or after construction of the Project. Measure **UT-1** would require the replacement or relocation of affected utilities within the Project Design Footprint to provide continuous service. Measure **UT-2** would ensure the locations of all underground utilities are identified prior to ground-disturbing activities. Further coordination with utility agencies would be carried out during final design to determine relocation requirements.

Emergency Services

As Figure 2.2.8-1 shows, the Community Impact Study Area contains areas along I-10 that are within LRA very high, high, and moderate FHSZs and SRA very high FHSZs. The use of construction equipment in and around vegetated areas could increase the potential for wildfire ignition. However, Measure **UT-3** would be implemented to protect the public and the environment from the potential risk of fires and worker health and

safety by creating defensible spaces around active construction sites and maintaining firefighting equipment in construction areas.

None of the Build Alternatives would expose people or buildings to any new fire hazard areas, as no new residential, commercial, or industrial developments are proposed. No new electrical systems would be installed; however, overhead electric line relocation is anticipated. Setback requirements would be coordinated with SCE prior to utility relocation. I-10 is designated as an Interstate Evacuation Route and may be used for evacuation purposes in the event of a fire. However, if evacuation were to occur during construction, a Transportation Management Plan (TMP), per Measure **TR-1**, would provide notifications and instructions for rapid response or evacuation. Once constructed, all Build Alternatives would provide wildfire-related benefits by increasing paved surfaces, which would function as a firebreak, and increasing evacuation capacity.

Emergency services may experience temporary impacts due to disruptions to local circulation and connectivity during construction, which could delay response times. Freeway and ramp overnight lane closures may be required to apply temporary striping for lane width reduction in construction zones and temporary lane shifts on local roads would. However, a TMP, per Measure **TR-1**, would be implemented to minimize temporary impacts on traffic and circulation within the Community Impact Study Area by maintaining continuous vehicular access and connectivity throughout construction activities.

Sustained growth and development in the area has increased commuter traffic and caused inadequate queuing capacity at adjacent interchanges. All Build Alternatives would improve emergency vehicle access and provide additional evacuation routes for the surrounding community by establishing a new interchange connection to I-10. The eastbound and westbound left shoulder widths on I-10 would be reduced in certain areas to accommodate the new Wildwood interchange bridge columns and concrete barriers; however, adequate room would remain for emergency parking or passing of emergency vehicles under all Build Alternatives. The new interchange would include CHP enforcement areas at the on-ramps, immediately after the stop bar for the ramp meters, but would not otherwise affect existing CHP operations. Therefore, all Build Alternatives would improve mobility and freeway access for emergency services within the Community Impact Study Area.

2.2.8.3 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

UT-1 All public utility lines, pipes, and cables disturbed or removed to accommodate the Project must be replaced or relocated within the Project Design Footprint to continue to meet the needs of residents and businesses in the community. In addition, arrangements must be made to avoid disruption of the service provided. If interruption in service is

unavoidable, notice must be given, and proper arrangements will be made with residents and businesses.

UT-2 Underground Service Alert will be notified at least 2 days prior to ground or vegetation disturbance.

UT-3 The construction contractor will perform the following tasks:

a. Coordinate with CALFIRE and local fire departments to identify and maintain defensible spaces around active construction areas.

b. Coordinate with CALFIRE and local fire departments to identify and maintain firefighting equipment (e.g., extinguishers, shovels, water tankers) in active construction areas.

c. Post emergency services phone numbers (i.e., fire, emergency medical, and police) in visible locations in all active construction areas.

TR-1 During the final design phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following:

- Traffic controls.
- Transportation demand management.
- Public awareness measures (including signing, mailers, brochures, newspaper articles, and internet resources).
- Motorist information strategies.
- Incident management.
- Construction strategies.
- Alternative route strategies.

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2.2.9 Transportation

2.2.9.1 Regulatory Setting

This section discusses effects to transportation and circulation resulting from the Project, including single-occupancy vehicle traffic, high-occupancy vehicle traffic, mass transit, and active transportation opportunities, both during construction (construction impacts) and after completion of the Project (operational impacts).

Effects to transportation are analyzed differently under NEPA and CEQA. This section of the document focuses on travel forecasting required by federal laws related to the general design of Federal-aid highways and interstate facilities (23 USC 109), as well as regulations related to air quality conformity (40 CFR 93). The method of forecasting included in this section relies on travel demand models to predict future traffic data which includes vehicle speed, volume, and mix (i.e., passenger cars vs. light and heavy-duty trucks, etc.), which are then used as inputs to air quality conformity modeling required by the Federal Clean Air Act and FHWA's Traffic Noise Model for the noise analysis performed under 23 CFR 772.

The Caltrans CEQA analysis, however, may utilize a travel demand model and/or employ the use of the National Center for Sustainable Transportation induced travel calculator, depending upon the specifics of the project. For more information on the CEQA analysis, please see Chapter 3, *CEQA Evaluation*.

Please note that recreational trails are covered in Section 2.2.3, *Parks and Recreational Facilities*.

Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of Federal-aid highway projects (see 23 USC 217). It further directs that the special needs of the elderly and the disabled must be considered in all Federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Accessibility in federally assisted programs is governed by the U.S. Department of Transportation regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 USC 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act, including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the Americans with Disabilities Act requirements to federal-aid projects, including Transportation Enhancement Activities.

2.2.9.2 Affected Environment

This discussion is based on the Project's *Supplemental Traffic Operations Analysis Report* (TOAR) (Caltrans 2025a), which was completed in February 2025; *Vehicle Miles Traveled* (VMT) *Assessment* (Caltrans 2023), which was completed in December 2023; and *Community Impact Assessment* (Caltrans 2025b), which was completed in July 2025.

Project Location and Setting

The Project Design Footprint contains a segment of Interstate 10 (I-10), which consists of a six-lane freeway with an additional eastbound (EB) truck climbing lane that is used by local and commuter vehicles and various types of oversized vehicles. I-10 is a major east-west transportation route that connects Yucaipa to Los Angeles County to the west and Riverside County to the east.

According to the Transportation Element in the *Yucaipa General Plan* (City of Yucaipa 2016), Wildwood Canyon Road and Calimesa Boulevard are classified as secondary highways (arterial). Calimesa Boulevard is also classified as a truck route. Calimesa Boulevard is the only local road that runs parallel on the north side of I-10 within the Project Design Footprint, providing a connection between local roads such as Live Oak Canyon Road/Oak Glen Road and County Line Road.

Wildwood Canyon Road currently consists of one lane in each direction of travel and meets Calimesa Boulevard at a stop-controlled T-intersection on the north side of I-10. Calimesa Boulevard also consists of one lane in each direction of travel with turn pockets provided at the intersections with Live Oak Canyon Road/Oak Glen Road, Wildwood Canyon Road, and County Line Road.

The Transportation Element in the *Yucaipa General Plan* (City of Yucaipa 2016) and the Yucaipa Freeway Corridor Specific Plan (FCSP) (City of Yucaipa 2008) also identify the Wildwood Canyon Road Overcrossing on I-10 as a future planned project. The proposed interchange and improvements to Wildwood Canyon Road are listed in the Southern California Association of Governments' (SCAG) *Connect SoCal 2024* as Regional Transportation Plan (RTP) ID #4M04033 (SCAG 2024).

Traffic Operations

Traffic Study Area

The Traffic Study Area covers I-10 segments from west of the Live Oak Canyon Road/Oak Glen Road Interchange (post mile [PM] R37.0) to east of the County Line Road Interchange (PM R39.0). The Traffic Study Area is bound by Calimesa Boulevard and Yucaipa Creek to the north and Wildwood Creek and the Wildwood Safety Roadside Rest Area (SRRA) to the south. The study locations consist of the I-10 mainline segments, ramp junctions, and intersections of the I-10 ramps and arterials within the Traffic Study Area.

Traffic Analysis Methodology

The traffic operations analysis methodology analyzed the following scenarios for the No-Build and Build scenarios in the Supplemental TOAR (Caltrans 2025a):

- Existing Conditions (2022);
- Opening Year (2030) conditions; and
- Horizon Year (2050) conditions.

The City of Yucaipa (City, Project Sponsor) is considering delivering the project in three phases, plus a fourth phase that would complete the street improvements along local roads. The Supplemental TOAR separately evaluated Phases 1 and 2 to verify that each of these Project phases can provide a minimum design life of 10 years (Caltrans 2025a). Phase 4 was not analyzed in the Supplemental TOAR. Refer to the Supplemental TOAR for additional details.

Traffic Forecasting

The City Model was utilized to forecast traffic conditions resulting from the project. The City Model was developed based on the San Bernardino County Transportation Analysis Model (SBTAM), which is consistent with the SCAG 2012 RTP/Sustainable Communities Strategy (SCS). However, the City Model also includes updates and detail within San Bernardino County that allow it to support the needs of San Bernardino County Transportation Authority (SBCTA), Caltrans, and local jurisdictions for future transportation planning projects and environmental analyses, as well as support circulation elements for General Plan Updates, Nexus Studies, and other studies. The City Model incorporates land use and roadways consistent with the *Yucaipa General Plan* (City of Yucaipa 2016) and has been further validated to better represent the base year traffic conditions within Yucaipa.

RTP projects that were included in the Future Year roadway networks are:

- **RTP ID 4M04033:** The addition of an interchange at I-10 and the future Wildwood Canyon Road. This is the project and is considered in the traffic analysis for all Build Alternatives but not for the No-Build Alternative.
- **RTP ID 4122003:** The addition of an EB truck climbing lane from Live Oak Canyon Road to Singleton Road (Completion Year 2024).
- **RTP ID 4A01368:** Widen Calimesa Boulevard from Oak Glen Road to County Line Road from 2 to 4 lanes (Completion Year 2025).
- **RTP ID 4A01370:** Widen County Line Road from Calimesa Boulevard to Bryant Street from 2 to 4 lanes (Completion Year 2025).

- **RTP ID 4A01371:** Widen Live Oak Canyon Road from Yucaipa western city limits to I-10 from 2 to 4 lanes (Completion Year 2025).

- **RTP ID 4A01376A:** Widen Wildwood Canyon Road from Calimesa Boulevard to Colorado Street from 2 to 4 lanes (Completion Year 2025).

- **RTP ID 3TK04MA12:** The addition of an EB truck climbing lane from the San Bernardino County Line to the I-10/State Route 60 Junction (Completion Year 2028).

- **RTP ID RIV131201:** Reconstruct County Line Road interchange with roundabouts, ramp realignment, and minor ramp widening (Completion Year 2030).

Additionally, the travel forecasting analysis assumed the completion of a project to install electric zero-emission vehicle charging stations and dynamic truck parking signs in the Wildwood SRRA (EA-1J580) by 2024. Construction of this project was completed in 2024, consistent with the assumed completion year used in the analysis.

The Supplemental TOAR used the same traffic volumes developed for the TOAR (during the PID phase) because there were no substantial differences between the SCAG 2016 RTP/SCS and SCAG 2020 RTP/SCS. Additionally, the Covid-19 pandemic has abnormally impacted statewide traffic patterns such that monitoring data indicated that the statewide average Annual Average Daily Traffic decreased significantly by as much as 50 percent as compared to pre-pandemic conditions. The impacts of Covid-19 on the roadway network prevented the collection of data as traffic conditions were not greater than pre-pandemic levels.

Traffic forecasts for study locations were developed using the difference methodology, which is consistent with methodologies delineated in the National Cooperative Highway Research Program (NCHRP) Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design (NCHRP 2014). Please see the Supplemental TOAR (Caltrans 2025a), including appendices, for additional information regarding the traffic forecasting methodology.

Traffic Operations

Traffic operations were analyzed using the VISSIM 10 microscopic multi-modal traffic flow simulation software package to capture the effects between all the freeway components and local intersections, as summarized below. developed by PTV Group. All components of freeway operations (i.e., mainline, on-ramp merge, off-ramp diverge, and weaving sections) and local intersections operate as a single integrated system with congestion and queues affecting both upstream and downstream traffic operations. VISSIM was used for this operations analysis to capture the effects between all the freeway components and local intersections. Additionally, the use of VISSIM provides consistency with the analysis completed for the I-10 EB Truck Climbing Lane Project.

Freeway Analysis

The freeway segments were analyzed using the Highway Capacity Manual, 6th Edition (HCM) (Transportation Research Board [TRB] 2016). Level of service (LOS) was calculated for each study facility to evaluate traffic operations. LOS is a quantitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving.

Freeway LOS was calculated for each study facility based on density in number of vehicles per hour per lane. The peak-hour density calculations are consistent with the definitions from the HCM, which defines four freeway section types: merge, diverge, weave, and basic. Table 2.2.9-1 describes the LOS thresholds for freeway sections per the HCM (TRB 2016).

Table 2.2.9-1. Freeway Mainline and Ramp Junction LOS Thresholds

LOS	Description	Mainline (Basic)	Ramp/Weave
		Density (VPLPM)[a]	
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	≤ 11	≤ 10
B	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.	> 11 to 18	> 10 to 20
C	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	> 18 to 26	> 20 to 28
D	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.	> 26 to 35	> 28 to 35
E	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.	> 35 to 45	> 35/ > 35 to 43[b]
F	Represents a breakdown in flow.	Demand Exceeds Capacity[c]	

Source: (TRB 2016)
Notes:
a. Density is reported in VPLPM.
b. The maximum density for ramp junctions at LOS E is not defined in the Highway Capacity Manual. The maximum density of 43 VPLPM applies to weave segments only.
c. Volume over capacity greater than or equal to 1 (volume to capacity≥1) is considered LOS F.
LOS=level of service; VPLPM=vehicles per lane per mile

Intersection Analysis

The LOS was calculated for each study facility to evaluate traffic operations and based on average intersection delay. Table 2.2.9-2 describes the LOS thresholds for study intersections per the HCM.

Table 2.2.9-2. Intersection LOS Thresholds

Level of Service	Unsignalized Delay Average Control Delay (seconds/vehicle)	Signalized Intersections Average Stopped Delay per Vehicle (seconds)	Description
A	<10.0	<10.0	Operations with very low delay occurring with favorable progression and/or short cycle length.
B	>10.0 to 15.0	>10.0 to 20.0	Operations with low delay occurring with good progression and/or short cycle lengths.
C	>15.0 to 25.0	>20.0 to 35.0	Operations with average delays resulting from fair progression and or/longer cycle lengths. Individual cycle failures begin to appear.
D	>25.0 to 35.0	>35.0 to 55.0	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume to capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.
E	>35.0 to 50.0	>55.0 to 80.0	Operations with high delay values indicating poor progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.
F	>50.0	>80.0	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.

Source: (TRB 2016)
Notes:
V/C=volume to capacity

Data Collection

During the PID phase, traffic volumes were collected on a weekday in May 2018. Peak period turning movement counts by vehicle classification were collected for the morning and afternoon peak hours for all study intersections, as well as peak-hour travel time runs. Tube counts with classification data were also collected on Calimesa Boulevard and Wildwood Canyon Road at the Calimesa Boulevard/Wildwood Canyon Road intersection.

Freeway mainline traffic volumes (i.e., morning and afternoon peak period traffic volumes, Average Daily Traffic [ADT]), including vehicle classification data, were observed and collected between west of Live Oak Canyon Road Interchange and east of County Line Road Interchange. The freeway traffic demand at the remaining segments was calculated using traffic counts collected from nearby on-ramps and off-ramps. Existing (2022) peak-hour traffic volumes for freeway mainline segments and

ramps as well as intersections are available in the Supplemental TOAR (Caltrans 2025a).

StreetLight Data™ traffic count estimates were collected on EB I-10 between the Wildwood SRRA and County Line Road and on WB I-10 between County Line Road and Live Oak Canyon Road. A comparison of ADT count estimates from StreetLight Data™ for the month of November 2017 (i.e., the month traffic counts were collected on the freeway mainline during the PID phase) and October 2021 is presented in Table 2.2.9-3. The reported ADT estimates reflect the average value observed across all Mondays, Tuesdays, Wednesdays, and Thursdays in November 2017 and October 2021.

Table 2.2.9-3. Average Daily Traffic Count Estimate Comparison

Location	Average Daily Traffic Count Estimate		Percent Difference	Volume Difference
	November 2017	October 2021[1]		
Eastbound Interstate 10 (I-10) between Safety Roadside Rest Area and County Line Road	56,975	56,929	-0.1%	-46
Westbound I-10 between County Line Road and Live Oak Canyon Road	59,064	57,569	-2.5%	-1,495

Source: (Caltrans 2025a)
Notes:
[1] October 2021 was toward the tail end of the Coronavirus Disease of 2019, a global pandemic that affected travel between 2019 and 2021.
I-10=Interstate 10

In addition, existing traffic signal timing and ramp metering rates were collected for study intersections and on-ramps from Caltrans and the City, as well as the collision data from Caltrans Traffic Accident Surveillance and Analysis System for the most recent available three-year period for the interchange area.

Existing Conditions

Freeway Operations

Table 2.2.9-4 and Table 2.2.9-5 show the morning and afternoon peak-hour density and LOS for the study freeway mainline segments and ramp junctions on I-10 for each direction. Under existing conditions, all freeway segments operate acceptably with one exception on WB I-10. During the morning peak hour, all of the study segments on EB I-10 operate at LOS C or better. In the afternoon peak hour, all of the study segments operate at LOS D on the WB I-10, except the merge at County Line Road on-ramp, which operates at LOS E. During the afternoon peak hour, all of the study segments on EB I-10 from the Live Oak Canyon Road to the end of the study corridor operate at LOS C, with the exception of the Wildwood SRRA off-ramp to on-ramp and the Wildwood SRRA on-ramp to County Line Road off-ramp, which operate at LOS D. All of the study segments on WB I-10 operate at LOS C or better during the afternoon peak hour.

Table 2.2.9-4. Existing Conditions (2022) EB I-10 Operations

I-10 EB Segment	Facility Type	LOS/Density[a]	
		AM	PM
Down Grade Start to Live Oak Canyon Road	Basic	B/13	C/22
Live Oak Canyon Road off-ramp	Basic[b]	B/13	C/24
Live Oak Canyon Road off-ramp to on-ramp	Basic	B/14	C/22
Live Oak Canyon Road on-ramp	Merge	B/16	C/26
Live Oak Canyon Road on-ramp to SRRA off-ramp	Basic	B/17	C/25
SRRA off-ramp	Diverge	B/16	C/25
SRRA off-ramp to on-ramp	Basic	B/17	D/26
SRRA on-ramp	Merge	B/16	C/27
SRRA on-ramp to County Line Road off-ramp	Basic	C/18	D/28
County Line Road off-ramp	Diverge	B/16	C/28
County Line Road off-ramp to Up Grade End	Basic	B/18	C/23
Up Grade End to County Line Road on-ramp	Basic	B/17	C/22
County Line Road on-ramp	Merge	B/15	C/22

Source: (Caltrans 2025a)
Notes:
a. The LOS and density (in vehicles per lane per mile) are reported.
b. Since the location has a lane drop at the off-ramp, the location is classified as a basic segment according to the HCM.
EB=eastbound; HCM= Highway Capacity Manual; I-10=Interstate 10; LOS=level of service; SRRA=Safety Roadside Rest Area

Table 2.2.9-5. Existing Conditions (2022) WB I-10 Operations

I-10 WB Segment	Facility Type	LOS/Density[a]	
		AM	PM
County Line Road off-ramp	Diverge	C/24	C/21
County Line Road off-ramp to Down Grade Start	Basic	C/24	C/20
Down Grade Start to County Line Road on-ramp	Basic	D/27	C/20
County Line Road on-ramp	Merge	**E/37**	B/20
County Line Road on-ramp to Oak Glen Road off-ramp	Basic	D/30	C/21
Oak Glen Road off-ramp	Diverge	D/32	C/21
Oak Glen Road off-ramp to on-ramp	Basic	D/27	C/19
Oak Glen Road on-ramp	Basic[b]	C/26	B/16

Source: (Caltrans 2025a)
Notes:
a. The LOS and density (in vehicles per lane per mile) are reported. Bold and underline font indicate LOS E or F conditions.
b. Since the location has a lane addition at the on-ramp, the location is classified as a basic segment according to the HCM.
HCM=Highway Capacity Manual; I-10=Interstate 10; LOS=level of service; SRRA=Safety Roadside Rest Area; WB=westbound

Intersection Operations

Table 2.2.9-6 shows the delay and LOS for the study intersections during the morning and afternoon peak hours under existing conditions. All study intersections operate at LOS D or better except for one intersection in the morning peak hour and one intersection in the afternoon peak hour. During the morning peak hour, all the study intersections operate at LOS C or better, except the intersections at Oak Glen Road/Calimesa Boulevard/14th Street at LOS D and Wildwood Canyon Road/Calimesa Boulevard at LOS F. During the afternoon peak hour, all of the study intersections operate at LOS C or better, except the intersections at County Line Road/I-10 WB ramps, which operate at LOS D, and County Line Road/I-10 EB ramps, which operate at LOS F.

Table 2.2.9-6. Existing Conditions (2022) Intersection Operations

Intersection	Control	LOS/Delay	
		AM	PM
1. Live Oak Canyon Road/Outer 10 Highway	Side Street Stop	B/10 (EB LT)	B /14 (EB LT)
2. Live Oak Canyon Road/I-10 EB Ramps	Signal	C/21	C/22
3. Oak Glen Road/I-10 WB Ramps	Signal	A/9	A/7
4. Oak Glen Road/Calimesa Boulevard/14th Street	Signal	**D/43**	C/30
7. Wildwood Canyon Road/Calimesa Boulevard	All Way Stop	**F/102**	C/24
8. County Line Road/7th Place	Side Street Stop	A/7 (NB RT)	A/6 (NB RT)
9. County Line Road/I-10 EB Ramps	Side Street Stop	C/16 (SB LT)	**F/66 (SB LT)**
10. County Line Road/I-10 WB Ramps	Side Street Stop	B/10 (EB LT)	**D/25 (NB RT)**
11. County Line Road/Calimesa Boulevard	Signal	B/11	B/11

Source: (Caltrans 2025a)
Notes:
For signal and all-way stop control, the overall intersection LOS and average delay (in seconds per vehicle) are reported. For side street control, the worst movement LOS and delay are reported with the worst movement listed in parentheses. Bold and underline font indicate LOS D, E, or F conditions.
EB=eastbound; LOS=level of service; LT=left turn; NB=northbound; SB=southbound; RT=right turn; WB=westbound

Queuing Analysis

Table 2.2.9-7 summarizes the average maximum queue results under existing conditions at the ramp terminal and nearby intersections. Most of the intersections have queue length within the storage capacity, with a few slightly exceeding the capacity. Storage capacity on the off-ramps is adequate to serve morning and afternoon peak hour traffic under existing conditions. There is a substantial queue along southbound (SB) Wildwood Canyon Road during the morning peak hour to WB Calimesa Boulevard and opposite turning movement from EB Calimesa Boulevard to northbound (NB) Wildwood Canyon Road during the afternoon peak hour. This is primarily caused by the limited capacity due to the all-way stop-control at this intersection.

Table 2.2.9-7. Existing Conditions (2022) Intersection Queue Length

Intersection	Movement	Storage Length	Queue Length	
			AM	PM
2. Live Oak Canyon Road/I-10 EB Ramps	SB Left	280	**300**	**300**
	EB Left	1,150	275	825
3. Oak Glen Road/I-10 WB Ramps	NB Left	100	75	75
	WB Right	900	150	150
4. Oak Glen Road/Calimesa Boulevard/14th Street	NB Left	200	**325**	**300**
	SB Through	875	**900**	275
	WB Left	250	**325**	175
7. Wildwood Canyon Road/Calimesa Boulevard	SB Right	425	**1,525**	150
	EB Left	90	**100**	**475**
	WB Through	—	400	25
9. County Line Road/I-10 EB Ramps	SB Left	1,120	200	900
	WB Left	150	150	75
10. County Line Road/I-10 WB Ramps	NB Right	1,070	125	275
	EB Left	150	75	50
11. County Line Road/Calimesa Boulevard	NB Left	100	**175**	**125**
	SB Right	925	100	100
	WB Left	115	50	75

Source: (Caltrans 2025a)
Notes:
The storage and average maximum queue length (in feet) is reported for key movements. Bold and underline font indicate a queue that exceeds available storage capacity.
EB=eastbound; I-10=Interstate 10; NB=northbound; SB=southbound; WB=westbound

Systemwide Performance

While LOS is a typical indicator of transportation facility performance, systemwide performance metrics have become effective measurements in evaluating transportation system performance and have been applied in many transportation projects. The systemwide performance measures used for the Project include travel time, travel speeds, number of vehicles served by the study network, and vehicle-hours-delay (VHD).

Table 2.2.9-8 shows the morning and afternoon peak-hour travel times along the I-10 corridor, speeds, volume served, average delay, and total delay in the Traffic Study Area for the existing conditions. Travel time and average speed are similar in both directions during both peak hours with small variations due to directionality during commute periods. In addition, other systemwide traffic metrics (number of vehicles served by the network, VHD, and average delay per vehicle) were reported for both the morning and afternoon peak hours. Consistent with observations in the field, higher levels of congestion occur during the morning peak hour. This was confirmed by the increase in average delay per vehicle, 36.4 seconds during the morning peak hour compared to 30.9 seconds during the afternoon peak hour. Total delay during the

morning peak hour also indicates higher levels of congestion during the morning peak hour than the afternoon peak hour.

Table 2.2.9-8. Network Performance Statistics – Existing (2022) Conditions

Performance Measures		AM Peak Hour	PM Peak Hour
Travel Time – EB I-10: Yucaipa Boulevard to County Line Road (minutes)	Cars	3.54	3.72
	Trucks	4.60	4.71
	All	3.68	3.75
Travel Time – WB I-10: County Line Road to Yucaipa Boulevard (minutes)	Cars	3.64	3.54
	Trucks	4.14	4.08
	All	3.67	3.59
Average Speed (mph)		50.7	52.5
Volume Served (vph)		12,023	12,268
Total Travel Time [VHT] (hours)		874	868
Average Delay Per Vehicle (seconds)		36.4	30.9
Total Delay [VHD] (hours)		130	113

Source: (Caltrans 2025a)
Notes:
The network extends from the Yucaipa Boulevard overcrossing to south of County Line Road.
EB=eastbound; I-10=Interstate 10; mph=miles per hour; WB=westbound; VHD=vehicle-hours-delay; VHT=vehicle hours traveled; vph=vehicles per hour

Collision Data

A three-year collision summary report from January 2022 through December 2024 was obtained for the Project. Table 1.2.2.1, *Collision Rate Summary (January 2022 through December 2024)*, in Chapter 1, *Proposed Project*, presents the three-year accident rates of total collisions, fatalities, and injuries for both freeway mainline and ramps, with a comparison to the statewide average collision rates on similar facilities. A total of eight study locations were analyzed within the Traffic Study Area, including five on the I-10 EB and three on the I-10 WB.

Within the Traffic Study Area between January 2022 and December 2024, the rate of fatal collision was zero at all analyzed locations except on the I-10 EB mainline. The fatal collision rate for the I-10 EB mainline segment exceeded the statewide average for similar facilities, with a rate of 0.008 per million vehicles compared to the statewide average of 0.006.

Fatal plus injury and total collision rates exceeding statewide averages were identified at two ramp locations: the I-10 EB on-ramp from SRRA and the I-10 WB off-ramp to Live Oak Canyon Road. At the I-10 EB on-ramp from SRRA, the fatal plus injury collision rate was 0.52 compared to a statewide average of 0.09, and the total collision rate was 1.05 compared to a statewide average of 0.68. At the I-10 WB off-ramp to Live Oak Canyon Road, the fatal plus injury collision rate was 0.39 compared to the statewide average of 0.38, and the total collision rate was 1.18 compared to a statewide

average of 1.04, indicating rates only slightly above the statewide averages for similar facilities.

Pedestrian and Bicycle Facilities

Currently, there are no existing sidewalks, bikeways, or shoulders on Wildwood Canyon Road or Calimesa Boulevard within the Project Design Footprint. Although there are curb ramps at the intersection of Wildwood Canyon Road and Calimesa Boulevard, the intersection lacks crosswalks or sidewalks beyond the existing curb ramps. Class II bicycle lanes on Wildwood Canyon Road and Calimesa Boulevard are planned in the *Yucaipa General Plan* (City of Yucaipa 2016). The absence of these facilities is considered a substantial impediment to pedestrians and bicyclists that currently traverse the Project Design Footprint. Further, the steep grade of Wildwood Canyon Road also makes bicycle travel difficult in the uphill direction.

According to the *San Bernardino County Non-Motorized Transportation Plan* (SBCTA 2018) and as shown in Figure 2.2.9-1, existing Class II bikeways are present along portions of Yucaipa Boulevard and Oak Glen Road, west and north of the Project Design Footprint, respectively. Several existing and planned Class I, II, and Class III bikeways are located throughout the Traffic Study Area.

Transit Services

No stations or rail lines for passenger rail are located within the Traffic Study Area. Transit service in Yucaipa is provided by Omnitrans, the regional transportation agency serving San Bernardino Valley (City of Yucaipa 2016). Omnitrans Route 319 runs along 5th Street, north of County Line Road, and provides weekday service every 60 minutes. OmniGo is a local fixed-route service that connects to schools, health services, and other points of interest in Yucaipa. Other long-distance commuter transit services traverse the portion of I-10 in the Traffic Study Area, including the Beaumont Transit Commuter Link 120 from Beaumont to San Bernardino Transit Center.

The *Yucaipa General Plan* (City of Yucaipa 2016) identifies Yucaipa Boulevard as a suitable location for a freeway express route due to its proximity to the park-and-ride facility located north of the I-10/Yucaipa Boulevard interchange. Several transit routes are planned within the Traffic Study Area. As described in the *Yucaipa General Plan* (City of Yucaipa 2024) and shown in Figure 2.2.9-1, an OmniGo Route is proposed northwest of the Project Design Footprint, within the Traffic Study Area. A Freeway Express Route is also proposed along Yucaipa Boulevard, northwest of the Project Design Footprint. Freeway express bus service focuses on serving commuter trips that typically cover longer distances and operate during peak periods. These routes provide an alternative to single-occupancy vehicle trips and typically use high-occupancy vehicle lanes along freeways.

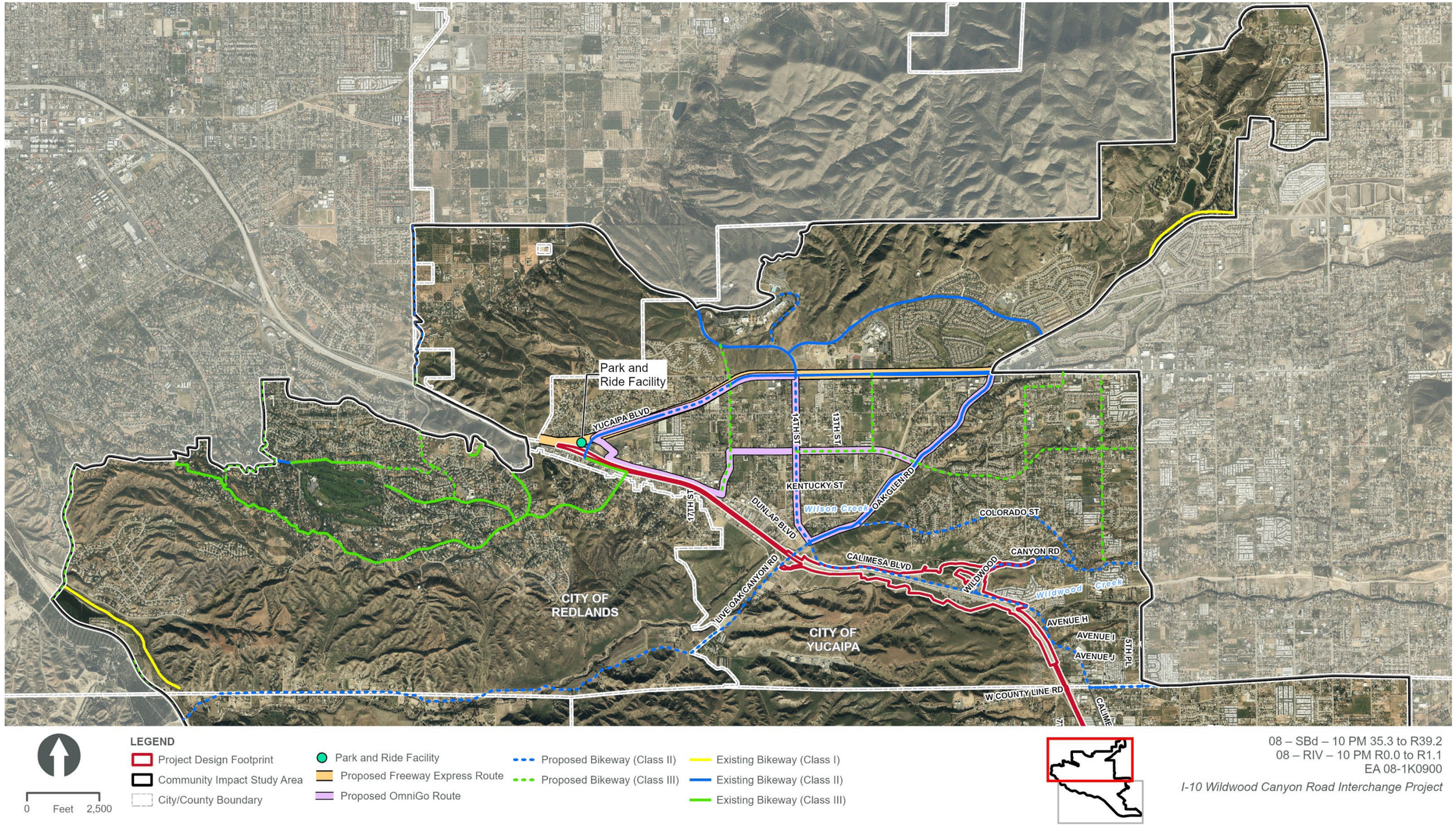

Figure 2.2.9-1. Existing Transportation (Sheet 1 of 2)

Figure 2.2.9-1. Existing Transportation (Sheet 2 of 2)

2.2.9.3 Environmental Consequences

Construction Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, no construction activities would occur, and traffic, transportation, and pedestrian and bicycle facilities would not be impacted.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives have similar geometry. All Build Alternatives would involve construction activities such as land clearing, grading, excavation, and paving within the Project Design Footprint that would last approximately four years and occur over three phases. During construction, temporary impacts on traffic and circulation as a result of construction-related detours and lane closures would occur under all Build Alternatives for staging, equipment moving, grading, and restriping. Temporary detours and closures are anticipated to be limited to nonpeak travel hours. Along I-10, overnight lane closures of the freeway and ramps may be required for temporary striping for lane width reduction through construction zones.

Local roads would be open to traffic at all times. Temporary lane shifts would be employed to establish the connections to the new road segments and for pavement cold plane and overlay. School bus, emergency response vehicle, pedestrian, and bicyclist access along the roads and to/from private properties would be maintained at all times.

As previously noted, no stations or rail lines for passenger rail are located within the Project Design Footprint (City of Yucaipa 2016). None of the Build Alternatives, which all include proposed Advanced Signage Areas on I-10, are anticipated to impact long-distance commuter transit services, or the planned OmniGo services should these services be operational at the time of construction. The Wildwood SRRA would remain fully operational and accessible to the public during construction.

As identified in Measure **TR-1**, a comprehensive Transportation Management Plan (TMP) would be prepared to minimize construction-related traffic and circulation impacts. The TMP would be prepared in compliance with Caltrans TMP Guidelines (Caltrans 2015).

The interests of California Highway Patrol, local law enforcement, and city, county, and regional governments would be considered in the development of the TMP. Americans with Disabilities Act (ADA)-compliant connectivity for pedestrians and bicyclists would be maintained during construction. With the implementation of Measure **TR-1**, no substantial temporary adverse impacts on traffic and circulation are anticipated to occur under any of the Build Alternatives.

Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. Local roads would remain consistent with the transportation plan proposed in the *Yucaipa General Plan* (City of Yucaipa 2016). As development continues to occur and traffic demand increases, traffic operational characteristics of the existing roadway network and adjacent interchanges would further deteriorate, which may result in an increase in congestion, vehicle delay and vehicle-operating costs due to slower operating speeds on the freeway and local roads. The No-Build Alternative would not address or alleviate the forecast operational issues on this highway segment of I-10 in Yucaipa and, therefore, would not satisfy the Purpose and Need of the project.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. Associated improvements include new connecting roadways and/or realignment of existing local roadways, overcrossing bridge structures, signage, and the protection or relocation of existing utilities.

All Build Alternatives would meet the Purpose and Need of the project by improving freeway access and connectivity consistent with the City's FCSP (City of Yucaipa 2024), connection to adjacent multimodal access routes, pedestrian and bicycle connectivity, weave zone operations, and emergency response times and access and increasing evacuation capacity to reduce existing delays and enhance safety.

Table 2.2.9-9 through Table 2.2.9-12 summarize and compare the morning and afternoon peak period traffic performance metrics, including LOS, volumes, and delay, between the No-Build and Build Alternatives under the Opening Year (2030) and Horizon Year (2050) conditions. All Build Alternatives would perform similarly based on LOS, volume densities, and delay reduction.

Table 2.2.9-9. Opening Year (2030) LOS, Volumes, and Delay – AM Peak Period

Performance Measures		No-Build Alternative	Alternatives 2 and 3 (Diamond)	Alternative 4 (Diverging Diamond)
Number of Study Freeway Locations	Peak Hour LOS D or Better	15	17	17
	Peak Hour LOS E or F	6	4	4
Number of Study Intersections	Peak Hour LOS D or Better	5	10	10
	Peak Hour LOS E or F	3	1	1
Peak Hour Travel Time saving (minute)	I-10 EB	—	-0.04 (-1%)	-0.05 (-1%)
	I-10 WB	—	-0.39 (-8%)	-0.40 (-9%)
Volume Served Change (vph)		—	759 (5.4%)	818 (5.8%)
Peak Period VHD Change (hours)		—	-238 (-31%)	-281 (-37%)
Peak Period Average Vehicle Delay Change (seconds)		—	-58.0 (-33%)	-67.5 (-38%)

Source: (Caltrans 2025a)
Notes: I-10=Interstate 10; NB=NB; LOS=level of service; EB=eastbound; WB=westbound; VHD=vehicle-hours-delay; vph=vehicles per hour

Table 2.2.9-10. Opening Year (2030) LOS, Volumes, and Delay – PM Peak Period

Performance Measures		No-Build Alternative	Alternatives 2 and 3 (Diamond)	Alternative 4 (Diverging Diamond)
Number of Study Freeway Locations	Peak Hour LOS D or Better	15	16	18
	Peak Hour LOS E or F	6	2	3
Number of Study Intersections	Peak Hour LOS D or Better	4	11	11
	Peak Hour LOS E or F	4	0	0
Peak Hour Travel Time saving (minute)	I-10 EB	—	-0.53 (-12%)	-0.50 (-12%)
	I-10 WB	—	-0.21 (-6%)	-0.21 (-6%)
Volume Served Change (vph)		-	—	646 (4.2%)
Peak VHD (hours)		-	—	-298 (-53%)
Peak Period Average Vehicle Delay (seconds)		-	—	-62.4 (-53%)

Source: (Caltrans 2025a)
Notes: EB=eastbound; I-10=Interstate 10; LOS=level of service, NB=northbound; WB=westbound; VHD=vehicle-hours-delay; vph=vehicles per hour

Table 2.2.9-11. Horizon Year (2050) LOS, Volumes, and Delay – AM Peak Period

Performance Measures		No-Build Alternative	Alternatives 2 and 3 (Diamond)	Alternative 4 (Diverging Diamond)
Number of Study Freeway Locations	Peak Hour LOS D or Better	14	17	17
	Peak Hour LOS E or F	7	4	4
Number of Study Intersections	Peak Hour LOS D or Better	3	11	11
	Peak Hour LOS E or F	5	0	0
Peak Hour Travel Time saving (minute)	I-10 EB	—	0.06 (-1%)	0.06 (-1%)
	I-10 WB	—	-1.39 (-24%)	-1.39 (-24%)
Volume Served Change (vph)		—	1,816 (11.4%)	1,818 (11.5%)
Peak Period VHD Change (hours)		—	-629 (-56%)	-639 (-56%)
Peak Period Average Vehicle Delay Change (seconds)		—	-125.5 (-57%)	-127.3 (-58%)

Source: (Caltrans 2025a)
Notes: EB=eastbound; LOS=level of service; NB=northbound; VHD=vehicle-hours-delay; vph=vehicles per hour; WB=westbound

Table 2.2.9-12. Horizon Year (2050) LOS, Volumes, and Delay – PM Peak Period

Performance Measures		No-Build Alternative	Alternatives 2 and 3 (Diamond)	Alternative 4 (Diverging Diamond)
Number of Study Freeway Locations	Peak Hour LOS D or Better	12	15	15
	Peak Hour LOS E or F	9	6	6
Number of Study Intersections	Peak Hour LOS D or Better	2	11	11
	Peak Hour LOS E or F	6	0	0
Peak Hour Travel Time saving (minute)	I-10 EB	—	-2.32 (-34%)	-2.25 (-33%)
	I-10 WB	—	0.37 (10%)	0.37 (10%)
Volume Served Change (vph)		—	4,173 (25.8%)	4,237 (26.2%)
Peak Period VHD Change (hours)		—	-633 (-51%)	-661 (-53%)
Peak Period Average Vehicle Delay Change (seconds)		—	-141.6 (-59%)	-146.2 (-61%)

Source: (Caltrans 2025a)
Notes: EB=eastbound; LOS=level of service; NB=northbound; VHD=vehicle-hours-delay; vph=vehicles per hour; WB=westbound

During the morning peak period, all Build Alternatives would decrease travel time for the WB direction by approximately 8 percent in the Opening Year (Table 2.2.9-9). All Build Alternatives would also improve operations at study intersections. The largest travel benefit to the corridor under all Build Alternatives would be the VHD, which would be reduced by 31 to 37 percent during the morning peak hour. By the Horizon Year (2050), all Build Alternatives would substantially decrease travel time by approximately 24 percent for the WB direction (Table 2.2.9-11). All Build Alternatives would also improve operations at study intersections. The largest travel benefit to the corridor under all Build Alternatives is the VHD, which would be reduced by 56 percent during the morning peak hour by the Horizon Year.

During the afternoon peak period, all Build Alternatives would decrease travel time for the EB direction by approximately 12 percent in the Opening Year (Table 2.2.9-10). All Build Alternatives also improve the operations at freeway segments and study intersections. The largest travel benefit to the corridor under all Build Alternatives is the VHD, which is reduced by 53 percent during the afternoon peak hour. By the Horizon Year, all Build Alternatives would substantially decrease travel time for the EB direction by approximately 33 to 34 percent (Table 2.2.9-12). All Build Alternatives would also improve the operations at study intersections. The largest travel benefit to the corridor under all Build Alternatives would be to VHD, which would be reduced by 51 to 53 percent during the afternoon peak hour.

Freeway Operations

Table 2.2.9-13 through Table 2.2.9-16 show the morning and afternoon peak hour density (vehicles per lane per mile) and LOS for freeway mainline segments and ramp junctions on I-10 for the Opening Year (2030) and Horizon Year (2050) conditions under the No-Build and Build Alternatives.

Table 2.2.9-13. Freeway Operations – Opening Year (2030) EB I-10 Operations

I-10 Segment	Facility Type	No-Build Alternative		Alternatives 2 and 3 (Diamond)		Alternative 4 (Diverging Diamond)	
		AM	PM	AM	PM	AM	PM
Down Grade Start to Live Oak Canyon Road	Basic	B/17	**F/63**	B/17	D/31	B/17	D/34
Live Oak Canyon Road off-ramp	Diverge	B/18	**F/109**	B/14	**F/61**	B/14	**F/76**
Live Oak Canyon Road off-ramp to on-ramp	Basic	B/14	C/22	B/14	C/24	B/14	C/24
Live Oak Canyon Road on-ramp	Merge	B/13	C/20	—	—	—	—
Live Oak Canyon Road on-ramp to SRRA off-ramp	Basic	B/16	C/23	—	—	—	—
Live Oak Canyon Road on-ramp to Wildwood Canyon Road off-ramp	Weave	—	—	B/14	B/21	B/14	B/20
SRRA off-ramp	Diverge	B/13	C/22	B/11	B/15	B/11	B/14
SRRA off-ramp to on-ramp	Basic	B/16	C/24	B/16	C/22	B/16	C/22
SRRA on-ramp	Merge	D/31	**F/55**	—	—	—	—
Wildwood Canyon Road/SRRA on-ramp	Merge	—	—	B/14	C/24	B/15	C/24
SRRA on-ramp to County Line Road off-ramp	Basic	C/22	**F/56**	—	—	—	—
County Line Road off-ramp	Diverge	D/32	**F/87**	B/14	**E/35**	B/19	**E/36**
County Line Rd off-ramp to Up Grade End	Basic	C/21	D/30	C/22	D/31	C/22	D/32
Up Grade End to County Line Road on-ramp	Basic	C/21	D/30	C/22	D/29	C/22	D/30
County Line Road on-ramp	Merge	B/19	**E/37**	B/19	D/34	B/19	**E/36**

Source: (Caltrans 2025a)
Notes:
The level of service (LOS) and density (in vehicles per lane per mile) are reported. Bold and underline font indicate LOS E or F conditions.
I-10=Interstate 10; SRRA=Safety Roadside Rest Area

Table 2.2.9-14. Freeway Operations – Opening Year (2030) WB I-10 Operations

I-10 Segment	Facility Type	No-Build Alternative		Alternatives 2 and 3 (Diamond)		Alternative 4 (Diverging Diamond)	
		AM	PM	AM	PM	AM	PM
County Line Road off-ramp	Diverge	**F/84**	D/34	**F/83**	C/26	**F/82**	C/26
County Line Road off-ramp to Down Grade Start	Basic	**F/83**	C/24	**F/80**	C/25	**F/81**	C/25
Down Grade Start to County Line Road on-ramp	Basic	**F/80**	C/24	**F/78**	C/24	**F/79**	C/24
County Line Road on-ramp	Merge	**F/72**	C/27	**F/70**	C/25	**F/70**	C/26
County Line Road on-ramp to Oak Glen Road off-ramp	Basic	**E/41**	D/30	—	—	—	—
County Line Road on-ramp to Wildwood Canyon Road off-ramp	Basic	—	—	D/35	D/27	D/35	D/27
Wildwood Canyon Road off-ramp	Diverge	—	—	C/30	C/24	C/30	C/24
Wildwood Canyon Road off-ramp to on-ramp	Basic	—	—	D/31	C/26	D/31	C/26
Wildwood Canyon Road on-ramp to Oak Glen Road off-ramp	Weave	—	—	D/29	C/22	D/28	C/22
Oak Glen Road off-ramp	Diverge	**F/49**	D/29	—	—	—	—
Oak Glen Road off-ramp to on-ramp	Basic	D/35	D/27	D/32	C/25	D/32	C/25
Oak Glen Road on-ramp	Basic [a]	D/30	C/20	D/29	C/20	D/29	C/20

Source: (Caltrans 2025a)
Notes:
The LOS and density (in vehicles per lane per mile) are reported. Bold and underline font indicate LOS E or F conditions.
a. A lane add occurs at the on-ramp, so the segment is analyzed as a Basic segment.
I-10=Interstate 10; LOS=level of service

Table 2.2.9-15. Freeway Operations – Horizon Year (2050) EB I-10 Conditions

I-10 Segment	Facility Type	No-Build Alternative		Alternatives 2 and 3 (Diamond)		Alternative 4 (Diverging Diamond)	
		AM	PM	AM	PM	AM	PM
Down Grade Start to Live Oak Canyon Road	Basic	D/27	**F/71**	C/22	**F/60**	C/22	**F/55**
Live Oak Canyon Road off-ramp	Diverge	**F/46**	**F/110**	B/18	**F/80**	B/18	**F/78**
Live Oak Canyon Road off-ramp to on-ramp	Basic	C/18	C/24	C/19	D/29	C/19	D/30
Live Oak Canyon Road on-ramp	Merge	B/16	C/25	—	—	—	—
Live Oak Canyon Road on-ramp to SRRA off-ramp	Basic	C/20	**E/38**	—	—	—	—
Live Oak Canyon Road on-ramp to Wildwood Canyon Road off-ramp	Weave	—	—	B/17	C/25	B/17	C/25
SRRA off-ramp	Diverge	B/17	**F/49**	B/13	C/15	B/13	B/15
SRRA off-ramp to on-ramp	Basic	C/21	**F/58**	C/19	C/24	C/19	C/23
SRRA on-ramp	Merge	B/19	**F/99**	—	—	—	—
Wildwood Canyon Road/SRRA on-ramp	Merge	—	—	B/18	D/31	B/18	D/30
SRRA on-ramp to County Line Road off-ramp	Basic	C/22	**F/74**	—	—	—	—
County Line Road off-ramp	Diverge	C/22	**F/108**	B/19	D/33	B/19	D/32
County Line Rd off-ramp to Up Grade End	Basic	C/20	D/26	C/21	D/29	C/21	D/29
Up Grade End to County Line Road on-ramp	Basic	C/19	C/22	C/21	D/27	C/20	D/27
County Line Road on-ramp	Merge	B/14	C/23	B/15	C/25	B/15	C/25

Source: (Caltrans 2025a)
Notes:
For signal, all way stop, and roundabout control, the overall intersection level of service (LOS) and average delay (in seconds per vehicle) are reported. For side street stop control, the worst movement LOS and delay are reported with the worst movement listed in parentheses. Bold and underline font indicate LOS D (for non-roundabout intersections only), E or F conditions.
I-10=Interstate 10; LOS=level of service; SRRA=Safety Roadside Rest Area

Table 2.2.9-16. Freeway Operations – Horizon Year (2050) WB I-10 Conditions

I-10 Segment	Facility Type	No-Build Alternative		Alternatives 2 and 3 (Diamond)[b]		Alternative 4 (Diverging Diamond)[b]	
		AM	PM	AM	PM	AM	PM
County Line Road off-ramp	Diverge	**F/102**	**F/88**	**F/81**	**E/37**	**F/81**	**E/38**
County Line Road off-ramp to Down Grade Start	Basic	**F/102**	C/26	**F/78**	**F/51**	**F/78**	**F/55**
Down Grade Start to County Line Road on-ramp	Basic	**F/101**	C/25	**F/77**	**F/67**	**F/76**	**F/70**
County Line Road on-ramp	Merge	**F/104**	C/28	**F/67**	**F/63**	**F/67**	**F/64**
County Line Road on-ramp to Oak Glen Road off-ramp	Basic	**F/88**	C/28	—	—	—	—
County Line Road on-ramp to Wildwood Canyon Road off-ramp	Basic	—	—	D/34	D/35	D/34	D/35
Wildwood Canyon Road off-ramp	Diverge	—	—	C/25	C/26	C/25	C/26
Wildwood Canyon Road off-ramp to on-ramp	Basic	—	—	D/28	D/30	D/28	D/29
Wildwood Canyon Road on-ramp to Oak Glen Road off-ramp	Weave	—	—	D/29	D/28	D/29	D/28
Oak Glen Road off-ramp	Diverge	**F/90**	D/30	—	—	—	—
Oak Glen Road off-ramp to on-ramp	Basic	D/29	C/25	D/32	D/31	D/32	D/31
Oak Glen Road on-ramp	Basic[a]	D/29	C/22	D/30	C/25	D/30	C/25

Source: (Caltrans 2025a)
Notes:
The LOS and density (in vehicles per lane per mile) are reported. Bold and underline font indicate LOS E or F conditions.
a. A lane add occurs at the on-ramp, so the segment is analyzed as a Basic segment.
b. The unacceptable LOS on the segments between County Line Road and Wildwood Canyon Road were a function of assumed improvements at the County Line Road interchange.
I-10=Interstate 10; LOS=level of service

In the Opening Year, all Build Alternatives would operate slightly better than the No-Build on the EB I-10 corridor during the morning peak hour (Table 2.2.9-13). As with the No-Build Alternative, all study locations would operate at LOS D or better under all Build Alternatives. During the afternoon peak hour, the failed segments on EB I-10 under the No-Build would be improved to LOS D or E or remain LOS F, but with reduced volume densities under all Build Alternatives. Along the WB I-10 corridor, the segment from County Line Road off-ramp to County Line Road on-ramp would remain LOS F, but with slightly reduced volume densities (Table 2.2.9-14). During the afternoon peak hour, all of the study locations would operate acceptably at LOS C or D under the No-Build and Build Alternatives, with all Build Alternatives operating slightly better than the No-Build Alternative.

By the Horizon Year, all study locations would operate at LOS C or better during the morning peak hour along EB I-10 corridor (Table 2.2.9-15). The failed segments under the No-Build Alternative (i.e., segments upstream of the Live Oak Canyon Road off-ramp and segments between Live Oak Canyon Road on-ramp to SRRA off-ramp and County Line Road off-ramp) would improve to LOS D or E or remain LOS F, but with reduced volume densities. Along the WB I-10 corridor, all study locations would operate at unacceptable LOS F during the morning peak hour except the segment from Oak Glen Road off-ramp to on-ramp, which would operate at LOS D (Table 2.2.9-16). The segment operating at unacceptable LOS E or F would extend from County Line Road off-ramp to County Line Road on-ramp due to a bottleneck at the County Line Road on-ramp.

Intersection Operations

Table 2.2.9-17 and Table 2.2.9-18 show the morning and afternoon peak hour delay and LOS for the study intersections on I-10 for the Opening Year (2030) and Horizon Year (2050) conditions, respectively, under the No-Build and Build Alternatives. Under all Build Alternatives, most intersections would operate at LOS C or better in the morning peak hour by the Horizon Year. The intersection at Oak Glen Road/I-10 WB Ramps would operate at LOS D under the Diamond Build Alternative, but with lower delay compared to the No-Build Alternative. Under all Build Alternatives, the intersection at Oak Glen Road/Calimesa Boulevard/14th Street would operate at LOS D but with lower delay compared to the No-Build Alternative.

Under all Build Alternatives, most intersections operate at LOS C or better in the afternoon peak hour. The intersection at Live Oak Canyon Road/I-10 EB Ramps would improve from LOS E to LOS D. The intersection at Oak Glen Road/Calimesa Boulevard/ 14th Street would remain at LOS F.

Table 2.2.9-17. Intersection Operations – Opening Year (2030) Conditions

Intersection	Control	No-Build Alternative		Alternatives 2 and 3 (Diamond)		Alternative 4 (Diverging Diamond)	
		AM	PM	AM	PM	AM	PM
1. Live Oak Canyon Road/Outer 10 Highway	Signal	A/4	A/7	A/4	A/6	A/4	A/6
2. Live Oak Canyon Road/I-10 EB Ramps	Signal	**D/52**	**E/55**	C/34	**D/41**	B/18	**D/41**
3. Oak Glen Road/I-10 WB Ramps	Signal	**D/51**	**D/42**	**D/39**	B/19	B/19	C/22
4. Oak Glen Road/Calimesa Boulevard/14th Street	Signal	**F/127**	**D/50**	**F/86**	**D/52**	**F/82**	**D/52**
5. Wildwood Canyon Road/I-10 EB Ramps	Signal	—	—	A/9	B/15	A/5	A/8
6. Wildwood Canyon Road/I-10 WB Ramps	Signal	—	—	A/6	A/6	A/6	A/10
7. Wildwood Canyon Road/Calimesa Boulevard	All-Way Stop	**F/198**	**F/75**	—	—	—	—
7. Avenue F/Calimesa Boulevard	Signal	—	—	C/23	B/16	C/22	B/16
8. Avenue F/Wildwood Canyon Road	Signal	—	—	B/16	B/17	B/15	B/17
9. County Line Road/I-10 EB Ramps/7th Place	Roundabout	**F/112**	**F/180**	B/11	A/9	B/10	A/9
10. County Line Road/I-10 WB Ramps	Roundabout	A/7	**E/40**	A/5	A/7	A/5	A/7
11. County Line Road/Calimesa Boulevard	Signal	B/15	B/15	B/13	B/15	B/13	B/15

Source: (Caltrans 2025a)
Notes:
For signal, all-way stop, and roundabout control, the overall intersection LOS and average delay (in seconds per vehicle) are reported. For side street stop control, the worst movement LOS and delay are reported with the worst movement listed in parentheses. Bold and underline font indicate LOS D (for non-roundabout intersections only), E or F conditions.
I-10=Interstate 10; LOS=level of service; NB=northbound; SB=southbound; EB=eastbound; WB=westbound

Table 2.2.9-18. Intersection Operations – Horizon Year (2050) Conditions

Intersection	Control	No-Build Alternative		Alternatives 2 and 3 (Diamond)		Alternative 4 (Diverging Diamond)	
		AM	PM	AM	PM	AM	PM
1. Live Oak Canyon Road/Outer 10 Highway	Signal	A/5	**F/224**	A/4	B/11	A/4	B/12
2. Live Oak Canyon Road/I-10 EB Ramps	Signal	**D/54**	**F/87**	B/20	**D/54**	B/19	**D/55**
3. Oak Glen Road/I-10 WB Ramps	Signal	**E/78**	**E/62**	B/17	C/24	B/17	C/23
4. Oak Glen Road/Calimesa Boulevard/14th Street	Signal	**F/171**	**F/119**	**D/38**	**D/47**	**D/47**	**D/47**
5. Wildwood Canyon Road/I-10 EB Ramps	Signal	—	—	C/22	C/34	A/7	B/12
6. Wildwood Canyon Road/I-10 WB Ramps	Signal	—	—	B/16	B/19	A/7	C/20
7. Wildwood Canyon Road/Calimesa Boulevard	Signal	**F/140**	B/13	—	—	—	—
7. Avenue F/Calimesa Boulevard	Signal	—	—	B/16	**D/36**	B/17	C/32
8. Avenue F/Wildwood Canyon Road	Signal	—	—	B/20	C/33	B/18	C/32
9. County Line Road/I-10 EB Ramps/7th Place	Roundabout	**F/65**	**F/162**	A/7	D/29	A/8	D/33
10. County Line Road/I-10 WB Ramps	Roundabout	C/24	**F/59**	A/7	B/15	A/6	C/20
11. County Line Road/Calimesa Boulevard	Signal	**E/64**	**D/38**	B/24	C/25	C/25	B/26

Source: (Caltrans 2025a)
Notes:
For signal, all-way stop, and roundabout control, the overall intersection LOS and average delay (in seconds per vehicle) are reported. Bold and underline font indicate LOS D (for non-roundabout intersections only), E or F conditions.
I-10=Interstate 10; LOS=level of service; NB=northbound; SB=southbound; EB=eastbound; WB=westbound

Queuing Analysis

Table 2.2.9-19 and Table 2.2.9-20 summarize the average maximum queue results at the ramp terminal and nearby intersections for the Opening Year (2030) and Horizon Year (2050), respectively, under the No-Build and Build conditions. By the Horizon Year, all Build Alternatives would reduce the off-ramp queues at the two roundabouts at County Line Road ramp termini so that the queue would be contained on the ramp. Additionally, queues would be substantially reduced on Oak Glen Road, Calimesa Boulevard, and Wildwood Canyon Road. There would be substantial improvements at

the roundabouts at County Line Road interchange, traffic volume would increase on WB I-10 via County Line Road on-ramp, which would affect the LOS on WB I-10 from County Line Road to Wildwood Canyon Road.

Table 2.2.9-19. Intersection Queue Length – Opening Year (2030) Conditions

Intersection	Movement	Storage Length	No-Build Alternative		Alternatives 2 and 3 (Diamond)		Alternative 4 (Diverging Diamond)	
			AM	PM	AM	PM	AM	PM
1. Live Oak Canyon Road/Outer 10 Highway	NB Left	150	37	38	39	37	39	37
	EB Left	125	79	**140**	63	109	76	116
2. Live Oak Canyon Road/I-10 EB Ramps	SB Left	275	**383**	**570**	**343**	**335**	**284**	**323**
	EB Left	1,100	789	**4,901**	436	**2,695**	271	**3,294**
3. Oak Glen Road/I-10 WB Ramps	NB Left	100	**399**	**581**	**180**	**371**	87	**374**
	WB Right	900	**1,266**	213	630	171	311	172
4. Oak Glen Road/Calimesa Boulevard/14th Street	NB Left	200	**640**	**589**	**636**	**582**	**600**	**606**
	SB Through	875	**4,598**	604	**984**	279	**895**	271
	WB Left	250	**1,337**	186	**4,578**	118	**4,752**	122
5. Wildwood Canyon Road/I-10 EB Ramps	NB Right	200	—	—	38	46	4	0
	SB Left	530	—	—	82	152	0	51
	SB Through	530/580	—	—	77	95	76	76
	EB Left	1,710	—	—	66	151	54	137
	EB Right	375	—	—	45	51	53	58
6. Wildwood Canyon Road/I-10 WB Ramps	NB Left	175	—	—	60	84	0	3
	NB Through	530/540	—	—	60	128	85	167
	SB Right	250	—	—	182	155	74	61
	WB Left	1,300	—	—	69	97	65	97
	WB Right	1,300	—	—	76	52	84	65
7. Wildwood Canyon Road/Calimesa Boulevard	SB Right	425	**3,931**	146	—	—	—	—
	EB Left	90	**342**	**4,195**	—	—	—	—
	WB Through	—	2,361	131	—	—	—	—
7. Avenue F/Calimesa Boulevard	SB Left	275	—	—	139	248	131	247
	SB Right	750	—	—	224	67	192	78
	EB Left	-	—	—	174	226	166	253
8. Avenue F/Wildwood Canyon Road	NB Left	750	—	—	134	154	130	157
	EB Right	250	—	—	130	157	135	171
	WB Left	225	—	—	**415**	217	**444**	219

9. County Line Road/I-10 EB Ramps/7th Place	SB	1,040	**1,174**	**3,664**	172	282	187	297
	EB	—	161	543	31	86	46	102
	NB	—	242	536	122	87	116	88
10. County Line Road/I-10 WB Ramps	NB	1,010	120	**1,375**	62	264	65	297
	WB	435	316	255	264	123	256	112
11. County Line Road/Calimesa Boulevard	NB Left	175	**186**	25	162	108	156	121
	SB Right	925	97	27	51	76	51	71
	WB Left	115	34	70	35	80	34	70

Source: (Caltrans 2025a)
Notes:
The storage and average maximum queue length (in feet) is reported for key movements. Bold and underline font indicate a queue that exceeds the storage.
I-10=Interstate 10; NB=northbound; SB=southbound; EB=eastbound; WB=westbound

Table 2.2.9-20. Intersection Queue Length – Horizon Year (2050) Conditions

Intersection	Movement	Storage Length	No-Build Alternative		Alternatives 2 and 3 (Diamond)		Alternative 4 (Diverging Diamond)	
			AM	PM	AM	PM	AM	PM
1. Live Oak Canyon Road/Outer 10 Highway	NB Left	150	32	49	42	35	35	39
	EB Left	125	101	75	81	123	27	**126**
2. Live Oak Canyon Road/I-10 EB Ramps	SB Left	275	**430**	**621**	**317**	**324**	**325**	**318**
	EB Left	1,100	**2,651**	**5,073**	275	**5,006**	291	**5,045**
3. Oak Glen Road/I-10 WB Ramps	NB Left	100	**624**	**649**	**137**	**483**	**137**	**595**
	WB Right	850	**5,063**	276	223	293	189	326
4. Oak Glen Road/Calimesa Boulevard/14th Street	NB Left	200	**653**	**616**	**391**	**640**	**352**	**637**
	SB Through	1,000	**2,872**	**1,096**	754	434	711	421
	WB Left	250	**5,042**	**331**	**507**	136	**441**	128
5. Wildwood Canyon Road/I-10 EB Ramps	NB Right	200	—	—	63	**239**	6	69
	SB Left	530	—	—	194	**616**	0	239
	SB Through	530/580	—	—	200	498	112	145
	EB Left	1,700	—	—	184	623	113	379
	EB Right	375	—	—	89	92	101	84
6. Wildwood Canyon Road/I-10 WB Ramps	NB Left	175	—	—	92	**366**	0	**412**
	NB Through	530/540	—	—	51	181	154	**625**
	SB Right	250	—	—	**737**	**284**	202	**277**
	WB Left	1,300	—	—	208	292	92	201
	WB Right	1,300	—	—	138	105	130	90

7. Wildwood Canyon Road/Calimesa Boulevard	SB Right	—	**1,793**	72	—	—	—	—
	EB Left	—	146	229	—	—	—	—
	WB Through	—	678	116	—	—	—	—
7. Avenue F/Calimesa Boulevard	SB Left	275	—	—	201	**488**	210	**505**
	SB Right	765	—	—	198	72	206	71
	EB Left	—	—	—	207	1,466	204	1,184
8. Avenue F/Wildwood Canyon Road	NB Left	765	—	—	270	**788**	263	**831**
	EB Right	250	—	—	**434**	248	**380**	**323**
	WB Left	225	—	—	**516**	**368**	**526**	**347**
9. County Line Road/I-10 EB Ramps/7th Place	SB	1,040	**1,329**	**4,729**	244	418	244	529
	EB	—	267	544	37	259	30	294
	NB	—	218	536	87	437	80	480
10. County Line Road/I-10 WB Ramps	NB	1,070	385	**5,073**	106	522	68	623
	WB	430	**561**	327	379	167	362	186
11. County Line Road/Calimesa Boulevard	NB Left	160	**596**	**224**	**230**	164	**242**	168
	SB Right	900	185	452	100	204	97	205
	WB Left	140	76	130	68	103	70	107

Source: (Caltrans 2025a)
Notes:
The storage and average maximum queue length (in feet) is reported for key movements. Bold and underline font indicate a queue that exceeds the storage.
I-10=Interstate 10; NB=northbound; SB=southbound; EB=eastbound; WB=westbound

The movements where the queues would exceed the storage lengths under all Build Alternative by the Horizon Year are listed below. However, all Build Alternatives would result in shorter queues compared to the No-Build Alternative.

- SB left at Live Oak Canyon Road/I-10 EB Ramps.
- EB left at Live Oak Canyon Road/I-10 EB Ramps (PM Only).
- NB left at Oak Glen Road/I-10 WB Ramps.
- NB left at Oak Glen Road/Calimesa Boulevard/14th Street.
- WB left at Oak Glen Road/Calimesa Boulevard/14th Street (AM Only).
- NB right and SB left at Wildwood Canyon Road/I-10 EB Ramps (Diamond Build Alternative PM Only).
- NB left at Wildwood Canyon Road/I-10 WB Ramps (PM Only).
- NB through at Wildwood Canyon Road/I-10 WB Ramps (Diverging Diamond Build Alternative PM Only).

- SB right at Wildwood Canyon Road/I-10 EB Ramps.
- SB left at Avenue F/Calimesa Boulevard (PM Only).
- NB left at Avenue F/Wildwood Canyon Road (PM Only).
- EB right at Avenue F/Wildwood Canyon Road.
- WB left at Avenue F/Wildwood Canyon Road.
- NB left at County Line Road/Calimesa Boulevard (AM Only).

Systemwide Performance

The systemwide performance measures applied for the project analysis include travel time on I-10 corridor, travel speeds, number of vehicles served by the study network, and VHD in the Traffic Study Area. Table 2.2.9-21 and Table 2.2.9-22 show morning and afternoon peak hour travel time, speeds, volume served, average delay, VHD for the I-10 corridor and the Traffic Study Area for the Opening Year (2030) and Horizon Year (2050) conditions, respectively, under the No-Build and Build Alternatives.

In the Opening Year, the travel times for passenger cars and trucks are slightly higher during the afternoon peak hour than during the morning peak hour for the EB I-10 corridor under all Build Alternatives. While for the WB I-10 corridor, it is the opposite; the travel times during the morning peak hour would be slightly higher than the afternoon peak hour. Higher levels of congestion would occur during the morning peak hour in the Traffic Study Area, which is reflected by the increase in average delay per vehicle. Total delay during the morning peak hour also indicates that there would be higher levels of congestion than during the afternoon peak hour. All Build Alternatives have similar performance metrics and show significant reduced delay, greater than 53 percent during the afternoon peak hour, compared to the No-Build Alternative.

Table 2.2.9-21. Network Performance Statistics – Opening Year (2030) Conditions

Performance Measure		No-Build Alternative		Alternatives 2 and 3 (Diamond)		Alternative 4 (Diverging Diamond)	
		AM	PM	AM	PM	AM	PM
Travel Time – EB I-10: Yucaipa Boulevard to County Line Road (minutes)	Cars	3.54	4.28	3.53	3.79	3.53	3.81
	Trucks	4.89	6.63	4.61	5.21	4.60	5.30
	All	3.73	4.36	3.69	3.83	3.68	3.86
Travel Time – WB I-10: County Line Road to Yucaipa Boulevard (minutes)	Cars	4.68	3.79	4.29	3.58	4.29	3.58
	Trucks	5.50	4.47	5.04	4.15	5.03	4.15
	All	4.72	3.85	4.33	3.64	4.32	3.64
Average Speed (mph)		31.3	37.2	37.4	46.6	38.5	46.5
Volume Served (vph)		14,038	15,277	14,797	15,916	14,856	15,923
Total Travel Time [VHT] (hours)		1,664	1,522	1,457	1,234	1,415	1,237
Average Delay Per Vehicle (seconds)		176.2	118.0	118.2	55.3	108.7	55.6
Total Delay [VHD] (hours)		770	565	532	265	489	267

Source: (Caltrans 2025a)
Notes:
The network extends from the Yucaipa Boulevard overcrossing to south of County Line Road.
EB=eastbound; I-10=Interstate 10; mph=miles per hour; VHD=vehicle-hours-delay; VHT=vehicles hour traveled; vph=vehicles per hour; WB=westbound

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Table 2.2.9-22. Network Performance Statistics – Horizon Year (2050) Conditions

Performance Measure		No-Build Alternative		Alternatives 2 and 3 (Diamond)		Alternative 4 (Diverging Diamond)	
		AM	PM	AM	PM	AM	PM
Travel Time – EB I-10: Yucaipa Boulevard to County Line Road (minutes)	Cars	3.58	6.60	3.57	4.50	3.57	4.57
	Trucks	5.04	14.01	4.71	6.31	4.73	6.42
	All	3.80	6.89	3.74	4.57	3.74	4.64
Travel Time – WB I-10: County Line Road to Yucaipa Boulevard (minutes)	Cars	5.64	3.68	4.29	4.04	4.29	4.05
	Trucks	7.07	4.22	5.00	4.67	5.01	4.68
	All	5.72	3.74	4.33	4.11	4.33	4.11
Average Speed (mph)		27.1	25.9	39.3	39.3	39.6	39.5
Volume Served (vph)		15,872	16,200	17,688	20,373	17,690	20,437
Total Travel Time [VHT] (hours)		2,110	2,200	1,591	1,828	1,582	1,807
Average Delay Per Vehicle (seconds)		220.0	239.6	94.5	98.0	92.7	93.4
Total Delay [VHD] (hours)		1,136	1,241	507	608	497	580

Source: (Caltrans 2025a)
Notes:
The network extends from the Yucaipa Boulevard overcrossing to south of County Line Road.
EB=eastbound; I-10=Interstate 10; mph=miles per hour; VHD=vehicle-hours-delay; VHT=vehicles hour traveled; vph=vehicles per hour; WB=westbound

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By the Horizon Year, the travel times during the morning peak hour would be slightly higher than during the afternoon peak hour for the WB I-10 corridor. Higher levels of congestion would occur during the afternoon peak hour in the Traffic Study Area due to more vehicles served, which is reflected by the increase in average delay per vehicle. Total delay during the afternoon peak hour also indicates higher levels of congestion than during the morning peak hour. All Build Alternatives have similar performance metrics and show significant reduced delay, greater than 56 percent during the morning peak hour, compared to the No-Build Alternative.

Construction Phasing

The City is considering delivering all Build Alternatives in phases as illustrated in Figure 1.4.5-1. The Supplemental TOAR (Caltrans 2025a) included freeway and ramps operations analysis for Phase 1 and Phase 2 to verify that each Project phase has the ability to provide a minimum design life of 10-years. The analysis concluded that phased implementation would not result in adverse operational impacts. Freeway, ramp, and intersection operations would remain acceptable under each phase, and the phased improvements would generally improve traffic operations and systemwide performance relative to the No-Build condition.

Pedestrian and Bicycle Facilities

ADA-compliant facilities for non-motorized users, such as pedestrians and bicyclists, would be included on the improved segments of Wildwood Canyon Road and Calimesa Boulevard under all Build Alternatives. Roadway shoulders that can be used as bicycle lanes would be provided, and new sidewalks would be built on both sides of Wildwood Canyon Road, Avenue F, and a segment on the north side of Calimesa Boulevard, east of Avenue F. It is assumed that the remaining portion of sidewalk on the north side of Calimesa Boulevard west of Avenue F could be built by private developers for future projects.

The new sidewalks would be separated from the roadway curb by an approximately 6-foot-wide parkway, except on bridge structures, and would provide continuity to the existing sidewalk located in front of the Hillcrest Mobile Estates on Calimesa Boulevard, and to the existing multipurpose trail on John Wayne Way that currently ends at the Wildwood Canyon Road intersection.

The *Yucaipa General Plan* (City of Yucaipa 2016) also shows an existing multipurpose trail along Calimesa Boulevard, which would be maintained, and a proposed multipurpose trail along the new Wildwood Canyon Road alignment, which would be accommodated with the new sidewalk.

All Build Alternatives would result in operational beneficial impacts to pedestrian and bicycle movement within the Traffic Study Area, as they would provide non-motorized facilities in areas where limited facilities exist. As such, transportation connectivity would be enhanced as a result of these improvements and adverse impacts are not anticipated.

Transit Services

All Build Alternatives would improve traffic flow and relieve congestion within Traffic Study Area over the long term. Existing and future transit services, as described in *Transit Services*, would be able to take advantage of all Build Alternatives' improvements, which would improve connectivity and increase multimodal access for residents within Yucaipa. Thus, all Build Alternatives would provide an operational benefit with regard to public transit.

Public Input Process

The City, in cooperation with Caltrans and SBCTA, held a 40-day public scoping period between March 25 and May 4, 2022. The purpose was to inform the public of the initiation of environmental studies and to allow the public an opportunity to ask questions, express concerns and preferences, and comment on the project.

An outreach notification plan was developed to inform the community and encourage participation in the scoping period, public scoping meeting, and the overall review and feedback process for the project. The notification and engagement methods included direct mail, print and online advertisements, electronic meeting notices, and communication/distribution of information with key organizations and elected officials representing the project's community. A total of 105 public agency contacts were mailed a hard copy of the complete Notice of Preparation and 12 elected officials representing constituents through the Project Design Footprint were mailed the formal scoping notice. In addition, 500 property owners/tenants along the project limits were mailed a scoping meeting notice. Comments received from the public during the scoping period included mentions of traffic, pedestrian access, and through traffic on residential streets.

2.2.9.4 Avoidance, Minimization, and/or Mitigation Measures

The following measure is proposed:

TR-1 During the final design phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following:

- Traffic controls.
- Transportation demand management.
- Public awareness measures (including signing, mailers, brochures, newspaper articles, and internet resources).
- Motorist information strategies.
- Incident management.

- Construction strategies.
- Alternative route strategies.

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2.2.10 Visual/Aesthetics

2.2.10.1 Regulatory Setting

NEPA establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically (emphasis added) and culturally pleasing surroundings (42 USC 4331[b][2]). The FHWA, in its implementation of NEPA (23 USC 109[h]), also directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

CEQA establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of aesthetic, natural, scenic and historic environmental qualities" (PRC Section 21001[b]).

California Streets and Highways Code Section 92.3 directs Caltrans to use drought resistant landscaping and recycled water when feasible and incorporate native wildflowers and native and climate-appropriate vegetation into the planting design when appropriate.

2.2.10.2 Affected Environment

This discussion is based on the Project's Visual Impact Assessment (Caltrans 2024), which was completed in January 2024. The Visual Impact Assessment evaluated the Project's potential visual impacts based on guidance outlined in the *Visual Impact Assessment for Highway Projects* (FHWA 1981).

The following key terms describe the visual resources and general landscape within the project corridor and are used in assessing visual impacts throughout this section:

- *Visual Character* includes attributes of form, line, color, texture, dominance, scale, diversity, and continuity, and is used to describe, not evaluate, visual resources.
- *Visual Quality* is evaluated based on attributes of vividness, intactness, and unity.
    - *Vividness* is the extent to which the landscape is memorable and is associated with distinctive, contrasting, and diverse visual elements.
    - *Intactness* is the integrity of visual features in the landscape and the extent to which the existing landscape is free from non-typical visual intrusions.
    - *Unity* is the extent to which all visual elements combine to form a coherent, harmonious visual pattern.

Visual Impact is evaluated based on combining resource change and viewer response (see Figure 2.2.10-1).

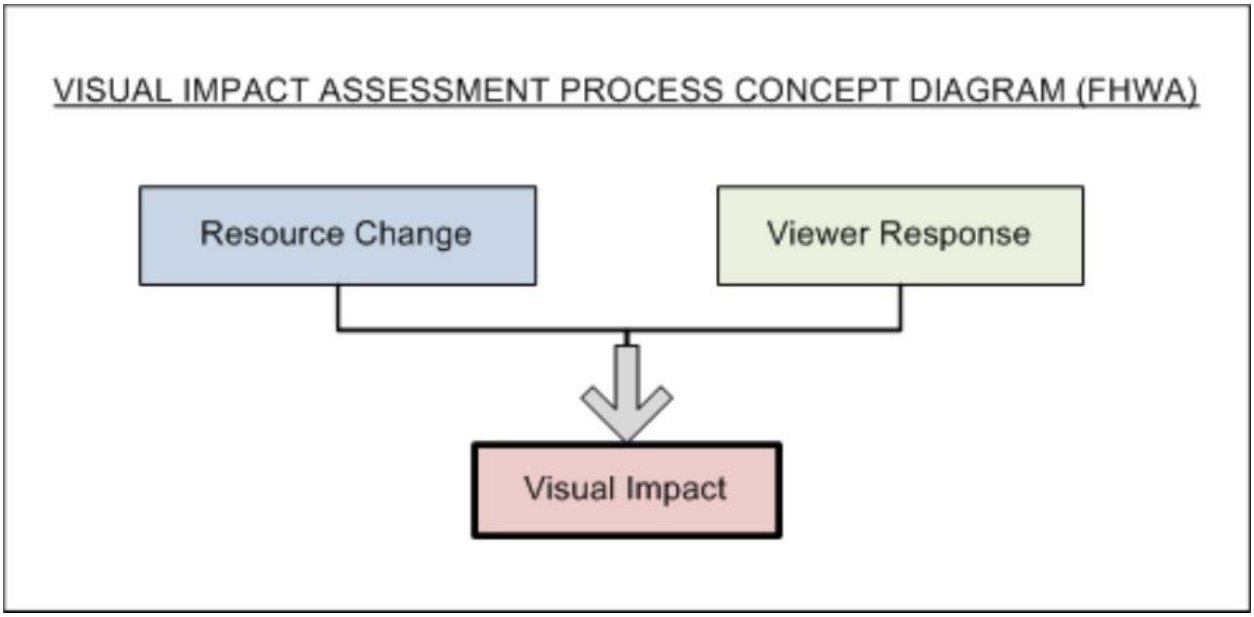

Figure 2.2.10-1. Visual Impact Assessment Process

- *Resource Change* is determined by evaluating the visual character and visual quality of the visual resources within the Project Corridor before and after the construction of the Project.

- *Viewer Response* is a measure or prediction of how the viewer would react to changes in the visual environment. The two dimensions of viewer response are *viewer exposure* (viewer's ability to physically see an object; attributes include location, quantity, and duration) and *viewer sensitivity* (viewer's recognition of an object; attributes include activity, awareness, and local values). There are two major types of viewer groups for highway projects: highway neighbors (i.e., people who have views to the road) and highway users (i.e., people who have views from the road). Each viewer group has its own particular level of viewer exposure and viewer sensitivity, resulting in distinct and predictable visual concerns for each group, which helps to predict their responses to visual changes.

For projects that do not create substantial visual changes on the existing visual setting, visual impacts are characterized into the following visual impact categories: low, moderately low, moderate, moderately high, and high as defined below:

- *Low*: Low negative change to existing visual resources and low viewer response to that change. Impact may or may not require mitigation.

- *Moderately Low*: Low negative change to the visual resource with a moderate viewer response or moderate negative change to the resource with a low viewer response. Impact can be mitigated using conventional methods.

- *Moderate*: Moderate negative change to the visual resource with moderate viewer response. Impact can be mitigated within 5 years using conventional practices.

- *Moderately High*: Moderate negative change in the visual resource with high viewer response or high negative change with a moderate viewer response. Extraordinary mitigation practices may be required. Landscape treatment required would generally take longer than 5 years to mitigate.

- *High*: High level of negative change in character or a high level of viewer response to the change such that extraordinary architectural design and landscape treatments may not mitigate impacts below a high level. An alternative project design may be required to avoid high negative impacts.

Project Location and Setting

Figure 2.2.10-2 shows the Project Corridor for the Project. The Project Corridor is the study area for visual impacts and is defined as the area of land that is visible from, adjacent to, and outside the highway right-of-way (ROW) as determined by topography, vegetation, structures, and viewing distance. For the Project, the Project Corridor includes the central portion of the Project Design Footprint as well as the surrounding area that encompasses all Visual Assessment Units (VAUs) and Key Viewpoints (KVs), which are described further below.

The Project is located within the Inland Valleys ecological region of southern California. The landscape is characterized by defined elevation changes with elevations ranging from approximately 2,000 to 2,400 feet as a result of the area being within an alluvial plain. Landcover within the Project Corridor is dominated by semiarid habitats, including rolling oak savannah, grassland, chaparral, and scrub communities. These adjacent vegetation communities continue out past the Project Corridor and transition to pine and cedar forest on the slopes of the San Bernardino Mountains over 6 miles to the northeast and eventually to alder, willow, and cottonwood woodlands at higher elevations. Development within the Project Corridor has resulted in the presence of urban landcover (e.g., ruderal vegetation and homes and businesses). The land uses within the Project Corridor are a mix of rural, residential, commercial, and undeveloped land.

The Project Design Footprint is not located within an eligible or designated state scenic highway as identified by the California Scenic Highway Mapping System (Caltrans 2024). Therefore, the Project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway or substantially degrade a scenic vista. The *Yucaipa General Plan* (City of Yucaipa 2016) identifies Wildwood Canyon Road as a locally designated scenic corridor.

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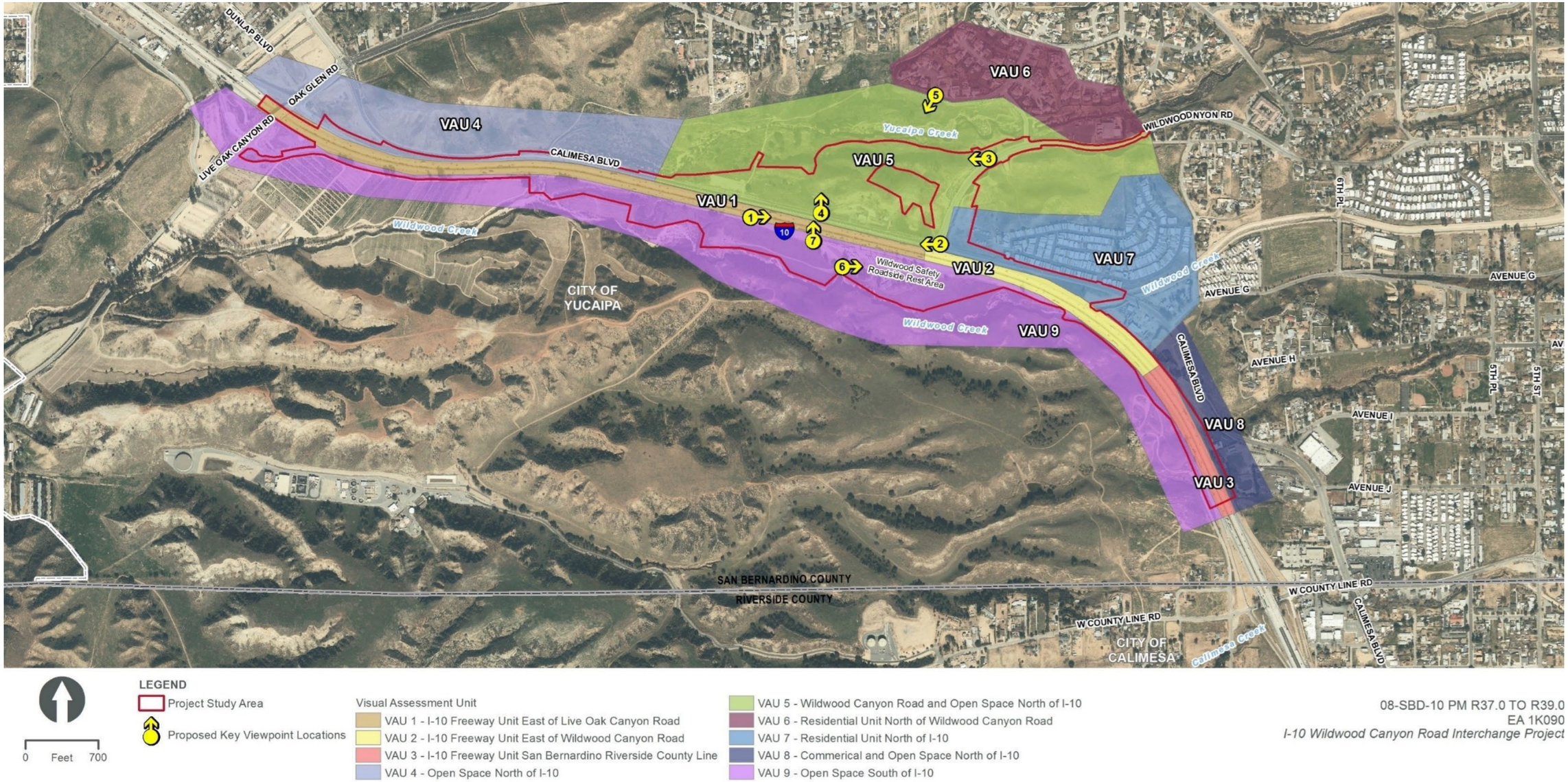

Figure 2.2.10-2. Project Corridor, Visual Assessment Units and Key Viewpoints

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Visual Assessment Units

The Project Corridor was divided into a series of "outdoor rooms" or VAUs, each with unique visual character and visual quality typically defined by the limits of a particular viewshed. For this Project, the following nine VAUs have been identified.

VAU 1: I-10 Freeway Unit East of Live Oak Canyon Road

VAU 1 encompasses the western extent of the I-10 freeway corridor within the Project Design Footprint, extending east to approximately 0.2 mile west of the Wildwood Canyon Road and Calimesa Boulevard intersection. This VAU is located entirely within State ROW and the typical viewer is a vehicle traveler on I-10. Views to the San Gabriel Mountains and San Bernardino Mountains can be seen throughout portions of VAU 1. The new overcrossing for Wildwood Canyon Road would be introduced within this VAU. One KV (KV 1) was identified for this VAU.

VAU 2: I-10 Freeway Unit East of Wildwood Canyon Road

VAU 2 encompasses the I-10 corridor from VAU 1 (approximately 0.2 mile west of Wildwood Canyon Road) to approximately Avenue G. This VAU is located entirely within the State ROW and the typical viewer is a vehicle traveler on I-10. Views to the San Bernardino Mountains and San Gabriel Mountains can be seen from VAU 2. No KVs were identified for this VAU.

VAU 3: I-10 Freeway Unit San Bernardino Riverside County Line

VAU 3 encompasses the eastern extent of the I-10 corridor within the Project Design Footprint, and on- and off-ramps east of Avenue G to approximately Avenue J. This VAU is located entirely within the State ROW and the typical viewer is a vehicle traveler on I-10. Views to the San Bernardino Mountains, the San Gabriel Mountains, and neighboring open space can be seen from this VAU. No KVs were identified for this VAU.

VAU 4: Open Space Unit North of I-10

VAU 4 predominantly consists of open space with scattered commercial areas. The VAU is roughly bounded by the Oak Glen Road and Calimesa Boulevard intersection extending easterly to approximately 11th Street. The typical viewers within VAU 4 are employees and patrons of the commercial areas within the VAU. Views to the San Bernardino Mountains, the San Gabriel Mountains, the I-10 corridor, and a portion of the Wildwood Canyon Road scenic corridor can be seen from VAU 4. This VAU includes the Live Oak Canyon off-ramp and interchange and the residential areas north of Calimesa Boulevard and east of Wildwood Canyon Road. No KVs were identified for this VAU.

VAU 5: Wildwood Canyon Road and Open Space Unit North of I-10

VAU 5 predominantly consists of open space and includes locally designated scenic highway Wildwood Canyon Road from Calimesa Boulevard north to the easternmost extent of Wildwood Canyon Road within the Project Design Footprint, and Yucaipa

Creek and the surrounding open space. The typical viewers within VAU 5 are residential neighbors and travelers of local roads. Views to the San Bernardino Mountains, the San Gabriel Mountains, and a portion of the Wildwood Canyon Road scenic corridor can be seen from this VAU, depending on location. This VAU encompasses the realigned Wildwood Canyon Road, I-10 on- and off-ramps, and the elevated intersection of Wildwood Canyon Road and I-10 on- and off-ramps. Three KVs (KV 2, KV 3, and KV 4) were identified for this VAU to depict the variety of potential visual changes across alternatives for improvements on and surrounding Wildwood Canyon Road and the open space unit.

VAU 6: Residential Unit North of Wildwood Canyon Road

VAU 6 consists primarily of single-family residences with views to Yucaipa Creek and the hillsides west of current Wildwood Canyon Road. This VAU is generally bounded by Wildwood Canyon Road, Cienaga Drive, John Wayne Way, and Liberty Road. Typical viewers within VAU 6 are residential neighbors and travelers of local roads. One KV (KV 5) was identified for this VAU.

VAU 7: Residential Unit North of I-10

VAU 7 consists primarily of the Hillcrest Mobile Estates, located north of I-10 and roughly bounded by Wildwood Canyon Road to the west and Avenue G to the east. Typical viewers within VAU 7 are residential neighbors and travelers of local roads. Views to the San Gabriel Mountains, the San Bernardino Mountains, and the I-10 corridor can be seen from this VAU, depending on location within the VAU. No KVs were identified for this VAU.

VAU 8: County Line Commercial and Open Space Unit North of I-10

VAU 8 encompasses the open space and commercial areas east of I-10 from approximately Avenue G to the north extending to approximately W County Line Road. Typical viewers within VAU 8 include the minimal number of residential neighbors as well as employees and patrons of the limited commercial areas. Views to the San Bernardino Mountains, the San Gabriel Mountains, and the I-10 corridor can be seen from this VAU, depending on location within VAU 8. No KVs were identified for this VAU.

VAU 9: Open Space Unit South of I-10

VAU 9 encompasses the open space and commercial areas south of I-10, roughly between the Oak Glen Road and Calimesa Boulevard intersection and 1,000 feet northwest of County Line Road, and includes the Wildwood SRRA. Typical viewers within VAU 9 are employees and patrons of the limited commercial areas. Two KVs (KV 6 and KV 7) were identified for this VAU.

Key Views

Because it is not feasible to analyze all the views in which the proposed Project would be seen, it is necessary to select a number of KVs associated with VAUs that would

most clearly demonstrate the change in the proposed Project's visual resources. Key views also represent the viewer groups that have the highest potential to be affected by the proposed Project, considering exposure and sensitivity.

Seven KVs have been identified to represent the visual and aesthetic character of the Project setting within the VAUs defined above. The KVs were selected to exhibit areas of the proposed Project showing significant construction and/or operational impacts under the Build Alternatives. Photorealistic simulations were developed to show proposed Project improvements at six of the seven KVs identified.

KV 1

KV 1, located within VAU 1, is from I-10 eastbound (EB), approximately 0.2 mile west of the Wildwood Safety Roadside Rest Area (SRRA) (see Figure 2.2.10-2). KV 1 has views to the east toward the Wildwood SRRA to the south and the rolling hillsides to the north. Views to the east would encompass the proposed Wildwood Canyon Road Overcrossing.

- **Existing Visual Character:** Visual character within KV 1 is dominated by the horizontal lines from the existing roadway and the contrast of color from the rolling hills and the transportation elements within the view. Additional linear features, such as the two billboards and street lighting, are present within the middle and background of the view. I-10 dominates the southern portion of the view extending from the foreground to the background.

- **Existing Visual Quality:** The unity is moderate due to the mix of existing transportation elements and the rolling hillsides to the north. Calimesa Boulevard and adjacent uninterrupted rolling hillsides provide continuity and, therefore, intactness is moderate. The vividness of the view is moderately low due to the existing roadway and topography of the surrounding land. Overall, the existing visual quality is considered moderately low.

KV 2

KV 2, located within VAU 5, is taken from Calimesa Boulevard at the intersection of Wildwood Canyon Road with views to the west (see Figure 2.2.10-2). KV 2 has views toward the existing Calimesa Boulevard alignment and intersection with Wildwood Canyon Road, the rolling hillsides to the north, and distant views to the San Gabriel Mountains.

- **Existing Visual Character:** Visual character within KV 2 is dominated by horizontal and vertical lines from the transportation features of Calimesa Boulevard. The middle-ground and background consist of rolling hills covered in vegetation.

- **Existing Visual Quality:** The mix of transportation elements and natural hillsides provide contrasting colors and textures, which provide a moderate vividness of

the view. Unity is considered moderate due to the multiple intrusions within the view and the only visual pattern being the vegetation on the hillsides within the view. The existing visual quality of KV 2 is considered moderate.

KV 3

KV 3, located within VAU 5, is taken from Wildwood Canyon Road, approximately 350 feet southwest of John Wayne Way with views to the west-southwest (see Figure 2.2.10-2). This KV has views from Wildwood Canyon Road and the open space surrounding Yucaipa Creek.

- **Existing Visual Character:** Visual character within KV 3 is dominated by the transportation elements of Wildwood Canyon Road and the surrounding green hillsides.

- **Existing Visual Quality:** The mix of smooth and gray transportation elements and rough and green natural vegetation provide contrasting colors and textures with provide a moderate vividness of the view. Unity is considered moderate due to the repetitive nature of the view and balance of transportation and natural features. Intactness is also moderate with limited intrusions into the views. Overall, visual quality for KV 3 is considered moderate.

KV 4

KV 4, located within VAU 5, is taken from Calimesa Boulevard, is approximately 0.2 mile west of the existing Calimesa Boulevard and Wildwood Canyon Road intersection (see Figure 2.2.10-2). KV 4 focuses attention on rolling hills adjacent to the existing Wildwood Canyon Road alignment with views to the northeast. There are two photorealistic simulations for KV 4, one depicting Alternative 2 (see Figure 2.2.10-10) and the second depicting Alternative 4 (see Figure 2.2.10-11), to be discussed in Environmental Consequences.

- **Existing Visual Character:** Visual character for KV 4 focuses on the hillside north of Calimesa Boulevard and west of Wildwood Canyon Road. This view is dominated by the grassy hillside. Very view-diverse features interrupt the view of the hillside; however, powerlines and a fence can be seen at the top and bottom of the view creating horizontal lines.

- **Existing Visual Quality:** The vividness and intactness of the view with the relatively uninterrupted views of rolling, grassy hillside creates a memorable landscape. Unity of the view is achieved with the continuous flow of green grass throughout. The foreground of the view provides contrast with the exposed dirt to the green of the grass. Although this creates a new pattern and texture, the natural elements work well together creating a space that is harmonious. Overall, the visual quality is considered moderately high for KV 4.

KV 5

KV 5, located within VAU 6, is taken from Cienaga Drive, approximately 500 feet north of the Project Design Footprint (see Figure 2.2.10-2). KV 5 has views to the south of the rolling hills and open space surrounding Yucaipa Creek. The existing alignment of Wildwood Canyon Road can be seen in the distance.

- **Existing Visual Character:** Visual character for KV 5 focuses on the rolling hillsides west of existing Wildwood Canyon Road. Yucaipa Creek is in the middle ground of the view.

- **Existing Visual Quality:** The intactness of the hillside is high with no obvious signs of Wildwood Canyon Road within the valley of the hillsides. Unity is also high with continuous flow of vegetative surfaces. Intactness is moderately high. Yucaipa Creek is present within the view; however, the elevation of the creek is much lower than the rest of the ground surface and the hole in the landscape appears out of place. Overall, the visual quality is considered moderately high for KV 5.

KV 6

KV 6, located within VAU 9, is taken from the western extent of Wildwood SRRA on the southerly fence (see Figure 2.2.10-2). KV 6 has views to the east of the open space south of Wildwood SRRA and Wildwood Creek.

- **Existing Visual Character:** Visual character for KV 6 focuses on the existing open space south of I-10 and the Wildwood SRRA with views of the hills and Wildwood Creek. From KV 6, the vegetation and natural elements create multiple textures and an overwhelming swath of greens within the view. The chain link fence provides a contrasting color but creates a visual intrusion with horizontal and vertical lines extending into the distance.

- **Existing Visual Quality:** Unity and intactness are moderate due to the coherent visual patterns and textures from the natural elements and the intrusion of the fence extending from the foreground into the background of the view. The trees present on the left side of KV 6 provide additional landscape to help balance the natural elements within the view. Vividness is moderately high with the hillsides to the south (or right side of the view) of local importance as well as identified as prominent ridgelines within the Yucaipa General Plan (City of Yucaipa 2016). Additionally, Wildwood Creek provides an additional feature that pulls the viewers' attention creating more diverse and distinctive visual elements within the view. Overall, the visual quality is considered moderately high for KV 6.

KV 7

Located within VAU 9, KV 7 is taken from I-10 EB off-ramp for the Wildwood SRRA (see Figure 2.2.10-2). This KV has views to the north-northwest with I-10 EB in the middle

ground of the view with distant views of the rolling hills adjacent to Wildwood Canyon Road, north of I-10.

- **Existing Visual Character:** Visual character for KV 7 focuses on I-10 EB to the north with the distant views of the rolling hills west of Wildwood Canyon Road, north of I-10. This KV is dominated by horizontal lines within the middle ground created by I-10 and the rolling hills in the distance. There is a substantial color contrast between the green of the hills and the grays of the roadway.

- **Existing Visual Quality:** Unity and intactness are moderately low due to the existing I-10 dividing the view in half, creating little continuity. I-10 acts as a visual intrusion into the natural grass in the foreground and the rolling hills in the background. Vividness of the view is also moderately low. The rolling hills north of I-10 are visual resources as identified within the Yucaipa General Plan (City of Yucaipa 2016); however, views to these hillsides are typical and not uncommon in this area. Overall, the visual quality is considered moderately low for KV 7.

2.2.10.3 Environmental Consequences

Construction Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, no construction activities would occur, and visual resources would not be impacted.

Build Alternatives (Alternatives 2, 3, and 4)

Temporary visual impacts including the presence of construction equipment and materials, construction staging areas adjacent to State ROW, temporary roadside barriers, and construction and detour signage within the Project Design Footprint, in addition to construction activities such as truck hauling and excavation are anticipated during construction of all Build Alternatives.

Project construction is anticipated to take approximately 2 years to complete. Construction activities would affect and may temporarily increase highway neighbors' and users' viewer response. Highway neighbors would be directly exposed to the road closures during construction, realignment of Wildwood Canyon Road and Calimesa Boulevard, as well as the construction of the overcrossing over I-10 and the associated elevated structures. The realignment of Wildwood Canyon Road would be visible from portions of the Project Study Area and surrounding area; however, the topography would shield some views of this construction. Highway users would have a clear view of the overcrossing during construction. Wildwood Canyon Road and Calimesa Boulevard are classified as secondary highways and are frequently traveled by highway users (cars and bicyclists), and hundreds of highway users throughout project construction would have exposure to the project corridor changes as they are implemented. However, impacts to visual quality during construction would be temporary.

The construction contractor would comply with Caltrans Standard Specification Section 14-9.02, which requires compliance by the construction contractor with all applicable air quality district laws and regulations and would minimize the potential for visual impacts as a result of dust from construction activities. Additionally, temporary construction areas, including temporary construction easements (TCEs) and staging areas, would be required to construct the project. Temporary construction areas would be returned to as good a condition or better than the existing conditions at the start of construction under Measure **CIA-2**. Additionally, any temporarily impacted areas that contain existing native habitats would be restored upon project completion in accordance with Measure **BIO-6**. Nighttime construction is not anticipated; therefore, temporary impacts related to light and glare are not anticipated.

Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. Therefore, the No-Build Alternative would not result in operational visual impacts.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. The primary difference between all Build Alternatives is the intersection of Wildwood Canyon Road and the I-10 WB on- and off-ramps. Alternative 2 would have a diamond interchange and Alternative 3 would have a skewed diamond interchange. Alternative 4 would introduce the most hardscape within the interchange by implementing a Diverging Diamond Interchange (DDI).

Visual Assessment Units and Key Viewpoints

VAU 1: I-10 Freeway Unit East of Live Oak Canyon Road

VAU 1 is centered on the visual character and resources relating to changes visible from I-10 from approximately the existing intersection of Wildwood Canyon Road and Calimesa Boulevard to the existing intersection of Oak Glen Road and Calimesa Boulevard. The changes under all Build Alternatives within VAU 1 consist of the overcrossing over I-10 and freeway signage. The elevated roadways to the proposed Wildwood Canyon intersections north and south of I-10 are also visible from this VAU. The addition of the overcrossing over I-10 and its linear features would be consistent with the transportation nature of the existing area within VAU 1 at the Live Oak Cayon Road Overcrossing. See Figure 2.2.10-3 for existing conditions and Figure 2.2.10-4 for a photorealistic simulation of KV 1 for Alternative 2.

Figure 2.2.10-3. KV 1 – Existing Condition (I-10 Eastbound, approximately 0.2 mile west of the Wildwood Safety Roadside Rest Area)

Figure 2.2.10-4. KV 1 – Photorealistic Simulation (Alternative 2) (I-10 Eastbound, approximately 0.2 mile west of the Wildwood Safety Roadside Rest Area)

Within VAU 1, the primary difference between all Build Alternatives would be the alignment of the overcrossing over I-10. The overcrossing under Alternative 4 is in the approximately same location as Alternative 2. The overcrossing may be slightly wider than under Alternative 2. Under Alternative 3, the overcrossing would be slightly askew over the freeway, not perpendicular as depicted for Alternative 2. Resource change and viewer response, and consequently visual impact, would not differ between alternatives within VAU 1.

The visual quality of KV 1, within VAU 1, would decrease to moderately low compared to the existing visual quality as a result of the decreased level of intactness due to the overcrossing and elevated structures that would introduce additional roadway elements, creating visual intrusions for highway users. The addition of horizontal visual intrusions would also contribute to lower intactness. Vividness and unity would remain unchanged (moderate). Resource change of KV 1 would be moderately low.

It is expected that highway users would have a moderately low response to the project changes, while highway neighbors would have a moderate viewer response as their exposure is greater than that of a typical highway user. The project improvements would be compatible with the surrounding area and result in typical views from I-10 within the Project Corridor.

Overall, visual impact would be low to moderate for VAU 1. Project changes would be primarily centered near KV 1, with some signage changes occurring to the west and east of KV.

VAU 2: I-10 Freeway Unit East of Wildwood Canyon Road
Resource change is not expected within VAU 2 and is assigned a level of low. Although highway users and neighbors would be able to view the overcrossing over I-10 at Wildwood Canyon Road in the distance, viewer response would be low. Therefore, the visual impact would be low for VAU 2 for all Build Alternatives.

VAU 3: I-10 Freeway Unit San Bernardino Riverside County Line
Resource change for this VAU would be limited to the roadway signage and drainage improvements. There is no direct line of sight to the project improvements located at Wildwood Canyon Road within this VAU. Each Build Alternative would result in a low level of resource change. Views of the neighboring open space to the west would not be altered by any of the Build Alternatives. Viewer response for highway users and highway neighbors would be low due to the limited changes within this VAU. Highway neighbors may have longer durations to observe changes to VAU 3 from neighboring hillsides; however, no Build Alternatives would affect the anticipated level of viewer response. Therefore, the visual impact would be low for VAU 3 for all Build Alternatives.

VAU 4: Open Space Unit North of I-10
Resource change for VAU 4 would be the same for all Build Alternatives and is assigned a level of low. Due to varying elevation differences within this VAU, views of the project Study Area are limited. Highway users and neighbors would experience a

low viewer response due to the limited changes and topography within this VAU. Therefore, the visual impact would be low for VAU 4 for all Build Alternatives.

VAU 5: Wildwood Canyon Road and Open Space Unit North of I-10
VAU 5 is centered on the visual character and resources relating to changes of Wildwood Canyon Road, the new elevated intersection at Wildwood Canyon Road and I-10 WB on- and off-ramps, and realigned Calimesa Boulevard. Also visible from this VAU would be retaining walls north of I-10. These features would be consistent with the transportation nature of the existing area and similar to views within VAU 1 at the Live Oak Cayon Road Overcrossing. See Figure 2.2.10-6, Figure 2.2.10-8, Figure 2.2.10-10, and Figure 2.2.10-11 for photorealistic simulations of KVs 2, 3, and 4, respectively, for all Build Alternatives.

The Build Alternatives would include the construction of the elevated intersection north of I-10 and the I-10 WB on- and off-ramp and proposed Wildwood Canyon Road. Additionally, Calimesa Boulevard would be realigned and pass under the northern extent of the overcrossing. The exact location of the overcrossing varies among the Build Alternatives; however, the views from the overcrossing would be consistent despite the final location.

The visual quality of KV 2, located within VAU 5, would decrease to moderately low compared to the existing visual quality due to the introduction of a new overcrossing and elevated structures. Vividness would be moderate and, although transportation elements would be introduced, distant views to the San Gabriel Mountains would remain and greater connectivity to I-10 would occur. Unity and intactness would be moderate as views would remain similar, yet visual intrusions would be removed from the undergrounding of utilities. Figure 2.2.10-6 shows a photorealistic simulation from KV 2 for Alternatives 2 and 4, while Alternative 3 would result in a skewed overcrossing and be located more west. Resource change is considered moderately low.

Highway users would have a moderately low viewer response, while highway neighbors would have a moderate viewer response as their views of the project changes would be closer and for a longer duration. Overall viewer response is considered moderate, and the project would be compatible with the surrounding visual character.

The visual quality of KV 3 would remain the same as a result of the project. Vividness and unity would remain unchanged. This KV would improve the visual character of the corridor through the widening of Wildwood Canyon Road, resulting in a roadway consistent with the *Yucaipa General Plan* (City of Yucaipa 2016) and providing bicycle and pedestrian access. Resource change is considered low for KV 3.

Highway users and neighbors would have a moderately low viewer response from KV 3. Additional transportation elements are introduced for these viewers but their view to ridgelines is also expanded. Overall viewer response is considered moderately low, and the project would be compatible with the surrounding visual character.

The visual quality of KV 4 would decrease as a result of the Project's introduction of transportation elements to the existing grassy hillside. Vividness, unity, and intactness would be considered moderate. Resource change under all Build Alternatives are comparable; however, Alternative 3 would include a skewed intersection and Alternative 4 would introduce more hardscape features to accompany the Diverging Diamond Interchange (DDI). Resource change is overall moderately high under all Build Alternatives for KV 4.

Highway users and neighbors are anticipated to have a moderate viewer response to project changes. Overall viewer response is considered moderate.

Visual impacts to the City's locally designated scenic corridor, Wildwood Canyon Road, would be minimal as the project would transform the roadway to be consistent with the *Yucaipa General Plan* (City of Yucaipa 2016) and FCSP (City of Yucaipa 2008). Additionally, the new segment of Wildwood Canyon Road through the hillside and connecting to the overcrossing would allow for multi-modal access, which was previously limited to cars and bikes, and provide additional views of the area and surrounding hillsides north and south of I-10, creating more scenic views from the locally designated scenic corridor.

Overall, the visual impact for VAU 5 would range from moderately low to moderately high. The project would incorporate hardscape and permanent structures that would provide additional visual interest and ensure consistency with the existing hardscape and structure aesthetic treatments in the surrounding area. The project would develop a hardscape plan, as described under Measure **VIS-1**, which would outline aesthetic treatments for, but not limited to, bridge structures and hardscaped medians to be consistent with the area, other projects, the City's design standards, and Caltrans standards. The Project would comply with the City of Yucaipa goals and policies, to be verified by the City during final design, as outlined below in Measure **VIS-3**. Additionally, a landscape plan would be prepared during final design that identifies all opportunities to use areas within the State ROW for full landscaping consistent with adjacent vegetation, and enhancement of new Project features to the extent feasible as described under Measure **VIS-4**.

Figure 2.2.10-5. KV 2 – Existing Condition (Calimesa Boulevard and Wildwood Canyon Road intersection, west view)

Figure 2.2.10-6. KV 2 – Photorealistic Simulation (Calimesa Boulevard and Wildwood Canyon Road intersection, west view)

Figure 2.2.10-7. KV 3 – Existing Condition (Wildwood Canyon Road, approximately 350 feet southwest of John Wayne Way with views to the west-southwest)

Figure 2.2.10-8. KV 3 – Photorealistic Simulation (All Build Alternatives) (Wildwood Canyon Road, approximately 350 feet southwest of John Wayne Way with views to the west-southwest)

Figure 2.2.10-9. KV 4 – Existing Condition (Calimesa Drive, north view)

Figure 2.2.10-10. KV 4 – Photorealistic Simulation (Alternative 2) (Calimesa Drive, north view)

Figure 2.2.10-11. KV 4 – Photorealistic Simulation (Alternative 4) (Calimesa Drive, north view)

VAU 6: Residential Unit North of Wildwood Canyon Road

VAU 6 focuses on the neighborhood north of Wildwood Canyon Road and Yucaipa Creek. See Figure 2.2.10-13 for a photorealistic simulation of KV 5 for all Build Alternatives. Changes are primarily centered on the proposed segment of Wildwood Canyon Road that leads to the overcrossing over I-10 and the intersection with the road that connects to Calimesa Boulevard. All Build Alternatives have slightly different alignments of Wildwood Canyon Road around the hillside visible from the neighborhood within VAU 6. However, these changes would result in similar visual impacts due to topography and overall design of the road.

The visual quality of KV 5 would remain the same as the existing condition. Project features are located in the background of this KV, allowing for the vividness of the greenery and hilltops to remain. Resource change is considered low for KV 5.

Highway users and highway neighbors are anticipated to have low viewer responses due to the project changes occurring distantly in the background. Overall viewer response would be low and consistent under all Build Alternatives.

The overall visual impact for VAU 6 is considered low.

Figure 2.2.10-12. KV 5 – Existing Condition (Cienega Drive, south view)

Figure 2.2.10-13. KV 5 – Photorealistic Simulation (All Build Alternatives) (Cienega Drive, south view)

VAU 7: Residential Unit North of I-10
Resource changes for VAU 7 would be limited to the southwestern portion of the VAU near the existing Wildwood Canyon Road and Calimesa Boulevard intersection. Resource changes are considered moderately low and viewer response is anticipated to be moderate. The overall visual impact for VAU 7 is considered moderate and would not differ among Build Alternatives.

VAU 8: County Line Commercial and Open Space Unit North of I-10
There are no resource changes within VAU 8 as views are limited under existing conditions. This results in a low level of resource change. Viewer response for highway users and neighbors is anticipated to be low. The overall visual impact for this VAU is considered low and would not differ among Build Alternatives.

VAU 9: Open Space Unit South of I-10
VAU 9 is centered on the visual character and resources relating to changes visible from the Wildwood SRRA to the overcrossing and the I-10 EB on-ramp. See Figure 2.2.10-15 for a photorealistic simulation of KV 6 for all Build Alternatives.

The visual quality of KV 6 would decrease as a result of the project. Unity would remain moderate as vegetation of the hillsides and surrounding trees would be maintained under all Build Alternatives even with the introduction of the elevated I-10 EB on-ramp. The elevated structure introduces another transportation element within the KV; however, the view would remain intact and follow the existing fencing line. Resource change is considered moderately low for KV 6. Highway users are anticipated to have a moderately low response to the project changes, while highway neighbors are expected to have a similar response. The piers of the elevated on-ramp would create a partial visual block to the prominent ridgelines to the south; however, the roadway itself would be well above eyelevel for highway neighbors. Overall viewer response is considered moderately low.

Visual quality of KV 7 would remain at ground level. KV 7 for Alternatives 2 and 4 would be located on an elevated intersection, the southern extent of the overcrossing and would provide more distant views of the San Gabriel Mountains that did not exist prior. Alternative 3 would result in similar views. Overall resource change is considered moderate for all Build Alternatives. Highway users are anticipated to have a moderately low viewer response to the project changes due to the expanded views provided with implementation of the elevated structure. Highway neighbors are anticipated to have a moderately low response as they would experience the project changes at ground level. Viewer response is considered moderate.

The overall visual impact for VAU 9 would range from moderately low to moderate. The changes under all Build Alternatives would create views and visual forms consistent with the visual character of the area. Visual impact would not differ greatly between Build Alternatives.

Figure 2.2.10-14. KV 6 – Existing Condition (western extent of Wildwood Safety Roadside Rest Area on the southerly fence, south of I-10)

Figure 2.2.10-15. KV 6 – Photorealistic Simulation (All Build Alternatives) (western extent of Wildwood Safety Roadside Rest Area on the southerly fence, south of I-10)

Figure 2.2.10-16. KV 7 – Existing Condition (Interstate 10 Eastbound exit ramp, north view)

Visual impacts would range from moderately low to moderate with the exception of two KVs in VAU 5 designated as moderately high. VAU 5 is centered on the visual character and resources relating to changes of Wildwood Canyon Road, the new overcrossing and I-10 WB on-and off-ramps, and realigned Calimesa Boulevard. The overall change to the visual resources and views as a result of all Build Alternatives are generally positive or neutral visual changes. The visual impacts under all Build Alternatives are anticipated to be similar and not result in differing resource change or viewer response among the Build Alternatives. Since the visual impacts for all Build Alternatives are anticipated to be the same, the same visual impacts would be addressed by the avoidance and minimization measures identified. Therefore, no operational adverse effects to visual impacts are anticipated.

Table 2.2.10-1 summarizes and compares the narrative ratings for visual resource change, viewer response, and visual impacts between each VAU with KV locations for all Build Alternatives.

Table 2.2.10-1. Summary of Key Viewpoint Narrative Ratings (All Build Alternatives)

Visual Assessment Unit	Key Viewpoint	All Build Alternatives		
		Resource Change	Viewer Response	Visual Impact
VAU 1	1	ML	M	M
VAU 2	N/A	L	L	L
VAU 3	N/A	L	L	L
VAU 4	N/A	L	L	L
VAU 5	2	H	M	MH
	3	M	M	M
	4	MH	M	MH
VAU 6	5	L	L	L
VAU 7	N/A	ML	M	M
VAU 8	N/A	L	L	L
VAU 9	6	ML	ML	ML
	7	M	ML	M

Source: (Caltrans 2024)
Notes: ML=Moderately Low; M=Moderate; L=Low; H=High; MH=Moderately High

Highway neighbors would have a moderately high response and highway users would have a moderately low response to the visual changes as result of the project. Highway neighbors would be slightly more affected by these changes because they would have more exposure to the project and greater sensitivity. Compared to highway neighbors, highway users' viewer exposure would have a limited duration of the view and their resulting viewer response would be moderately low. Table 2.2.10-2 summarizes the viewer exposure, viewer sensitivity, and resulting viewer response for each type of viewer.

Table 2.2.10-2. Summary of Viewer Type Response Ratings (All Build Alternatives)

Type of Viewer	Viewer Exposure	Viewer Sensitivity	Viewer Response
Highway Neighbors	MH	MH	MH
Highway Users	ML	ML	ML

Source: (Caltrans 2024)
Notes: MH=Moderately High; ML=Moderately Low

Tree Removal

Depending on the Build Alternative, up to 95 mature trees would be removed during construction from KV 1, KV 3, and KV 5. Highway users and neighbors could be impacted by the removal of these mature trees. Under Measure **VIS-4**, additional landscape improvements would be incorporated into the final design in areas where removal of mature trees cannot be avoided. Tree and vegetation removal on public lands would comply with City and Caltrans landscaping policies as provided in Measures **VIS-3** and **VIS-4**. In compliance with State Senate Concurrent Resolution No.

17 – Oak Woodlands and the City's Oak Tree Ordinance, any consideration of the removal of oak trees would require a permit as provided in Measure **BIO-7** and replacement and/or relocation of such trees would be addressed in Measure **BIO-8**.

Additionally, impacts associated with project design and landscaping would be minimized through compliance with the *Yucaipa General Plan* (City of Yucaipa 2016), the *Yucaipa Freeway Corridor Specific Plan* (City of Yucaipa 2008), Caltrans Standard Construction Specifications, as well as the creation of a Landscape Plan, Hardscape Plan and Tree Protection Plan, outlined below in Measures **VIS-1**, and **VIS-3** through **VIS-5**.

Light and Glare

The project would require additional lighting throughout the Project Design Footprint. Permanent lighting introduced by the project would include traffic signal lighting and overhead roadway lighting associated with the realignment of Calimesa Boulevard, new overcrossing over I-10, two new elevated intersections at the northern and southern ends of the overcrossing, the new segment of Wildwood Canyon Road curving around the hillside to connect to the overcrossing, new on- and off-ramps for both I-10 WB and EB, and the elevated I-10 EB on-ramp along the southern edge of the Wildwood SRRA. These changes can be seen in the prepared photorealistic simulations for KVs 2, 3, 4, and 5 in Figure 2.2.10-6, Figure 2.2.10-8, Figure 2.2.10-10, Figure 2.2.10-11, and, Figure 2.2.10-13 respectively.

The Project Design Footprint receives light at night from traffic, street lighting, traffic signals, freeway on- and off-ramps, and the surrounding commercial businesses. Existing lighting would be modified and additional lighting would be introduced for all Build Alternatives. Additionally, the overcrossing over I-10 and Calimesa Boulevard would result in new shadows. Measure **VIS-2** would minimize potential operational impacts related to light and glare through the implementation of a lighting plan, detailing project-specific features focused on reducing glare and excessive light production. Light and glare introduced by the Project would not result in adverse visual effects under all Build Alternatives.

Context-Sensitive Solutions

The FHWA defines context-sensitive solutions as a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. The construction of retaining walls at several on- and off-ramps and new bridge structure locations would be implemented for structural reinforcement and the mitigation of geological impacts from steep slopes, but they would also support the overall visual character and quality of the City. Retaining walls, as well as other hardscapes, would be designed and implemented based on design goals and policies outlined in the *Yucaipa General Plan* (City of Yucaipa 2016) and applicable specific plans, further described in Measure **VIS-1** below.

2.2.10.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

VIS-1 **Hardscape Plan.** During final design, the City of Yucaipa will prepare a plan to implement an attractive bridge, medians, retaining walls, and other aesthetic hardscapes. This plan will be prepared consistent with the I-10 EB Truck Climbing Lane aesthetics, the *Caltrans I-10 Corridor Master Plan*, *Riverside County* and applicable goals and policies in the *Yucaipa General Plan* (City of Yucaipa 2016) and applicable specific plans. All designs are required to comply with Caltrans safety requirements and other pertinent standards. To deter graffiti, textures will be included on walls, surfaces, barriers and bridges. Special architectural details and aesthetic treatments that promote regional identity in terms of material, color, texture, and pattern are encouraged to be incorporated into the Project and shall be reviewed and approved by the City and the Caltrans District 8 Landscape Architect.

VIS-2 **Lighting Plan.** During final design, lighting fixtures would be selected to minimize glare on adjacent properties and into the night sky. Lighting would be shielded with non-glare hoods and focused within the project ROW. The lighting plan would be reviewed and approved by the City Resident Engineer and the Caltrans District 8 Landscape Architect prior to construction to ensure compliance with these criteria.

VIS-3 **Yucaipa General Plan and Freeway Corridor Specific Plan.** During final design, the City Resident Engineer would verify that design elements are consistent with the vision for the City regarding aesthetic enhancements, scenic corridors, landscaping, streetscapes, materials, and colors.

VIS-4 **Landscape Plan.** During final design, a highway landscape plan shall be prepared that identifies all opportunities to use areas within the State ROW for full landscaping consistent with the *Caltrans Highway Design Manual*, the *Project Development Procedures Manual*, the *Caltrans District 8 - Interstate 10 Corridor Master Plan*, *Riverside County*, and with guidance and approval by the Caltrans District 8 Landscape Architect. This would include landscaping for graded areas with plant species consistent with adjacent vegetation, and enhancement of new project features to the extent feasible. For reference, the *Visual Impact Assessment for I-10 EB TCL Improvement Project,* page 24, states: This plan would incorporate all applicable procedures and requirements detailed in the *Caltrans Highway Design Manual*, Section 902.1, Planting Guidelines (November 2001), and policies of the *Yucaipa General Plan* (City of Yucaipa 2016) and Municipal Code as applicable. During final design, the Caltrans District 8 Landscape Architect would verify that the design minimizes removal of existing mature trees. If removal of mature trees cannot be avoided, additional landscape improvements would be

incorporated into the final design for these areas. In the event that trees from the Caltrans Rehabilitation Project are removed as a result of the project, the trees would be replaced at a ratio, size, and location as determined by the Caltrans District 8 Landscape Architect.

VIS-5 **Tree Protection Plan.** During final design, a Tree Protection Plan will be prepared and implemented to minimize damage to native and existing trees. Trees shall be protected at their drip zone with temporary fencing where feasible. All trees over two inches caliper at six inches from ground shall be identified in the plan. Temporary fencing will be added along the perimeter of the construction area.

VIS-6 **Contour Gradings.** Grading shall use land forming also known as Contour Grading and Slope rounding for all earthwork to help visually integrate construction activities into the rural setting.

BIO-6 **Temporary Impact Restoration.** During construction, the City's Resident Engineer or designated contractor will ensure that any temporarily impacted areas that contain existing native habitats be restored upon Project completion. Restoration will include revegetating the temporarily impacted communities with cuttings, hydroseeding, and/or container stock upon Project completion. A Habitat Restoration Plan will be developed that includes restoration implementation guidance, maintenance and monitoring requirements, and performance standards. Performance standards will require that the restored areas not support perennial invasive species (those rated as high or moderate on the California Invasive Pest Council inventory) and exhibit a minimum of 80 percent native cover relative to an unimpacted reference site adjacent to the Project Design Footprint.

BIO-7 **Oak Tree Permit.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that an oak tree report be prepared and submitted to the City of Yucaipa's Community Development Department for review. The oak tree report will include information on the oak trees that would be impacted, including location, diameter of trunk, diameter of canopy, height, and the health and condition of the subject oak trees. In addition, a site plan map must be submitted during the City's application process to obtain an oak tree permit. The oak tree report will include the site plan map to show proposed grading and construction areas, oak tree locations, and the exact location of the dripline of any oak trees. Oak trees will not be removed until an oak tree permit from the City of Yucaipa has been obtained.

BIO-8 **Oak Tree Replacement.** During and after construction, the City's Resident Engineer will ensure that compensatory mitigation will be implemented to address effects to oak trees (excluding California scrub

oaks) consistent with the City's most current adopted resolution for Oak Tree Preservation (Resolution No. 96-03). It is anticipated that mitigation will be implemented to address effects to oak trees (excluding California scrub oaks) with trunk sizes above 8 inches in diameter at breast height (dbh) and will involve replacement on-site at a mitigation-to-effect ratio of 3:1. For heritage oaks (oaks with a greater than 36-inch dbh), it is anticipated that a mitigation-to-effect ratio will be 6:1, if feasible. If the replacement trees cannot be planted in the immediate vicinity of where the previous trees were located, they may be planted elsewhere in the Project Design Footprint. Any replacement trees from a nursery must be coast live oak (*Quercus agrifolia*). Other oak tree varieties must be approved in advance by the City of Yucaipa Community Development Department. All relocated or replaced trees will be monitored and maintained by a qualified biologist for five years or until the plants have become fully established and can survive without supplemental irrigation.

CIA-2 Temporary construction areas, including temporary construction easements and staging areas, will be returned to as good a condition or better than the existing conditions at the start of construction.

2.2.11 Cultural Resources

2.2.11.1 Regulatory Setting

The term “cultural resources,” as used in this document, refers to the “built environment” (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal law, cultural resources that meet certain criteria of significance are referred to as “historic properties,” and “traditional cultural properties.” Under state laws cultural resources that meet certain criteria of significance are referred to as “historical resources,” and “tribal cultural resources.” Laws and regulations dealing with cultural resources are described below.

The National Historic Preservation Act of 1966 (NHPA), as amended, sets forth national policy and procedures for historic properties that are, included in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). Caltrans has entered into a Programmatic Agreement with the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the U.S. Army Corps of Engineers’ Sacramento District, San Francisco District, and Los Angeles District which streamlines and delegates certain responsibilities for Section 106 compliance to Caltrans for projects with FHWA involvement. FHWA’s responsibilities under the Programmatic Agreement have been further delegated to Caltrans under the NEPA Assignment Program.

CEQA requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as “unique” archaeological resources. Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. In 2014, Assembly Bill (AB) 52 added the term “tribal cultural resources” to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources. Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource.

PRC Section 5024 requires State agencies to identify and protect State-owned historical resources that meet the National Register of Historic Places listing criteria. It further requires Caltrans to inventory State-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer before altering, transferring, relocating, or

demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register of Historic Places or are registered or eligible for registration as California Historical Landmarks. Caltrans has entered into a Memorandum of Understanding with the California State Historic Preservation Officer which streamlines and delegates certain responsibilities for PRC 5024 compliance to Caltrans for projects involving State-owned resources.

2.2.11.2 Affected Environment

This following discussion is based on the Project's Historic Property Survey Report (Caltrans 2025a), which was completed in February 2025, and Archaeological Survey Report (ASR) (Caltrans 2025b), which was completed in January 2025.

Not all information about cultural resources can be fully disclosed to the public. The locations of archaeological sites and confidential information provided by California Native American tribes are exempt from disclosure to the public by law in part to protect sites from looters. Prior written consent to disclose information provided by a California Native American tribe during the environmental review process is necessary before some or all of that information can be disclosed to the public.

Area of Potential Effects

In accordance with Section 106 Programmatic Agreement Stipulation VIII.A, an Area of Potential Effects (APE) for the Project was established in 2024. The APE encompasses the Project Design Footprint and areas where there is the potential for effects, such as visual, audible, or atmospheric intrusions; shadow effects; vibrations from construction activities; or changes in access or use. Sixty-six adjacent parcels were included in the APE. The vertical APE extends from 80 feet above ground level, for interchange construction, to 60 feet below ground level for driven concrete or drilled piles and footings for the interchange. In total, the APE covers an area of approximately 127.5 acres.

Records Search

Based on the records search conducted as part of the ASR (Caltrans 2025b), a total of 70 cultural resource studies have been conducted previously within 1 mile of the APE since 1955. Nine of these studies included portions of the APE. The 70 cultural resource studies resulted in the documentation of 27 archaeological resources within 1 mile of the APE, including six prehistoric archaeological sites, three prehistoric isolates, seven historic period archaeological sites, three historic period buildings, four historic period structures, two historic period site/structures, one historic period isolate, and one multicomponent archaeological site with cultural materials dating to both periods. None of the previously documented cultural resources are within the APE.

Field Survey

Field surveys of the APE and survey area adjacent to the APE were completed on January 11, 2020; on June 6, 2022; and on May 23, 2024. A combination of pedestrian survey and windshield or reconnaissance survey was employed for the archaeological

survey of the APE. A windshield or reconnaissance survey of the entire length (approximately 5 miles) of the eastbound and westbound I-10 within the APE was completed. The proposed advanced signage areas were also inspected by a windshield survey. The remaining APE and surrounding survey area were surveyed for archaeological resources via visual examination during reconnaissance or on foot by walking in transects across the landscape spaced at intervals of 33 to 50 feet, providing 100 percent survey coverage.

Interested Party Coordination

The Yucaipa Valley Historical Society in Yucaipa, California, was contacted by telephone on August 3, 2022, regarding the Project. A second phone call was placed on January 30, 2023. A follow-up letter requesting information pertaining to cultural resources was sent on September 27, 2024, via the U.S. Postal Service. No response has been received to date.

Native American Consultation

On December 17, 2019, the Native American Heritage Commission (NAHC) replied to a request for a search of the Sacred Lands File for the presence of Native American cultural resources in the general vicinity of the APE. The NAHC stated that the search was completed with positive results and recommended contacting 21 tribal contacts representing 14 tribal groups for additional information regarding the results (see Figure 4.5-1, Native American Heritage Commission Letter, of Chapter 4, *Comments and Coordination*).

After review of the list of Native American contacts provided by the NAHC, Caltrans' District 8 Native American Coordinator initiated Section 106 contact with the following four Native American representatives through a letter dated April 1, 2022:

- Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians – Kizh Nation.
- Ann Brierty, Tribal Historic Preservation Officer (THPO), Morongo Band of Mission Indians.
- Jessica Mauck, Cultural Resources Director, Yuhaaviatam of San Manuel Nation.
- Joseph Ontiveros, THPO, Soboba Band of Luiseño Indians.

These letters also served as formal notification of the Project as required under CEQA, specifically PRC 21080.3.1 and AB 52. The letters provided a Project description and location and discussed the cultural resource studies conducted within the APE. A round of follow-up phone calls was conducted on May 16, 2022, and a second round of follow-up phone calls was conducted on June 17, 2022.

On April 14, 2023, a supplemental letter was sent to the four Native American representatives to reinitiate consultation and to inform them of a change to the Project Design Footprint. Follow-up phone calls were made on May 15, 2023, and again on June 14, 2023. A summary of this effort is provided in Table 2.2.11-1. Consultation with

Native American tribes is ongoing under both Section 106 and AB 52 (see Section 3.2.18 of the CEQA Evaluation, *Tribal Cultural Resources*). The results of any additional consultation would be incorporated into the final environmental document.

Table 2.2.11-1. Summary of Native American Consultation

Native American Representatives	Consultation Summary
Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians – Kizh Nation	Brandy Salas, Administrative Specialist for the Gabrieleño Band of Mission Indians – Kizh Nation, responded via email on May 17, 2022, stating that the tribal government would like to set up a time to consult with Caltrans about the Project. During a follow-up call with Andy Salas, Chairperson, on May 14, 2023, he stated that the tribe wishes to continue consultation with Caltrans and requested a copy of the archaeological report once completed.
Ann Brierty, THPO, Morongo Band of Mission Indians	Ann Brierty, the THPO for the Morongo Band of Mission Indians, responded via email on May 17, 2022, requesting Project design and grading plans, records search results, tribal participation during the survey (if it has not already taken place), shapefiles of the APE, and a copy of the geotechnical report. During a follow-up phone call on May 17, 2023, Ms. Brierty confirmed receipt of the supplemental letter sent on April 14, 2023, and that she would directly reach out to Caltrans' District 8 Native American Coordinator to discuss the change in the Project Design Footprint.
Jessica Mauck, Director of Cultural Resources Yuhaaviatam of San Manuel Nation	On May 6, 2022, Ryan Nordness, Cultural Resource Analyst for the Yuhaaviatam of San Manuel Nation, responded via email and stated that the Project exists within Serrano ancestral territory and, therefore, is of interest to the tribe. There are at least three known tribally affiliated cultural resources present. The tribe requested to review the cultural report, geotechnical report (if required), and the Project plans showing the depth of the proposed disturbances. Additionally, the tribe elected to be a consulting party under CEQA, as stipulated in Assembly Bill 52. After receipt of the supplemental letter sent on April 14, 2023, the tribe responded via email on May 15, 2023, stating that it will continue consultation for the Project's amendments as it awaits receipt of the archaeological report.
Joseph Ontiveros, Cultural Resources Department, Soboba Band of Luiseño Indians	During a follow-up call on June 14, 2023, Joseph Ontiveros indicated that the tribe was aware of several tribal cultural resources and traditional cultural properties with associated placenames in the area. Mr. Ontiveros has requested government-to-government Section 106 consultation and is willing to share information with Caltrans during formal consultation.

Source: (Caltrans 2025a)
Notes:
APE=Area of Potential Effects; CEQA=California Environmental Quality Act; THPO=Tribal Historic Preservation Officer

Results

No previously documented archaeological resources were identified within the APE as a result of the records search, and no new archaeological resources were identified within

the APE during field archaeological surveys. Based on the results of a buried site assessment and the proximity of a documented prehistoric habitation site during the records search, the potential for buried archaeological resources to be present in undisturbed portions of the APE is considered moderate.

2.2.11.3 Environmental Consequences

Construction & Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. No construction activities would occur and cultural resources would not be impacted.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. There were no cultural resources identified within the APE.

Caltrans, pursuant to Section 106 Programmatic Agreement Stipulation IX.A, has determined a “Finding of No Historic Properties Affected” is appropriate for this undertaking because there are no historic properties within the APE.

On December 17, 2019, the Native American Heritage Commission (NAHC) replied to a request for a search of the Sacred Lands File for the Project’s APE for information pertinent to cultural resources information. The NAHC stated that a records search of the State Lands File was completed with positive results (Caltrans 2025b). The NAHC requested Yuhaaviatam of San Manuel Nation (formerly San Manuel Band of Mission Indians) be contacted. NAHC also recommended contacting 21 tribal contacts representing 14 tribal groups for additional information.

In accordance with Section 106 of the National Historic Preservation Act initial consultation letters were sent to four Native American representatives on April 1, 2022, representing Yuhaaviatam of San Manuel Nation, Gabrieleño Band of Mission Indians – Kizh Nation, Soboba Band of Luiseño Indians, and Morongo Band of Mission Indians (see Figure 4.5-2 to Figure 4.5-5 in Chapter 4, *Comments and Coordination*). All four tribes elected to consult. Supplemental letters were emailed on April 14, 2023, regarding the advanced signage areas (see Figure 4.5-6 to Figure 4.5-9 in Chapter 4, *Comments and Coordination*). Consultation with the NAHC and Native American representatives is further summarized in Table 4.5-1 in Section 4.0, *Comments and Coordination*.

Section 4(f) of the Department of Transportation Act of 1966 provides protection for historic properties. There are no historic properties present within the APE; therefore, there are no Section 4(f) historic sites affected by the Project. Please see Appendix A,

Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determinations, for additional details.

2.2.11.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed.

CUL-1 In accordance with Caltrans' Standard Specification 14-2, if archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately: 1. Stop all work within a 60-foot radius of the discovery 2. Secure the area 3. Notify the Engineer Caltrans investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work.

CUL-2 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 remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission, who, pursuant to PRC Section 5097.98, will then notify the most likely descendent. At this time, the person who discovered the remains will contact Gabrielle Duff, Senior Environmental Branch Chief, (909) 501-5142, so that they may work with the most likely descendent on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.

2.3 PHYSICAL ENVIRONMENT

2.3.1 Hydrology and Floodplain

2.3.1.1 Regulatory Setting

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The FHWA requirements for compliance are outlined in 23 CFR 650 Subpart A.

To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments.
- Risks of the action.
- Impacts on natural and beneficial floodplain values.
- Support of incompatible floodplain development.
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

2.3.1.2 Affected Environment

This discussion is based on the Project’s Location Hydraulic Study (Caltrans 2023), which includes a Summary Floodplain Encroachment Report, which was completed in September 2023.

The study area for hydrology and floodplains is the Project Design Footprint, which is shown in Figure 2.3.1-1. The San Bernardino County Flood Control District handles flood control functions throughout the County. The Riverside County Flood Control and Water Conservation District is responsible for flood control functions throughout Riverside County.

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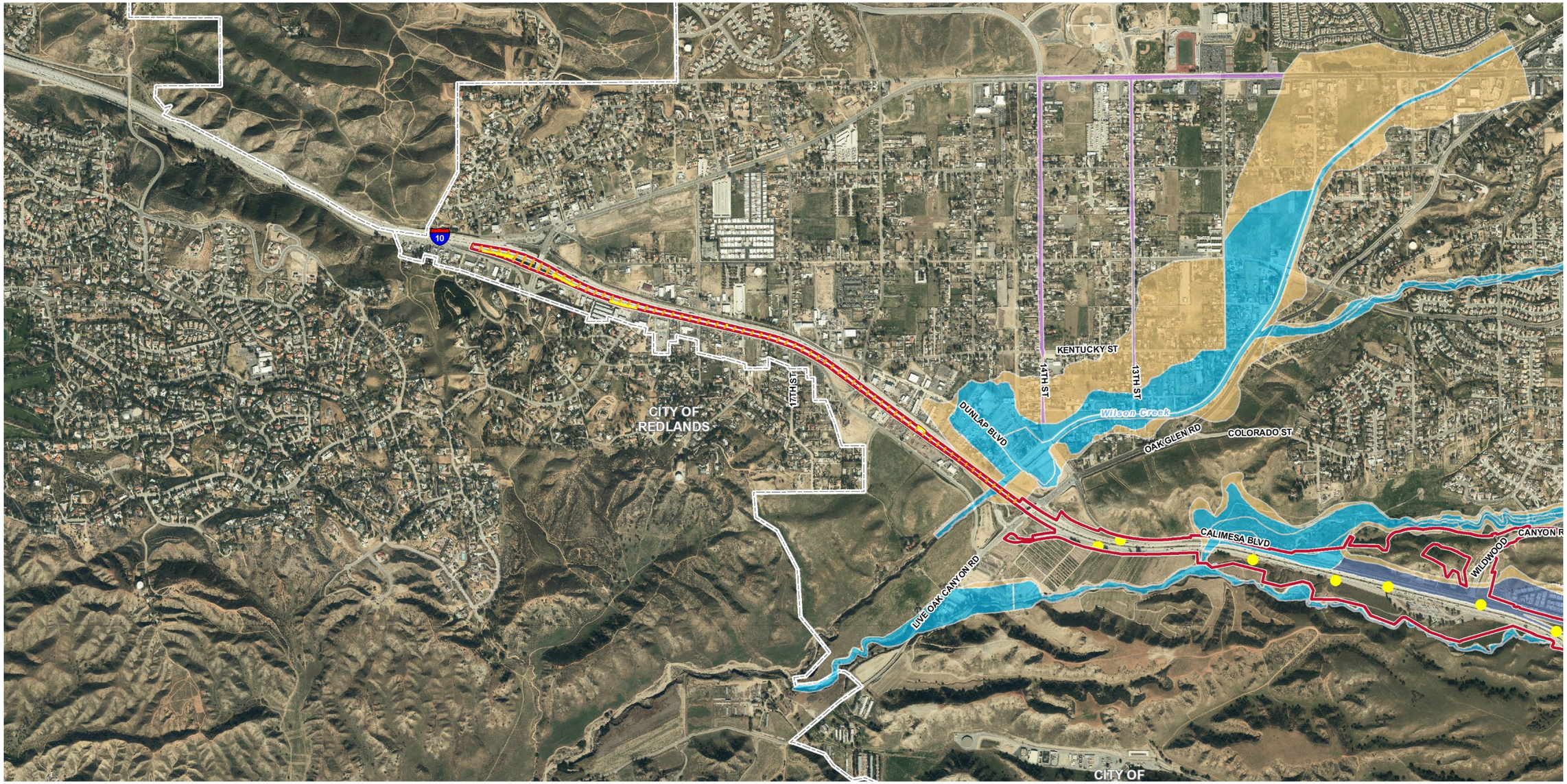

Figure 2.3.1-1. Federal Emergency Management Agency Flood Hazard Zones (Sheet 1 of 3)

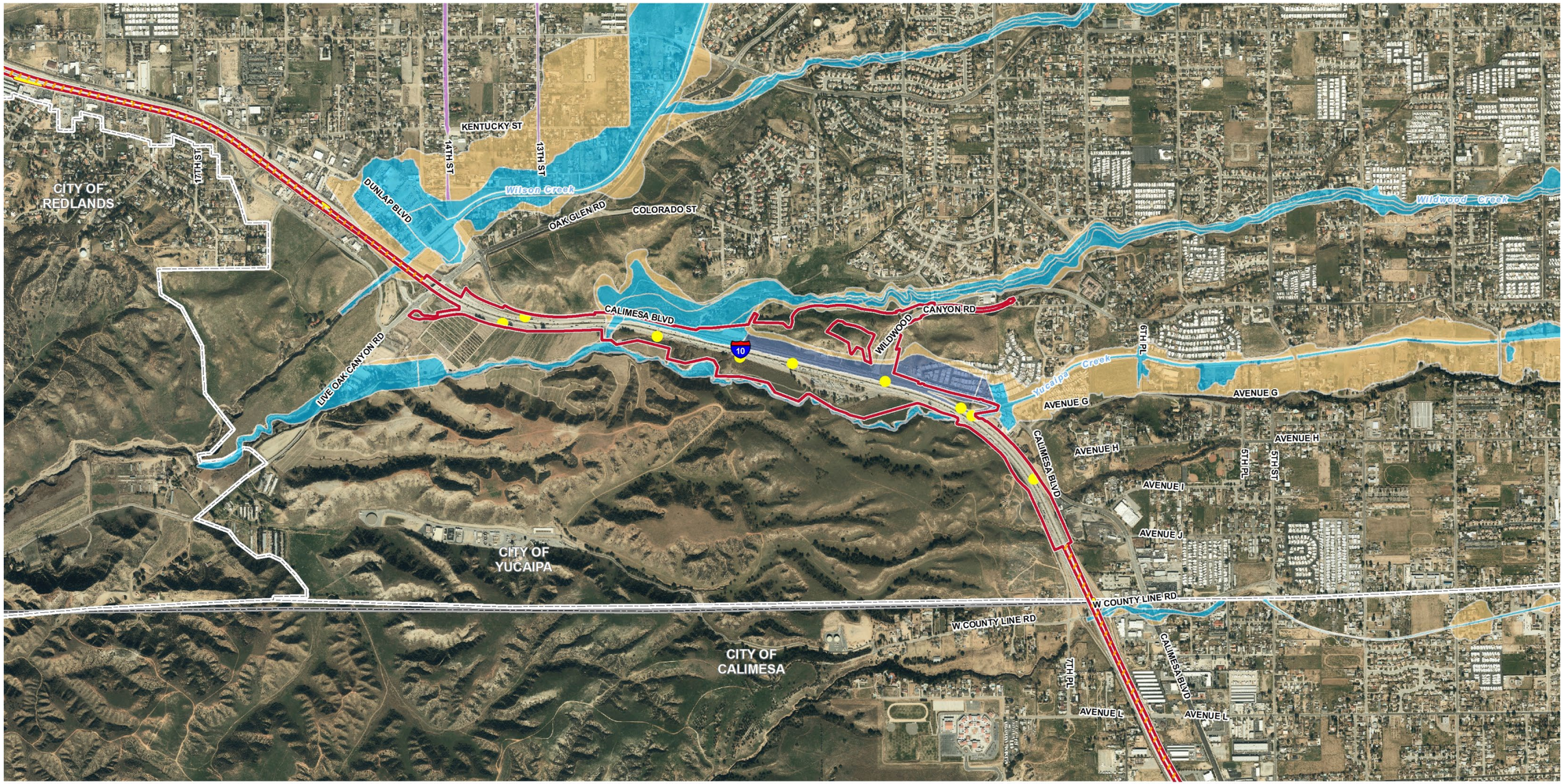

Figure 2.3.1-1. Federal Emergency Management Agency Flood Zones (Sheet 2 of 3)

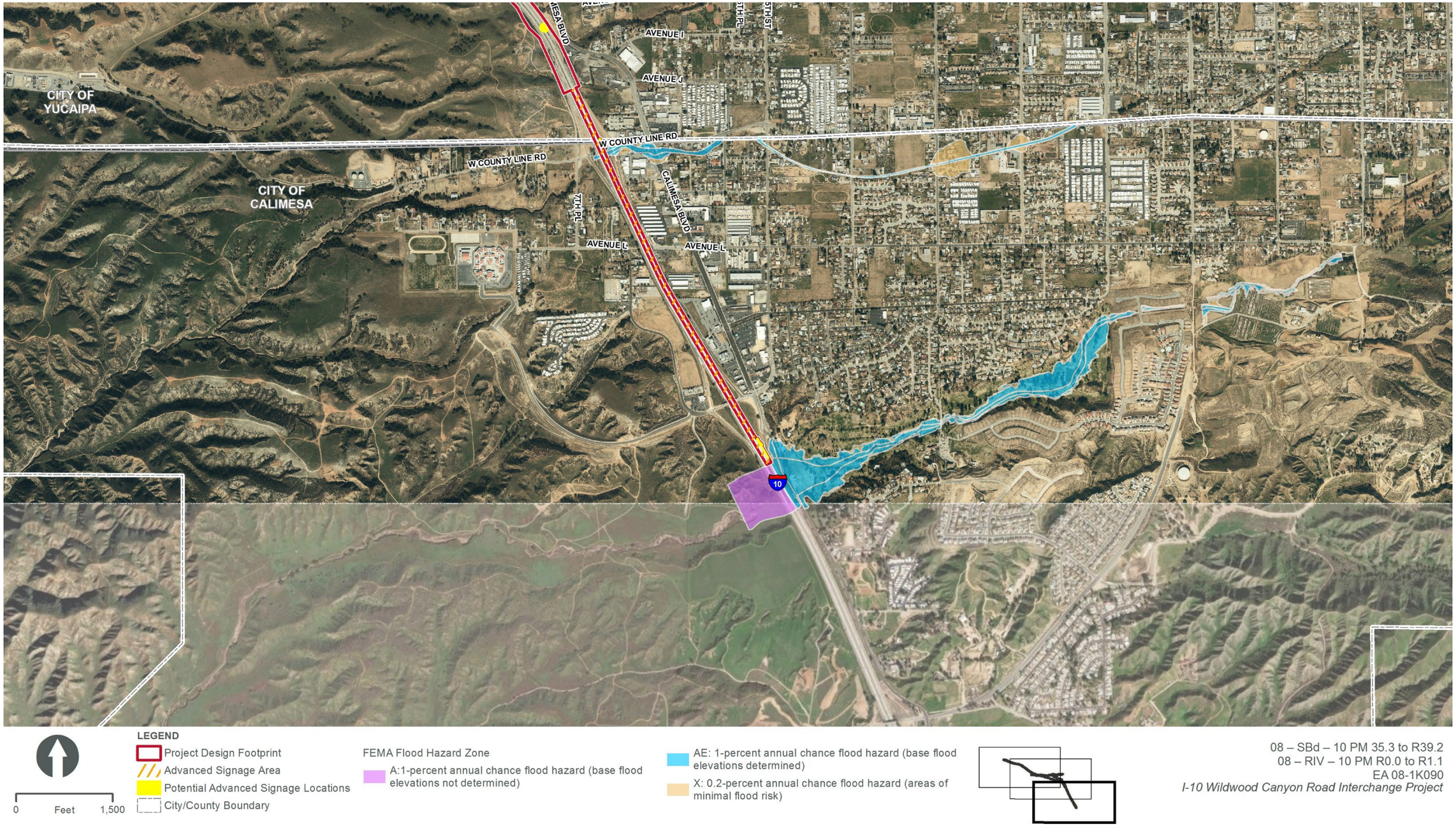

Figure 2.3.1-1. Federal Emergency Management Agency Flood Zones (Sheet 3 of 3)

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Hydrology

The Project Design Footprint is located within the Santa Ana River Hydrologic Unit's San Timoteo Hydrologic Area (1807020304) and crosses over two waterbodies. A description of these waterbodies is provided in this section and shown in Figure 2.3.1-1. Both of these waterbodies are natural flood control channels that drain into alluvial plains and are tributary to the Santa Ana River. The Project Design Footprint primarily discharges to Wildwood Creek,[1] which then drains to Yucaipa Creek, which discharges to San Timoteo Creek and eventually to the Pacific Ocean.

- **Yucaipa Creek** originates north of Interstate 10 (I-10) at the base of the San Bernardino Mountains. From its origin, Yucaipa Creek flows westerly via natural channels and improved channels of various heights and widths. After it crosses I-10 via an 8-foot by 5-foot reinforced concrete (RC) double box culvert, Yucaipa Creek confluences with Wildwood Creek.

- **Wildwood Creek** originates in the Wildwood Canyon at the base of the San Bernardino Mountains. From its origin, Wildwood Creek flows westerly via natural and improved channels of various heights and widths. After it crosses I-10 via a 12-foot by 10-foot RC double box culvert, Wildwood Creek confluences with Yucaipa Creek.

Floodplains

The Project Design Footprint is located within Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06071C8738J and 06071C8739J (effective October 30, 2025), and Panel Numbers 06065C0114G and 06065C0785G (effective August 28, 2008). FEMA has classified portions of the Project Design Footprint as Zones AE, AO, and X (see Figure 2.3.1-1). These floodplains are primarily located adjacent to the Project location along I-10 and along Calimesa Boulevard. The area south of the Project Design Footprint's eastern end is classified as Zone A.

FEMA defines these areas as follows:

- **Zone AE** (or 1 percent Annual Chance Flood Hazard) depicts areas subject to inundation by the 1-percent-annual-chance-flood event determined by detailed methods.

- **Zone AO** depicts areas subject to inundation by the 1-percent-annual-chance-flood event where average depths are between 1 and 3 feet.

- **Zone X** (or 0.2 percent Annual Chance Flood Hazard) depicts areas of minimal flood hazard, usually depicted on FIRMs as the 500-year flood level.

[1] "Wildwood Creek" is the stream name used locally by the City and San Bernardino County. Wildwood Creek is also known as Wildwood Wash; see Section 2.4.2, *Wetlands and Other Waters*.

- **Zone A** depicts areas with a 1 percent annual chance of flooding and a 26 percent chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.

The portion of the Yucaipa Creek floodplain within the Project Design Footprint is located within Zone AE (Figure 2.3.1-1). Zone AE connects to the Wildwood Creek Zone AO north of I-10. The area surrounding the channel and the Zone AE area is Zone X. This portion corresponds to the FEMA FIRM Panel Number 06071C8739J (FEMA 2008).

The portion of the Wildwood Creek floodplain within the Project Design Footprint is located within Zones AE and AO (Figure 2.3.1-1). The area surrounding the channel and Zones AE and AO areas is within Zone X. This portion corresponds to the FEMA FIRM Panel Number 06071C8739J (FEMA 2008) .

A portion of the Advanced Signage Area, west of Live Oak Canyon Road, is located within Zone AE and X (Figure 2.3.1-1). This portion corresponds to the FEMA FIRM Panel Numbers 06071C8738J and 06071C8739J (FEMA 2008).

A portion of the Advanced Signage Area directly south from West County Line Road is located within Zone AE (Figure 2.3.1-1). The area to the east of the Advanced Signage Area is within Zones AE and X. The southern extent of the Advanced Signage Area is within Zone A. This portion corresponds to the FEMA FIRM Panel Number 06065C0114G (FEMA 2025).

A portion of the Advanced Signage Area directly south from Sandalwood Drive is located within Zone AE (Figure 2.3.1-1). This portion corresponds to the FEMA FIRM Panel Number 06065C0785G (FEMA 2025).

Natural and Beneficial Floodplain Values

Natural and beneficial floodplain values include fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, forestry, natural moderation of floods, water quality maintenance, and groundwater recharge. See Section 2.4, *Biological Environment*, for information about fish, wildlife, and plants. As discussed in Section 2.2.1, *Existing and Future Land Use*, there are open spaces in the vicinity of but not within the Project Design Footprint. See Section 2.2.3*, Parks and Recreation*, for a more detailed discussion of open space and outdoor recreation.

As detailed in Section 2.2.1, *Existing and Future Land Use*, the Project Design Footprint is located within the Freeway Corridor Specific Plan (FCSP) area. The FCSP emphasizes the natural beauty of the rolling terrain within the FCSP area, which is defined by a complex topography of rolling terrain, oak trees, streams, and riparian corridors. The FCSP places emphasis on maintaining the natural beauty of this area (City of Yucaipa 2008).

See Section 2.2.4, *Farmlands*, for a discussion on agriculture. As noted in Section 2.1, *Resource Topics Dismissed from Analysis*, there are no timberlands or timber harvesting uses within the Project Design Footprint.

Natural floodplains create beneficial storage areas of floodwater. They serve to protect downstream areas from excessive flooding and expand the base of the flow hydrograph in a stream.

Groundwater Hydrology

The Project Design Footprint is within the Yucaipa Subbasin within the Upper Santa Ana Valley Groundwater Basin, which covers approximately 39 square miles (approximately 25,300 acres) and is bounded by surface drainage divides, the Crafton Hills, the San Andreas fault zone, the San Bernardino Mountains foothills, and the Cherry Valley fault (California Department of Water Resources [DWR] 2018). On a basin-wide scale, the general movement of both surface water and groundwater is southward and westward from the surrounding hills and mountains.

Per the DWR Water Data Library (DWR 2023), the nearest groundwater well with current groundwater level and quality data is located approximately 1,380 feet north of the Project Design Footprint. The well has a historical high depth to groundwater of 760 feet below ground surface. Additional information on groundwater can be found in Section 2.3.2, *Water Quality and Stormwater Runoff.*

2.3.1.3 Environmental Consequences

A “significant encroachment,” as defined in 23 CFR 650.105, is a highway encroachment and any direct support of likely base floodplain development that would involve one or more of the following construction or flood-related impacts:

- A significant potential for interruption or termination of a transportation facility that is needed for emergency vehicles or provides a community’s only evacuation route;
- A significant risk (to life or property); or
- A significant adverse impact on natural and beneficial floodplain values.

Construction & Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, no construction activities would occur, and hydrology or floodplains would not be impacted.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint.

Encroachment

The Project would result in the following longitudinal encroachments:

- All Build Alternatives would realign Calimesa Boulevard to the north of its current location and create a longitudinal encroachment on the Wildwood Creek Floodplain Zone AO floodplain and Yucaipa Creek Zone AE floodplain (approximately 200 feet is within the Regulatory Floodway Zone AE).

- All Build Alternatives would realign Wildwood Canyon Road, which would create a longitudinal encroachment on the Zone AE floodplain.

- All Build Alternatives would include a new multi-span bridge on the eastbound (EB) On-Ramp just south of the Wildwood SRRA. The proposed bridge would create an encroachment that would be parallel to the direction of flow along the Zone AE floodplain. Therefore, there would be a longitudinal encroachment at the multi-span bridge location.

The Project would result in the following transverse encroachment:

- All Build Alternatives would extend the RC double box culvert along Yucaipa Creek by approximately 14 feet on the EB side of I-10 to accommodate the proposed roadway improvements. Therefore, the 8-foot by 5-foot RC double box culvert encroachment on the Zone AE floodplain would be a transverse encroachment.[2]

The flood hazard and flood depths in Yucaipa Creek and Wildwood Creek would be minimally impacted as a result of any of the Build Alternatives. A hydraulic analysis would be prepared during final design to confirm floodplain impacts (Measure **HYD-1**). No significant floodplain encroachments are anticipated.

Interruption or Termination of a Transportation Facility

I-10 is an evacuation route. All Build Alternatives would require lane, ramp, and highway closures during construction. Calimesa Boulevard and Wildwood Canyon Road would remain open during construction. A Transportation Management Plan (Measure **TR-1**) would be prepared in coordination with local agencies and first responders during final design. Following construction, all Build Alternatives would improve access to I-10 by

[2] The Caltrans Standard Environmental Reference defines a longitudinal encroachment as an encroachment that is parallel to the direction of flow. A transverse encroachment is an encroachment that is perpendicular or skewed to the direction of flow.

providing an additional freeway interchange. Therefore, there would not be a significant potential for the interruption or termination of a transportation facility.

Risk to Life and Property

None of the Build Alternatives is anticipated to result in a change in the base flood elevation. The risk to life and property would remain unchanged and there would be no significant risk to life or property. Should the final hydraulic analysis (Measure **HYD-1**) show an increase in the base flood elevation, a Conditional Letter of Map Revision/Letter of Map Revision would be filed with FEMA to document the revised boundaries of floodplain boundaries.

Natural and Beneficial Floodplain Values

All Build Alternatives would involve construction activities such as land clearing, grading, excavation, and paving within the Project Design Footprint that would last approximately four years. All Build Alternatives would need to comply with the requirements of the Caltrans National Pollutant Discharge Elimination System Statewide Stormwater Permit and Construction General Permit (Measure **WQ-1**). In compliance with the Construction General Permit, preparation of a Stormwater Pollution Prevention Plan would be required to identify sources of stormwater pollution, minimize erosion, control stormwater, and prevent spills (Measure **WQ-2**).

There are no open spaces located within the Project Design Footprint. The Project under the Build Alternatives would not result in permanent loss of any suitable habitat for special-status animal species.

Scientific studies within floodplains could include studies on pollution, traffic, water quality, endemic species, and invasive species. However, access to floodplains for the purposes of scientific study is limited by the EB and westbound I-10 travel lanes. Therefore, there would be no potential to impact scientific studies within the floodplains.

All Build Alternatives include widening of the roadway and realignment of Calimesa Road and Wildwood Canyon Road. None of the Build Alternatives would result in a loss of floodwater storage areas from natural floodplains due to the widening encroaching on Zones AO and AE floodplains. A hydraulic analysis will be prepared during final design (Measure **HYD-1**).

Storm drain facilities, including inlets, overside drains, and down drains, are located along I-10, throughout the edge of the roadways to capture roadway runoff. All Build Alternatives would add new inlets and storm drains to convey flow to follow the existing flow patterns. A hydraulic analysis would be required in final design to confirm the new inlets and storm drain connections would not create adverse conditions in existing storm drain facilities (Measure **HYD-1**).

All Build Alternatives would require implementation of Best Management Practices (BMPs, Measures **WQ-3** through **WQ-6**), which would control any runoff or erosion from the Project Design Footprint that would discharge into the surrounding storm drain

systems and waterways and minimize hydrology and floodplain impacts during construction. Treatment BMPs such as biofiltration swales and Design Pollution Prevention Infiltration Areas would be proposed within the Project Design Footprint (Measure **WQ-4**). Further, Modular Wetlands Systems would be proposed as a treatment BMP within City right-of-way. Implementation of treatment BMPs would reduce or avoid permanent adverse impacts on water quality from runoff.

None of the Build Alternatives would adversely affect the hydraulics of Yucaipa Creek or Wildwood Creek, nor would they adversely affect floodplains in the Project Design Footprint. None of the Build Alternatives would alter the floodplains within the existing creeks. None of the Build Alternatives would result in adverse impacts on natural groundwater recharge processes. None of the Build Alternatives would support incompatible floodplain development. During final design, an Encroachment Permit would be obtained from the San Bernardino County Flood Control District (Measure **HYD-2**). Therefore, none of the Build Alternatives would result in a significant adverse impact on natural and beneficial floodplain values.

The Project would result in a longitudinal encroachment of the base floodplain. However, the Project does not propose actions that support probably incompatible floodplain development, result in significant impacts on natural and beneficial floodplain values, or constitute a significant floodplain encroachment as defined in 23 CFR Section 650.105(q). Therefore, Caltrans has determined that the Project would not result in a significant encroachment under any of the Build Alternatives.

Additional documentation may be required during the permitting process. The construction contractor would be required to comply with all permit stipulations and conditions.

2.3.1.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

HYD-1 **Hydraulic Analysis.** During final design, a hydraulic analysis will be prepared to confirm the new inlets and storm drain connections would not create adverse conditions in existing storm drain facilities.

HYD-2 **Encroachment Permit.** During final design, an Encroachment Permit will be obtained by the City Resident Engineer or designated contractor from the San Bernardino County Flood Control District.

WQ-1 The Project will comply with the requirements prescribed in the Caltrans National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit (Order WQ 2022-0033-DWQ, NPDES No. CAS000003) and the NPDES General Permit for Storm Water Discharges of Stormwater Runoff Associated with Construction Activities (Order 2022-0057-DWQ, NPDES No. CAS000002), and any subsequent permit in effect at the time of construction.

WQ-2 A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential to impact water quality. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and include the construction site BMPs to control pollutants such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater BMPs. Additional BMP reference material is contained in the Caltrans *Project Planning and Design Guide* (2023) and Caltrans *Construction Manual* (2018). These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-stormwater BMPs.

WQ-3 If dewatering is required, construction site dewatering must comply with the General Waste Discharge Requirements for Discharges to Surface Waters That Pose an Insignificant (De minimis) Threat to Water Quality (Order No. R8-2015-0004, National Pollutant Discharge Elimination System No. CAG998001) and any subsequent updates to the permit at the time of construction. This Permit addresses temporary dewatering operations during construction. Dewatering BMPs must be used to control sediment and pollutants, and the discharges must comply with the WDRs issued by the Santa Ana Regional Water Quality Control Board.

WQ-4 Caltrans-approved treatment BMPs will be implemented by the contractor throughout construction consistent with the requirements of National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order WQ 2022-0033-DWQ, NPDES No. CAS000003 and any subsequent permits in effect at the time of construction. Treatment BMPs may include Design Pollution Prevention Infiltration Areas, Infiltration Devices, Biofiltration Strips and Swales, Trash Capture Devices, Detention Devices, Media Filters, Multi-Chamber Treatment Train, Wet Basin, Open Graded Friction Course, and Pervious Pavement.

WQ-5 Design Pollution Prevention BMPs will be implemented, such as preservation of existing vegetation and slope/surface protection systems (benching/terracing, slope rounding, and reducing gradients [incorporate 4:1 slopes or flatter]).

WQ-6 Post-construction maintenance of treatment BMPs within State right-of-way (ROW) will be performed by Caltrans, after final contract acceptance. Outside State ROW, the maintenance will be performed by the City of Yucaipa. If the City of Yucaipa is unable to maintain the post-construction treatment BMPs, the City of Yucaipa will establish an agreement with Caltrans to perform the required maintenance. During construction, the Project sponsor and contractor will be responsible for temporary

construction BMPs and a Stormwater Pollution Prevention Plan per the Construction General Permit.

2.3.2 Water Quality and Stormwater Runoff

2.3.2.1 Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the U.S. from any point source (a discrete conveyance such as a pipe or a man-made ditch) unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act. The goal of the Clean Water Act is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." The following are important Clean Water Act sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request.
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. The State Water Resources Control Board and the Regional Water Quality Control Boards (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.
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers. For more information, please see Section 2.4.2, *Wetlands and Other Waters*.

State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. It predates the Clean Water Act and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" the definition of which is broader than the Clean Water Act definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by waste discharge requirements and may be required even when the discharge is already permitted or exempt under the Clean Water Act.

The State Water Resources Control Board and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the

Clean Water Act and regulating discharges to ensure compliance with the water quality standards. In California, RWQCBs designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. In addition, the State Water Resources Control Board identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with the Clean Water Act Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or waste discharge requirements), the Clean Water Act requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

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

- **National Pollutant Discharge Elimination System Program**

  Municipal Separate Storm Sewer Systems

  Section 402(p) of the Clean Water Act requires the issuance of NPDES permits for five categories of stormwater discharges, including municipal separate storm sewer systems (MS4). An MS4 is defined as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over stormwater, that is designed or used for collecting or conveying stormwater.” The State Water Resources Control Board has identified Caltrans as an owner/operator of a MS4 under federal regulations.

  To comply with the permit, Caltrans developed a statewide Stormwater Management Plan to address stormwater pollution controls related to highway planning, design, construction, and maintenance activities throughout California.

  Construction General Permit

  The State Water Board has also issued a statewide Construction General Permit (CGP) that regulates stormwater discharges from construction sites that result in a disturbed soil area of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all stormwater discharges associated with construction activity where clearing, grading, and excavation

result in soil disturbance of at least one acre must comply with the provisions of the CGP. Construction activity that results in soil disturbances of less than one acre is subject to this CGP if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop Stormwater Pollution Prevention Plans (SWPPPs); to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the CGP. In accordance with Caltrans' Stormwater Management Plan and Standard Specifications, a Water Pollution Control Program is necessary for projects with a disturbed soil area less than one acre.

2.3.2.2 Affected Environment

This discussion is based on the Project's Water Quality Assessment Report (WQAR; Caltrans 2024a), which was completed in June 2024, and Preliminary Drainage Report (Caltrans 2023), which was completed in September 2023.

Regional and Local Hydrology

The study area for hydrology was limited to the Santa Ana River Hydrologic Unit's San Timoteo Hydrologic Area (1807020304), specifically the Oak Glen Hydrologic Sub-Area (4801660000), and the South Mesa Hydrologic Sub-Area (4801670000), as described further in Table 2.3.2-1 and depicted in in Figure 2.3.2-1, and their receiving waters. Advanced signage areas outside these limits were excluded because the Project, under all Build Alternatives, does not propose any highway widening, drainage improvements, or stormwater treatments in these areas.

Table 2.3.2-1. Hydrologic Sub-Areas

Route	Post Mile	Name	Hydrologic Sub-Area	Planning Watershed	Nearest Receiving Waters
I-10	R37.0–R37.2	Oak Glen	801.66	4801660000	Oak Glen Creek, Yucaipa Creek
I-10	R37.15–R39.2	South Mesa	801.67	4801670000	Wildwood Creek, Yucaipa Creek, San Timoteo Creek

Sources: (Caltrans 2024a, Caltrans 2024b)
Notes: I-10=Interstate 10

The San Timoteo Hydrologic Area is approximately 11 square miles (California Department of Water Resources [DWR] 2004) and is part of the Santa Ana River Watershed. As shown in Figure 2.3.2-1, the San Timoteo Creek Watershed is bounded by the southeastern area of the San Bernardino Mountains (southwest of San Gorgonio Mountain), the western portion of the San Jacinto Mountains, and the Badlands to the south. Runoff from these mountains and foothills drains through a network of surface streams and collects on the Yucaipa Valley floor and flows southwest and west via San Timoteo Creek toward the Santa Ana River. The Santa Ana River flows southwest from San Bernardino County through Riverside and into Orange County toward the Pacific Ocean. The Yucaipa Creek Watershed is a subwatershed in the San Timoteo Creek

Watershed, which is tributary to the Santa Ana River, which eventually discharges to the Pacific Ocean.

Stormwater that falls within the Project Design Footprint sheet flows to the outside edge of the roadway and is captured by overside drains and grated inlets that direct the flow to earthen swales and Design Pollution Prevention (DPP) Infiltration Areas. The only exception is the superelevated roadway adjacent to the Wildwood Safety Roadside Rest Area, which sheet flows to the center median for approximately 1,400 feet. Yucaipa Creek and Wildwood Creek directly receive flows from the Project Design Footprint.

Surface Waters

The Santa Ana River Basin Plan (Basin Plan) (Santa Ana RWQCB 2019) identifies beneficial uses and water quality objectives for surface waterbodies within the Upper Santa Ana Region. The water quality objectives designate allowable limits of water quality constituents or characteristics that allow for the reasonable protection of surface water's beneficial uses.

A beneficial use is one of the various ways that water can be used for the benefit of people and/or wildlife. Examples of beneficial uses include drinking, swimming, industrial water supply, and support of fresh aquatic habitats. The beneficial uses of the receiving waters for the Project described in the Basin Plan are shown in Table 2.3.2-2 and defined below.

The Project is located within MS4 Phase I (Santa Ana) Boundary (Caltrans 2024b).

List of Impaired Waters

Table 2.3.2-3 shows potential receiving water bodies that are identified on the 2024 303(d) list and the listed pollutants.

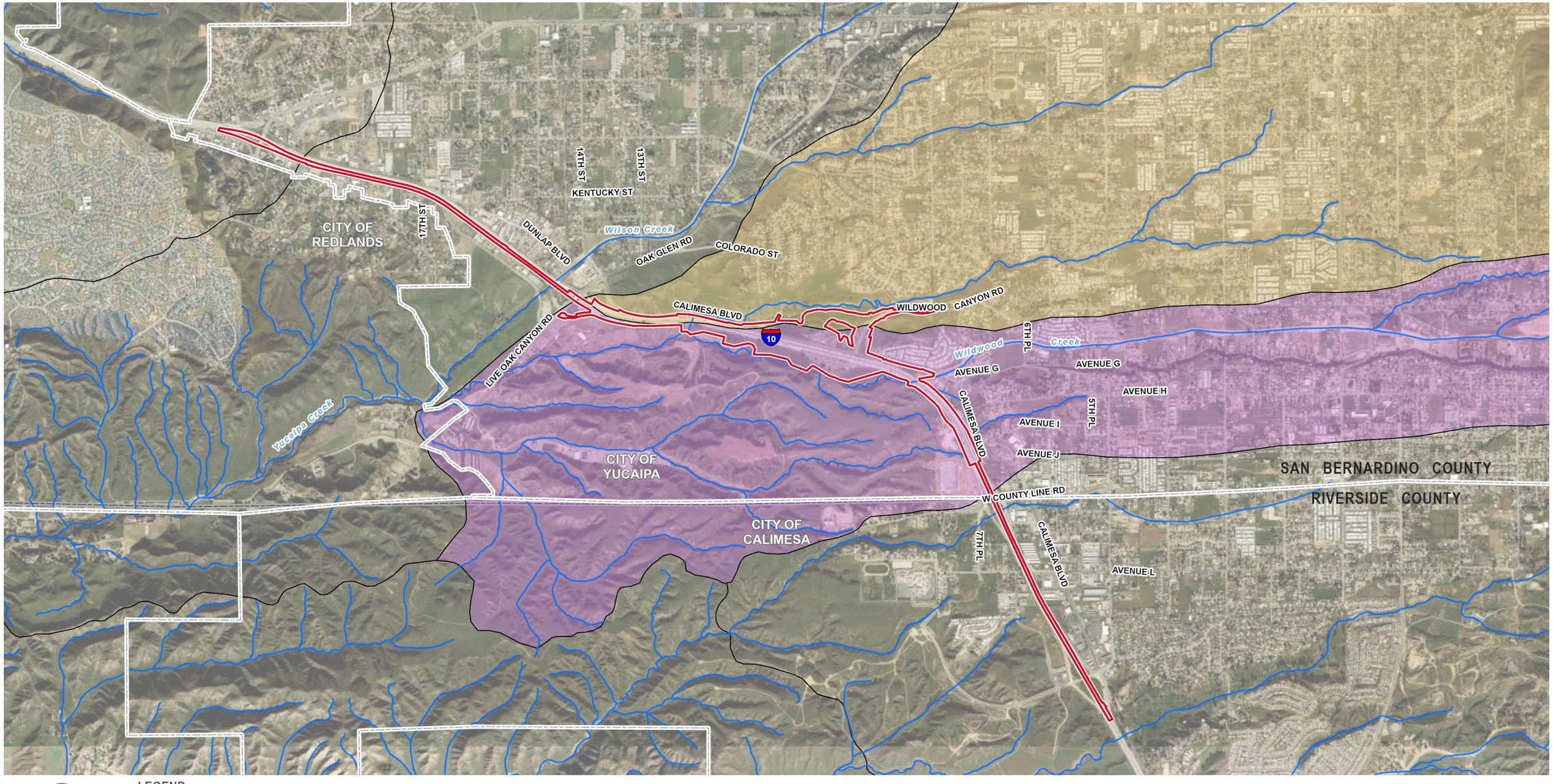

Figure 2.3.2-1. Watershed and Surface Waterbodies Map

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Table 2.3.2-2. Beneficial Uses for Receiving Water Bodies

Waterbody	Beneficial Uses											
	MUN	AGR	GWR	REC1	REC2	COMM	WARM	WILD	RARE	SPWN	MAR	EST
Yucaipa Creek	x	-	x	x	x	-	x	x	x	-	-	-
San Timoteo Creek, Reach 3	-	-	x	x	x	-	x	x	x	-	-	-
San Timoteo Creek, Reach 2	-	-	x	x	x	-	x	x	x	-	-	-
San Timoteo Creek, Reach 1B	-	x	x	x	x	-	x	x	x	-	-	-
San Timoteo Creek, Reach 1A	-	x	-	x	x	-	x	x	x	-	-	-
Santa Ana River, Reach 5	-	x	x	x	x	-	x	x	x	-	-	-
Santa Ana River, Reach 4	-	-	x	x	x	-	x	x	x	x	-	-
Santa Ana River, Reach 3	-	x	x	x	x	-	x	x	x	x	-	-
Santa Ana River, Reach 2	-	x	x	x	x	-	x	x	x	x	-	-
Santa Ana River, Reach 1	-	-	-	x	x	-	x	x	-	-	-	-
Santa Ana River Tidal Prism and Newport Slough	-	-	-	x	x	x	-	x	x	-	x	x

Source: (Caltrans 2024c)
Notes:
AGR=Agricultural Supply; COMM=Commercial and Sport Fishing; EST=Estuarine Habitat; GWR=Groundwater Recharge; MAR=Marine Habitat; MUN=Municipal and Domestic Supply; RARE=Rare, Threatened, or Endangered Species; REC1=Water Contact Recreation; REC2=Non-Contact Water Recreation; SPWN=Spawning, Reproduction, and/or Early Development; WARM=Warm Freshwater Habitat; WILD=Wildlife Habitat

Table 2.3.2-3. 303(d) Listed Pollutants for Receiving Waters

Waterbody	Pollutant								
	Bifenthrin	Copper	DDT	Indicator Bacteria	Lead	Oil & Grease	Pyrethroids	pH	Toxicity
San Timoteo Creek, Reach 3	-	-	-	x	-	-	-	-	-
San Timoteo Creek, Reach 2	-	-	-	x	-	-	-	-	-
San Timoteo Creek, Reach 1A	-	-	-	x	-	-	-	-	-
Santa Ana River, Reach 4	-	-	x	x	-	x	-	-	-
Santa Ana River, Reach 3	x	x	-	x	x	-	x		x
Prado Basin Management Zone	-	-	-	-	-	-	-	x	-
Newport Slough	-	-	-	x	-	-	-	-	-
Huntington Beach State Park	-	-	-	x	-	-	-	-	-
Newport Beach	-	-	-	x	-	-	-	-	-

Source: (Caltrans 2024b)
Notes:
DDT=Dichlorodiphenyltrichloroethane; pH=potential of hydrogen

- **Municipal and Domestic Supply (MUN):** Uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.

- **Agricultural Supply (AGR):** Uses of water for farming, horticulture or ranching including, but not limited to, irrigation, stock watering, and support of vegetation for range grazing.

- **Groundwater Recharge (GWR):** Uses of water for natural or artificial recharge of groundwater for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.

- **Water Contact Recreation (REC1):** Uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing, or use of natural hot springs.

- **Non-Contact Water Recreation (REC2):** Uses of water for recreational activities involving proximity to water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.

- **Commercial and Sport Fishing (COMM):** Uses of water for commercial or recreational collection of fish, shellfish, or other organisms including, but not limited to, uses involving organisms intended for human consumption or bait purposes.

- **Warm Freshwater Habitat (WARM):** Uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish or wildlife, including invertebrates.

- **Wildlife Habitat (WILD):** Uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, or invertebrates), or wildlife water and food sources.

- **Rare, Threatened, or Endangered Species (RARE):** Uses of water that support habitats necessary, at least in part, for the survival and successful maintenance of plant or animal species established under state or federal law as rare, threatened, or endangered.

- **Spawning, Reproduction, and/or Early Development (SPWN):** Uses of water that support high quality aquatic habitats suitable for reproduction and early development of fish.

- **Marine Habitat (MAR):** Uses of water that support marine ecosystems including, but not limited to, preservation and enhancement of marine habitats, vegetation (e.g., kelp), fish and shellfish and wildlife (e.g., marine mammals and shorebirds).

- **Estuarine Habitat (EST):** Uses of water that support estuarine ecosystems including, but not limited to, preservation or enhancement of estuarine habitats, vegetation, fish, shellfish, or wildlife (e.g., estuarine mammals, waterfowl, shorebirds).

Groundwater

The Project Design Footprint is within the Yucaipa Subbasin within the Upper Santa Ana Valley Groundwater Basin, which covers approximately 39 square miles (approximately 25,300 acres) and is bounded by surface drainage divides, the Crafton Hills, the San Andreas fault zone, the San Bernardino Mountains foothills, and the Cherry Valley fault (DWR 2018). On a basin-wide scale, the general movement of both surface water and groundwater is southward and westward from the surrounding hills and mountains. The Project is not located within a designated sole-source aquifer.

Per the California DWR Water Data Library (DWR n.d.), the nearest groundwater well with current groundwater level and quality data is located approximately 1,380 feet north of the Project Design Footprint. This well has a historical high depth to groundwater of 760 feet below ground surface. The City of Yucaipa Master Plan of Drainage (City of Yucaipa 2017) indicates that both Yucaipa Creek and Wildwood Creek contribute to groundwater recharge through infiltration. Engineered groundwater recharge facilities are not present within the Project Design Footprint.

The Basin Plan (Santa Ana RWQCB 2019) identifies beneficial uses for groundwater in the San Timoteo and Yucaipa Groundwater Management Zones (which are located in the San Timoteo and Yucaipa Creek hydrologic units of the Upper Santa Ana River Basin), which is where the Project Design Footprint is located. The beneficial uses include MUN and AGR (defined above), and IND, and PROC, which are defined as follows:

- **Industrial Service Supply (IND):** Uses of water for industrial activities that do not depend primarily on water quality. These uses include, but are not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, and oil well repressurization.

- **Industrial Process Supply (PROC):** Uses of water for natural or artificial recharge of groundwater for purposes that may include, but are not limited to, future extraction, maintaining water quality or halting saltwater intrusion into freshwater aquifers.

2.3.2.3 Environmental Consequences

Construction Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, no construction activities would occur and water quality and stormwater runoff would not be impacted.

Build Alternatives (Alternatives 2, 3, and 4)

Temporary construction impacts on water quality have the potential to occur during demolition and roadway construction activities related to all Build Alternatives. The total disturbed soil area for Alternative 2, Alternative 3, and Alternative 4 would be approximately 35.6 acres, 41.2 acres, and 37.9 acres, respectively.

Surface Water

All Build Alternatives would include the following soil disturbance activities during construction: demolition, grubbing, grading, asphalt and concrete removal, drainage improvements, installation of Best Management Practices (BMPs), and paving activities. Construction activities would result in exposed soil, increasing the potential for soil erosion and impacts on water quality. Soil erosion could also occur at an accelerated rate during a storm event. Construction equipment and employee vehicles could also inadvertently track sediment from the Project site onto adjacent roadways that could potentially be conveyed to stormwater drainage systems. Other pollutants that could impact water quality during construction include sediment, metals, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental impact on water quality.

As described in Measure **WQ-1**, the Project would be required to comply with the NPDES Permit for stormwater discharges associated with construction and land-disturbing activities at the time of construction (currently Order Number 2022-0057-DWQ, NPDES No. CAS000002). Since each Build Alternative would disturb more than 1 acre of soil, a SWPPP and implementation of construction BMPs would be required to identify sources of stormwater pollution, minimize erosion, control stormwater, and prevent spills in compliance with the CGP (Measure **WQ-2**).

A CGP Risk Assessment was performed as part of the WQAR (Caltrans 2024a). The Project is anticipated to be Risk Level 2 under the CGP. Soils within the Project Design Footprint are expected to be moderately susceptible to erosion and the potential for sediment transport to receiving waters is expected to be low.

Construction site BMPs would be implemented to address stormwater impacts and to protect water quality during construction and include soil stabilization, sediment controls, tracking control, waste management, and materials pollution control. The construction site BMPs would retain sediment and other pollutants within the Project Design Footprint, which would prevent these pollutants from reaching receiving waters.

Groundwater
No aquifer recharge basins are within the Project Design Footprint. None of the Build Alternatives are anticipated to encounter groundwater during construction activities. Therefore, dewatering is not anticipated during construction under any of the Build Alternatives. However, in the event that groundwater or other non-stormwater dewatering activities are necessary, all Build Alternatives would be subject to the requirements of the Santa Ana RWQCB and would include a dewatering permit, waste discharge requirements, and dewatering BMPs (Measure **WQ-3**).

Physical/Chemical Characteristics of the Aquatic Environment
Potential temporary impacts on the aquatic environment may include increases in sediment, oil, grease, and chemical pollutants during demolition, roadway and bridge construction activities related to the Project. Chemical pollutants anticipated for use during construction include gasoline, oils, grease, solvents, lubricants, and other petroleum products. Many petroleum products contain a variety of toxic compounds and impurities, which tend to form oily films on the water surface, thereby altering oxygen diffusion rates. Concrete, soap, trash, and sanitary wastes are other common sources of potentially harmful materials on construction sites. Wash water can easily introduce pollutants to surface waters or seep into groundwater. Also, construction chemicals may accidentally be spilled into nearby storm drains or watercourses. The impact of toxic construction-related materials on water quality would vary, depending on the quantity spilled.

All Build Alternatives propose to construct a new eastbound on-ramp that would require work within parts of Wildwood Creek. These activities may include, but are not limited to, pile driving, construction of pile caps, and construction of pier wall extensions. In addition, a stream diversion may be required along with a temporary drainage system while the work in the riverbed is performed. The need for a stream diversion and temporary drainage system would be evaluated during final design in consultation with regulatory agencies, if required.

Implementation of erosion and sediment control BMPs during construction would prevent sediment and suspended solids from entering into surface waters or minimize the amount of sediment and suspended solids. In addition, implementation of non-stormwater management and material management BMPs during construction would prevent chemical pollutants, such as concrete waste, from entering surface waters or minimize the amount of chemical pollutants. These BMPs would involve keeping a clean, orderly construction site.

Based on the discussion above, no adverse impacts on water quality are anticipated during construction of the Project. The construction contractor would be required to comply with all applicable NPDES permits (see Measures **WQ-1** through **WQ-3**), including the CGP.

Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. The No-Build Alternative would not impact water quality or stormwater runoff.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. Upon completion of construction, Alternative 2, Alternative 3, and Alternative 4 would increase the new impervious surface area by approximately 16.30 acres (9.64 acres net new and 6.66 acres replaced), 16.34 acres (10.66 acres net new and 5.67 acres replaced), and 16.32 acres (9.82 acres net new and 6.49 acres replaced), respectively (Caltrans 2024c). The post-construction treatment area is equal to the new impervious surface area for this Project.

Table 2.3.2-4, Table 2.3.2-4 and Table 2.3.2-5 summarize the potential impervious areas for Alternative 2, Alternative 3, and Alternative 4, respectively.

Table 2.3.2-4. Impervious Area Under Alternative 2

Impervious Area	State ROW (acreage)*	City ROW (acreage)*	Total (acreage)*
Existing	—	—	7.9
Added	6.2	5.9	12.1
Replaced	0.9	7.0	7.9
Removed	1.2	2.5	3.7
NIS			16.3
PCTA (acreage)			16.3

Source: (Caltrans 2024c)
NIS=New Impervious Surface; PCTA=Post-Construction Treatment Area; ROW=right-of-way
* Impervious areas are rounded to the nearest tenth.

Table 2.3.2-5. Impervious Area Under Alternative 3

Impervious Area	State ROW (acreage)*	City ROW (acreage)*	Total (acreage)*
Existing	—	—	7.9
Added	7.0	6.6	13.6
Replaced	0.9	6.9	7.9
Removed	2.2	2.9	5.1
NIS			16.3
PCTA (acreage)			16.3

Source: (Caltrans 2024c)
NIS=New Impervious Surface; PCTA=Post-Construction Treatment Area; ROW=right-of-way
* Impervious areas are rounded to the nearest tenth.

Table 2.3.2-6. Impervious Area Under Alternative 4

Impervious Area	State ROW (acreage)*	City ROW (acreage)*	Total (acreage)*
Existing	—	—	7.9
Added	6.0	6.6	12.6
Replaced	0.9	7.0	7.9
Removed	1.4	2.8	4.2
NIS			16.3
PCTA (acreage)			16.3

Source: (Caltrans 2024c)
NIS=New Impervious Surface; PCTA=Post-Construction Treatment Area; ROW=right-of-way
* Impervious areas are rounded to the nearest tenth.

An increase in impervious surface area could increase peak flows and runoff volumes, increasing the potential for erosion, sediment, and pollution in surface waters. Potential pollutants from runoff could include sediment, oils and grease, and metals. The introduction of substantial amounts of additional pollutants in stormwater runoff could contribute to a violation of water quality standards. However, the proposed widened roadway would not represent a new substantial source of pollutants because the Project would accommodate existing uses. In addition, all Build Alternatives include drainage improvements and incorporate on-site stormwater treatment devices to manage the increase in impervious surfaces and runoff.

A rapid stability assessment of stream crossings was conducted for the crossings of Yucaipa Creek and Wildwood Creek. It was determined that the additional flow resulting from the Project does not pose a risk to the creeks (Caltrans 2024a).

Existing drainage facilities would be protected in place and/or upgraded where applicable to accommodate proposed roadway widening. The primary concentration of flow would remain in the existing local Caltrans drainage system, and outlet into Yucaipa Creek and Wildwood Creek during and after construction. As a result of the increase in impervious surface area from the Project, on-site drainage systems would require improvements. The addition of new impervious area from any of the Build Alternatives is anticipated to increase these metrics minimally at the individual on-site pipes.

All Build Alternatives would potentially generate the following Primary Pollutants of Concern: copper and lead. Therefore, all Build Alternatives would be required to evaluate the feasibility of treatment control BMPs to address these Primary Pollutants of Concern. All Build Alternatives include implementing treatment control BMPs including, but not limited to, DPP Infiltration Areas, Infiltration Devices, Biofiltration Strips and Swales, Detention Devices, Media Filters, Multi-Chambered Treatment Train, Wet Basin, and Pervious Pavement (Measure **WQ-4**).

Permanent treatment BMPs would be further defined during final design. It is anticipated that four existing treatment BMPs within the Project Design Footprint would not remain in place. However, treatment control BMPs for each Build Alternative have been

preliminarily developed to reduce potential impacts on stormwater. Proposed treatment BMPs are as follows:

- Alternative 2 would potentially include 13 modular wetlands catch basins, one DPP Infiltration Area, three biofiltration swales, and two above-grade modified gross solid removal devices (GSRDs);
- Alternative 3 would potentially include 11 modular wetland catch basins, one DPP Infiltration Area, three biofiltration swales, and two above-grade modified GSRDs; and
- Alternative 4 would potentially include 14 modular wetland catch basins, one DPP Infiltration Area, two biofiltration swales, and one above-grade modified GSRD.

All proposed BMPs would be within the Project Design Footprint. All Build Alternatives would include implementing DPP BMPs (Measure **WQ-5**) and post-construction treatment BMPs (Measure **WQ-6**) to address the increase in impervious surface areas. DPP BMPs are features that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the Project, such as preserving existing vegetation and slope/surface protection systems. Post-construction treatment BMPs are water quality controls used to reduce pollutant discharges, such as stenciling messages at storm drain inlets accessible to pedestrian and bicycle traffic.

Treatment, design, and post-construction treatment BMPs would be further investigated during the final design phase for feasibility and implementation. Any treatment, design, or post-construction treatment BMPs that are implemented within State right-of-way as a part of the Project would be selected from the Caltrans Statewide Stormwater Management Plan guidance and the Caltrans Project Planning and Design Guide–approved BMP list.

The Project is subject to the San Bernardino County MS4 permit, issued by the Santa Ana RWQCB (San Bernardino County MS4 Permit, Order No. R8-2010-0036). The Project is located within the Santa Ana River Region, within the boundaries of Caltrans District 8, City of Yucaipa. All Build Alternatives are anticipated to also require regulatory permits from the U.S. Army Corps of Engineers (Section 404 Nationwide Permit 14), Santa Ana RWQCB (Section 401), and the California Department of Fish and Wildlife (1602 Streambed Alteration Agreement) for required work within Yucaipa Creek and Wildwood Creek.

The Project would implement treatment, design, and post-construction treatment BMPs, as specified in Measures **WQ-4** through **WQ-6**. No adverse impacts on water quality are anticipated to occur under any of the Build Alternatives.

2.3.2.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

WQ-1 The Project will comply with the requirements prescribed in the Caltrans National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit (Order WQ 2022-0033-DWQ, NPDES No. CAS000003) and the NPDES General Permit for Storm Water Discharges of Stormwater Runoff Associated with Construction Activities (Order 2022-0057-DWQ, NPDES No. CAS000002), and any subsequent permit in effect at the time of construction.

WQ-2 A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential to impact water quality. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and include the construction site Best Management Practices (BMPs) to control pollutants such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater BMPs. Additional BMP reference material is contained in the Caltrans *Project Planning and Design Guide* (2023) and Caltrans *Construction Manual* (2018). These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-stormwater BMPs.

WQ-3 If dewatering is required, construction site dewatering must comply with the General Waste Discharge Requirements for Discharges to Surface Waters That Pose an Insignificant (De minimis) Threat to Water Quality (Order No. R8-2015-0004, National Pollutant Discharge Elimination System No. CAG998001) and any subsequent updates to the permit at the time of construction. This Permit addresses temporary dewatering operations during construction. Dewatering BMPs must be used to control sediment and pollutants, and the discharges must comply with the WDRs issued by the Santa Ana Regional Water Quality Control Board.

WQ-4 Caltrans-approved treatment BMPs will be implemented by the contractor throughout construction consistent with the requirements of NPDES Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order WQ 2022-0033-DWQ, NPDES No. CAS000003 and any subsequent permits in effect at the time of construction. Treatment BMPs may include Design Pollution Prevention Infiltration Areas, Infiltration Devices, Biofiltration Strips and Swales, Trash Capture Devices, Detention Devices, Media Filters, Multi-Chamber Treatment Train, Wet Basin, Open Graded Friction Course, and Pervious Pavement.

WQ-5 Design Pollution Prevention BMPs will be implemented, such as preservation of existing vegetation and slope/surface protection systems (benching/terracing, slope rounding, and reducing gradients [incorporate 4:1 slopes or flatter]).

WQ-6 Post-construction maintenance of treatment BMPs within State right-of-way (ROW) will be performed by Caltrans, after final contract acceptance. Outside State ROW, the maintenance will be performed by the City of Yucaipa. If the City of Yucaipa is unable to maintain the post-construction treatment BMPs, the City of Yucaipa will establish an agreement with Caltrans to perform the required maintenance. During construction, the Project sponsor and contractor will be responsible for temporary construction BMPs and a Stormwater Pollution Prevention Plan per the Construction General Permit.

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2.3.3 Geology/Soils/Seismic/Topography

2.3.3.1 Regulatory Setting

For geologic and topographic features, the key 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 the CEQA.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using the Department's Seismic Design Criteria. The Seismic Design Criteria provides the minimum seismic requirements for highway bridges designed in California. A bridge's category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities.

2.3.3.2 Affected Environment

This discussion is based on the Project's District Preliminary Geotechnical Report (Caltrans 2023), which was completed in November 2023.

The Geologic Resource Study Area (RSA) is the same as the Project Design Footprint as shown in Figure 2.3.3-1.

Geologic Setting

The Project Design Footprint, or the Geologic RSA, is in Yucaipa, within the Peninsular Ranges Geomorphic Province in the foothills southwest of the San Bernardino Mountains. The Peninsular Ranges are characterized by extensive pre-Cretaceous intrusive igneous rocks ranging in composition and age from gabbro to granodiorite, with tonalite being most common. Specifically, the Geologic RSA is within the San Bernardino Block extensional basin, which includes the Crafton Hills. There is also a depositional basin, the Bunker Hill-San Timoteo Basin, that receives sediments from the San Bernardino Mountains. These are alluvial fan deposits classified as Quaternary (1.8 million years and younger) sediments and consist of clays, silts, sands, gravel, cobbles and boulders underlain by pre-Tertiary age crystalline bedrock.

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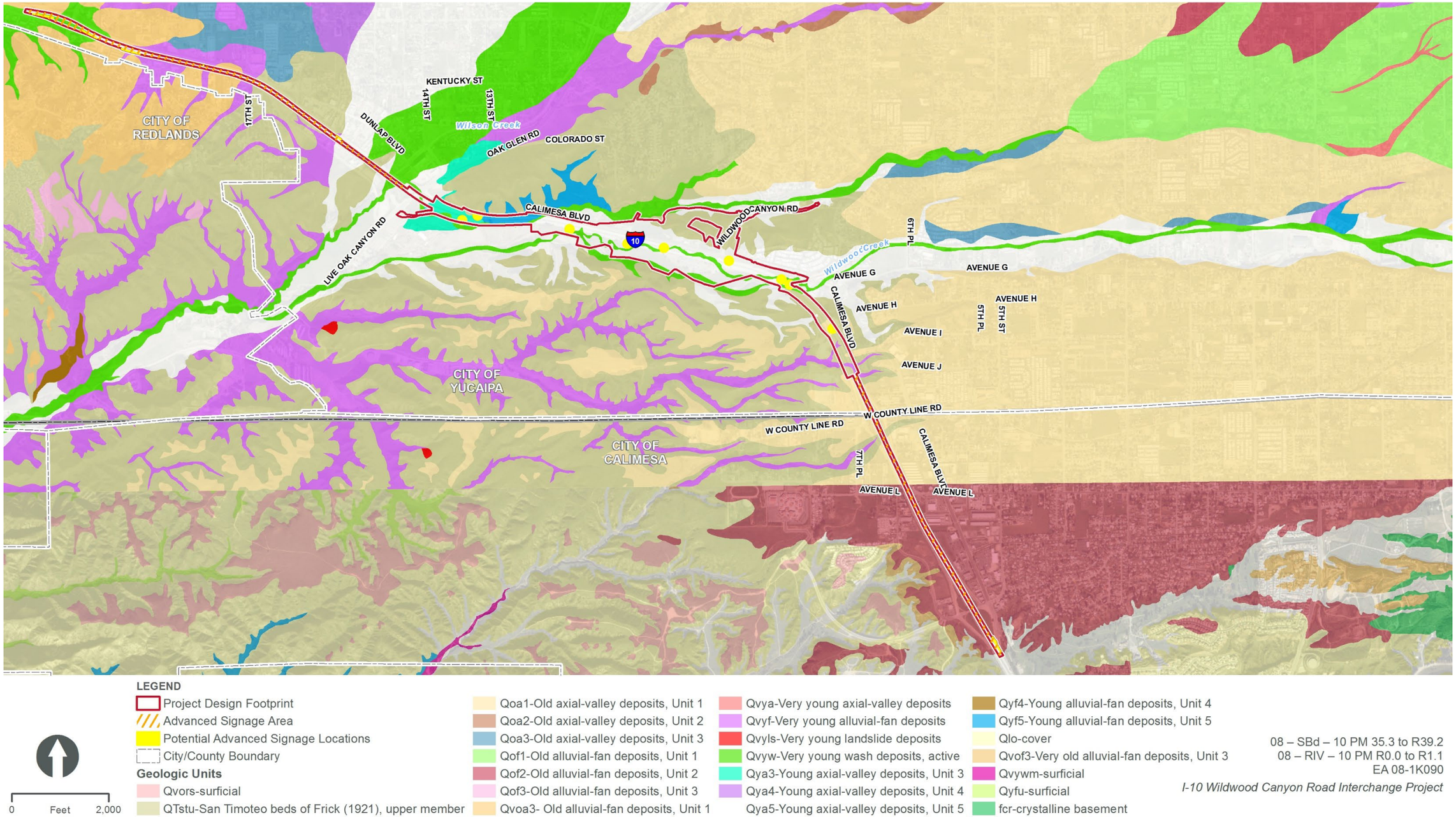

Figure 2.3.3-1. Geology within the Geologic Resource Study Area

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A regional geologic map by the California Geologic Survey (CGS, CGS 2006) indicates that the Project Design Footprint may be characterized by alluvial valley deposits (Qa), alluvial wash deposits (Qw), and San Timoteo Beds (upper member [Qss]). Additionally, artificial fill (af) is anticipated within the existing I-10 alignment, although not shown on the published map. Upper soils within the Project Design Footprint likely consist of fills, as indicated by review of historical aerial imagery (Netronline 2022). A regional geologic map for the Project Design Footprint is shown in Figure 2.3.3-1 and indicates which earth materials are anticipated to be encountered during Project construction, described below:

- **Qa:** Alluvial valley deposits typically consist of slightly to moderately consolidated silt, sand, and gravel.
- **Qw:** Alluvial wash deposits in recently active stream channels, washes, and rivers are generally composed of sand and gravel, and unconsolidated cobble-boulder gravel.
- **Upper member (Qss):** The upper member of the San Timoteo Beds consists of consolidated and unconsolidated sedimentary materials. It typically includes sand, gravelly sand, and gravel, and their consolidated equivalents (sandstone, conglomeratic sandstone, conglomerate). Additionally, mudstone, claystone, and siltstone are part of the upper member, but encountered with less frequency within this unit.

Physiography and Topography

The Geologic RSA is generally located on undeveloped rolling, hilly terrain with exceptions to the existing I-10 and Wildwood Safety Roadside Rest Area (SRRA). Topography of the Project Design Footprint generally slopes down toward the west, and drains into Wildwood Creek, with tributaries Wilson Creek and Yucaipa Creek. Topography is generally dominated by the steep erosional incision of Wildwood Creek near the Wildwood SRRA. Elevations range from approximately 2,195 feet to 2,224 feet along the proposed bridge and the I-10 alignment. Local slopes exist at creek edges in the southern portion of the Project Design Footprint near the Wildwood SRRA.

Surface and Groundwater

The Project Design Footprint intersects with two waterbodies: Yucaipa Creek and Wildwood Creek (refer to Figure 2.3.1-1, FEMA Flood Hazard Zones, in Section 2.3.1, *Hydrology and Floodplain*). Both waterbodies are natural flood control channels that drain into alluvial plains and are tributary to the Santa Ana River. Flood hazards have a potential to occur as a result of uncontrolled surface water flows.

According to the Project's District Preliminary Geotechnical Report (Caltrans 2023), groundwater was not encountered in any of the borings, based on the review of Log of Test Borings sheets for nearby structures. However, perched groundwater was encountered in two cone penetration tests located approximately 800 feet southeast of the Project Design Footprint at depths ranging from roughly 30 to 33 feet below ground

surface (bgs) (Caltrans 2023). Additionally, groundwater levels, localized zones of perched water, and an increase in soil moisture content along this alignment are anticipated to fluctuate during and following the rainy seasons, periods of locally intense rainfall, or stormwater runoff. The potential for groundwater would be further investigated during final design.

Expansive Soils

Expansive soils can undergo notable volume changes due to variations in moisture content as a result of precipitation, landscape irrigation, perched groundwater, etc. The soils identified within the Project Design Footprint include sands, silts, and gravels, which are not considered expansive and, thus, there is low potential for expansive soils.

Collapsible Soils

Collapsible soils can undergo a sudden decrease in volume and loss of internal support, such as capillary tension, silt bonds, cementing agents, etc., under applied loads when water is introduced into the soil. It is unknown at this time whether collapsible soils are present within the Project Design Footprint and an at-site geotechnical investigation would be conducted during final design to evaluate the risk potential.

Geologic Hazards

A qualitative assessment of alignment-specific geologic hazards is summarized in, excluding secondary seismic hazards (liquefaction and lateral spreading), which are discussed separately. These geologic hazards evaluated are considered to have no to high risk for Project-specific geologic hazards (see Table 2.3.3-1).

Table 2.3.3-1. Geologic Hazards and Risk Level within the Resource Study Area

Geologic Hazard	Conditions within the Resource Study Area	Qualitative Risk Level
Seismic Ground Shaking and Fault Rupture	Located within the mapped Crafton Hills Alquist-Priolo Earthquake Fault Zone.	Low
Non-seismically Induced Landslides	Not within a designated landslide hazard zone; however, landsliding and erosion was observed during site visit.	High
Seiche	No adjacent higher water bodies.	None
Tsunami	Inland.	None
Settlement	Not evaluated for the Resource Study Area.	Unknown, none to low-risk potential
Land Subsidence	Within delineated zone of subsidence due to groundwater pumping.	Low
Cut and Fill Slopes	Slopes to be 2H:1V or flatter.	Unknown
Volcanic Hazards	No nearby volcanoes.	None
Economical Resources/ Mineral Hazards	Not identified in the Resource Study Area.	None

Source: (Caltrans 2023)

Seismic Hazards

Liquefaction and Lateral Spreading

Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during ground shaking. According to the California Earthquake Hazards Zone Application (CGS 2023) and the San Bernardino County Land Use, Geologic Hazards Map (County of San Bernardino 2010), liquefaction potential has not been evaluated for the RSA. Therefore, the liquefaction potential for the Project Design Footprint does not exist, but further evaluation is anticipated during final design.

Lateral spreading of ground surface during an earthquake generally occurs within a liquefiable soil layer and in the direction of a free face and/or gentle slope. There is no potential for liquefaction and, therefore, no potential exists for lateral spreading. However, slope stability is a design concern to be investigated during final design.

Seismic Ground Shaking and Fault Rupture

The principal seismic hazard that has the potential to affect the Project Design Footprint is ground shaking from a low- to moderate-magnitude earthquake occurring along several major active or potentially active faults in southern California. The Project Design Footprint overlaps the mapped Crafton Hills Alquist-Priolo (AP) Earthquake Fault Zone, which includes the Chicken Hill Fault (see Figure 2.3.3-2). The overlap occurs along a limited segment near the eastern portion of the Project Design Footprint, at the edge of the Crafton Hills AP Earthquake Fault Zone, in the vicinity of Oak Glen Road.

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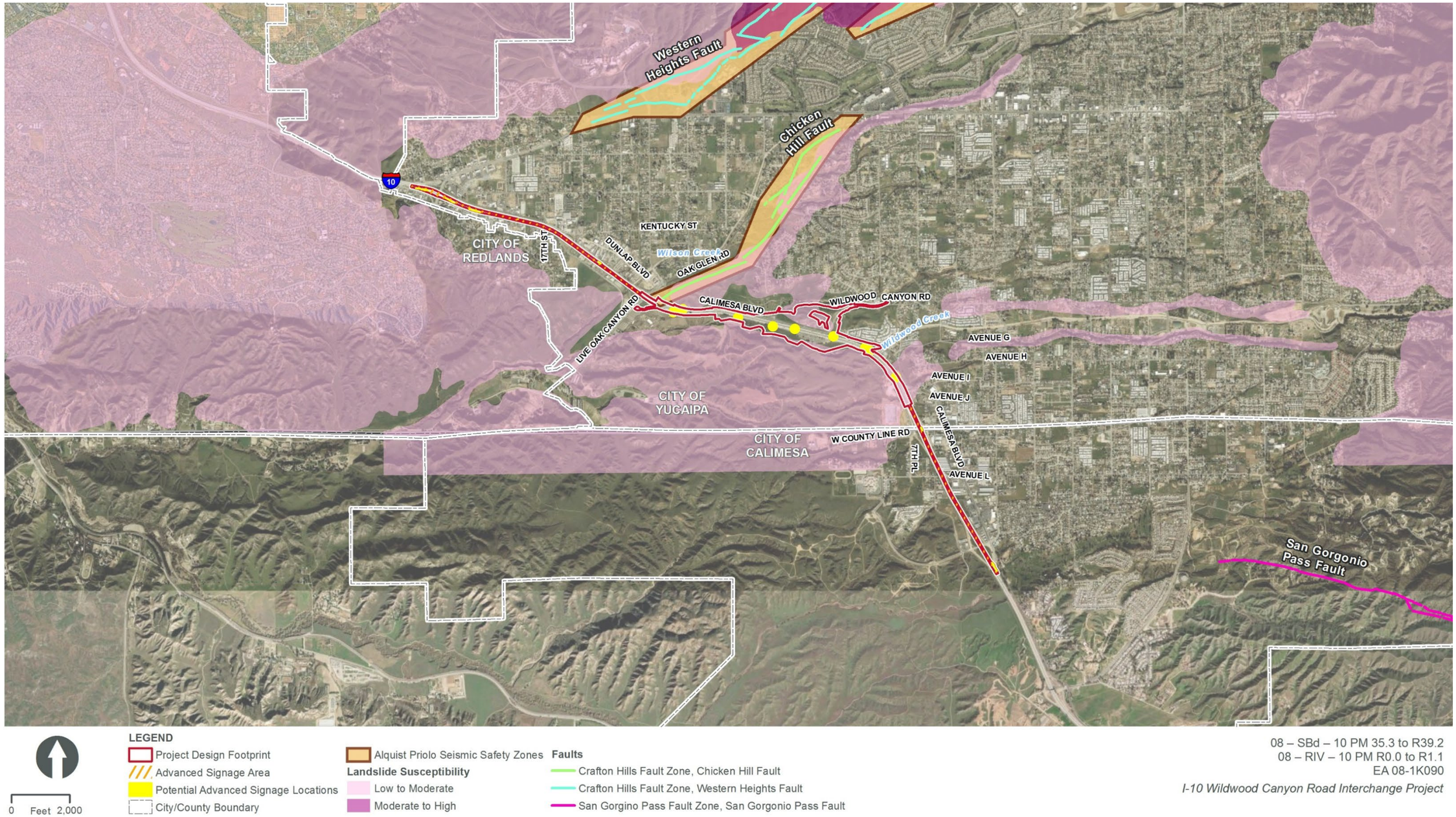

Figure 2.3.3-2. Geologic Hazards within the Geologic Resource Study Area

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A review conducted of the United States Geologic Survey (USGS) seismic hazard deaggregation online tool identified regionally significant active faults with the highest risk contributions, along with their approximate distances to the RSA (see Table 2.3.3-2). Although there is potential for surface fault rupture, the chance of this hazard occurring is considered low.

Table 2.3.3-2. Major Faults near the Resource Study Area

Fault Name[a]	Distance (miles)	Magnitude
San Andreas (San Bernardino S) [2][b]	5.3	7.6
San Jacinto (San Jacinto Valley)	6.0	8.0
San Gorgonio Pass	1.9	7.5
San Andreas (North Branch Mill Creek)	6.6	8.0
San Andreas (San Bernardino S) [1][b]	6.4	7.1

Source: (Caltrans 2023)
USGS=United States Geological Survey
Notes:
[a] = Listed faults were derived from the USGS Deaggregation online tool (USGS 2023) and include faults with a risk contribution greater than 1 percent of the total seismic hazard. Site Class D was assumed and using USGS Dynamic 2014 dataset (V4.2.0) with a 975-year return period.
[b] = Numbers in brackets refer to fault segments as assigned by USGS.

Seiches and Tsunamis

Seiches are large waves generated in enclosed bodies of water as a response to ground shaking. Tsunamis are waves created in large bodies of water by fault displacement or strong ground movement. The Project Design Footprint is not located near an enclosed body of water or close to the Pacific Ocean; therefore, seiches and tsunamis are not potential hazards within the RSA.

Seismically Induced Landslides

As noted above, risk associated with surface fault rupture exists, but its potential is considered low for the RSA. However, areas adjacent to the Project Design Footprint have been mapped low to moderate risk for landslides, to be discussed below. Overall, seismically induced landslides pose a low risk for the RSA.

Settlement

Seismically induced settlement consists of dry dynamic settlement (above groundwater) and liquefaction-induced settlement (below groundwater). This settlement occurs primarily within loose to moderately dense sandy soil due to reduction in volume during and shortly after an earthquake event as the result of liquefaction. As noted above, liquefaction potential within the Project Design Footprint has not been evaluated but poses an unlikely risk as groundwater was not encountered within the first 50 feet bgs. Therefore, hazards associated with settlement do not exist at this time but would be evaluated in final design.

Land Subsidence

Land subsidence refers to the sinking of the ground surface due to the compression of earth materials or the loss of subsurface soil from activities such as underground mining, tunneling, erosion, or pumping/extraction of groundwater. The United States Geological Survey (USGS) indicates that the Project Design Footprint is located within a delineated zone of subsidence due to groundwater pumping (USGS 2023) and thus, there is potential for land subsidence. However, the subsidence is regional in scale and is not likely to impact the RSA. Overall, risk is considered low.

Non-seismically Induced Earth Movement

Landslides and Erosion

Landslides and other forms of mass wasting, such as mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity and are usually triggered by intense rainfall and/or seismic shaking. The Project Design Footprint is not located within a designated landslide hazard zone; however, an area approximately 160 feet north of the Project Design Footprint has been mapped with low to moderate landslide potential. Additionally, other slopes in the immediate area are mapped with low to moderate potential.

A site visit was conducted for the preparation of the Project's District Preliminary Geotechnical Report (Caltrans 2023), noting signs of landsliding due to erosion along Wildwood Creek and Yucaipa Creek and that potentially hazardous conditions have likely heightened and progressed over time. Therefore, there is high potential for non-seismically induced landslides and other forms of natural slope instability within the RSA.

Cut and Fill Slopes

Cut and fill slopes are commonly used in construction of roadway projects. Slope grading consisting of cut and/or fill slopes is anticipated for the Project to accommodate proposed bridges and on- and off-ramps, as well as associated drainage improvements. These cut and/or fill slopes are generally expected to be inclined at 2H:1V (horizontal to vertical) or flatter. Evaluation of steeper slopes, as necessary, would occur during final design.

Volcanic Hazards

There are no active, potentially active, or inactive volcanoes in San Bernardino County. Therefore, potential volcanic hazards would not occur within the RSA.

Economical Resources/Mineral Hazards

The CGS Map of Aggregate Sustainability in California (CGS 2018) does not identify economical resources/mineral resources within the RSA. Additionally, mineral resources are not included in the *Yucaipa General Plan* (City of Yucaipa 2016).

2.3.3.3 Environmental Consequences

Construction & Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. Therefore, the No-Build Alternative would not impact geological resources.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint.

Landslides and Erosion

Available site information, mapping, and site review conducted within the Project's District Preliminary Geotechnical Report (Caltrans 2023) indicated overall high potential for landslides within the RSA. Construction activities would require excavating soil in order to implement Project improvements. This has the potential to cause soil erosion in an area already subject to high landslide potential and flood risk. These impacts have the potential to worsen in the scenario of a storm event during construction. Grading and construction of cut and/or fill slopes would also contribute to potential soil erosion and land sliding impacts during construction. As noted, earth materials expected to be encountered during construction include undocumented af, Qa, Qw, and upper member (Qss).

Erosion protection would be implemented through compliance with Section 21 of Caltrans Standard Specifications during construction. The primary method of erosion protection would be minimizing uncontrolled surface water flows. Rock surfacing, cobblestone surfacing, landscaping, amongst other methods would also be considered in order to prevent erosion. Retaining walls may be required to facilitate construction, specifically at ramp locations. All retaining walls would satisfy Caltrans requirements for internal and external (global) stability.

Implementation of soil erosion control measures as required by Caltrans would address the potential construction-related erosion impacts. Measure **WQ-2** would be implemented, requiring the preparation of a Stormwater Pollution Prevention Plan to address Best Management Practices related to erosion control. Therefore, with adherence to aforementioned standardized practices and Measure **WQ-2**, no adverse impacts would occur in respect to landslide or erosion hazards.

Seismic Ground Shaking

The Project Design Footprint does not overlap with a currently designated active or potentially active earthquake fault zone. The edge of the closest Alquist-Priolo Earthquake Fault Zone, Crafton Hills Fault Zone (which contains the Chicken Hills fault),

is located approximately 1,500 feet from the RSA. The RSA overlaps a seismic safety zone for this fault. Although there is potential for surface fault rupture at the site, the chance of such event happening is low. The RSA, like most areas of southern California, is located within a seismically active region. The Project Design Footprint may experience ground shaking from earthquakes associated with nearby or distant faults. While the magnitude of likely earthquake events is likely to not exceed low-to-moderate levels, indirect and direct impacts from seismic shaking may still occur during construction of the Project. These potential impacts may consist of ground deformation, including fissures, settlement, displacement, and loss of bearing strength.

All Build Alternatives would be constructed in compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects. California Building Code would be followed, in addition to adherence to standard engineering practices and Caltrans design criteria, which both aim to reduce effects of seismic activity. Therefore, none of the Build Alternatives would result in adverse impacts during construction related to seismic hazards impacting construction workers or the surrounding public.

During the Project's design life, it is anticipated that seismic activity from active faults would generate low-to-moderate ground shaking within the RSA. Caltrans procedures related to seismic design would be followed, thus reducing potential effects of earthquakes to the RSA.

Collapsible Soils

Based on available site information presented in the Project's District Preliminary Geotechnical Report (Caltrans 2023), the presence of collapsible soils was not observed. However, laboratory test data to assess collapse potential for soils within the Project Design Footprint are not available and thus it is unknown whether collapsible soils are present. Geotechnical investigations would be performed during final design and would be outlined in the Final Geotechnical Report under Measure **GEO-1**. The findings of the final report would be incorporated into the final design of all Build Alternatives. Therefore, following implementation of Measure **GEO-1**, no adverse impacts associated with collapsible soils are anticipated to occur.

2.3.3.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

GEO-1 **Final Geotechnical Report.** During final design, a Final Geotechnical Report will be prepared to summarize the Project-specific findings from a detailed geotechnical investigation. The investigation will be conducted by qualified geotechnical personnel to assess geotechnical conditions of the Project Design Footprint. The report will be submitted to Caltrans for review and approval. The findings of the final report will be incorporated into the final design.

WQ-2 A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential to impact water quality. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and include the construction site Best Management Practices (BMPs) to control pollutants such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater BMPs.

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2.3.4 Paleontology

2.3.4.1 Regulatory Setting

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.

A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized projects.

54 USC 320301-320303 (Monuments, Ruins, Sites, and Objects of Antiquity) prohibits appropriating, excavating, injuring, or destroying any object of antiquity situated on federal land without the permission of the Secretary of the Department of Government having jurisdiction over the land. Fossils are considered “objects of antiquity” by the Bureau of Land Management, the National Park Service, the Forest Service, and other federal agencies.

23 USC 305 (Archeological and Paleontological Salvage) authorizes the appropriation and use of federal highway funds for paleontological salvage as necessary by the highway department of any state, in compliance with 54 USC 320301-320303 above and state law.

Under California law, paleontological resources are protected by CEQA.

2.3.4.2 Affected Environment

The following discussion is based on the project’s Paleontological Identification Report/Paleontological Evaluation Report (PIR/PER) (Caltrans 2023), which was completed in June 2023. The study area for paleontological resources is the Geologic Resource Study Area (RSA).

The Geologic RSA is within the Yucaipa Valley, a fault-bound block in the northeastern corner of the Peninsular Ranges Geomorphic Province. A geomorphic province is a naturally defined region that displays unique, defining features based on geology, tectonics, topography, geomorphology, and climate (California Geologic Survey 2002). Northwest-trending fault-bound blocks of mountain ranges and valleys oriented subparallel to the San Andreas Fault Zone distinguish the Peninsular Ranges from its neighboring provinces. The Yucaipa Valley is bounded on the north by an extension of the San Andreas Fault Zone, referred to as the Mission Creek/San Bernardino strands of the San Andreas fault, and on the south by the Banning fault, which is an extension of the San Jacinto Fault Zone, which is subparallel to but likely associated with the San Andreas Fault Zone.

Paleontological Records

The PIR/PER included museum records search conducted at the San Bernardino County Museum (SBCM) and the University of California Museum of Paleontology

(UCMP) online fossil locality database for paleontological localities within and near the Geologic RSA.

The SBCM determined that there are no previously recorded paleontological resource localities directly within the Geologic RSA. However, the SBCM records search indicated three nearby localities within 1.5 mile of the RSA. These localities were documented from the Pleistocene-aged San Timoteo Formation, and yielded Proboscidean (i.e., elephant relative) bone fragments, including a nearly complete skull. Tortoise (*Gopherus*) remains, and several rodent teeth from *Thomomys*, *Neotoma*, and *Microtus*.

The UCMP database records search did not identify any nearby localities for paleontological resources.

Geologic Units in the Resource Study Area for Geologic Resources

The Geologic RSA is underlain by latest Holocene very young wash deposits, active (Qvyw); latest Holocene very young alluvial-fan deposits (Qvyf); latest Holocene young alluvial-fan deposits, Unit 5 (Qyf_5); latest Holocene young axial-valley deposits, Unit 5 (Qya_5); middle Holocene young axial-valley deposits, Unit 3 (Qya_3); middle to late Pleistocene old axial-valley deposits, Unit 1 (Qoa_1); middle to late Pleistocene old alluvial-fan deposits (Qof_2); early to middle to early Pleistocene very old axial-valley deposits, Unit 3 ($Qvoa_3$); and Pleistocene to Pliocene San Timoteo beds of Frick (1921), upper member (QTstu).

The PIR/PER used Caltrans' paleontological sensitivity scale to classify the paleontological sensitivity of geological units present at the surface or at depth within the Geologic RSA. Table 2.3.4-1, Figure 2.3.4-1 and Figure 2.3.4-2 depict the paleontological sensitivity of geological units within the Geologic RSA.

The following geologic units have a low paleontological sensitivity because they are too young (i.e., less than 5,000 years old) to yield scientifically important paleontological resources: latest Holocene very young wash deposits, active (Qvyw), latest Holocene very young alluvial-fan deposits (Qvyf), latest Holocene young alluvial-fan deposits, Unit 5 (Qyf5), and latest Holocene young axial-valley deposits, Unit 5 (Qya5). However, young geologic units considered to have a low paleontological sensitivity may be underlain by older geologic units (i.e., greater than 5,000 years old) at shallow depth, based on the proximity of older geologic units exposed at the surface (e.g., 5 feet bgs). The following geologic units, whether mapped at the surface or present in the subsurface at shallow depth, have a high paleontological sensitivity due to the high potential to yield significant paleontological resources: middle Holocene young axial-valley deposits, Unit 3 (Qya3), middle to late Pleistocene old axial-valley deposits, Unit 1 (Qoa1), middle to late Pleistocene old alluvial-fan deposits, Unit 2 (Qof2), early to middle Pleistocene very old axial-valley deposits (Qvoa3), and Pleistocene to Pliocene San Timoteo beds of Frick (1921), upper member (QTstu).

Table 2.3.4-1. Paleontological Sensitivity of Geologic Units in the Geologic Resource Study Area

Geologic Unit	Abbreviation	Age	Typical Fossils	Paleontological Sensitivity
Very young wash deposits, active	Qvyw	Latest Holocene	Too young to contain scientifically significant fossils	Low
Very young alluvial-fan deposits	Qvyf	Latest Holocene	Too young to contain scientifically significant fossils	Low
Young alluvial-fan deposits, Unit 5	Qyf_5	Latest Holocene	Too young to contain scientifically significant fossils	Low
Young axial-valley deposits, Unit 5	Qya_5	Latest Holocene	Too young to contain scientifically significant fossils	Low
Young axial-valley deposits, Unit 3	Qya_3	Middle Holocene	Mammoth, ground sloth, rodent, mustelid, canid, feline, horse, bison, camel, antelope, deer, bird, newt, frog, and bony fish	High
Old axial-valley deposits, Unit 1	Qoa_1	Middle to Late Pleistocene	Mammoth, ground sloth, rodent, mustelid, canid, feline, horse, bison, camel, antelope, deer, bird, newt, frog, and bony fish	High
Old alluvial-fan deposits, Unit 2	Qof_2	Middle to Late Pleistocene	Mammoth, ground sloth, rodent, mustelid, canid, feline, horse, bison, camel, antelope, deer, bird, newt, frog, and bony fish	High
Very old axial-valley deposits, Unit 3	$Qvoa_3$	Early to Middle Pleistocene	Mammoth, ground sloth, rodent, mustelid, canid, feline, horse, bison, camel, antelope, deer, bird, newt, frog, and bony fish	High
San Timoteo beds of Frick (1921), upper member	QTstu	Pleistocene and Pliocene	Wolf, bear, mustelid, gomphothere, mammoth, ground sloth, horse, tapir, camel, llama, deer, pronghorn, rabbit, porcupine, rodent, shrew, and tortoise	High

Source: (Caltrans 2023)

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Figure 2.3.4-1. Paleontological Sensitivity Map

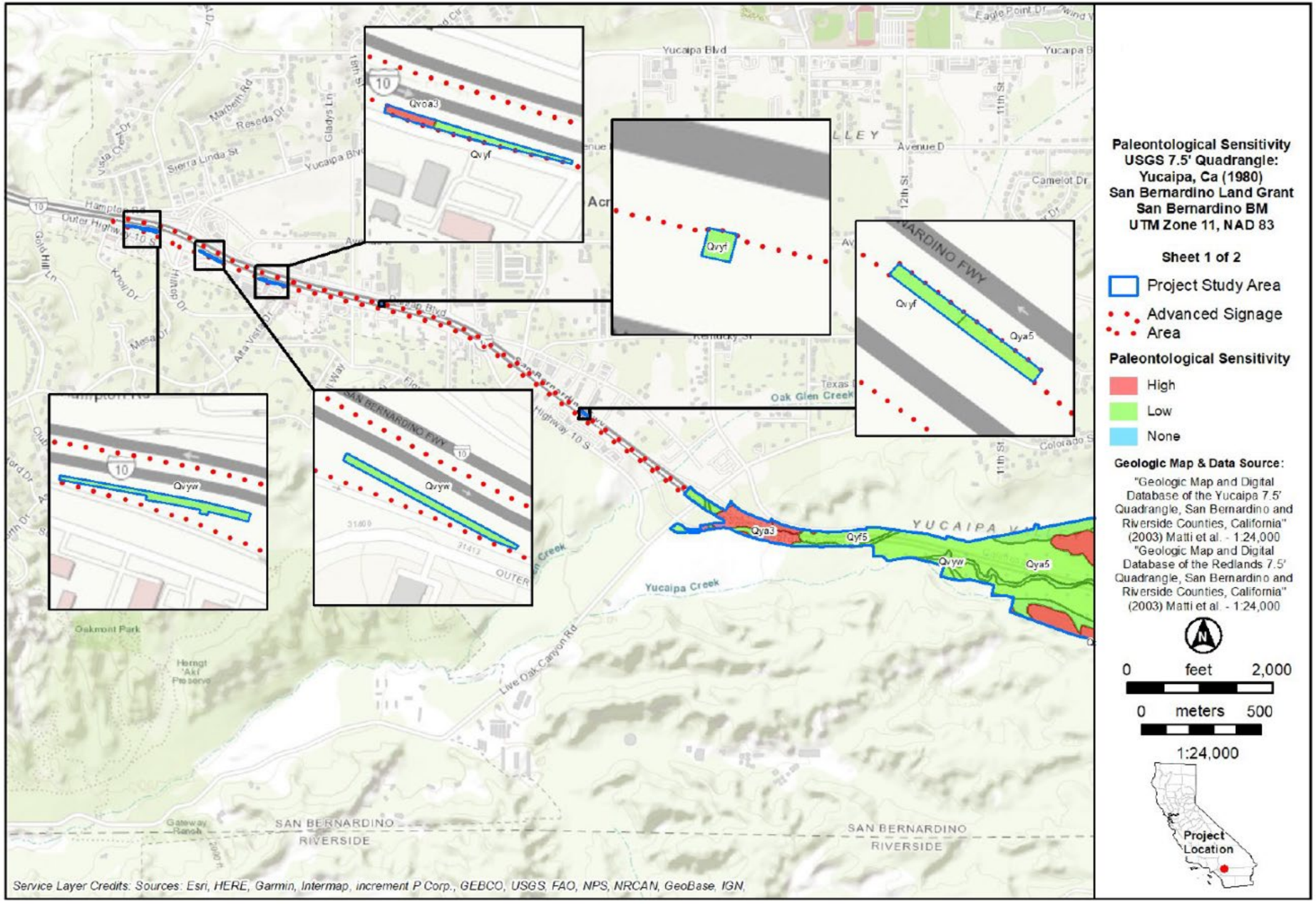

Figure 2.3.4-2. Paleontological Sensitivity Map with Geologic Units (Sheet 1 of 2)

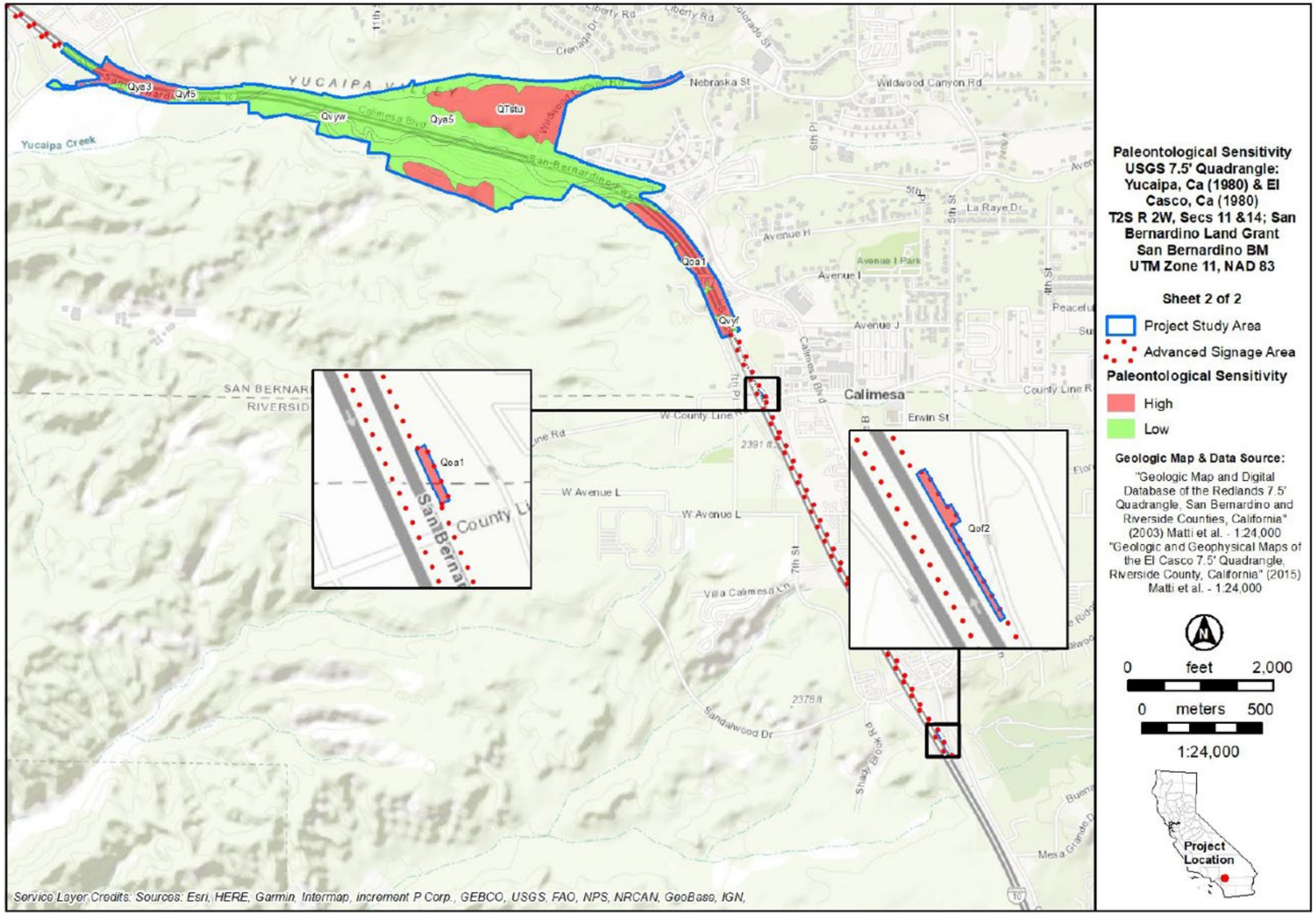

Figure 2.3.4-2. Paleontological Sensitivity Map with Geologic Units (Sheet 2 of 2)

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2.3.4.3 Environmental Consequences

Construction & Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. Therefore, no impacts on paleontological resources would occur.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. Construction activities associated with all Build Alternatives would require temporary ground and vegetation disturbance activities, such as grading and excavation.

There are no known, recorded paleontological resources within the Geologic RSA; however, all Build Alternatives are located in areas of surficial and subsurface geologic units ranked with high potential to encounter paleontological resources (see Table 2.3.4-1, Figure 2.3.4-1 and Figure 2.3.4-2). Ground-disturbing activities with high potential to encounter paleontological resources are described below.

The estimated maximum depth of disturbance for all Build Alternatives is 80 feet below ground surface (bgs) for installation of bridge foundations for Wildwood Canyon Road bridge structures over the I-10 and Calimesa Boulevard. The installation of metal guardrails posts and underground utility relocations along Calimesa Road at the depth of approximately 6 feet bgs. Foundations for roadside signs along I-10 and local roads are estimated to be 8 inches in diameter and reach a depth of 10 feet bgs, while foundations for large overhead signs are estimated to be 8 feet in diameter and reach a depth of 35 feet bgs. The maximum depth for the foundations of the retaining walls along proposed ramps and the auxiliary lane is estimated to be 6 feet bgs. The installation of new drainage facilities will require excavation of approximately 12 feet bgs.

The Build Alternatives require comparable excavation depths and ground-disturbing activities and have a similar potential to impact previously undisturbed sediments or geologic units determined to have a high paleontological sensitivity and may result in potential impacts to scientifically significant paleontological resources.

In accordance with Caltrans' Standard Specification 14-7, if unanticipated paleontological resources are discovered at the job site, all work within 60 feet of the discovery would stop until Caltrans can investigate the discovery. In addition, given the high potential for a geologic unit to contain significant vertebrate, invertebrate, or plant fossils within the Project Design Footprint, Measure **PAL-1** would be implemented, which would require the retainment of a qualified Principal Paleontologist and the

implementation of a Paleontological Mitigation Plan. None of the Build Alternatives would adversely impact paleontological resources.

2.3.4.4 Avoidance, Minimization, and/or Mitigation Measures

The following measure is proposed:

PAL-1 **Preparation of a Paleontological Mitigation Plan (PMP):** The PMP should be prepared by a qualified Principal Paleontologist following the requirements outlined in Caltrans' Standard Environmental Reference Environmental Handbook, Volume 1, Chapter 8 (Caltrans 2014). The PMP should include the following:

- A required preconstruction Workers Environmental Awareness Program for all earthmoving personnel, with documentation of training (such as sign in sheets or hardhat stickers).
- A signed curation or repository agreement, prior to the start of the project.
- Proposed field and laboratory methods that are consistent with the curation or repository agreement.
- Required completion of a Paleontological Mitigation Report upon completion of ground-disturbing activities, following the requirements of Caltrans (Caltrans 2014).

2.3.5 Hazardous Waste/Materials

2.3.5.1 Regulatory Setting

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 cleanup abandoned contaminated sites so that public health and welfare are not compromised. 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
- Executive Order 12088 *Federal Compliance with Pollution Control Standards*

Section 121(d) of CERCLA requires that remedial action plans include consideration of more stringent state environmental "Applicable or Relevant and Appropriate Requirements." The 1990 National Oil and Hazardous Substances Pollution Contingency Plan also requires compliance with Applicable or Relevant and Appropriate Requirements during remedial actions and during removal actions to the extent practicable. As a result, state laws pertaining to hazardous waste management and cleanup of contamination are also pertinent.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement the RCRA in the state. The Porter-Cologne Water Quality Control Act restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the

Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

2.3.5.2 Affected Environment

This discussion is based on the Project's Initial Site Assessment (ISA) (Caltrans 2023a), which was completed in April 2023. The ISA Study Area consists of the Project Design Footprint and properties within 300 feet of the Project Design Footprint to account for adjoining properties.

The ISA was conducted to identify potential and known contaminant sources or recognized environmental conditions (RECs), historical RECs, and controlled RECs within the Project Design Footprint. The ISA was prepared in general accordance with the American Society for Testing and Materials (ASTM) International Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process E1527-21 (ASTM Standard) and Caltrans ISA procedures.

The following tasks were conducted as part of the ISA:

- **Hazardous Materials Database Search:** An environmental database search was conducted using Environmental Data Resources (EDR) to gather government database records dated February 3, 2023. The search consisted of reviewing existing federal, State, local, tribal, and EDR proprietary environmental databases, per the ASTM Standard. The environmental database search radius consisted of the ISA Study Area and properties up to approximately 1 mile from the ISA Study Area.

- **Historical Land Use Records Review:** An evaluation of properties within and adjoining to the ISA Study Area was conducted to analyze historic land uses and changes to identify potential historical contaminant sources that may adversely impact the Project. A search was conducted for Sanborn® fire insurance maps, but no fire insurance maps covering the ISA Study Area were found. Historical aerial photographs and topographic maps from the Interstate 10 (I-10) Eastbound (EB) Truck Climbing Lane (TCL) ISA (EA 08-1F600) (Caltrans 2018) provided coverage of the ISA Study Area and were reviewed.

- **User-Provided Reports:** A review of the I-10 EB TCL ISA (EA 08-1F760) (Caltrans 2018) and I-10 EB TCL Supplemental ISA (EA 08-1F760) (Caltrans 2022a) was conducted to identify RECs within the ISA Study Area.

- **Agency Records Review:** Files maintained by the State Water Resources Control Board GeoTracker database and the Department of Toxic Substances Control (DTSC) EnviroStor database, and the EDR Area/Corridor Report were reviewed in April 2023.

- **Field Reconnaissance:** A field reconnaissance was conducted for the ISA Study Area and for adjoining properties identified by the results of the EDR database

search on March 3, 2023. The field reconnaissance was conducted from the public right-of-way and areas on properties where it was publicly accessible, when feasible. Information was recorded regarding the Project location, the general condition of the ISA Study Area, and other observed conditions that might indicate a potential environmental concern. The field reconnaissance also included observation for utilities and transformers located within the ISA Study Area.

- **Interviews:** An interview was conducted via email with the City of Yucaipa's Assistant City Engineer and Planning Manager/City Planner on March 9, 2023.

Sites of Concern

Based on the due diligence efforts completed as part of the ISA, 10 hazardous waste/materials sites with a history of releases to the environment were identified within the Project Design Footprint; however, none of these sites was identified to have RECs. Forty-three (43) hazardous waste/material sites adjoin the Project Design Footprint. However, only eight adjoining sites were listed in databases that indicate release incidents that may have occurred on the property. None of these eight sites was identified to have RECs. Information pertaining to the 10 sites within the Project Design Footprint and the eight adjoining sites is provided in Table 2.3.5-1.

Other Conditions of Concern

Aerially Deposited Lead

Due to historic use of lead in gasoline, lead may exist in soils near heavily traveled roadways. This specific type of lead is referred to as aerially deposited lead (ADL). The presence of ADL in soils does not necessarily pose a threat in its current state. However, it is considered to have the potential to impact the environment and workers on site during construction activities and may also affect disposal methods if the soils cannot be reused and must instead be moved off site.

According to the I-10 EB TCL ISA (EA 08-1F760) (Caltrans 2018), an ADL survey was conducted between 2005 and 2007 along I-10 under EA 08-0K293, which overlaps with the Project Design Footprint. Concentrations of lead exceeding the United States Environmental Protection Agency Regional Screening Levels for unrestricted land use (i.e., 80 milligrams per kilogram for total lead and 5 milligrams per liter for soluble lead) were not found within the Project Design Footprint.

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Table 2.3.5-1. Sites of Concern

Facility	Distance from Project Design Footprint	Site Information	REC	Hazard Risk Ranking
Swift Transportation (now Interstate 10 [I-10]) Yucaipa, CA	Within Project Design Footprint	This site was formerly occupied by Swift Transportation and is currently operating as the I-10 freeway. This site is listed as temporary and inactive on Hazardous Waste Tracking System (HWTS) database. There are no signs of hazardous material storage on site.	No	Low
Sorenson Engineering 32032 Dunlap Boulevard Yucaipa, CA	Within 300 feet north-northeast	This site is a machine parts manufactory that is currently undergoing site investigation and remediation activities for soil and groundwater contaminated with tetrachloroethylene (Santa Ana Regional Water Quality Control Board [RWQCB] Case #2080038). Groundwater flow direction trends to the northeast. This site also had a historic leaking underground storage tank (LUST) case involving gasoline-contaminated soil and groundwater. The LUST case was granted case closure on May 4, 2004 (Santa Ana RWQCB Case #083603657T).	No	Low
Jorco Chemical Co., Inc. (now Redlands Stoneworks) 32185 E Interstate 10 Redlands, CA	Within 300 feet south-southwest	This site was formerly occupied by Jorco Chemical Co., Inc. and is currently operating as a retail site for stone materials and supplies. A pad-mounted transformer is on site. During the operation of the site by Jorco Chemical Co., Inc., soil was contaminated by solvents due to operation activities involving production of wholesale chemical products, storage of ASTs, and an underground storage tank farm. Upon completion of site investigation and remediation activities, a case closure was granted on June 14, 2012 (Santa Ana RWQCB Case #083602209T).	No	Low
Redlands-Yucaipa Rentals 32194 Outer Highway 10 Redlands, CA	Within 300 feet south-southwest	Redlands-Yucaipa is a construction equipment retail site. Plastic and metal 55-gallon drums are stored on site. During the operation of the site by Redlands-Yucaipa Rentals, soil was contaminated by a gasoline LUST. Upon completion of site investigation and remediation activities, a case closure was granted on October 17, 1990 (Santa Ana RWQCB Case #083601344T).	No	Low

Facility	Distance from Project Design Footprint	Site Information	REC	Hazard Risk Ranking
Caltrans D-8/I-10 westbound (WB) Lane Addition Project/EA08-0F1504 (now I-10) I-10 westbound (WB) post mile 33.3/36.9 Redlands, CA	Within Project Design Footprint	This site was the location of the Caltrans D-8/I-10 WB Lane Addition Project/EA08-0F1504 and is currently operating as the I-10 freeway. This site is listed as temporary and inactive in the HWTS database. This site is also listed in the Facility and Manifest Data (HAZNET) database for disposal of inorganic solid waste. There are no outward signs of hazardous material storage on site.	No	Low
Eastbound Truck Climbing Lane Project (now I-10) Yucaipa, CA	Within Project Design Footprint	This site was the location of the Eastbound Truck Climbing Lane Project and is currently operating as the I-10 freeway. This site had a Section 401 Certification between 2021 and 2022 for the discharge of dredge and fill material. There are no outward signs of hazardous material storage on site.	No	Low
R&L Trucking Co. (now I-10) Interstate 10 W/B MM 85 Indio, CA	Within Project Design Footprint	This site was formerly occupied by R&L Trucking Co. and is currently operating as the I-10 freeway. This site is listed as temporary and inactive in the HWTS database. This site is also listed in the HAZNET database for disposal of organic solids.	No	Low
LTT Trucking LLC (limited liability company, now I-10) Calimesa, CA	Within Project Design Footprint	This site was formerly occupied by LTT Trucking LLC and is currently operating as the I-10 freeway. This site is listed as temporary and inactive in the HWTS database. There are no outward signs of hazardous material storage on site.	No	Low
Old Dominion Freight Lines, Inc. (now I-10) I-10 E, MM87 Yucaipa, CA	Within Project Design Footprint	This site was formerly occupied by Old Dominion Freight Lines, Inc. and is currently operating as the I-10 freeway. This site is listed as temporary and inactive on the HWTS database. There are no outward signs of hazardous material storage on site.	No	Low
Schneider National (now Wildwood Safety Roadside Rest Area) Yucaipa, CA	Within Project Design Footprint	This site was formerly occupied by Schneider National and is currently operating as a rest area off the I-10 freeway. This site is listed as temporary and inactive in the HWTS database. This site is also listed in the HAZNET database for disposal of organic materials. There are no outward signs of hazardous material storage on site.	No	Low

Facility	Distance from Project Design Footprint	Site Information	REC	Hazard Risk Ranking
0K2934 Pavement Rehab (now I-10) RTE 10 Yucaipa, CA	Within Project Design Footprint	This site was the location of 0K2934 Pavement Rehab Project and is currently operating as the I-10 freeway. This site had a National Pollutant Discharge Elimination System permit from 2019 to 2020 for a Caltrans construction project. There are no outward signs of hazardous material storage on site.	No	Low
HUD 33469 Avenue F Yucaipa, CA	Within Project Design Footprint	This site was not found during field reconnaissance. This site is listed as temporary and inactive in the HWTS database. This site is also listed in the HAZNET database for disposal of oxygenated solvents and household waste.	No	Low
Calimesa Exxon (now Shell Gas Station) 33928 County Line Road Yucaipa, CA	Within 300 feet east-northeast	This site was formerly occupied by Calimesa Exxon and is currently operating as an active Shell Gas Station. Four gasoline pump station islands and 5-gallon retail propane aboveground storage tanks are on site. During the operation of the site by Calimesa SOCO, soil was contaminated by a gasoline LUST. Upon completion of site investigation and remediation activities, a case closure was granted on December 23, 2009 (Santa Ana RWQCB Case #083603312T). Depth to groundwater at this site range approximately from 260 to 304 feet below ground surface.	No	Low
Unocal #5636 (now Baker's Drive-Through) 665 W County Line Road Calimesa, CA	Within 300 feet east-northeast	This site was formerly occupied by Unocal #5636 and is currently operating as a restaurant with a pad-mounted transformer on site. During the operation of the site by Unocal #5636, soil was contaminated by a gasoline LUST. Upon completion of site investigation and remediation activities, a case closure was granted on January 26, 1995 (Santa Ana RWQCB Case #083302518T).	No	Low
Freightforce One LLC (now I-10) Calimesa, CA	Within Project Design Footprint	This site was formerly occupied by Freightforce One LLC and is currently operating as the I-10 freeway. This site is listed as temporary and inactive on the HWTS database. There are no outward signs of hazardous material storage on site.	No	Low

Facility	Distance from Project Design Footprint	Site Information	REC	Hazard Risk Ranking
County Cork Business Ventures (now Wine/Liquor/ Fine Cigars) 1198 Calimesa Boulevard Calimesa, CA	Within 300 feet east-northeast	This site was formerly occupied by County Cork Business Ventures and is currently operating a liquor store. During the operation of the site by County Cork Liquor, soil was contaminated by a gasoline LUST. Upon completion of site investigation and remediation activities, a case closure was granted on July 11, 2003 (Santa Ana RWQCB Case #083303630T). There are no outward signs of hazardous material storage on site.	No	Low
ARCO #1958 1216 Calimesa Boulevard Calimesa, CA	Within 300 feet east-northeast	This site currently operates as a gas station. Six gasoline pump station islands, a car wash facility, a chemical placard, and a pad-mounted transformer are on site. This site had two LUST cases in 1988 and 2009 during the operation of the site by ARCO #1958. Both LUST cases involved soil contamination. Upon completion of site investigation and remediation activities, a case closure was granted on April 30, 2008, for the 1988 LUST case (Santa Ana RWQCB Case #083301053T), and on June 30, 2017, for the 2009 LUST case (Riverside County Department of Environmental Health Case #201032797). Depth to groundwater at this site is approximately 200 to 280 feet below ground surface.	No	Low

Source: (Caltrans 2023a)
Notes:
HAZNET=Facility and Manifest Data; HWTS=Hazardous Waste Tracking System; I-10=Interstate 10; LLC=limited liability company; LUST=leaking underground storage tank; REC=recognized environmental condition; RWQCB=Regional Water Quality Control Board; WB=westbound

Asbestos-Containing Material

Asbestos was commonly used in many building materials prior to 1978 and may have been used up until the early 1980s. Asbestos-containing materials (ACMs) include fireproofing, acoustic ceiling material, transite pipe, roofing materials, thermal insulation, support piers, expansion joint material in bridges, asphalt, concrete, and other building materials. It is of primary concern when it is friable (i.e., material that can be easily crumbled). During demolition, if not properly identified and mitigated, asbestos fibers could become airborne. There is a potential for ACM to be present in buildings and structures located within the Project Design Footprint.

Lead-Based Paint

Regulatory actions restricted the amount of lead in paints and primers manufactured after January 1, 1978, and limited the uses of paints in areas where consumers would have direct access to painted surfaces in nonindustrial facilities. Prior to 1978, lead-based paint (LBP) may have been used in construction or maintenance of building and road structures, including bridges. There is a potential for LBP to be present in building structures located within the Project Design Footprint.

Polychlorinated Biphenyls

Pole- and pad-mounted electrical transformers and light ballasts and electrical equipment may potentially contain polychlorinated biphenyls (PCBs). Soil in unpaved locations surrounding the electrical transformers may also contain PCBs. Pole- and pad-mounted transformers are located within the ISA Study Area and may contain PCBs.

Creosote and Pentachlorophenol

Wooden utility poles, road signs, thrie-beam barriers, piles, and railroad ties, as well as wood used to support metal beam guardrails, may contain preserving chemicals that protect against insects and fungal decay. These chemicals, which may be hazardous, include, but are not limited to, creosote and pentachlorophenol, as well as treatment compounds such as copper azole, alkaline copper quaternary, chromated copper arsenate, and other associated compounds. In addition, soil surrounding treated wood may also contain creosote and pentachlorophenol at elevated levels.

Paint and Thermoplastic Striping

Historically, chrome yellow (containing lead chromate) was used as the primary yellow pigment in traffic lane paint and thermoplastic striping (PTS). Lead chromate varied from approximately 3.5 percent by weight in yellow waterborne paint to 25 percent by weight in yellow epoxy. In California, lead chromate traffic striping was phased out in waterborne traffic paint between 1997 and 2000 and in PTS by 2004. The concentrations of lead chromate in the PTS applied to roadways would classify waste PTS as hazardous. Given the recent phase-out of lead chromate containing PTS, it is assumed that existing yellow PTS associated with roadway markings within the Project Design Footprint contains lead and chromium, unless it has been demonstrated that

lead or chromium is not present (e.g., analytical data or definitive identification of the PTS source material).

Pesticides and Herbicides

There is a potential for soils within the Project Design Footprint to be contaminated with current and historic pesticides and herbicides that may have migrated off site from adjacent agricultural land uses. For example, just south of where Live Oak Canyon meets the EB I-10 on-ramp, there are currently operating agricultural lands adjacent to the Project Design Footprint.

Naturally Occurring Asbestos

No geologic features normally associated with naturally occurring asbestos (i.e., serpentine rock or ultramafic rock near fault zones) are present in or near the Project Design Footprint (U.S. Geological Survey and California Geological Survey 2011).

2.3.5.3 Environmental Consequences

Construction Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, no construction activities would occur and impacts related to hazardous waste/materials would not occur.

Build Alternatives (Alternatives 2, 3, and 4)

Sites of Concern

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. The Build Alternatives would not be impacted by any sites of concern.

Other Conditions of Concern

Aerially Deposited Lead

Aerially deposited lead from past use of leaded gasoline exists along roadways throughout California. There is the likely presence of soils with elevated concentrations of lead as a result of aerially deposited lead on the state highway system right of way within the limits of the project alternatives. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, Aerially Deposited Lead Agreement (Agreement) between Caltrans and the California Department of Toxic Substances Control. This Agreement allows such soils to be safely reused within the project limits as long as all requirements of the Agreement are met.

The Build Alternatives are not expected to encounter ADL over the action levels (80 milligrams per kilogram total lead or 5 milligrams per liter soluble lead). Therefore, soils

within the Project Design Footprint would be reused on site without restriction. A Lead Compliance Plan, as identified in Measure **HW-1**, would be prepared to protect workers during construction. With implementation of this measure, adverse effects would not occur.

Asbestos-Containing Material and Lead-Based Paint

All Build Alternatives would require the potential acquisition and demolition of building structures, including a single-family home located on Assessor's Parcel Number (APN) 031811109 and Wally's Carpet and Tile located on APN 031811110. Both the single-family home and Wally's Carpet and Tile were constructed in the 1940s and may contain ACM and LBP. ACM and LBP sampling of these two building structures would be required prior to any demolition or disturbance activities, as identified in Measure **HW-2**. With implementation of this standard measure, adverse effects would not occur.

Polychlorinated Biphenyls

Pole- and pad-mounted transformers are located within the Project Design Footprint. Any affected electrical transformers and soil in unpaved locations surrounding the transformers that would be disturbed as a result of any of the Build Alternatives would need to be observed and sampled for PCBs prior to construction activities, as identified in Measure **HW-3**. With implementation of this standard measure, adverse effects would not occur.

Creosote and Pentachlorophenol

Treated wood located within the Project Design Footprint would be handled as treated wood waste (TWW) and managed per Chapter 34, Title 22 California Code of Regulations Sections 67386.1 through 67386.12, "Alternative Management Standards for Treated Wood Waste," and in accordance with Caltrans Standard Specifications, Section 14-11.14 Treated Wood Waste. All TWW would be properly disposed of at a landfill that has been permitted to accept TWW, as identified in Measure **HW-4**. With implementation of this standard measure, adverse effects would not occur.

Paint and Thermoplastic Striping

Yellow paint used for lane striping and pavement marking along I-10 within State right-of-way may contain lead chromate. During construction, the City would ensure that sampling, analysis, removal, and disposal of any traffic striping and pavement materials would be completed in accordance with Caltrans and DTSC requirements, as identified in Measure **HW-5**. With implementation of this standard measure, adverse effects would not occur.

Pesticides and Herbicides

Soils within the Project Design Footprint may be contaminated with pesticides and herbicides due to adjacent agricultural land uses. Undisturbed soil adjacent to agricultural land uses that may be disturbed by any of the Build Alternatives would be

sampled for pesticides and herbicides during final design, as identified in Measure **HW-6**. With implementation of this standard measure, adverse effects would not occur.

Construction-Generated Hazardous Waste and Materials

Construction of each of the Build Alternatives would require the use of hazardous materials and may generate hazardous waste. Examples of hazardous materials likely to be used during construction include lubricants (both grease and oils), petroleum fuels, cleaning solvents, and paints. Hazardous wastes generated during construction would require disposal and could include used oil (not hazardous) and sediment from vehicle washing.

During construction activities, hazardous waste and materials would be properly handled, contained, transported, and disposed of in compliance with applicable regulations and requirements, including the RCRA, Clean Air Act, Clean Water Act, DTSC Environmental Health Standards for the Management of Hazardous Waste, and U.S. Department of Transportation hazardous materials regulations. The construction contractor would be required to manage all contractor-generated solid waste and hazardous waste in accordance with Caltrans' Standard Specification Sections 14-10 and 14-11, respectively. With implementation of these standard measures, adverse effects would not occur.

Unknown Hazards

Because of existing and past land uses and the operational activities of facilities within and adjacent to the Project Design Footprint, there is a potential for the Project to encounter unknown hazards during construction under all Build Alternatives. In accordance with Caltrans' Standard Specification Section 14-11, the construction contractor would be required to stop all work in the area upon the discovery of an unanticipated hazardous substance or asbestos. In addition, prior to construction, a Health and Safety Plan, Contaminated Media Management Plan, and a Construction Contingency Plan would be prepared under all Build Alternatives to protect worker health and safety and the environment, as identified in Measures **HW-7**, **HW-8**, and **HW-9**. These plans would further contain specific procedures should unexpected contaminants be discovered. With implementation of these standard measures, adverse effects would not occur.

Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. Therefore, there would be no permanent adverse effects related to hazardous waste under this alternative. Routine maintenance activities would continue to follow applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials and waste.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. Routine maintenance activities would be required to follow applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials and waste. Therefore, the operation of Alternatives 2, 3, or 4 would not result in adverse effects related to hazardous waste or materials.

2.3.5.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

HW-1 **Lead Compliance Plan.** Based on ADL surveys that were conducted between 2005 and 2007 along I-10 under EA 08-0K293, which overlaps with the I-10 Wildwood Canyon Road Interchange Project, concentrations of lead exceeding the United States Environmental Protection Agency Regional Screening Levels for unrestricted land use were not found along the Project corridor and are not anticipated to be encountered. Such soils may be reused on site within the Project Design Footprint without restriction, as long as all requirements of the July 1, 2016, ADL Agreement between Caltrans and the Department of Toxic Substances Control are met. Per the soil reuse agreement, a Lead Compliance Plan (LCP) is required for worker safety. Prior to construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure that an LCP is developed by a Certified Industrial Hygienist, to protect workers from exposure to lead associated with ADL, as well as lead-based paint (LBP), traffic striping, and pavement makings. The LCP will include procedures for the handling, management, sampling, and disposal of material containing lead. ADL and LBP investigations and traffic striping removal are separate tasks usually conducted by separate contractors, which each require a separate LCP.

HW-2 **Asbestos-Containing Materials and Lead-Based Paint.** All Build Alternatives would include the acquisition and demolition of building structures associated with a single-family home located on Assessor's Parcel Number (APN) 031811109 and Wally's Carpet & Tile located on APN 031811110, which may contain asbestos-containing materials (ACM) and lead-based paint (LBP). The City of Yucaipa's Resident Engineer or designated contractor will ensure that ACM and LBP content will be sampled for building and bridge structures that will be disturbed by the Project during final design, prior to any demolition or disturbance activities. The City of Yucaipa's Resident Engineer or designated contractor will ensure that the survey will be conducted in conformance with the United States Environmental Protection Agency National Emission Standards for Hazardous Air Pollutants 40 Code of Federal Regulations, South Coast Air Quality Management District Rule 1403.

HW-3 **Polychlorinated Biphenyls.** Pole- and pad-mounted electrical transformers may contain polychlorinated biphenyls (PCBs). Soil in unpaved locations surrounding the transformers may also contain PCBs. During final design and prior to construction activities, the City of Yucaipa's Resident Engineer or designated contractor will ensure that any affected electrical transformers and soil in unpaved locations surrounding the transformers that would be disturbed as a result of the Project be sampled for PCBs.

HW-4 **Creosote and Pentachlorophenol.** Wooden utility poles may contain creosote and pentachlorophenol. During construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure that treated wood objects are handled as treated wood waste (TWW) and managed per Chapter 34, Title 22 California Code of Regulations Sections 67386.1 through 67386.12, "Alternative Management Standards for Treated Wood Waste," and in accordance with Caltrans Standard Specifications, Section 14-11.14 Treated Wood Waste. All TWW should be properly disposed of at a landfill permitted to accept TWW.

HW-5 **Paint and Thermoplastic Striping.** Paint used for traffic striping and pavement marking may contain lead chromate. During construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure that sampling, analysis, removal, and disposal of any traffic striping and pavement materials will be completed in accordance with Construction Program Procedure Bulletin 99-2, and Caltrans Standard Specifications, Section 14-11.12. Any handling of leaded paint and thermoplastic resulting from cold planing shall be in accordance with Caltrans' Standard Specifications Section 36-4 and comply with Health and Safety Code 22 CA Code of Regs. Management of this material exposes works to health hazards that must be addressed in the Lead Compliance Plan (LCP).

HW-6 **Pesticides and Herbicides.** Soil within the Project Design Footprint that has not been disturbed may contain pesticides and herbicides from adjacent agricultural land uses. The City of Yucaipa's Resident Engineer or designated contractor will ensure that undisturbed soil located adjacent to agricultural land uses that may be disturbed by the Project will be sampled for pesticides and herbicides during final design.

HW-7 **Construction Contingency Plan.** Prior to construction, the City of Yucaipa's Resident Engineer will ensure the preparation of a Construction Contingency Plan, in accordance with the guidance provided in Chapter 7-107 of the Caltrans Construction Manual for handling and dealing with unknown hazards (see Appendix G for Caltrans Unknown Hazards Procedure). This plan will include provisions for responding to events such as the discovery of unidentified underground storage tanks, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes during

construction. This plan will also address underground storage tank decommissioning, field screening, and material testing methods; mitigation and contaminant management requirements; and health and safety requirements for construction workers. If an unexpected release of hazardous substances is found in reportable quantities, the National Response Center must be notified by calling 1-800-424-8802, and cleanup must be coordinated with environmental agencies. The designated contractor will be responsible for preparing the Construction Contingency Plan before the start of construction.

HW-8 **Construction Health and Safety Plan.** Prior to construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure the development of a Health and Safety Plan to guide all construction activities. A Certified Industrial Hygienist will review this plan, based on evaluations of construction activities, the potential hazards identified in this report, and any future assessment prepared for the Project. This plan will contain specific procedures for encountering expected and unexpected contaminants. It will prescribe safe work practices, contaminant monitoring, personal protective equipment, emergency response procedures, and safety training requirements to protect construction workers and third parties. The plan will meet the requirements of 29 Code of Federal Regulations 1910 and 1926, and all other applicable federal, State, and local regulations and requirements. The designated contractor will be responsible for preparing the Health and Safety Plan before the start of construction.

HW-9 **Contaminated Media Management Plan.** Prior to construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure the preparation of a Contaminated Media Management Plan. This plan will include procedures for contaminant monitoring and identification, temporary storage, handling, treatment, and disposal of waste and materials (including soil), in accordance with applicable federal, State, and local regulations and requirements. The designated contractor will be responsible for preparing the Contaminated Media Management Plan before the start of construction.

Costs associated with implementation of hazardous materials avoidance, minimization, and/or mitigation measures are estimated at approximately $20,000 for all Build Alternatives.

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2.3.6 Air Quality

2.3.6.1 Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act is its companion state law. These laws, and related regulations by the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). The NAAQS and state standards are set at levels that protect public health with a margin of safety and are subject to periodic review and revision.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under NEPA. In addition to this environmental analysis, a parallel "Conformity" requirement under the FCAA also applies.

Conformity

The conformity requirement is based on the FCAA Section 176(c), which prohibits the U.S. Department of Transportation and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed Project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS. In California this includes carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), and particulate matter (particulate matter with an aerodynamic diameter of 10 microns or less [PM_{10}] and particulate matter with an aerodynamic diameter of 2.5 microns or less [$PM_{2.5}$]). Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the FCAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) make the determinations that the RTP and FTIP are in conformity with the SIP for

achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained.

Project-level conformity is achieved by demonstrating that:

- The project comes from a conforming RTP and Transportation Improvement Program (TIP).
- The project has a design concept and scope that has not changed significantly from those in the RTP and TIP. "Design concept" means the type of facility that is proposed, such as a freeway or arterial highway. "Design scope" refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis, such as the number of lanes and the length of the project.
- Project analyses have used the latest planning assumptions and U.S. EPA-approved emissions models.
- In particulate matter areas, the project complies with any control measures in the SIP.

Additional analyses (known as hot-spot analyses) may be required for projects located in CO and particulate matter nonattainment or maintenance areas to examine localized air quality impacts.

2.3.6.2 Affected Environment

This discussion is based on the Project's Supplemental Air Quality Report (Caltrans 2026), which was completed in May 2026.

The Project is located within the South Coast Air Basin (Basin), which is a 6,600-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The South Coast Air Quality Management District (SCAQMD) administers the Basin, which includes Orange County; the non-desert parts of Los Angeles, Riverside, and San Bernardino Counties; and the San Gorgonio Pass area of Riverside County.

Climate, Meteorology, and Topography

Meteorology (weather) and terrain can influence air quality. Certain weather parameters are highly correlated to air quality, including temperature, the amount of sunlight, and the type of winds at the surface and above the surface. Winds can transport O_3 and O_3 precursors from one region to another, contributing to air quality problems downwind of source regions. Furthermore, mountains can act as a barrier that prevents O_3 from dispersing.

The Basin is characterized as having a Mediterranean climate (i.e., a semiarid environment with mild winters, warm summers, and moderate rainfall). The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (i.e., weather and topography), as well as manmade influences (i.e., development patterns and lifestyle). Factors, such as wind, sunlight, temperature, humidity, rainfall, and topography, all affect the accumulation and/or dispersion of pollutants throughout the Basin. Its terrain and geographical location determine the distinctive climate of the Basin, as it is a coastal plain with connecting broad valleys and low hills.

The Redlands (Dearborn Street) climatological station, maintained by SCAQMD, is the closest station to the Project Design Footprint and representative of meteorological conditions near the Project. Figure 2.3.6-1 shows a wind rose illustrating the predominant wind patterns near the Project. The climate of the Project Design Footprint is generally Mediterranean in character, with cool winters (average 54° Fahrenheit in January) and warm, dry summers (average 79° Fahrenheit in July). Temperature inversions are common, affecting localized pollutant concentrations in the winter and enhancing O_3 formation in the summer. Mountains averaging 6,100 feet in elevation tend to trap pollutants in the region by limiting air flow. Annual average rainfall is 3.5 inches (at Redlands Municipal Airport), mainly falling during the winter months.

Criteria Pollutants and Attainment Status

The FCAA requires the U.S. EPA to set NAAQS for six criteria air contaminants: O_3, particulate matter, CO, NO_2, Pb, and sulfur dioxide (SO_2). It also permits states to adopt additional or more protective air quality standards if needed. California has set standards for certain pollutants.

Table 2.3.6-1 lists the State and federal attainment status for San Bernardino County for all regulated pollutants. San Bernardino County is classified as an extreme nonattainment area for the federal 8-hour O_3 standard and a serious nonattainment area for the federal $PM_{2.5}$ standard. San Bernardino County is also classified as a nonattainment area for the State 8-hour O_3, PM_{10}, and $PM_{2.5}$ standards.

Table 2.3.6-2 summarizes the sources and health effects of the six criteria pollutants and other pollutants regulated in California.

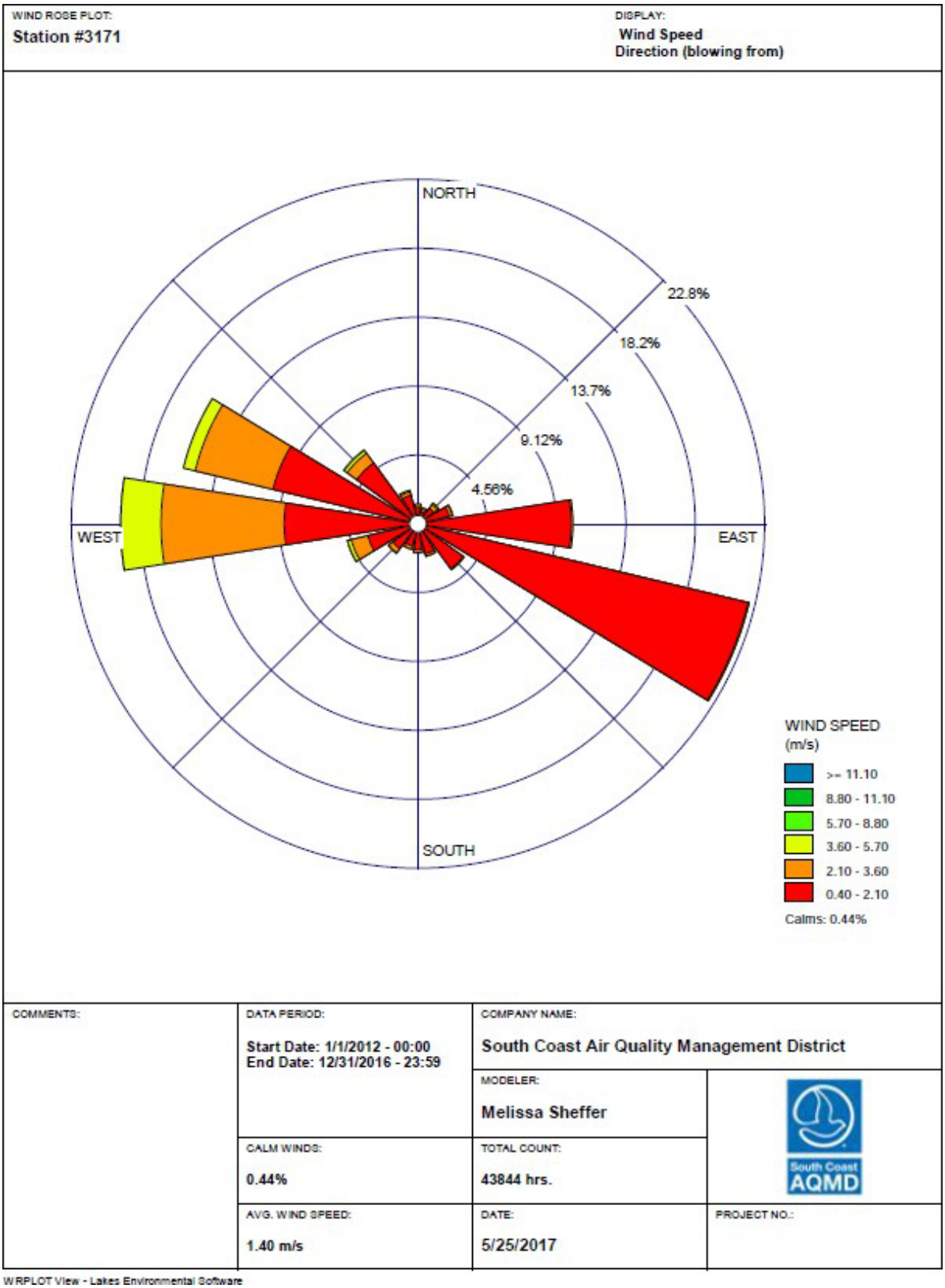

Figure 2.3.6-1. Predominant Wind Patterns near the Project

Table 2.3.6-1. State and Federal Criteria Air Pollutant Standards and Status

Pollutant	Averaging Time	State Standard [1]	Federal Standard [2]	State Project Attainment Status	Federal Project Area Attainment Status
O_3 [3]	1 hour	0.09 ppm [4]	N/A	Nonattainment	N/A
O_3	8 hours	0.070 ppm	0.070 ppm (4th highest in 3 years)	Nonattainment	Nonattainment - Extreme
CO [5]	1 hour	20 ppm	35 ppm	Attainment	Attainment - Maintenance
CO	8 hours	9.0 ppm	9 ppm	Attainment	Attainment - Maintenance
CO	8 hours (Lake Tahoe)	6 ppm	N/A	Attainment	N/A
PM_{10} [6]	24 hours	50 µg/m³ [7]	150 µg/m³ (expected number of days above standard < or equal to 1)	Nonattainment	Attainment - Maintenance
PM_{10}	Annual	20 µg/m³	N/A	Nonattainment	N/A

[1] California standards for ozone (O_3), carbon monoxide (CO; except 8-hour Lake Tahoe), sulfur dioxide (SO_2; 1 and 24 hour), nitrogen dioxide (NO_2), and particulate matter (PM_{10}, $PM_{2.5}$, and visibility-reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] Federal standards (other than O_3, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

[3] On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm. Transportation conformity applies in newly designated nonattainment areas for the 2015 national 8-hour O_3 primary and secondary standards on and after August 4, 2019 (see Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas).

[4] ppm = parts per million

[5] Transportation conformity requirements for CO no longer apply after June 1, 2018 for the following California Carbon Monoxide Maintenance Areas (see U.S. EPA CO Maintenance Letter).

[6] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m³ to 12 µg/m³. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[7] µg/m³ = micrograms per cubic meter.

Pollutant	Averaging Time	State Standard [1]	Federal Standard [2]	State Project Attainment Status	Federal Project Area Attainment Status
$PM_{2.5}$ [8]	24 hours	N/A	35 µg/m^3 [6]	N/A	Nonattainment - Serious
$PM_{2.5}$	Annual	12 µg/m^3	12.0 µg/m^3	Nonattainment	Nonattainment - Serious
NO_2	1 hour	0.18 ppm	0.100 ppm [9]	Attainment	Attainment - Maintenance
NO_2	Annual	0.030 ppm	0.053 ppm	Attainment	Attainment - Maintenance
SO_2 [10]	1 hour	0.25 ppm	0.075 ppm (99th percentile over 3 years)	Attainment	Attainment - Unclassified
SO_2	3 hours	N/A	0.5 ppm [11]	N/A	Attainment - Unclassified
SO_2	24 hours	0.04 ppm	0.14 ppm (for certain areas)	Attainment	Attainment - Unclassified
SO_2	Annual	N/A	0.030 ppm (for certain areas)	N/A	Attainment - Unclassified
Lead (Pb) [12]	Monthly	1.5 µg/m^3	N/A	Attainment	N/A

[8] The 65 µg/m^3 $PM_{2.5}$ (24-hour) NAAQS was not revoked when the 35 µg/m^3 NAAQS was promulgated in 2006. The 15 µg/m^3 annual $PM_{2.5}$ standard was not revoked when the 12 µg/m^3 standard was promulgated in 2012. Therefore, for areas designated nonattainment or nonattainment/maintenance for the 1997 and or 2006 $PM_{2.5}$ NAAQS, conformity requirements still apply until the NAAQS are fully revoked.

[9] Final 1-hour NO_2 NAAQS published in the Federal Register on 2/9/2010, effective 3/9/2010. Initial area designation for California (2012) was attainment/unclassifiable throughout. Project-level hot spot analysis requirements do not currently exist. Near-road monitoring starting in 2013 may cause redesignation to nonattainment in some areas after 2016.

[10] On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb (parts per billion). The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[11] Secondary standard, the levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant rather than health. Conformity and environmental analysis address both primary and secondary NAAQS.

[12] The California ARB has identified vinyl chloride and the particulate matter fraction of diesel exhaust as toxic air contaminants (TACs). Diesel exhaust particulate matter is part of PM_{10} and, in larger proportion, $PM_{2.5}$. Both the California ARB and U.S. EPA have identified lead (Pb) and various organic compounds that are precursors to O_3 and $PM_{2.5}$ as TACs. There are no exposure criteria for adverse health effect due to TACs, and control requirements may apply at ambient concentrations below any criteria levels specified above for these pollutants or the general categories of pollutants to which they belong.

Pollutant	Averaging Time	State Standard [1]	Federal Standard [2]	State Project Attainment Status	Federal Project Area Attainment Status
Pb	Calendar Quarter	N/A	1.5 µg/m^3 (for certain areas)	N/A	N/A
Pb	Rolling 3-month average	N/A	0.15 µg/m^3 [13]	N/A	N/A
Sulfates	24 hours	25 µg/m^3	N/A	Attainment	N/A
H_2S	1 hour	0.03 ppm	N/A	Unclassified	N/A
Visibility Reducing Particles [14]	8 hours	Visibility of 10 miles or more (Tahoe: 30 miles) at relative humidity less than 70%	N/A	Unclassified	N/A
Vinyl Chloride [12]	24 hours	0.01 ppm	N/A	Unclassified	N/A

Source: (Caltrans 2026)
Notes:
Adapted from the California ARB Air Quality Standards chart
Greenhouse Gases and Climate Change: Greenhouse gases do not have concentration standards for that purpose. Conformity requirements do not apply to greenhouse gases.

Table 2.3.6-2. State and Federal Criteria Air Pollutant Effects and Sources

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Ozone (O_3)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NOx) in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.
Carbon Monoxide (CO)	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.

[13] Lead NAAQS are not considered in Transportation Conformity analysis.
[14] In 1989, the California ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Respirable Particulate Matter (PM_{10})	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic & other aerosol and solid compounds are part of PM_{10}.	Dust- and fume-producing industrial and agricultural operations; combustion smoke & vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.
Fine Particulate Matter ($PM_{2.5}$)	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the $PM_{2.5}$ size range. Many toxic and other aerosol and solid compounds are part of $PM_{2.5}$	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NOx, sulfur oxides (SOx), ammonia, and ROG.
Nitrogen Dioxide (NO_2)	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain & nitrate contamination of stormwater. Part of the "NOx" group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.
Sulfur Dioxide (SO_2)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.
Lead (Pb)	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.
Sulfates	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
Hydrogen Sulfide (H_2S)	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.
Visibility Reducing Particles (VRP)	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the Federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Vinyl Chloride	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes

Source: (Caltrans 2026)

State Implementation Plans

Table 2.3.6-3 identifies the status of U.S. EPA-approved SIPs that are relevant to the Project.

Table 2.3.6-3. Status of State Implementation Plans Relevant to the Project Design Footprint

Name/Description	Status
2022 Air Quality Management Plan for the 70 ppb 8-hour Ozone (O_3) Standard in the South Coast Air Basin and Coachella Valley	Approved, February 2023
2020 South Coast $PM_{2.5}$ SIP Revision	Approved, December 2020
2019 South Coast 8-Hour O_3 SIP Update	Approved, November 2019
2018 South Coast SIP Revisions and Updates	Approved, December 2018
2016 O_3 and $PM_{2.5}$ Plan for the South Coast Air Basin and Coachella Valley	Approved, March 2017
2010 South Coast Air Basin PM_{10} Redesignation Request, Maintenance Plan, and Conformity Budgets	Approved, February 2010
2005 South Coast Carbon Monoxide Plan	Approved, February 2006

Source: (Caltrans 2026)

Notes:

O_3=ozone; $PM_{2.5}$ = particles of 2.5 micrometers or smaller; PM_{10} = particles of 10 micrometers or smaller; ppb = parts per billion; SIP = State Implementation Plan

Monitoring Stations

The nearest air quality monitoring station is SCAQMD's Redlands (Dearborn Street) station. The Redlands station only monitors for O_3 and PM_{10}. The closest station that monitors for NO_2, CO, and $PM_{2.5}$ is the San Bernardino (4th Street) station, which is approximately 13 miles northwest of the Project Design Footprint. Figure 2.3.6-2 shows the Redlands and San Bernardino monitoring stations in relation to the Project Design Footprint. These stations are representative of the Project Design Footprint because their climate, topography, and urban setting are like those of the Project Design Footprint. Table 2.3.6-4 lists air quality trends in data collected at the Redlands and San Bernardino monitoring stations for the past three years. During the 2021 to 2023 monitoring period, exceedances were recorded at the monitoring stations for the State 1-hour O_3 standard, State, and federal 8-hour O_3 standards, State PM_{10}, and State and federal $PM_{2.5}$ standards.

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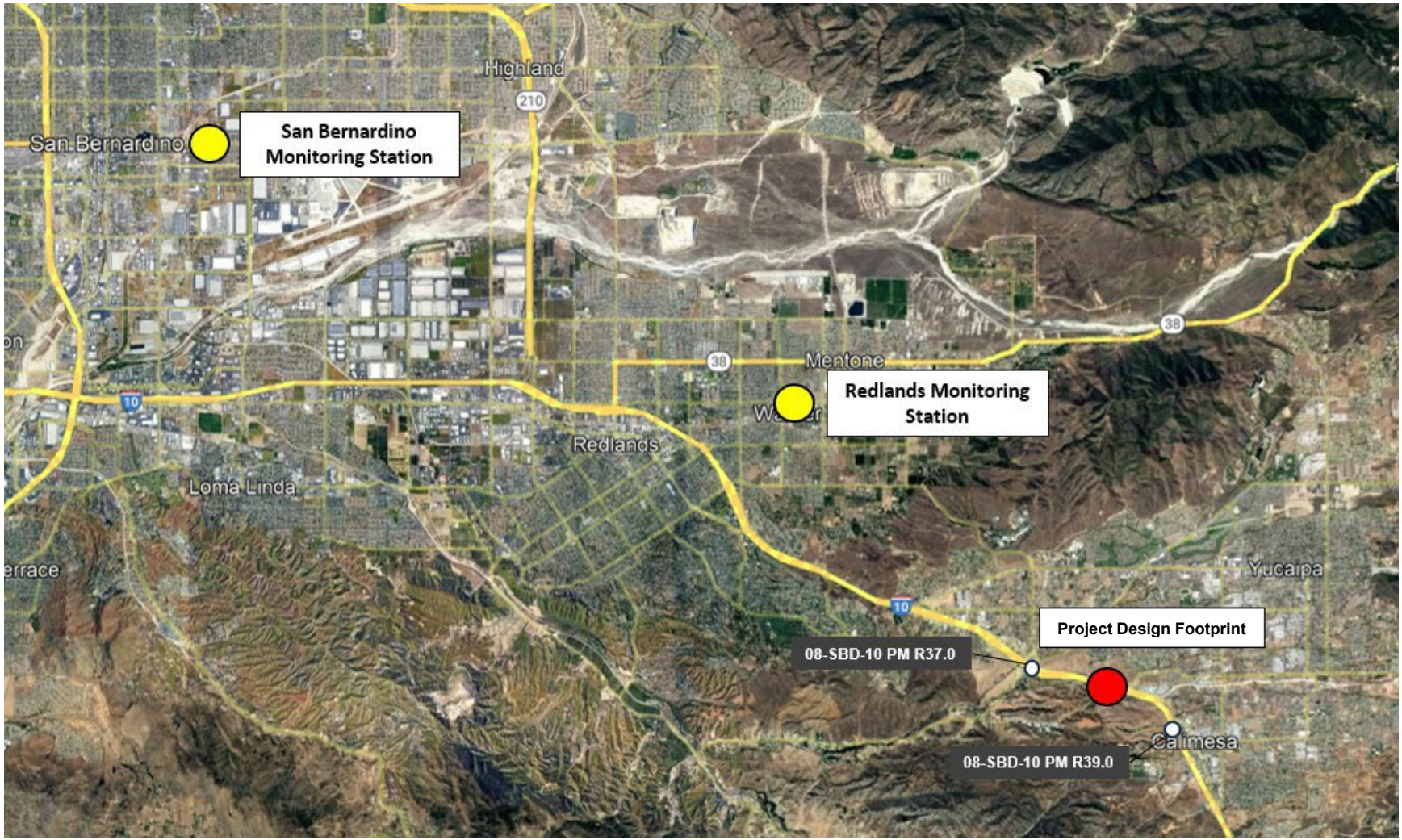

Figure 2.3.6-2. Map of Air Quality Monitoring Stations Located Near the Project

Table 2.3.6-4. Air Quality Concentrations for the Past 3 Years Measured at the Redlands and San Bernardino Monitoring Stations

Pollutant	Standard	2021	2022	2023
Ozone (Redlands Station)				
Maximum 1-hour concentration (ppm)	—	0.145	0.135	0.143
Number of days exceeded: State	0.09 ppm	74	63	54
Maximum 8-hour concentration	—	0.119	0.109	0.118
Number of days exceeded: State	0.070 ppm	114	104	82
Number of days exceeded: Federal	0.070 ppm	114	104	82
Nitrogen Dioxide (San Bernardino)				
Maximum 1-hour concentration (ppm)	—	0.056	0.053	0.056
Number of days exceeded: State	0.180 ppb	0	0	0
Number of days exceeded: Federal	0.100 ppb	0	0	0
Annual concentration (ppm)	—	0.015	0.015	0.013
Exceeded: State	0.030 ppb	No	No	No
Exceeded: Federal	0.053 ppb	No	No	No
CO (San Bernardino)				
Maximum 1-hour concentration (ppm)	—	2.0	1.7	1.6
Number of days exceeded: State	20 ppm	0	0	0
Number of days exceeded: Federal	35 ppm	0	0	0
Maximum 8-hour concentration (ppm)	—	1.6	1.4	1.2
Number of days exceeded: State	9.0 ppm	0	0	0
Number of days exceeded: Federal	9 ppm	0	0	0
PM_{10} (Redlands)				
Maximum California 24-hour concentration (µg/m^3)	—	41.8	47.7	46.7
Maximum National 24-hour concentration (µg/m^3)	—	44.2	50.5	49.4
Number of days exceeded: State	50 µg/m^3	0	0	0
Number of days exceeded: Federal	150 µg/m^3	0	0	0
Annual concentration (µg/m^3)	—	23.7	22.4	21.8
Exceeded: State	20 µg/m^3	Yes	Yes	Yes

Pollutant	Standard	2021	2022	2023
$PM_{2.5}$ (San Bernardino)				
Maximum 24-hour concentration (µg/m^3)	—	57.9	40.1	52.9
Number of days exceeded: Federal	35 µg/m^3	3	6	3
Annual concentration (µg/m^3)	—	11.8	11.2	10.5
Exceeded: State	12 µg/m^3	Yes	Yes	No
Exceeded: Federal	9.0 µg/m^3	Yes	Yes	No

Source: (Caltrans 2026)

Notes:

CO = carbon monoxide; $PM_{2.5}$ = particles of 2.5 micrometers or smaller; PM_{10} = particles of 10 micrometers or smaller; ppm = parts per million; µg/m^3 = micrograms per cubic meter

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2.3.6.3 Environmental Consequences

Regional Conformity

The Project is listed in the *Connect SoCal* 2024 RTP/Sustainable Communities Strategy (SCS) financially constrained RTP Amendment 1 which was found to conform by the Southern California Association of Governments (SCAG) Regional Council on September 5, 2024, and FHWA and the FTA made a regional conformity determination finding on December 16, 2024 (RTP ID 4M04033). The Project is also included in SCAG's financially constrained 2025 FTIP on page 262 of 689 in the Project Listing – Volume III of III Part A. The SCAG 2025 FTIP was determined to conform by FHWA and the FTA on December 16, 2024. The design concept and scope of the Project is consistent with the Project description in the 2024 RTP and 2025 FTIP, and the "open to traffic" assumptions of SCAG's regional emissions analysis.

Project-Level Conformity

Project-level conformity requires project sponsors to demonstrate that their transportation project would not cause or contribute to any new localized CO and/or particulate matter violations; increase the frequency or severity of any existing CO and/or particulate violations; or delay timely attainment of any NAAQS or any required interim emission reductions or other SIP milestones. This is demonstrated through a hot-spot analysis where No-Build and Build emissions are modeled, both with and without any mitigation measures committed to in the RTP.

The Project is located in a maintenance area (federal) for CO, a non-attainment area (federal and State) for $PM_{2.5}$, and a non-attainment area (State) and maintenance area (federal) for PM_{10}.

Carbon Monoxide Analysis

The CO Protocol was developed for project-level conformity (hot-spot) analysis and approved for use by the U.S. EPA in 1997. It provides qualitative and quantitative screening procedures as well as quantitative (modeling) analysis methods for assessing project-level CO impacts. The qualitative screening step is designed to avoid the use of detailed modeling for projects that clearly cannot cause an exceedance of the CO standards or worsen an existing exceedance. Although the protocol was designed to address federal standards, it has been recommended for use by several air pollution control districts in their California Environmental Quality Act (CEQA) analysis guidance documents and should also be valid for California standards because the key criterion (8-hour concentration) is similar (i.e., 9 parts per million for the federal standard and 9.0 parts per million for the state standard).

Sections 3 and 4 of the protocol detail procedures to determine if a CO hot-spot analysis is required, supported by decision flowcharts. The proposed Project under the Build Alternatives was evaluated using the CO Protocol. Through this screening process, it was determined that the proposed Project, under all Build Alternatives, is not expected to result in a new or more severe exceedance of either the NAAQS or

California Ambient Air Quality Standards. The Project is identified in the 2024–2050 RTP/SCS under Project Number 0818000181 and the 2023 FTIP with the Project Number 0818000181. The proposed Project would not increase the percentage of vehicles operating in cold-start mode. The Project would develop a new freeway interchange along I-10 but would not result in changes to the percentage of vehicles operating in cold-start mode because no new parking or other trip-generating land uses would be associated with the Project following its construction. The Build Alternative conditions would not result in a material change in Annual Average Daily Traffic (AADT) on any road segment or at any intersection and would improve I-10 performance metrics, including increased vehicle speeds when compared to the No-Build condition.

Particulate Matter

The Transportation Conformity Guidance requires a hot-spot analysis to be completed for a Project of Air Quality Concern (POAQC). The final rule in 40 CFR 93.123(b)(1) defines a POAQC as:

(i) New or expanded highway projects that have a significant number of or increase in diesel vehicles;

(ii) Projects affecting intersections that are at Levels of Service (LOS) D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the Project;

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

(v) Projects in or affecting locations, areas, or categories of sites identified in the applicable $PM_{2.5}$ and PM_{10} implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

None of the Build Alternatives would result in the construction of a new or expanded highway system that would result in a significant increase in diesel vehicles. No material change in AADT volumes or truck volumes are anticipated to occur under the Build conditions when compared to the No-Build condition. In addition, local intersection LOS and average delay would improve, and local traffic volumes would be reduced under all Build conditions compared to the No-Build condition. The Project would also not result in new or expanded bus facilities, rail terminals, or transfer points. Therefore, the Project would not be considered a POAQC as defined by 40 CFR 93.123(b)(1).

The Project underwent SCAG's interagency consultation process. The U.S. EPA and FHWA issued concurrence, stating that the Project is not a POAQC, on December 3,

2024. A detailed PM_{10} and $PM_{2.5}$ hot-spot analysis was not completed because FCAA and 40 CFR 93.116 requirements would be met without an explicit hot-spot analysis. Documentation of the interagency consultation is included in Appendix F, *Air Quality Conformity Documentation*.

Additional Environmental Analysis

Long-term air quality impacts are those associated with motor vehicles operating on the roadway network, predominantly those operating in the Project vicinity. Operational emissions take into account long-term changes in emissions due to the Build Alternatives (excluding the construction phase). The No Build Alterative represents future baseline conditions without the interchange improvements.

Table 2.3.6-5 summarizes the modeled emissions by scenario and compares emissions under each Build Alternative with the No-Build Alternative and the Existing Year (2022) conditions. Emissions of reactive organic gases (ROG), NOx,[15] CO, PM_{10}, $PM_{2.5}$, and SO_2 for Existing Year (2022), Opening Year (2030), and Horizon Year (2050) conditions with and without the Project were evaluated through modeling using California ARB's 2021 Emission Factor model, version 1.0.1 (EMFAC2021) and vehicle activity data provided by the Project's Supplemental Traffic Operations Analysis Report (Caltrans 2025). The U.S. EPA approved EMFAC2021 on November 15, 2022 (87 CFR 68483).

[15] The U.S. EPA modified the NO_2 NAAQS to include a 1-hour standard of 100 ppb in 2010. Currently, there is no federal project-level NO_2 analysis requirement. However, NO_2 is among the near-road pollutants of concern for transportation projects. Emission modeling tools, including the Roadway Construction Emissions Model, EMFAC, or Caltrans Emission FACtors model, do not provide NO_2 emissions estimates. Instead, they provide NOx (combination of nitrogen monoxide and NO_2) emissions estimates. Near-road NO_2 concentrations are likely be dominated by overall NOx emissions as long as O_3 is present at relatively low (background) concentrations because most of the directly emitted nitrogen monoxide will convert to NO_2 within a few seconds. Therefore, NOx emissions overall can serve as a useful analysis surrogate for NO_2.

Table 2.3.6-5. Estimated Operational Emissions for Each Build Alternative Compared to the No-Build Alternative and Existing Conditions for the Opening Year (2030) and Design Year (2050) (tons per year)

Scenario/Analysis Year	ROG	NOx (surrogate for NO_2)	CO	SO_2	PM_{10}	$PM_{2.5}$
Baseline/Existing Conditions (2022)	**168**	**1,369**	**7,852**	**27**	**6,296**	**1,570**
Opening Year (2030) — No-Build Alternative	96	796	5,682	26	7,131	1,775
Opening Year (2030) — Alternatives 2 and 3	96	795	5,675	26	7,123	1,772
Opening Year (2030) — Alternative 4	96	795	5,675	26	7,123	1,772
Horizon Year (2050) — No-Build Alternative	71	767	5,165	30	9,240	2,297
Horizon Year (2050) — Alternatives 2 and 3	71	766	5,158	30	9,229	2,294
Horizon Year (2050) — Alternative 4	71	766	5,158	30	9,229	2,294
Net Emissions Comparison to Existing Conditions						
Opening Year (2030) — Alternatives 2 and 3	-72	-574	-2,178	-1	827	202
Opening Year (2030) — Alternative 4	-72	-574	-2,178	-1	827	202
Horizon Year (2050) — Alternatives 2 and 3	-97	-603	-2,694	3	2,933	724
Horizon Year (2050) — Alternative 4	-97	-603	-2,694	3	2,933	724
Net Emissions Comparison to No-Build Conditions						
Opening Year (2030) — Alternatives 2 and 3	-0.1	-1	-7	-0.03	-9	-2
Opening Year (2030) — Alternative 4	-0.1	-1	-7	-0.03	-9	-2
Horizon Year (2050) — Alternatives 2 and 3	-0.1	-1	-6	-0.04	-12	-3
Horizon Year (2050) — Alternative 4	-0.1	-1	-6	-0.04	-12	-3

Source: (Caltrans 2026)

Notes:

Particulate matter values include emissions from exhaust and fugitive dust. Modeled using EMFAC2021.

ROG = reactive organic gas; NO_2 = nitrogen dioxide; NOx = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = suspended particulate matter; $PM_{2.5}$ = fine particulate matter

The differences in emissions between with- and without-Project conditions represent emissions generated directly from implementing any Build Alternative. Vehicular emission rates are anticipated to lessen in future years because of continuing improvements in engine technology and the retirement of older, higher-emitting vehicles.

As shown in Table 2.3.6-5, implementation of any of the Build Alternatives would not result in a greater increase in criteria pollutant emissions when compared to the No-Build Alternative under Opening Year (2030) and Horizon Year (2050) conditions. The emissions analysis presented in Table 2.3.6-5 indicates that operation of all Build

Alternatives under Opening Year (2030) and Horizon Year (2050) conditions would increase PM_{10} and $PM_{2.5}$ emissions compared with Existing Year (2022) conditions while resulting in a decrease in ROG, NOx, CO, and SO_2 emissions. These results are due to factors both internal and external to the Project. The increase in particulate matter is partly due to background growth in vehicle miles traveled (VMT) from 2022 to 2050 and because particulate matter fugitive dust emissions are a function of VMT and fugitive dust emission factors for tire wear, brake wear, and paved roads are fairly constant for each analysis year, whereas exhaust emission factors tend to decrease in future years. Consequently, total particulate matter emissions increase over time. The decreases in other pollutants are due to expected improvements in vehicle engine technology, fuel efficiency, and turnover in older, more heavily polluting vehicles, which reduces exhaust emissions. In addition, overall, the Build Alternatives would not increase NO_2 emissions and would improve traffic circulation systems within the community. Therefore, none of the Build Alternatives would result in a substantial increase in any criteria pollutant emissions compared to the No-Build Alternative.

Asbestos

No geologic features that are normally associated with naturally occurring asbestos (i.e., serpentine rock or ultramafic rock near fault zones) are present in or near the Project Design Footprint (U.S. Geological Survey and California Geological Survey 2011). Therefore, the impact from naturally occurring asbestos during Project construction would be minimal to none.

Structures, including buildings and bridges, may contain asbestos-containing materials (ACMs). Asbestos was used in many building materials prior to 1978; its use may have continued until the early 1980s. ACMs are found in fireproofing, acoustic ceiling material, transite pipe, roofing materials, thermal insulation, support piers, expansion joint material in bridges, asphalt, concrete, and other building materials. It is of primary concern when it is friable (i.e., material that can be easily crumbled). During demolition, if not properly identified and mitigated, asbestos fibers could become airborne.

Project improvements would require demolition or disturbance of existing structures, including buildings that may contain ACM. In accordance with Measure **AQ-14**, structures, including buildings, would be sampled and analyzed for ACM content prior to any demolition or disturbance. The ACM survey would be conducted in conformance with the U.S. EPA National Emission Standard for Hazardous Air Pollutants, 40 CFR Part 61 and SCAQMD Rule 1403.

Lead

Pb is normally not an air quality issue for transportation projects unless the project involves disturbing soil with high levels of aerially deposited lead (ADL), or painting or modifying structures with Pb-based coatings. The proposed Project would require the demolition or disturbance of existing structures, including buildings, that may contain Pb-based coatings. Structures would be sampled and analyzed for Pb-based coatings prior to any demolition or disturbance in accordance with Measure **AQ-14**. Should the

presence of Pb-based coatings be detected, such coatings would be removed using best management practices prior to structure disturbance or demolition.

With regard to ADL, the proposed Project does not appear to be impacted by ADL based on ADL surveys that were conducted between 2005 and 2007 for a portion of Interstate 10 (I-10) that includes the Project Design Footprint under EA 08-0K293, which included rehabilitation construction in 2019 (Caltrans 2023). Concentrations of lead exceeding the U.S. EPA Regional Screening Levels for unrestricted land use were not found along the Project corridor and are not anticipated to be encountered. There are no industrial Pb sources in the vicinity of the Project Design Footprint.

Mobile Source Air Toxics Analysis

The purpose of the Project is to provide improved connectivity and increase multimodal access for residents within the City and to accommodate the City's planned economic development around the area of proposed interchange, support efficient goods movement through the I-10 corridor, and improve emergency vehicle access and provide additional evacuation routes for the surrounding community. According to the FHWA's Interim Guidance, the Project is classified as a Category 2 project (projects with Low Potential MSAT Effects). Category 2 projects are those that serve to improve highway, transit, or freight operations or movement without adding substantial new capacity or creating a facility that is likely to substantially increase emissions. A qualitative analysis is required for Category 2 projects.

The Project is expected to meet this category for the following reasons:

- The fleet mix would be the same for each Build Alternative. Therefore, the amount of MSATs emitted would be proportional to the VMT for each Build Alternative. Because the VMT estimated for the No-Build Alternative is higher than for any of the Build Alternatives, higher levels of MSATs are not expected from any of the Build Alternatives compared to the No-Build Alternative. In addition, because the estimated VMT is the same for each of the Build Alternatives, there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the Build Alternative chosen, emissions would likely be lower than present levels in the Horizon Year (2050) as a result of the U.S. EPA's national controls programs that are projected to reduce annual MSAT emissions by over 76 percent from 2020 to 2060. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the U.S. EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions are likely to be lower in the future in virtually all locations.

- Under each Build Alternative, there may be localized areas where VMT would increase and other areas where VMT would decrease. Therefore, it is possible that localized increases and decreases in MSAT emissions may occur. The

localized increases in MSAT emissions would likely be most pronounced along the new roadway section that would be built at Avenue F, located west of existing residences, and along Calimesa Boulevard, which is adjacent to existing residences. However, even if these increases do occur, they too would be substantially reduced in the future due to implementation of the U.S. EPA's vehicle and fuel regulations. In sum, under all Build Alternatives, it is expected there would be reduced MSAT emissions relative to the No-Build Alternative in the immediate area of the Project in the Horizon Year (2050), due to the reduced VMT associated with more direct routing and the U.S. EPA's MSAT reduction programs.

Construction Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, no construction activities would occur and air quality would not be impacted.

Build Alternatives (Alternatives 2, 3, and 4)

Short-Term Impacts
During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment powered by gasoline or diesel engines are also anticipated; these include CO, nitrogen oxides (NOx), volatile organic compounds (VOCs), directly emitted PM_{10} and $PM_{2.5}$, and toxic air contaminants, such as diesel particulate matter. O_3 is a regional pollutant that is derived from NOx and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction typically involve clearing, performing cut-and-fill activities, grading, improving existing roadways, erecting ramps and elevated structures, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. These activities could temporarily generate enough PM_{10}, $PM_{2.5}$, and small amounts of CO, sulfur oxides (SOx), NOx, and VOCs to be of concern. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an added source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities for large development projects are estimated by the U.S. Environmental Protection Agency to add 1.2 tons of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. Caltrans' Standard Specifications (Section 14) on dust minimization require use of water or dust palliative compounds and would reduce potential fugitive dust emissions during construction.

In addition to dust-related PM_{10} emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SOx, NOx, VOCs, and some soot particulate (PM_{10} and $PM_{2.5}$) in exhaust emissions. The construction duration for all Build Alternatives is anticipated to be 470 workdays. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site. None of the Build Alternatives include the installation of crushers or batch plants at the Project site. A permit could be required should any portable equipment, e.g., generators, be used for more than six months at any one location.

Construction emissions were estimated using the latest Caltrans Construction Emissions Tool (CAL-CET2021) (version 1.0.4). Construction emissions were estimated for each Build Alternative using model default equipment inventories for each construction phase. Construction-related emissions for all Build Alternatives are presented in Table 2.3.6-6. The emissions presented are based on the best information available at the time when the calculations were performed. The emissions represent the peak daily construction emissions that would be generated during implementation of each Build Alternative.

Table 2.3.6-6. Build Alternatives Construction-Period Emission Estimates

Alternative	Maximum Daily Average Emissions (lbs/day)					$MTCO_2e$
	ROG	CO	NO_X	PM10	PM2.5	
Alternative 2	9.0	65.8	61.8	54.8	9.7	1,684
Alternative 3	9.3	67.9	63.7	54.9	9.9	1,748
Alternative 4	10.3	75.4	70.7	55.5	10.4	2,101

Source: (Caltrans 2026)

Notes:

Particulate matter values include emissions from exhaust and fugitive dust. Emissions estimated using CAL-CET2021 (version 1.0.4) and project-specific data provided by the design staff (see Appendix D).

ROG = reactive organic gases; CO = carbon monoxide; NO_X = nitrogen oxides; PM_{10} = particulate matter with an aerodynamic diameter of 10 microns or less; $PM_{2.5}$ = particulate matter with an aerodynamic diameter of 2.5 microns or less; $MTCO_2e$ = metric tons of carbon dioxide equivalent

As a control on equipment emissions related to diesel exhaust, areas within 500 feet of California ARB-defined sensitive land uses would be identified during final design as no-idle areas where material storage/transfer and equipment maintenance activities are not to occur. However, limitations to idling may not be feasible during construction because of the nature of work. Idling limitations should be to prevent unnecessary idling, not to

limit the functions of a vehicle or equipment or construction activities. SO_2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and California ARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 ppm sulfur), so SO_2-related issues due to diesel exhaust would be minimal.

Some phases of construction, particularly asphalt paving, may result in short-term odors in the immediate area of each paving site(s). Such odors would quickly disperse to below detectable levels as distance from the site(s) increases.

Most of the construction impacts on air quality are short-term in duration and, therefore, would not result in long-term adverse conditions. Implementation of Measures **AQ-1** through **AQ-14** would reduce air quality impacts resulting from construction activities. Although these measures are anticipated to reduce construction-related emissions, the reductions cannot be quantified at this time.

Construction Conformity
Construction activities will not last for more than 5 years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123[c][5]).

2.3.6.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

AQ-1 The construction contractor must comply with Caltrans Standard Specifications, Section 14-9 Air Quality (2022). Section 14-9.02 Air Pollution Control specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

AQ-2 Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.

AQ-3 Soil binder will be spread on any unpaved roads used for construction purposes and on all project construction parking areas.

AQ-4 Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.

AQ-5 Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low-sulfur fuel, as required by California Code of Regulations Title 17, Section 93114.

AQ-6 A dust control plan will be developed, documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts on existing communities.

AQ-7 Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.

AQ-8 Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving extended idling by diesel equipment or vehicles will be prohibited to the extent feasible.

AQ-9 Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.

AQ-10 All transported loads of soil and wet material will be covered before transport or adequate freeboard (i.e., space from the top of the material to the top of the truck) will be provided to minimize emissions of dust during transportation.

AQ-11 Dust and mud deposited on paved public roads due to construction activity and traffic will be promptly and regularly removed to reduce particulate matter (PM) emissions.

AQ-12 To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

AQ-13 Mulch will be installed, or vegetation planted as soon as practical after grading to reduce windblown PM in the area.

AQ-14 ACM and lead-based paint content shall be sampled and analyzed for structures, including buildings, that will be disturbed by the proposed Project. The sampling work shall be conducted prior to any demolition or disturbance activity and prior to the completion of the Plans, Specifications and Estimate phase. The ACM survey shall be conducted in conformance with the EPA National Emission Standard for Hazardous Air Pollutants, 40 CFR Part 61 and SCAQMD Rule 1403.

2.3.7 Noise

2.3.7.1 Regulatory Setting

NEPA and CEQA provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

CEQA

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The rest of this section will focus on the NEPA/23 Code of Federal Regulations (CFR) 772 noise analysis; please see Chapter 3, *CEQA Evaluation*, for further information on noise analysis under CEQA.

NEPA and 23 CFR 772

For highway transportation projects with Federal Highway Administration (FHWA) involvement (and the Caltrans, as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 decibels [dBA]) is lower than the NAC for commercial areas (72 dBA). Table 2.3.7-1 lists the NAC for use in the NEPA/23 CFR 772 analysis.

Figure 2.3.7-1 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

According to Caltrans' *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects* (Protocol, Caltrans 2020a), a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more) or when the future noise level with the project approaches or exceeds the NAC. A noise level is considered to approach the NAC if it is within 1 dBA of the NAC.

Table 2.3.7-1. Noise Abatement Criteria

Activity Category	Noise abatement criteria, Hourly A-Weighted Noise Level, $L_{eq}(h)$	Description of activity category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Residential. (Includes undeveloped lands permitted for this activity category)
C	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. (Includes undeveloped lands permitted for this activity category)
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No noise abatement criteria—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No noise abatement criteria—reporting only	Undeveloped lands that are not permitted.

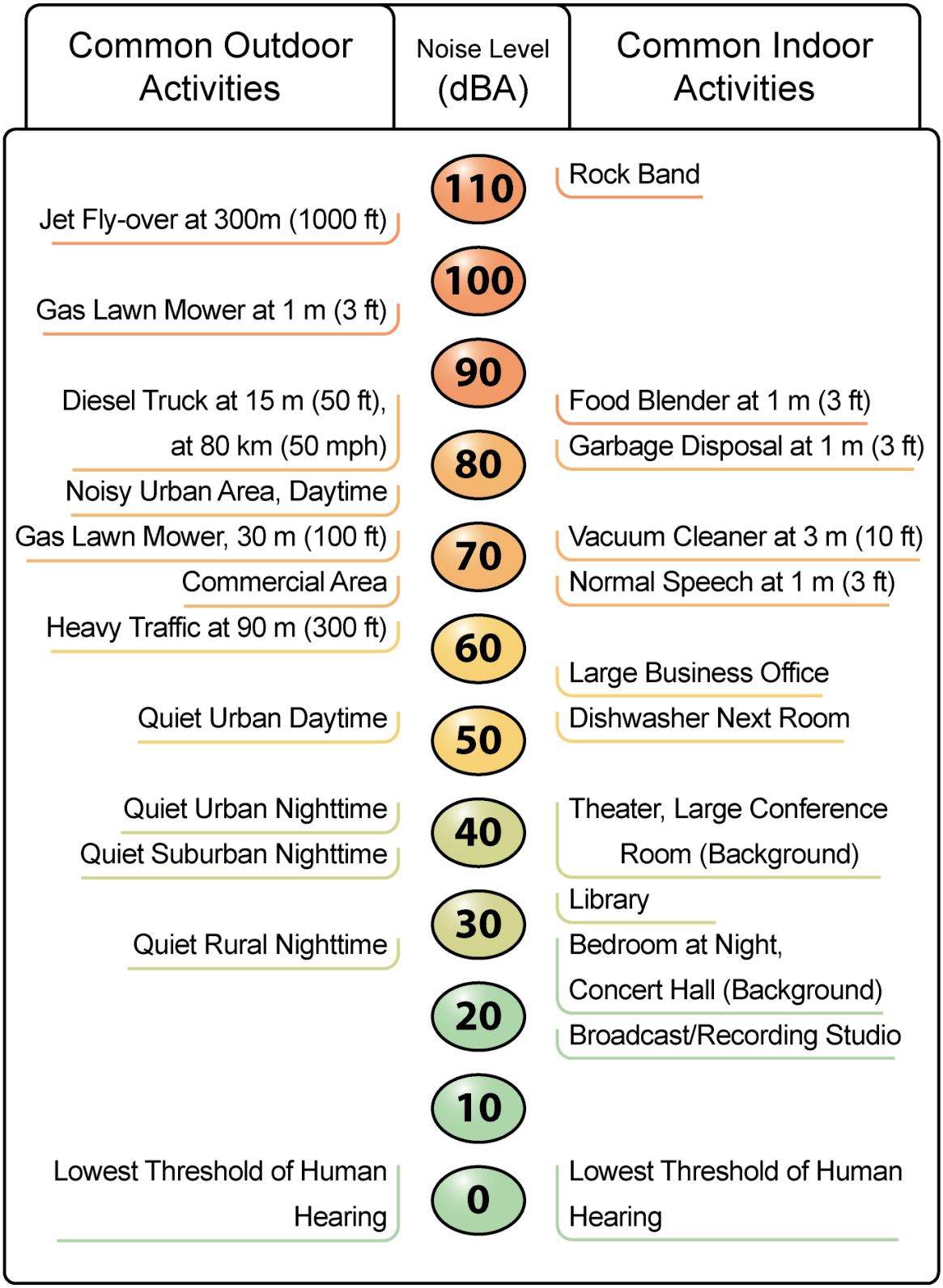

Figure 2.3.7-1. Noise Levels of Common Activities

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the Project.

Caltrans' *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. Noise abatement must be predicted to reduce noise by at least 5 dB at an impacted receptor to be considered feasible from an acoustical perspective. It must also be possible to design and construct the noise abatement measure for it to be considered feasible. Factors that affect the design and constructability of noise abatement include, but are not limited to, safety, barrier height, topography, drainage, access requirements for driveways, presence of local cross streets, underground utilities, other noise sources in the area, and maintenance of the abatement measure. The overall reasonableness of noise abatement is determined by the following three factors: 1) the noise reduction design goal of 7 dB at one or more impacted receptors; 2) the cost of noise abatement; and 3) the viewpoints of benefited receptors (including property owners and residents of the benefited receptors).

2.3.7.2 Affected Environment

This following discussion is based on the Project's Noise Study Report (NSR, Caltrans 2025), which was completed in April 2025, Noise Study Report Addendum, which was completed in January 2026, and the Noise Abatement Decision Report (NADR, Caltrans 2026), which was completed in March 2026.

Noise Resource Study Area

The Noise Resource Study Area (RSA) includes land uses within the Project Design Footprint, excluding the advanced signage areas, with a focus on noise-sensitive land uses.

Acoustical specialists conducted a field investigation to identify land uses that could be subject to traffic and construction noise impacts from the Project (Caltrans 2025). Land uses near the Project Design Footprint were categorized by land use type, Activity Category (as defined in Table 2.3.7-1), and the frequency of human use. The following land uses were identified near the Project Design Footprint:

- Single-family residences and mobile homes: Activity Category B.
- Recreational, including a dog park, picnic tables, and a trail: Activity Category C.
- Agricultural, regional commercial, and community industrial uses: Activity Category F.
- Undeveloped lands, pasture areas: Activity Category G.

As required by the Protocol, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined outdoor activity areas, such as residential backyards or outdoor dining locations of commercial uses.

Noise Analysis Areas

Land uses near the Project Design Footprint were grouped into the following four areas:

Area 1: Area 1 is located on the south side of Interstate 10 (I-10), west of Wildwood Canyon Road. As shown Figure 2.3.7-2 (Sheet 1 and Sheet 2), existing land uses along I-10 in this area consist of regional commercial (currently including agricultural and undeveloped lands), open space, and the Wildwood Safety Roadside Rest Area (SRRA, Activity Category F and G).

Area 2: Area 2 is located on the north side of I-10, west of Wildwood Canyon Road. As shown in Figure 2.3.7-2 (Sheet 1 and Sheet 2), land uses along I-10 in this area consist of undeveloped lands, open space, and commercial and retail uses. Along Wildwood Canyon Road, away from the freeway, existing land uses include single-family homes adjoining John Wayne Way and Cienaga Drive (in the Wildwood Canyon Country Estates residential subdivision). There is also a walking trail along the south side of the homes, and a parcel of land that is zoned as residential with a building located at 33330 Wildwood Canyon and outdoor picnic tables. However, this land has not been permitted for noise-sensitive occupancy.

Area 3: Area 3 is located on the south side of I-10 east of the existing Wildwood Canyon Road. As shown in Figure 2.3.7-2 (Sheets 2 through 7), land uses include mostly undeveloped lands (zoned as regional commercial), open space, and a former residential structure located at 13530 7th Place. The land that is occupied by the former residential building is currently planned for future commercial warehouses.

Area 4: Area 4 is located on the north side of I-10, east of Wildwood Canyon Road. The main noise sources include traffic on I-10, Calimesa Boulevard, and Wildwood Canyon Road. As shown in Figure 2.3.7-2 (Sheets 2 through 7), *Noise Measurement and Modeling Locations and Modeled Noise Barriers*, land uses in this area include the Hillcrest Mobile Estates located north of Calimesa Boulevard and community industrial auto repair shops located between I-10 and Calimesa Boulevard. Farther north, there are single-family residential land uses located on Nebraska Street, south of Wildwood Canyon Road.

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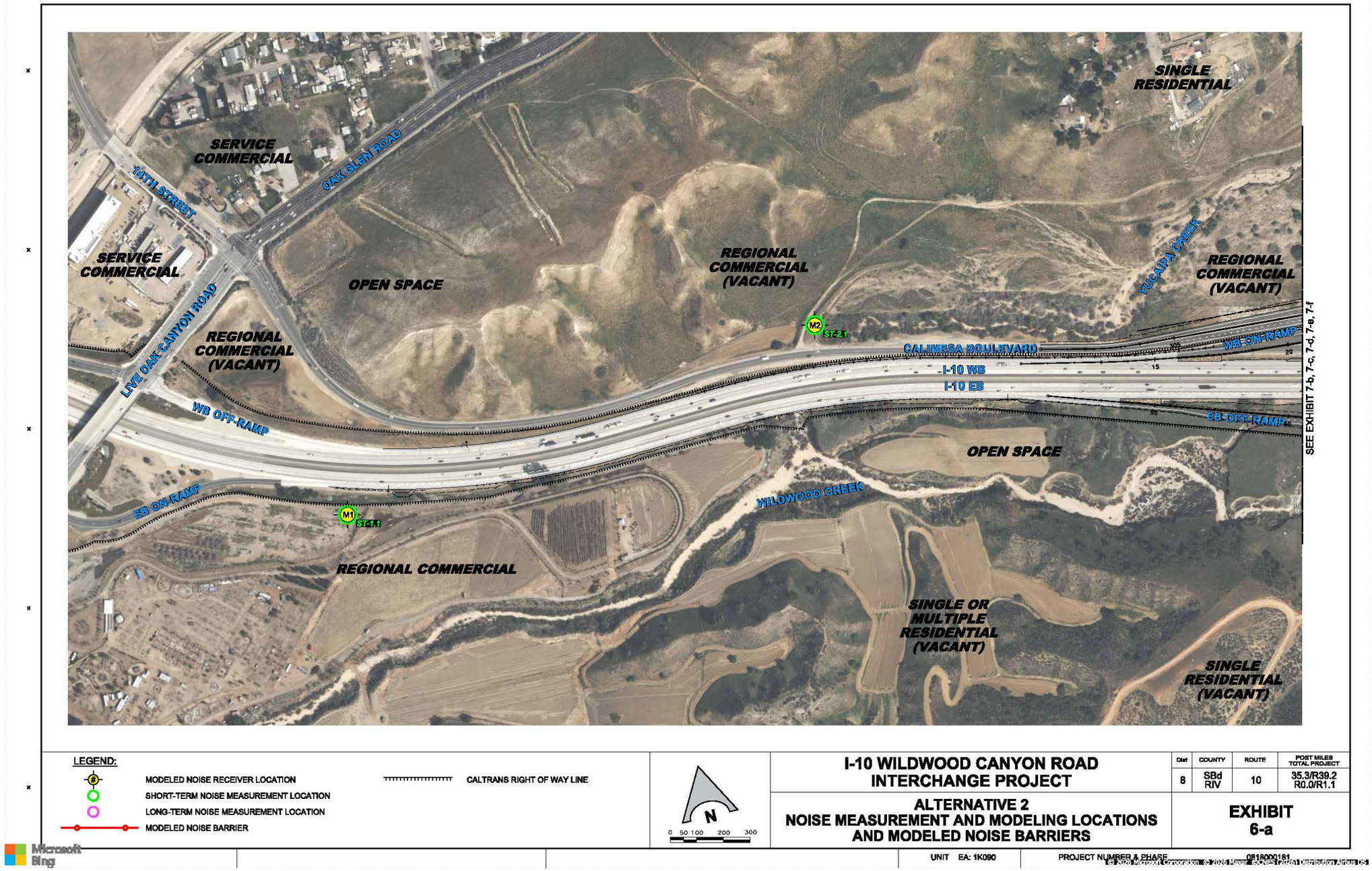

Figure 2.3.7-2. Alternative 2 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 1 of 7)

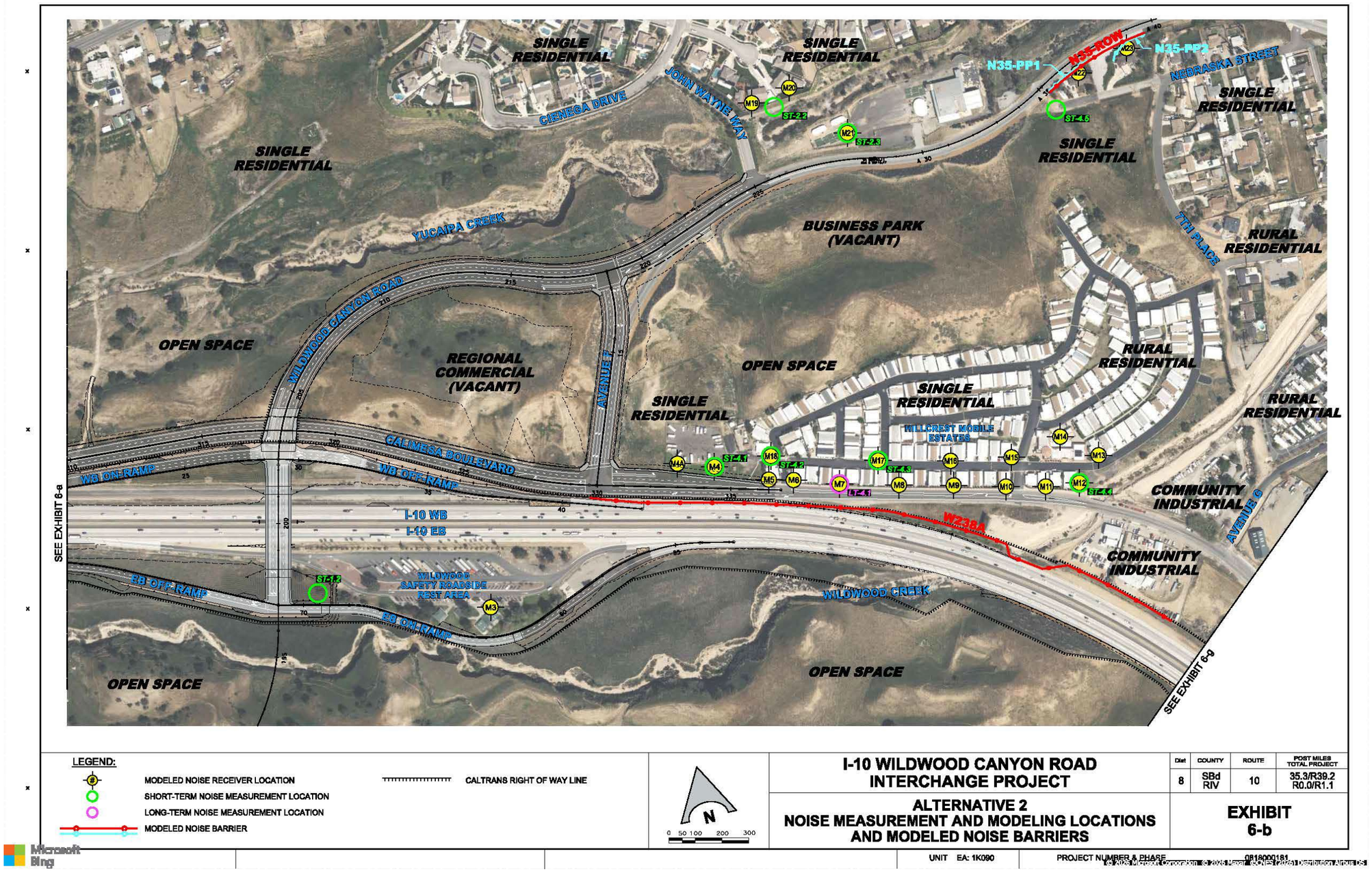

Figure 2.3.7-2. Alternative 2 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 2 of 7)

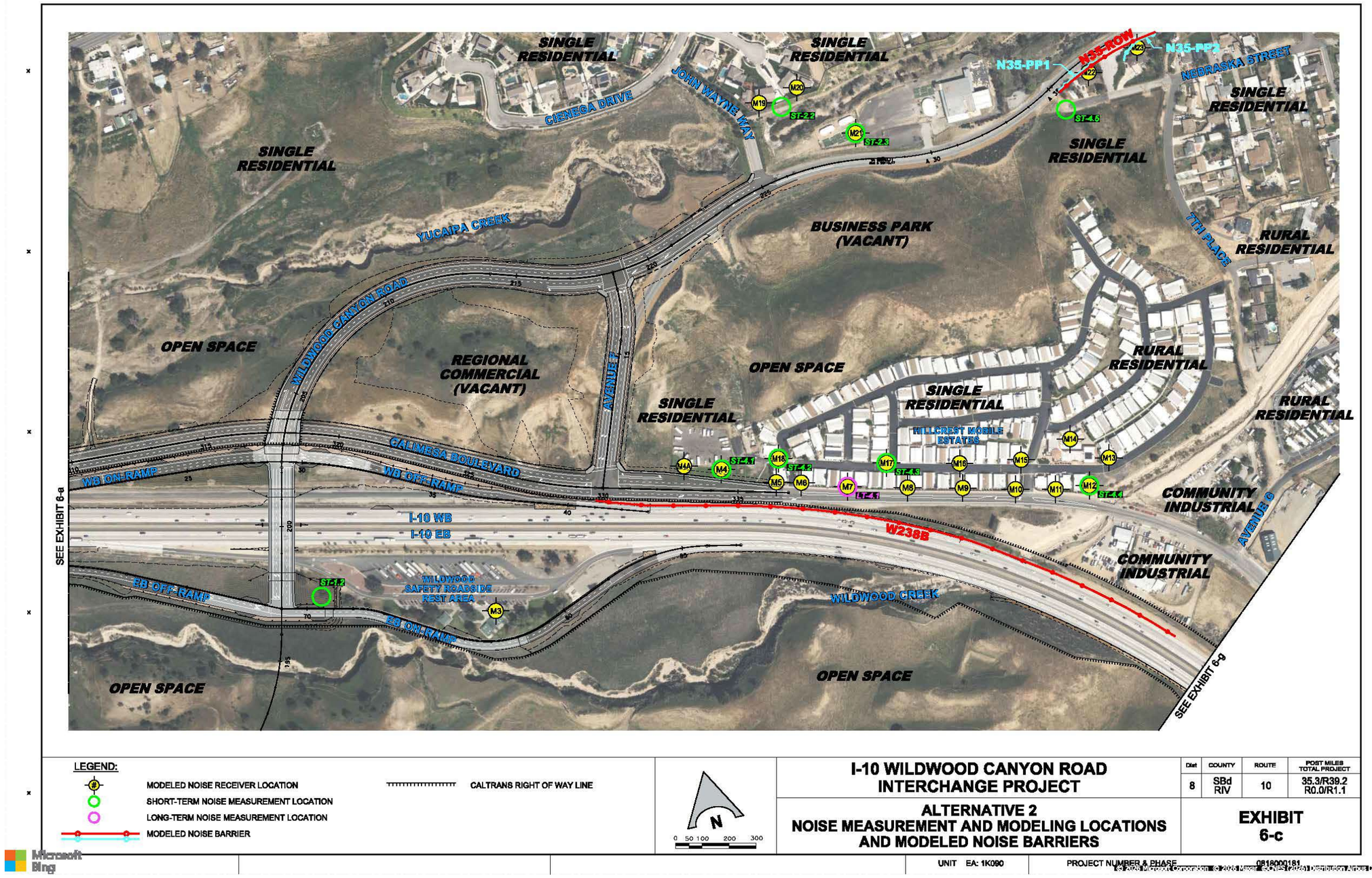

Figure 2.3.7-2. Alternative 2 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 3 of 7)

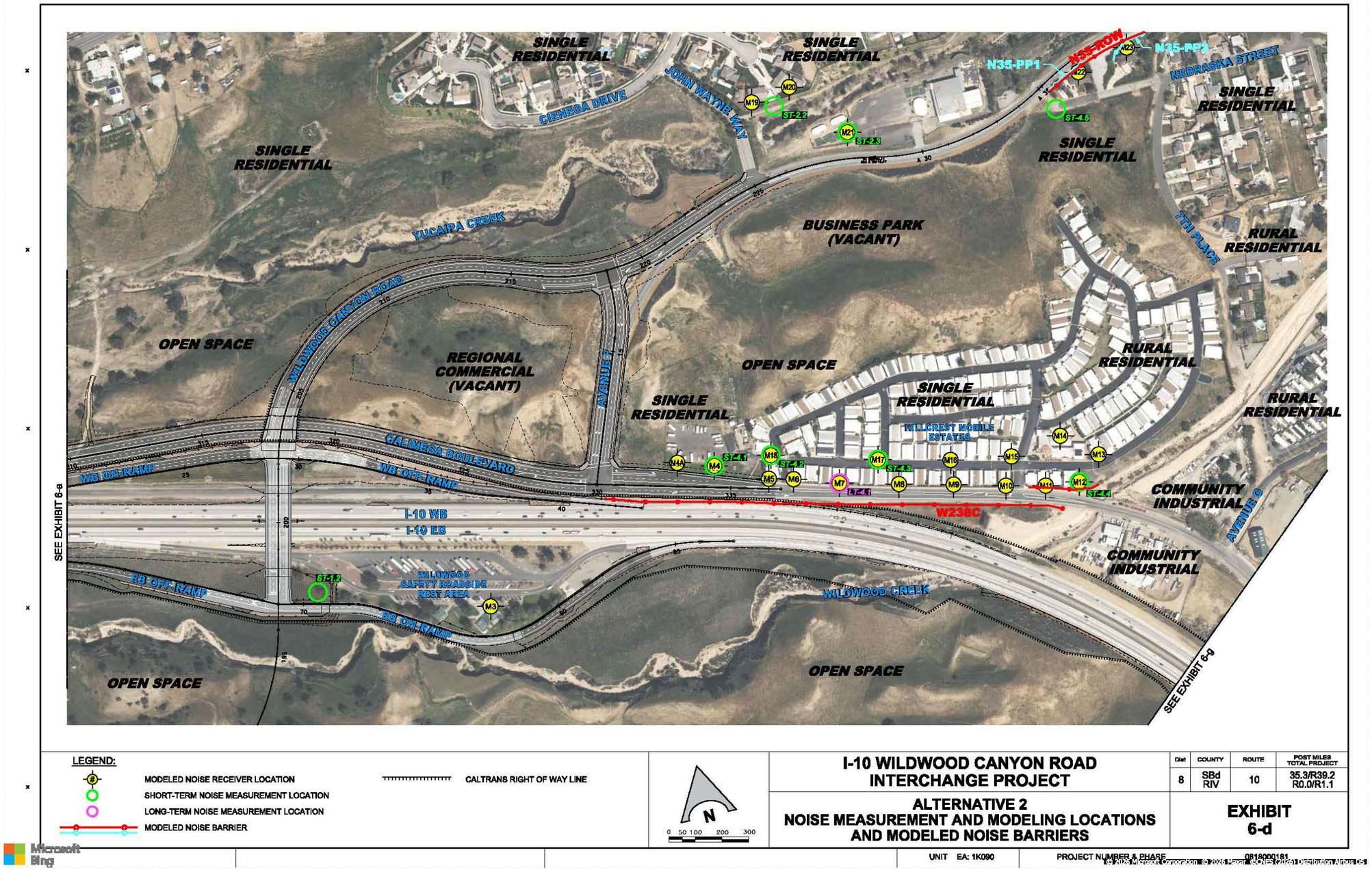

Figure 2.3.7-2. Alternative 2 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 4 of 7)

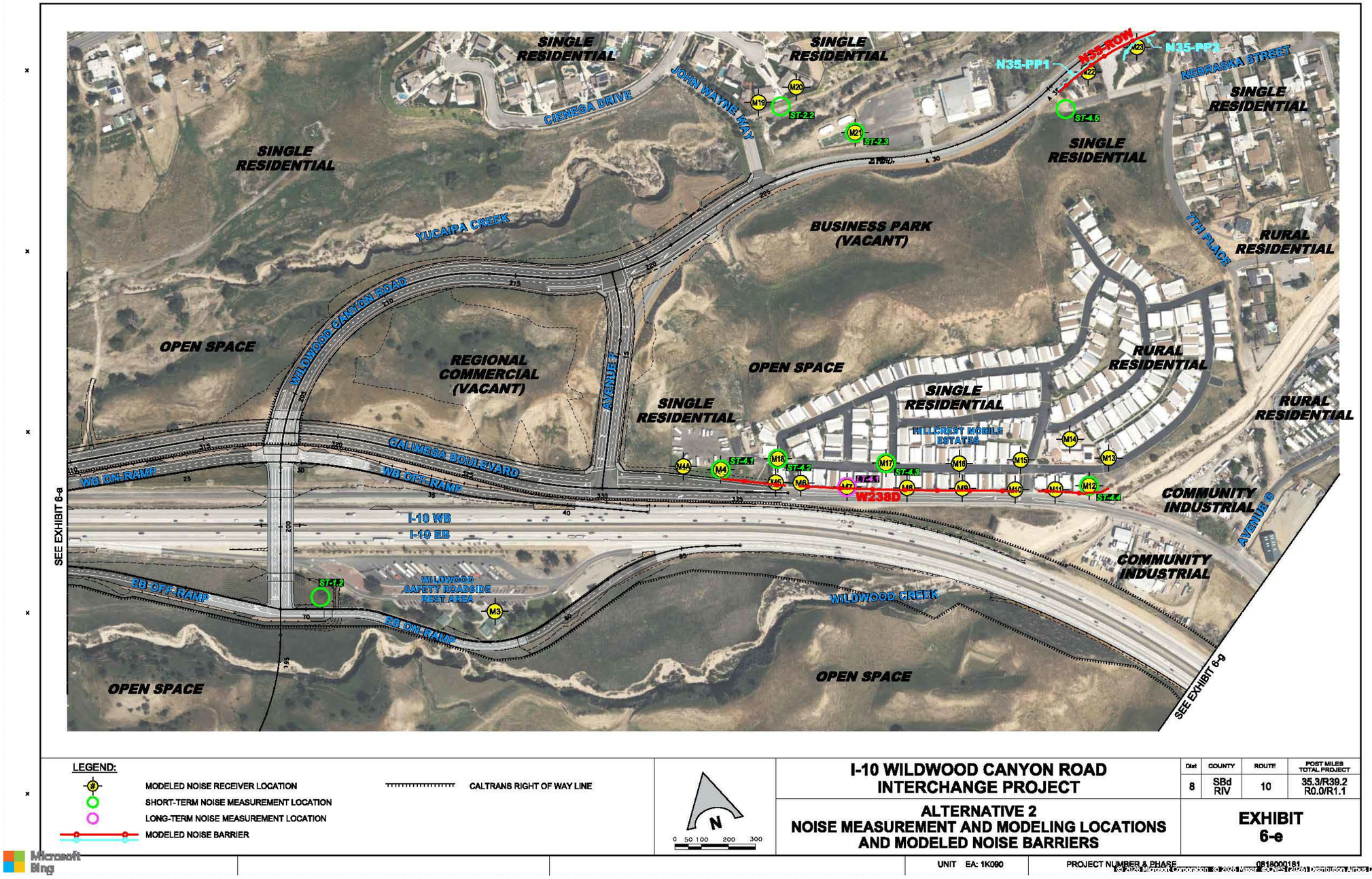

Figure 2.3.7-2. Alternative 2 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 5 of 7)

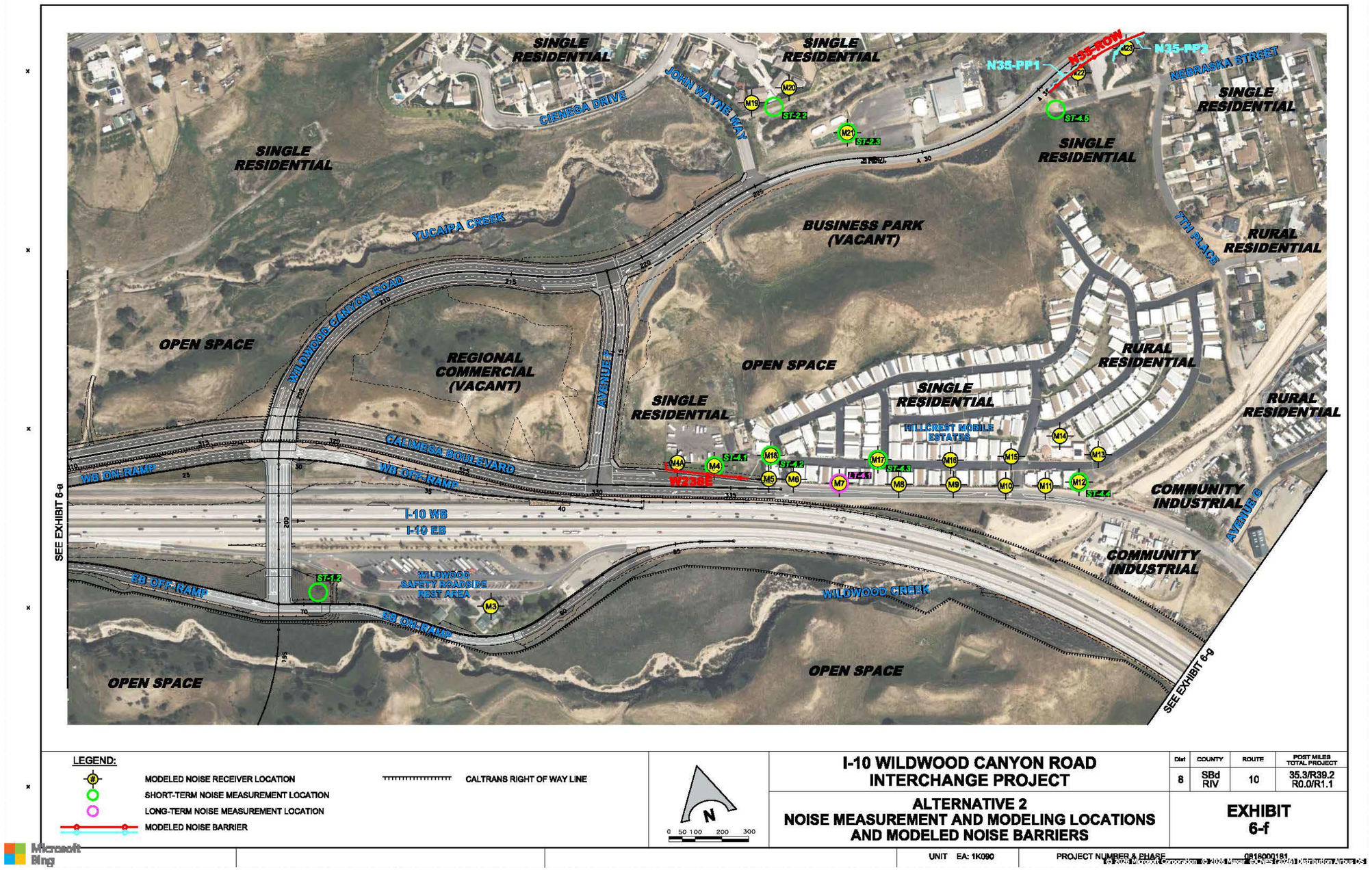

Figure 2.3.7-2. Alternative 2 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 6 of 7)

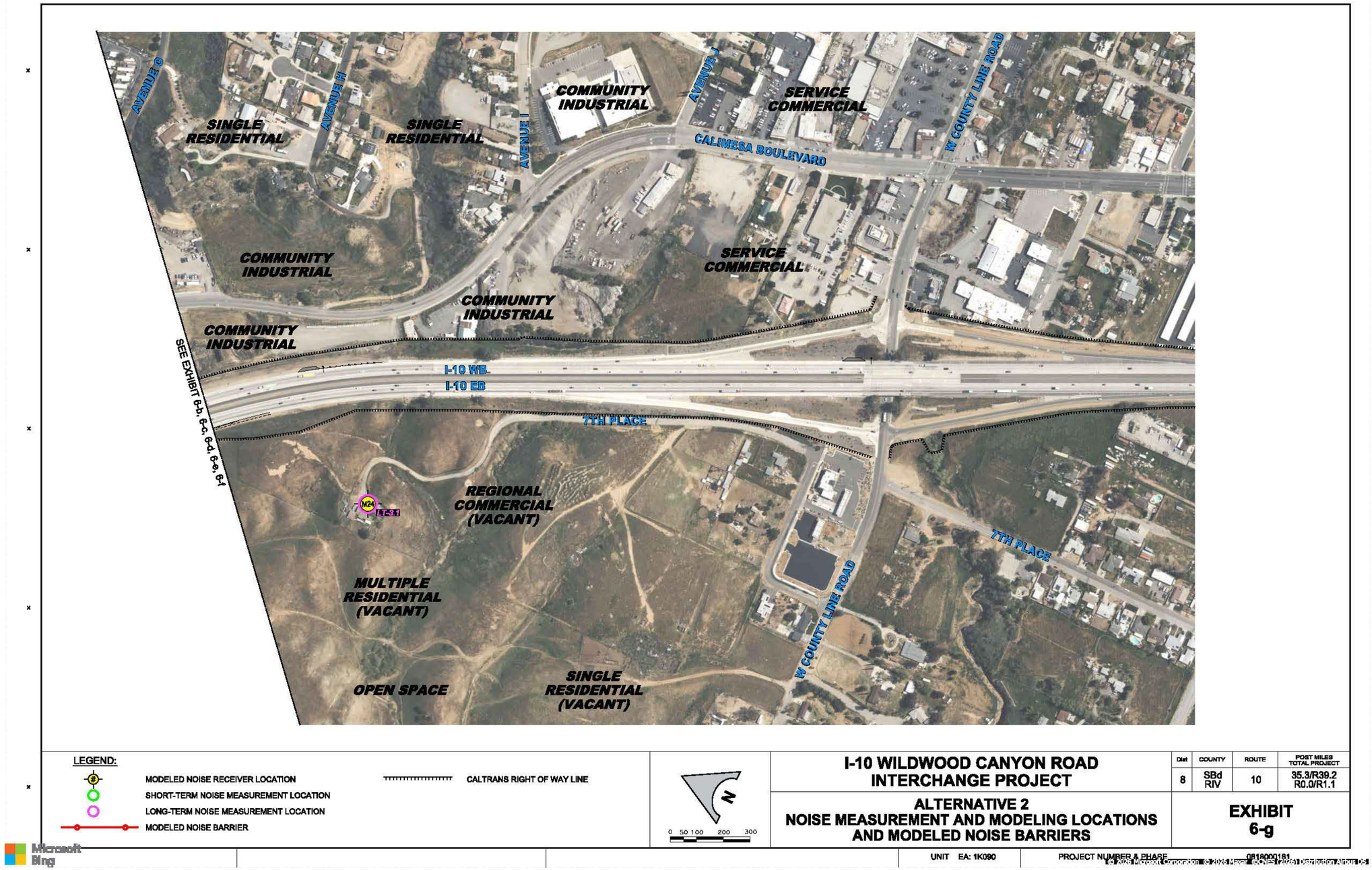

Figure 2.3.7-2. Alternative 2 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 7 of 7)

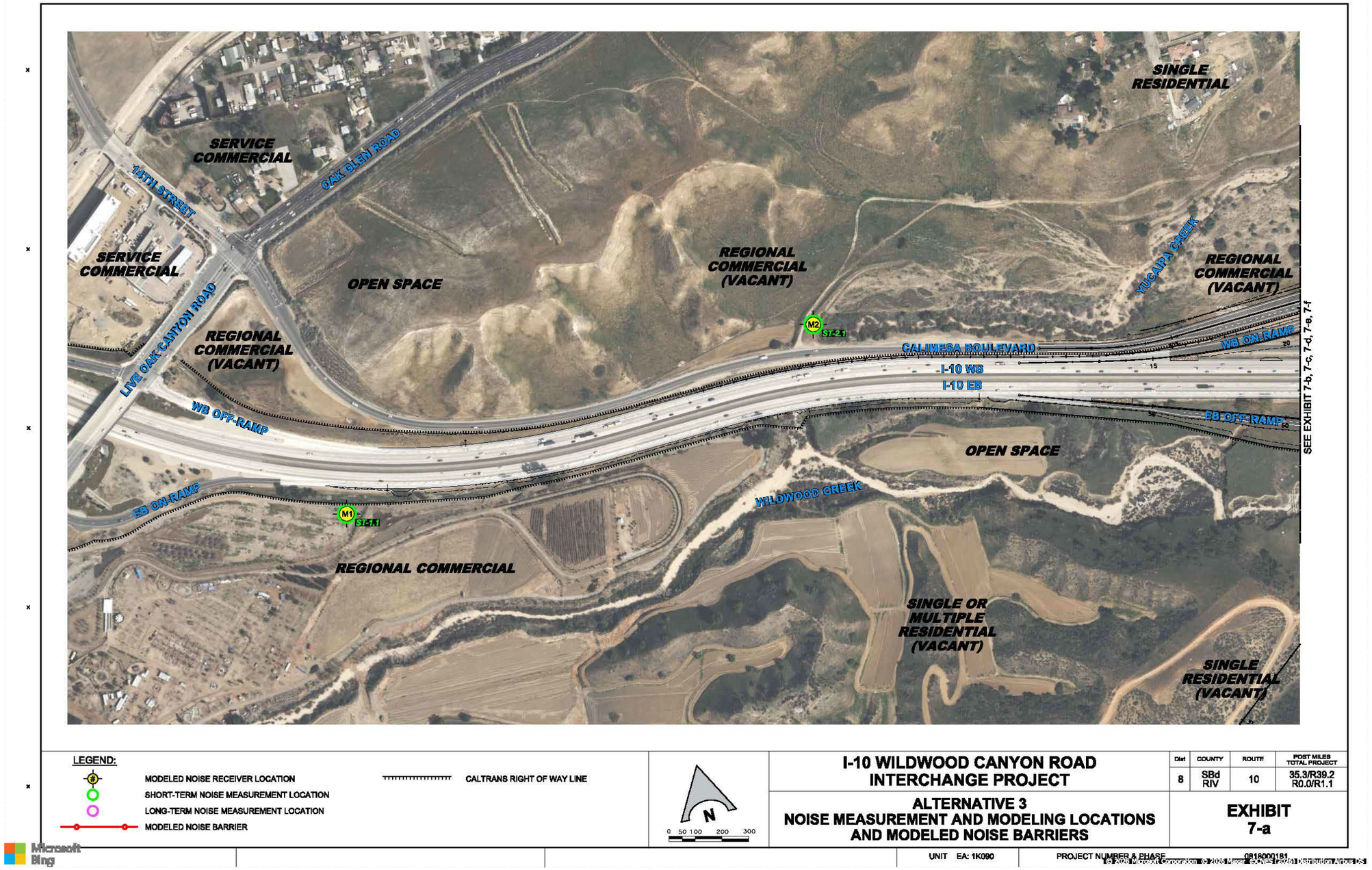

Figure 2.3.7-3. Alternative 3 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 1 of 7)

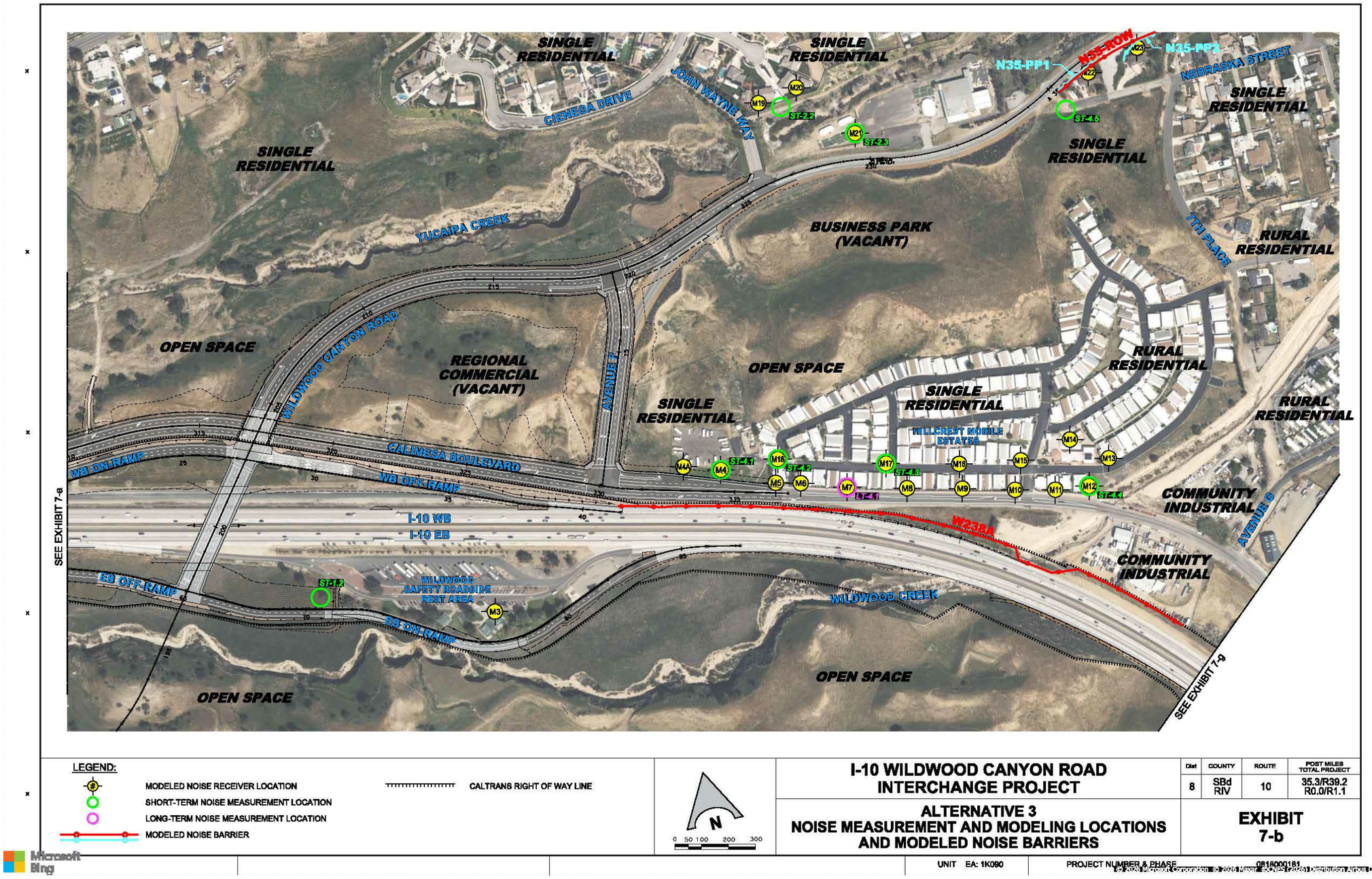

Figure 2.3.7-3. Alternative 3 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 2 of 7)

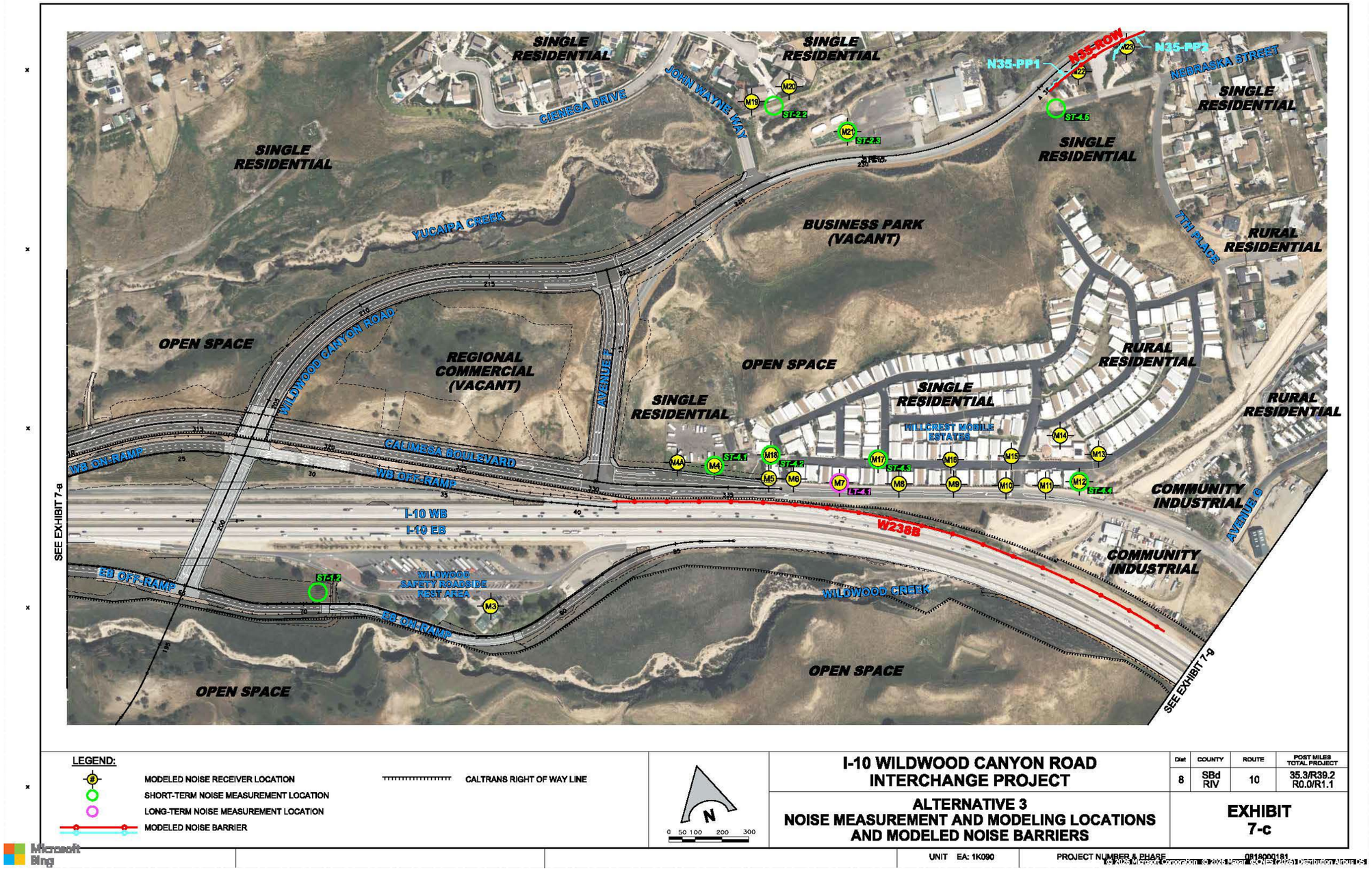

Figure 2.3.7-3. Alternative 3 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 3 of 7)

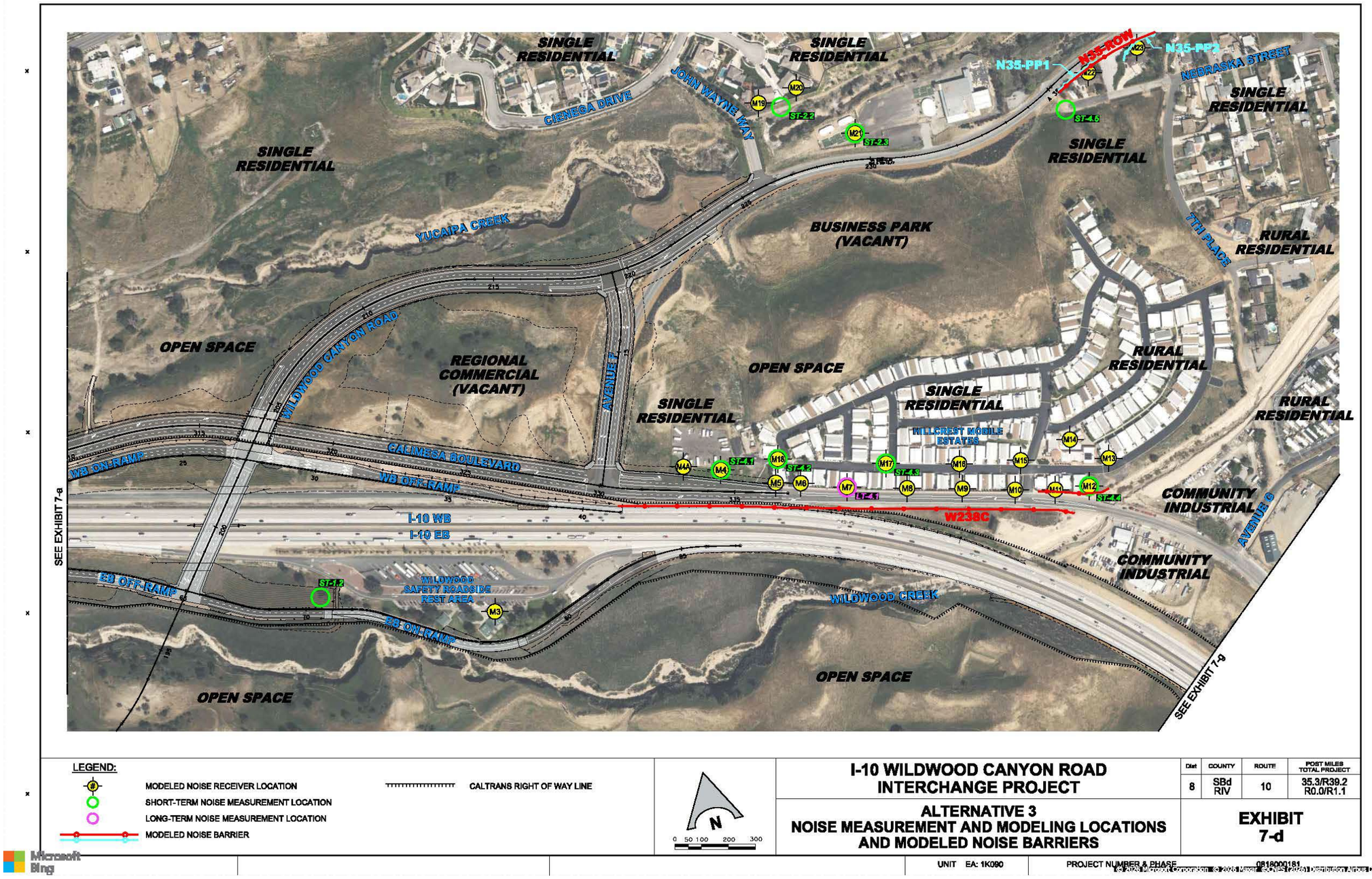

Figure 2.3.7-3. Alternative 3 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 4 of 7)

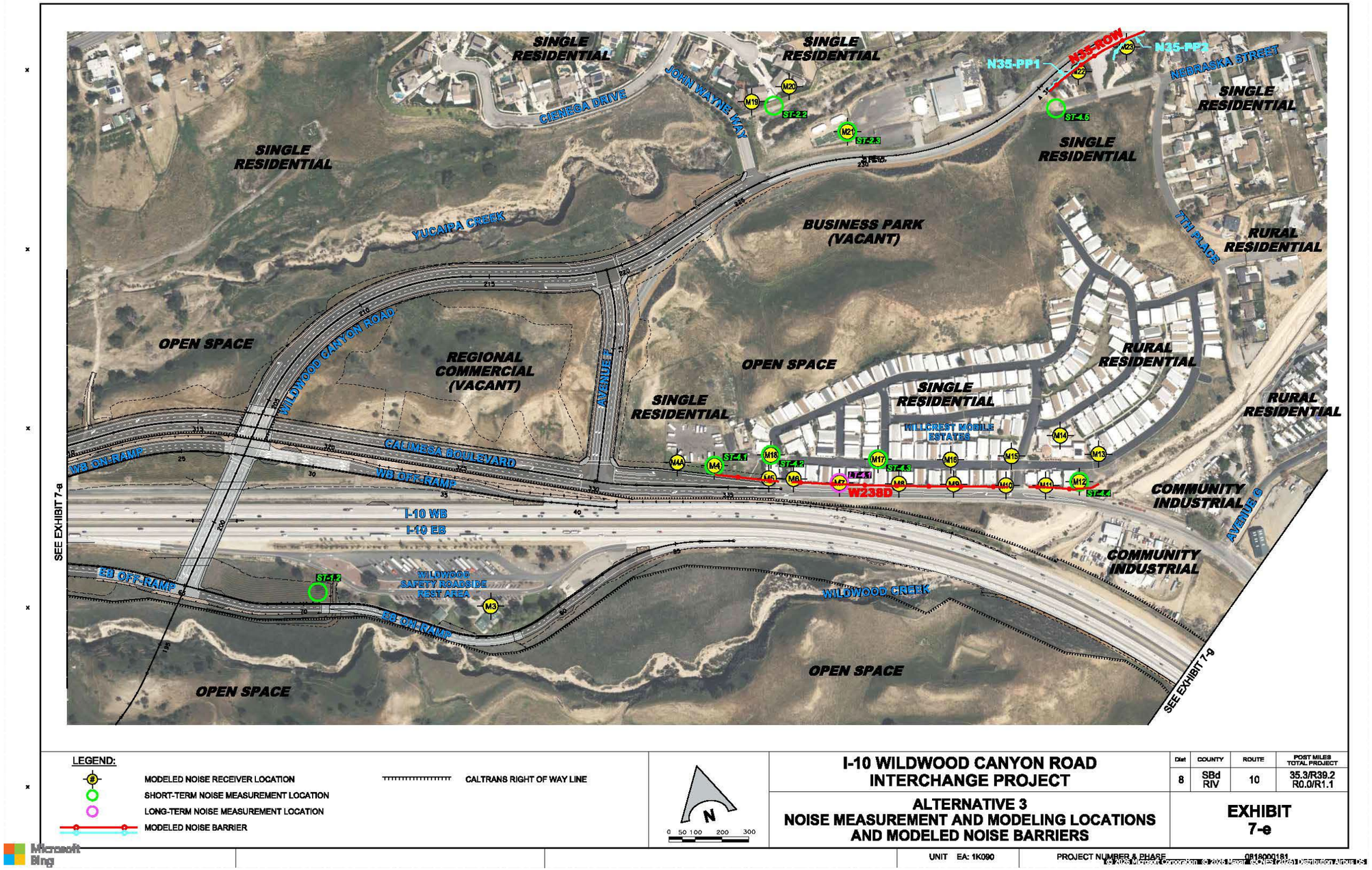

Figure 2.3.7-3. Alternative 3 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 5 of 7)

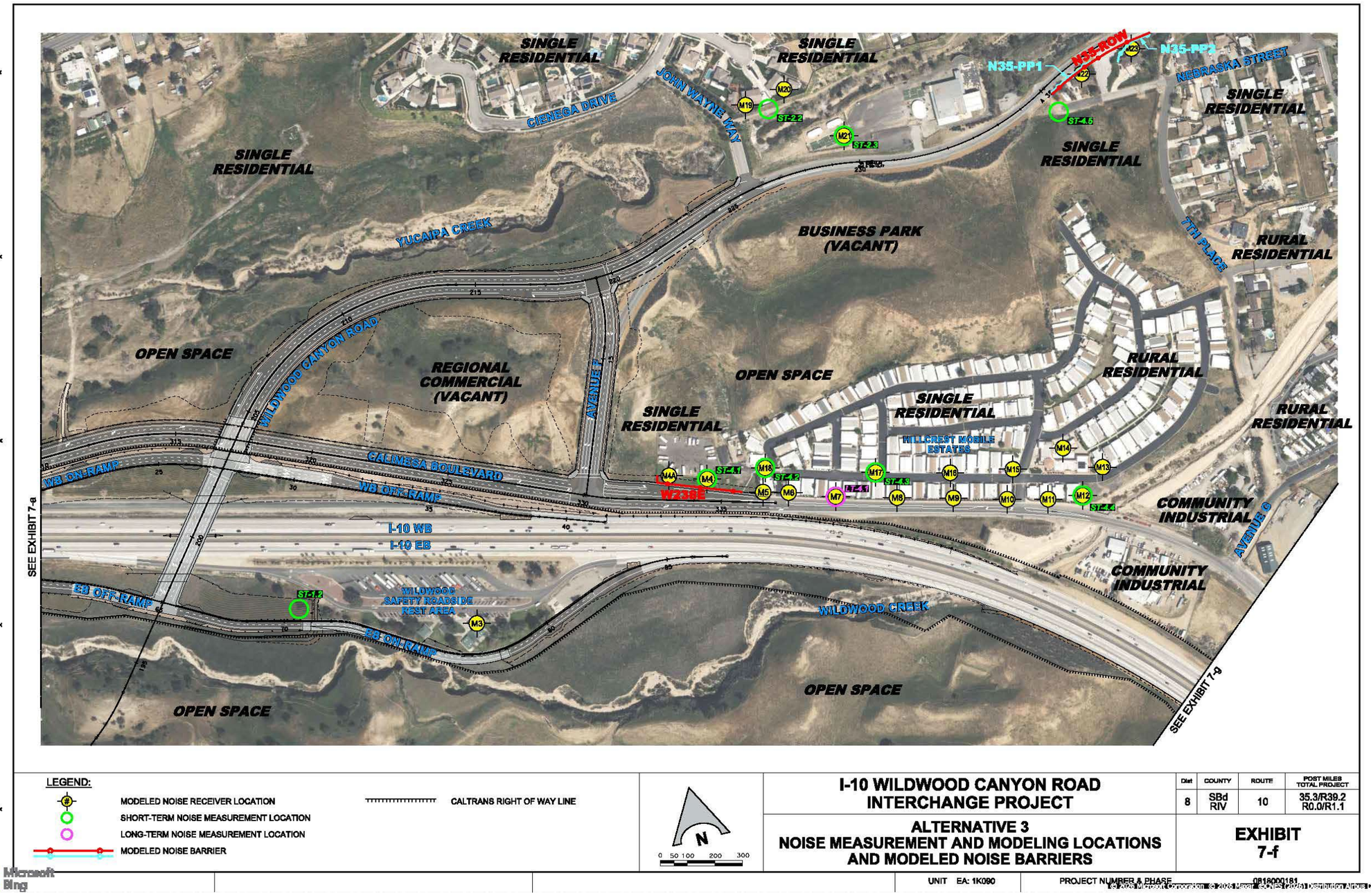

Figure 2.3.7-3. Alternative 3 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 6 of 7)

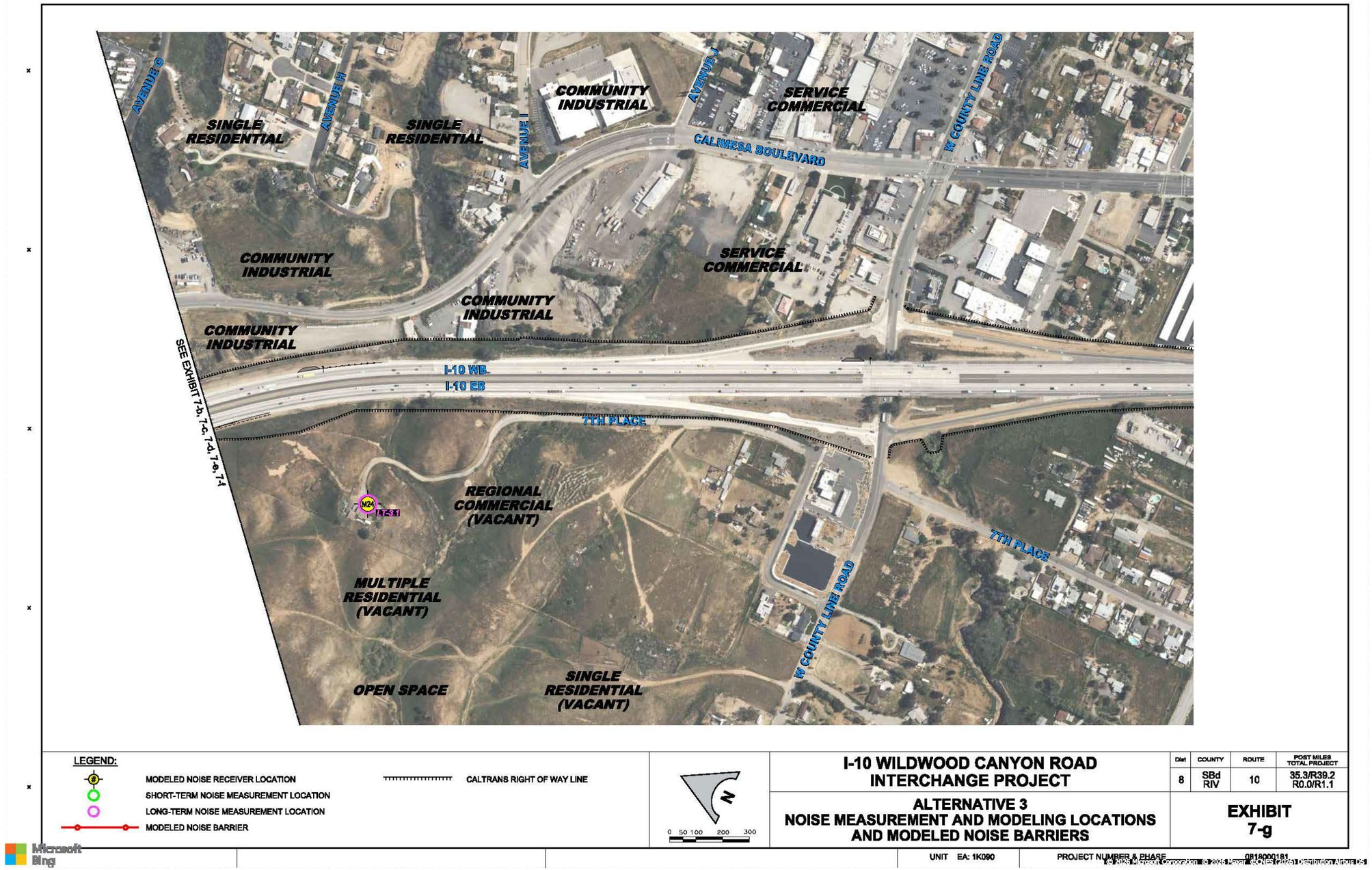

Figure 2.3.7-3. Alternative 3 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 7 of 7)

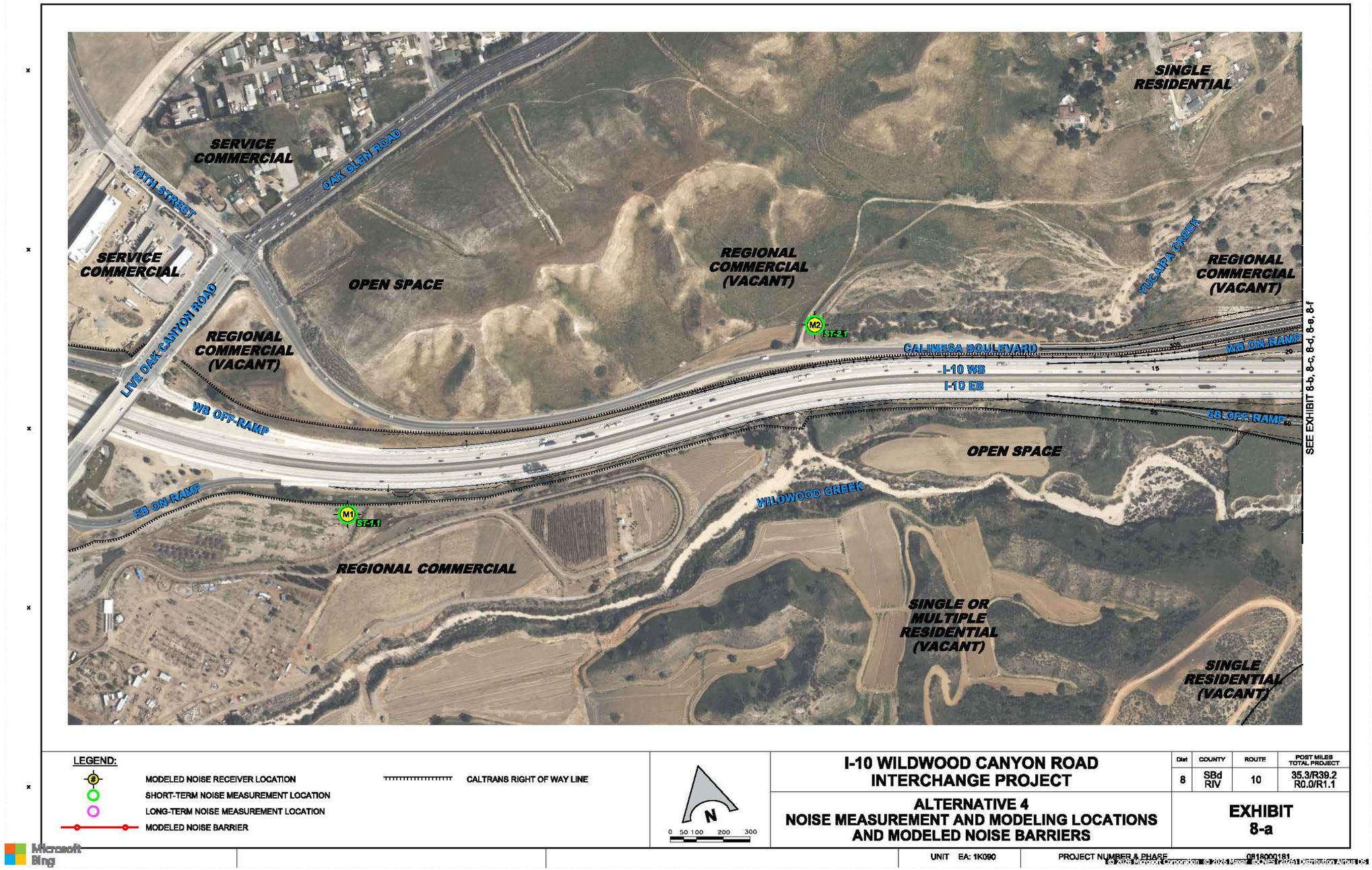

Figure 2.3.7-4. Alternative 4 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 1 of 7)

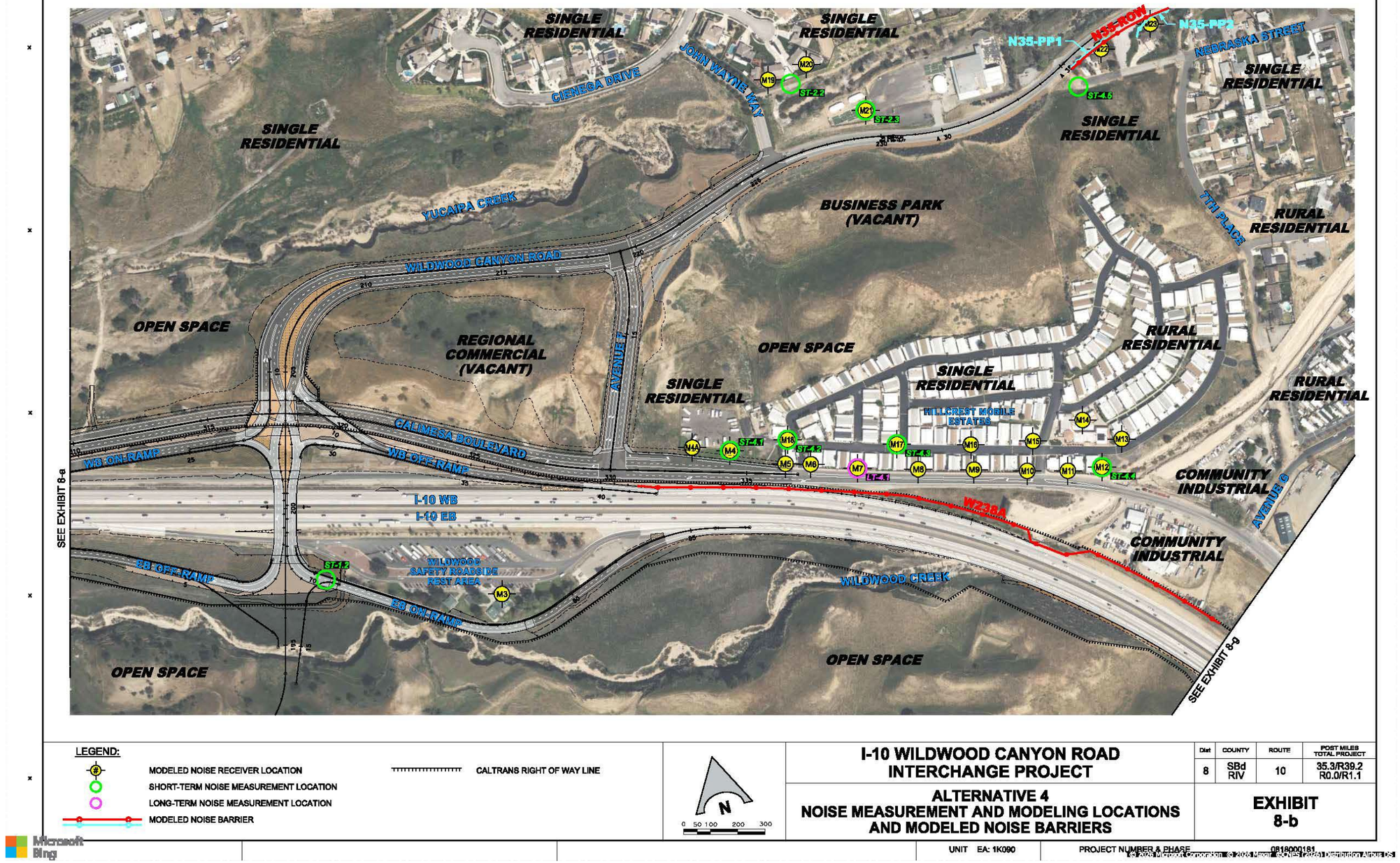

Figure 2.3.7-4. Alternative 4 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 2 of 7)

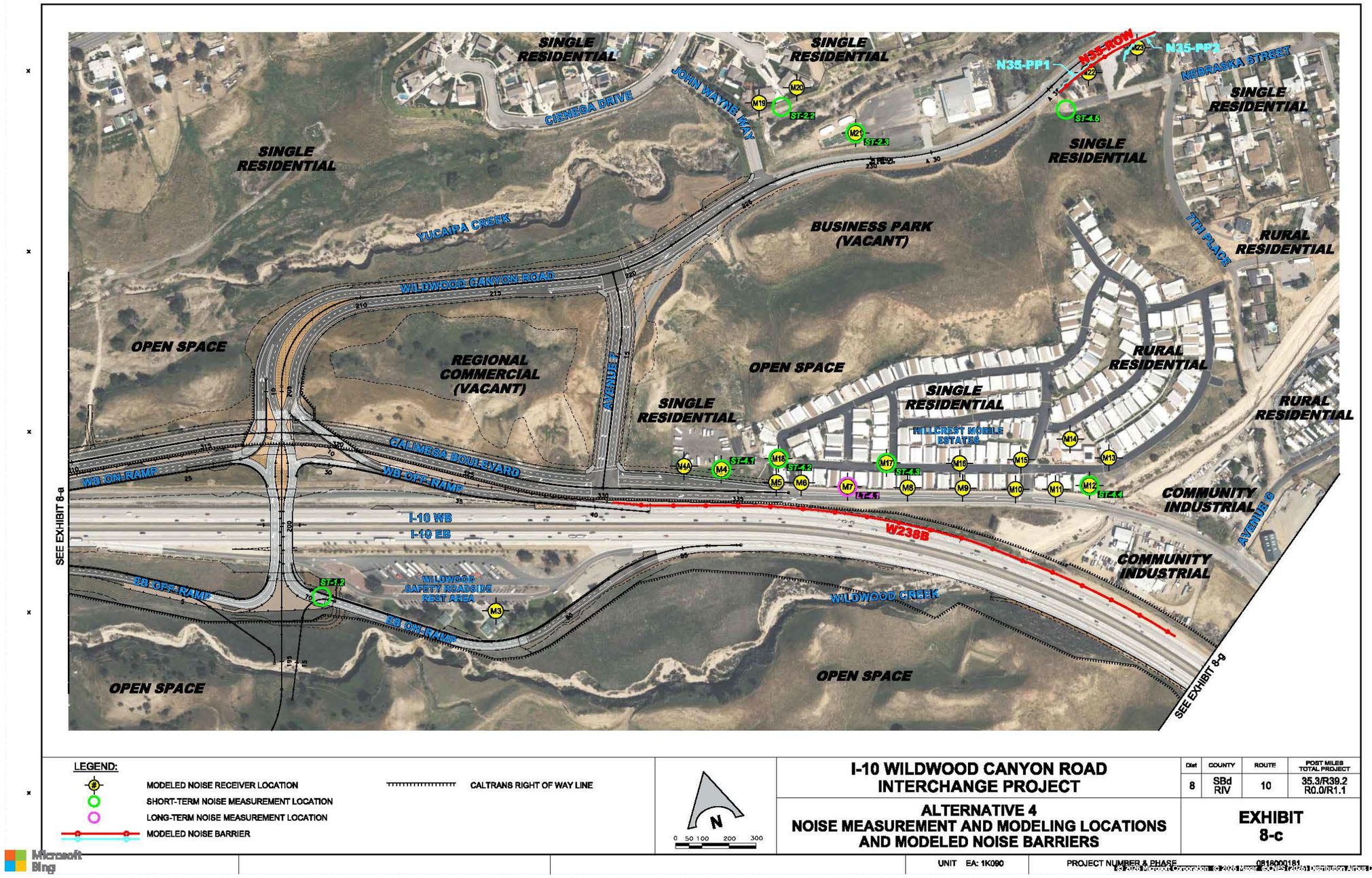

Figure 2.3.7-4. Alternative 4 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 3 of 7)

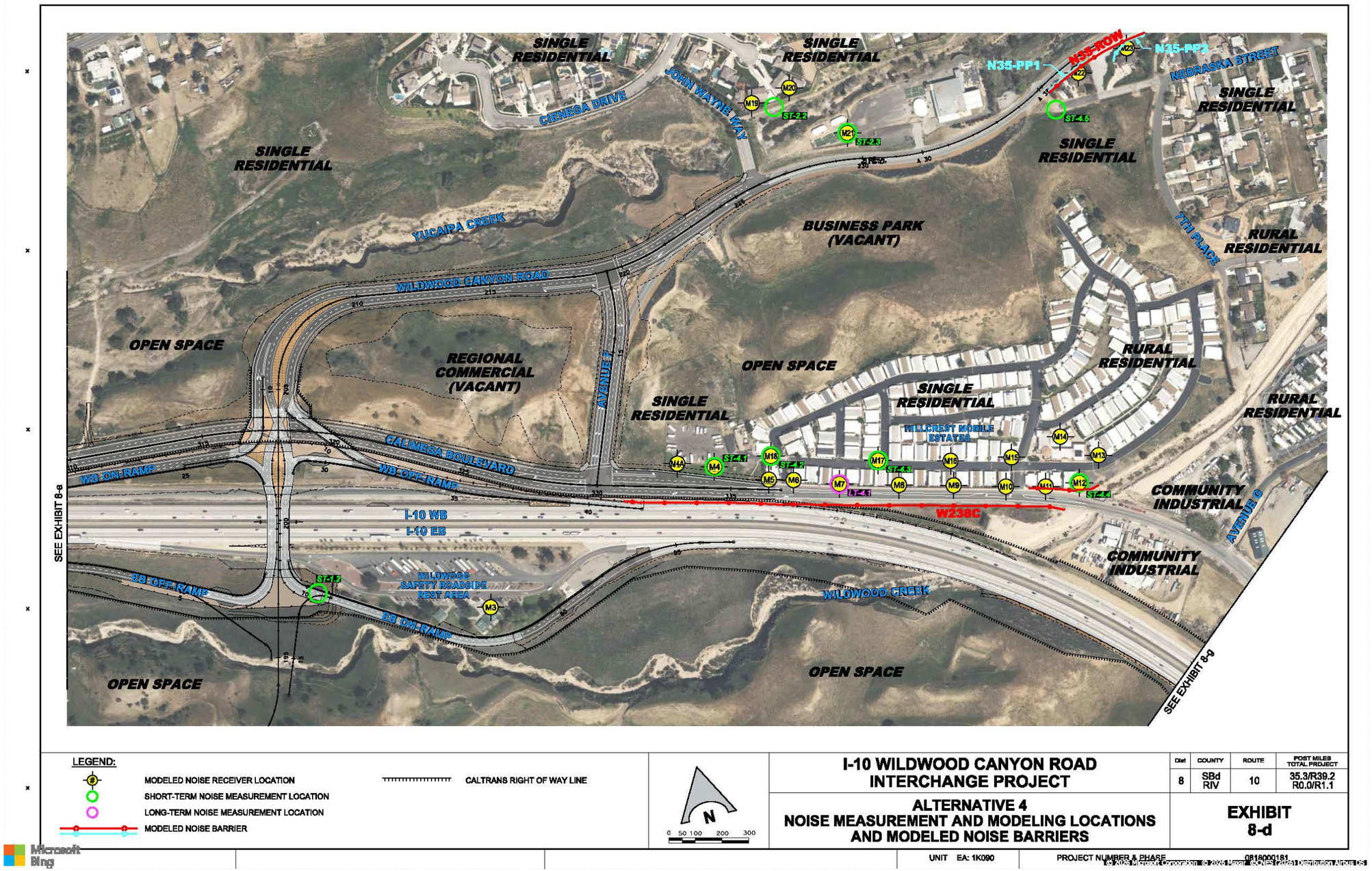

Figure 2.3.7-4. Alternative 4 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 4 of 7)

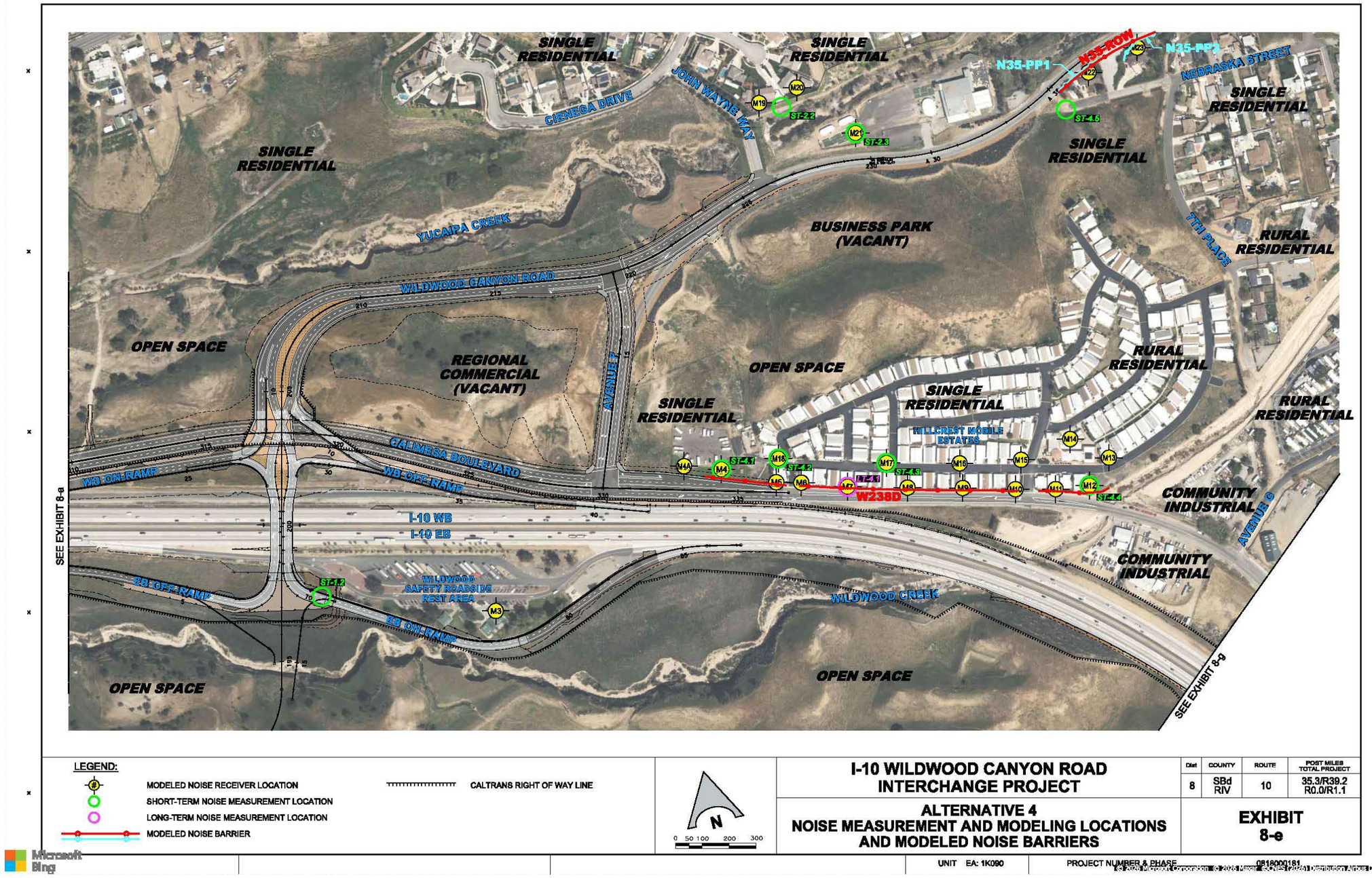

Figure 2.3.7-4. Alternative 4 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 5 of 7)

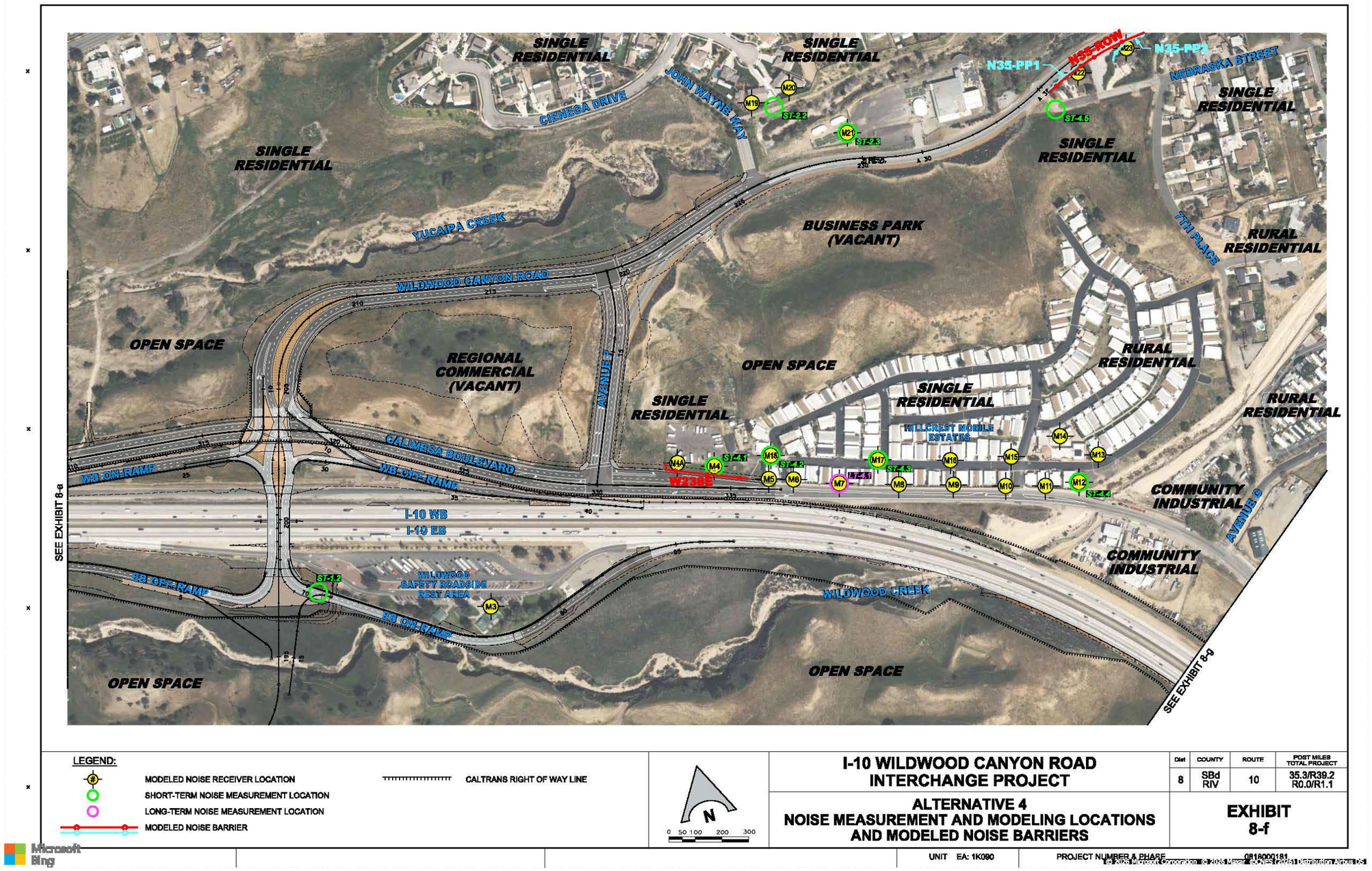

Figure 2.3.7-4. Alternative 4 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 6 of 7)

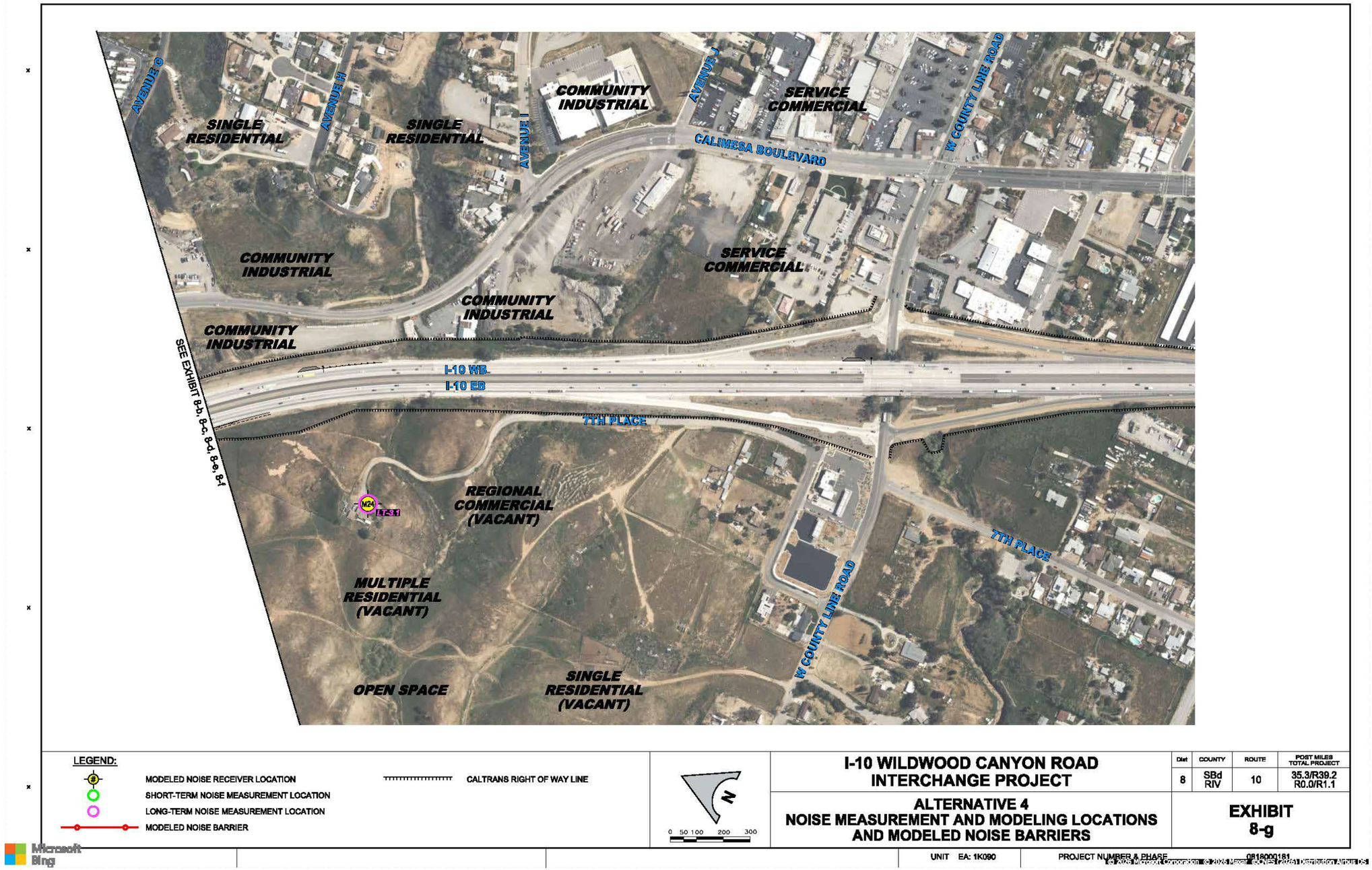

Figure 2.3.7-4. Alternative 4 Noise Measurement and Modeling Locations and Modeled Noise Barriers (Sheet 7 of 7)

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Existing Noise Environment

The primary sources of noise in the Noise RSA include traffic along mainline I-10 and on local roadways, including Calimesa Boulevard and Wildwood Canyon Road.

Short-Term Measurements

Short-term noise monitoring was conducted at various times between January 11 and July 6, 2023, at 12 representative modeling locations within the Noise RSA. These representative modeling locations were selected to represent noise-sensitive land uses within the Noise RSA. The short-term monitoring was conducted at Activity Category B, C, F, and G land uses. Two 10-minute noise measurements were taken at each location. See Figure 2.3.7-2 through Figure 2.3.7-4, for the noise monitoring locations pertaining to all Build Alternatives.

Video recordings of the traffic on I-10 and local roadways were taken simultaneously with the short-term noise measurements. The traffic data on pertinent roadways were later counted and classified by vehicle type for each noise measurement location. During the noise measurements, the observed average traffic speeds along I-10 were approximately 55 to 60 miles per hour (mph) for heavy trucks and 65 to 70 mph for other vehicle categories. On local streets, the speeds were between 10 to 45 mph within the Noise RSA.

Table 6-1 in Appendix L.1, *Summary of Noise Level Measurements*, provides a summary of noise measurements at all short-term monitoring sites.

Long-Term Measurements

Long-term noise monitoring was conducted at two locations, LT-3.1 and LT-4.1, as shown in Figure 2.3.7-2 (Sheet 2 and Sheet 7). The purpose of these measurements was to identify the loudest hour throughout the day. The long-term sound level data were collected over a 24-hour period between January 12 and 13, 2023.

Long-term monitoring location LT-3.1 is at a previous single-family residence (future commercial use) located at 13530 7th Place in Yucaipa. The measurement microphone was placed at a distance of approximately 400 feet south/southwest of the existing eastbound I-10 outside travel lane, as shown in Figure 2.3.7-2 (Sheet 2).

Long-term monitoring location LT-4.1 is at the south side of Unit 183 within the Hillcrest Mobile Estates located at 33600 Calimesa Boulevard in Yucaipa. The measurement microphone was placed at a distance of approximately 120 feet north of the existing westbound (WB) I-10 outside travel lane as shown in Figure 2.3.7-2 (Sheet 7).

Tables 6-2 and 6-3 in Appendix L.1, *Summary of Noise Level Measurements*, provide a summary of noise measurements at all long-term monitoring sites.

Traffic Noise Modeling

Traffic noise levels were predicted using the FHWA Traffic Noise Model Version 2.5 (TNM 2.5). Table 6-4 in Appendix L.2, *Comparison of Measured and Modeled Noise Levels*, compares measured and modeled noise levels at the measurement locations (Figure 2.3.7-2 through Figure 2.3.7-4). All of the predicted sound levels are within 3 dB of the measured sound levels and are, therefore, considered to be in reasonable agreement with the measured sound levels.

The noisiest hour (AM peak hour) traffic volumes and vehicle speeds were coded into the calibrated TNM 2.5 model with existing roadway conditions. Existing noise levels were evaluated at a total of 25 noise modeling locations. Figure 2.3.7-2, Figure 2.3.7-3, and Figure 2.3.7-4 depict the locations of the modeled receptor locations. The results of the existing traffic noise modeling are shown in Table B-1 through Table B-3 in Appendix L.3, *Predicted Future Noise Levels*.

In Area 1, the existing highest hour noise levels, in terms of $L_{eq}(h)$ (average measured noise level during the measurement period), in the agricultural area south of I-10 and near the west end of the Noise RSA (receptor M1) is 71 dBA. At exterior area of the restrooms at the Wildwood SRRA (receptor M3), the existing noise level is 70 dBA.

In Area 2, the existing noise level at the south side of undeveloped lands, north of I-10 and Calimesa Boulevard (receptor M2), is 70 dBA. The existing noise level is 54 dBA $L_{eq}(h)$ at the backyards of single-family homes within the Wildwood Canyon Country Estates subdivision closest to Wildwood Canyon Road (receptors M19 and M20). The modeled location M21 represents the outdoor areas of the unused land at 33330 Wildwood Canyon Road. The existing noise level at this location is 59 dBA.

In Area 3, the existing outdoor noise level at the former residential receptor located at 13530 7th Place (shown as receptor M24) is 66 dBA. This area is planned to be used for commercial warehouses in the future.

In Area 4, existing noise levels at the dog park area located south of the recreational vehicle storage at the west end of Hillcrest Mobile Estates (represented by receptors M4 and M4A) are between 71 to 73 dBA $L_{eq}(h)$. Both I-10 mainline traffic and traffic on Calimesa Boulevard contribute to the overall traffic noise levels within the Hillcrest Mobile Estates. At the first row of residential units within this residential area (receptors M5 through M12), the existing $L_{eq}(h)$ ranges between 67 dBA to 76 dBA. At the second row of the mobile homes (represented by receptors M13 and M15 through M18), existing noise levels range between 59 dBA to 68 dBA. At the community pool location (receptor M14), the existing highest hour noise level is 50 dBA. The relatively low noise level at the pool location is due to shielding provided by existing buildings enveloping this site. Farther north, existing noise levels at the two residential receivers on Nebraska Street, south of Wildwood Canyon Road (receptors M22 and M23) are 65 dBA.

2.3.7.3 Environmental Consequences

A Type I project is defined in 23 CFR 772 as follows:

> "Proposed federal or federal aid highway project for the construction of a highway on a new location or the physical alteration of an existing highway, which changes either the horizontal or vertical alignment or increases the number of through-traffic lanes."

The Project is considered a Type I project according to 23 CFR 772 because it would build a new interchange at I-10 and Wildwood Canyon Road with new on- and off-ramps. A noise analysis is required for all Type I projects and was included in the NSR (Caltrans 2025).

Construction Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, no construction activities would occur, and no temporary noise impacts would occur.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would involve construction activities, such as land clearing, grading, excavation, and paving within the Project Design Footprint that would last approximately four years. Construction noise would result from the transport of construction workers and equipment and materials to and from the Project site, as well as from actual roadway construction activities. Noise from construction activities would intermittently dominate the noise environment in the immediate area of construction for approximately four years.

Table 2.3.7-2 summarizes noise levels produced by construction equipment that is commonly used on roadway construction projects. Construction equipment is expected to generate noise levels up to 89 dB at 50 feet, 85 dB at 80 feet, and 83 dB at 100 feet. Noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance.

Table 2.3.7-2. Construction Equipment Noise

Equipment	Maximum Noise Level (dBA at 50 feet)	Maximum Noise Level (dBA at 80 feet)	Maximum Noise Level (dBA at 100 feet)
Scrapers	89	85	83
Bulldozers	85	81	79
Heavy Trucks	88	84	82
Backhoe	80	76	74
Pneumatic Tools	85	81	79
Concrete Pump	82	78	76

Source: (Federal Transit Administration 2018)

Receptor locations could be subject to short-term noise between approximately 76 and 85 dBA L_{max} (maximum measured noise level during the measurement period) generated by construction activities along the Project alignment. The closest sensitive receptor, modeled Receptor 48, is comprised of residential uses located approximately 80 feet south of the Project Design Footprint.

No adverse noise impacts from construction are anticipated. All construction activities would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02. Construction noise would be short-term, intermittent, and overshadowed by local traffic noise. Further, all Build Alternatives would implement Measure **NOI-1**, which would require all equipment to have sound-control devices, and Measure **NOI-2**, which would require the contractor to implement appropriate additional noise measures to minimize temporary noise impacts from construction.

Noise associated with construction would be controlled by Caltrans Standard Specification Section 14-8.02, "Noise Control," included as Measure **NOI-3**, which states the following:

> *Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9 p.m. to 6 a.m.*
>
> *Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.*

Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. The No-Build Alternative would not result in any physical or operational changes. Therefore, no noise abatement would be implemented.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing on I-10 for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard. Tables B-1 through B-3 in Appendix L.3, *Predicted Future Noise Levels*, summarize the traffic noise modeling results for Existing Conditions (2022), Design Year (2050) No-Build, and Design Year (2050) under all Build Alternatives.

Predicted Design Year traffic noise levels under each Build Alternative are compared to Existing Conditions and to Design Year No-Build conditions. The comparison to Existing Conditions is included in the analysis to identify traffic noise impacts under 23 CFR 772. The comparison to No-Build conditions indicates the direct noise impact result from all Build Alternatives. For the purposes of 23 CFR 772, a noise impact occurs when either (1) there is a substantial noise increase between Design Year build conditions and

Existing Conditions, or (2) the Design Year build traffic noise level approaches or exceeds the FHWA NAC. Section 3 of the Protocol defines a noise increase as "substantial" when the predicted noise levels with Project implementation would exceed existing noise level conditions by 12 dBA or more.

Predicted future traffic noise levels in the Design Year would range from 51 dBA to 74 dBA within the Noise RSA under Alternative 2, and 52 dBA to 74 dBA under Alternatives 3 and 4 Design Year. As shown in Tables B-1 through B-3 in Appendix L.3, *Predicted Future Noise Levels*, the largest noise increase between the modeled Existing Conditions noise levels and the Design Year noise levels under all Build Alternatives is up to 4 dB at receptors M21 through M23 along Wildwood Canyon Road near the north end of the Project Design Footprint. This is due to increased future traffic on Wildwood Canyon Road resulting from the new interchange. At receptors within the Hillcrest Mobile Estates, the highest traffic noise level increases between Design Year Existing Conditions and all Build Alternatives' conditions would be 2 dB. Therefore, the Build Alternatives would not result in a substantial noise increase under 23 CFR 772.

Modeling results in Tables B-1 through B-3 in Appendix L.3, *Predicted Future Noise Levels*, indicate that predicted traffic noise levels for Design Year conditions under all Build Alternatives would approach or exceed the applicable NAC at 13 modeled receptors along I-10 (12 Activity Category B land uses and one Activity Category C land use), which represent a total of 24 noise-sensitive receivers (23 residences and one recreational uses). As such, noise abatement is being considered for the Project in accordance with 23 CFR 772 under all Build Alternatives. Noise abatement is further discussed below in Section 2.3.7.4.

2.3.7.4 Avoidance, Minimization, and/or Abatement Measures

Construction Measures

The following measures are proposed for construction:

NOI-1 All equipment will be fitted with sound-control devices that provide noise reduction equal to or greater than the original manufacturer's components. No equipment will have an unmuffled exhaust.

NOI-2 The contractor will implement appropriate noise measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

NOI-3 Noise associated with construction would be controlled by Caltrans Standard Specification Section 14-8.02, "Noise Control," which states the following:

- Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9 p.m. to 6 a.m.

- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

Preliminary Traffic Noise Abatement Evaluation

Noise abatement is considered where noise impacts are predicted in areas of frequent human use that would benefit from a lowered noise level. Noise abatement must be predicted to provide at least a 5 dB reduction at an impacted receptor to be considered acoustically feasible by Caltrans (i.e., the barrier would provide a noticeable noise reduction). In addition, the noise barrier must provide at least 7 dB of noise reduction at one or more benefited receptors. Noise abatement measures that provide noise reduction of more than 5 dB are encouraged, as long as they meet the reasonableness guidelines.

A total of eight potential noise barrier locations were evaluated for each of the Build Alternatives. The locations and alignments of the eight barriers are similar, or in some cases the same, for all the Build Alternatives. Each noise barrier was evaluated for feasibility based on achievable noise reduction of 5 dBA or more. Tables C-1 through C-15 in Appendix L.4, *Noise Barrier Analyses*, summarize results at receptor locations for the potential noise barriers that have been evaluated in detail for the Project. More information regarding existing and evaluated barriers is provided below in the *Preliminary Noise Abatement Analysis* section, which provides Caltrans' recommended abatement for each Build Alternative based on the Project's NADR findings (Caltrans 2026).

Noise barrier heights in the range of 6 to 16 feet were evaluated in 2-foot increments. The minimum barrier height required to cut the line of sight from each receiver to the exhaust stacks of heavy trucks was also calculated for feasible barriers. For noise barriers proposed within Caltrans ROW, a maximum height of 16 feet above the ground line is recommended to comply with Section 1102.3 of the Caltrans Highway Design Manual, which states that noise barriers should not exceed 14 feet in height (measured from the pavement surface at the face of the safety shape barrier) when located 15 feet or less from the edge of the traveled way, and should not exceed 16 feet in height above the ground when located more than 15 feet from the traveled way. Likewise, the maximum sound wall height for barriers located along property lines within the City of Yucaipa is limited to 10 feet per the City's Municipal Code.

The estimated construction cost for noise barriers includes direct costs, such as foundation items, excavation and backfill, masonry block, etc., and ancillary (indirect) costs including, but not limited to, utility relocations, removals, traffic control, and construction or reconstruction of other elements affected by the construction of proposed noise barriers.

Sound wall construction is based on the 2024 Edition of Caltrans' Standard Plans for masonry block construction. For this Project, the following types of masonry block sound walls have been considered:

- Masonry Block on Footing, Case 1 (Caltrans Standard Plan B15-1)
- Masonry Block on Pile Cap (Caltrans Standard Plan B15-3)
- Masonry Block on Type 836S/SV Barrier (Caltrans Standard Plan B15-6)
- A cost analysis for a 1,000 foot segment of sound wall was conducted (masonry block wall plus foundation items) to compare the basic costs per linear foot of each type of sound wall.

Caltrans unit cost data current at the time when this report was prepared was used to determine the preliminary cost estimate for each noise barrier. Likewise, the current allowance of $170,000 per benefited receptor was used to determine the total reasonable allowance of each barrier to then compare it against its estimated construction cost.

Preliminary Noise Abatement Analysis

Under all Build Alternatives, traffic noise impacts are predicted at outdoor activity areas of Activity Category B and C land uses, which are represented by receptors M4 through M12, M18, M22, and M23 in Tables B-1 through B-3 (see Appendix L.3, *Predicted Future Noise Levels*). Receptors M4 through M12 and M18 are located within the Hillcrest Mobile Estates, which is along the northern side of Calimesa Boulevard and east of Wildwood Canyon Road. Receptors M22 and M23 are two single-family homes on Nebraska Street, south of Wildwood Canyon Road.

Barrier W238A (I-10 Right-of-Way and Off-Ramp Edge of Shoulder)

Detailed modeling analysis was conducted for Barrier W238A, a noise barrier which would be a new barrier located at the WB I-10 ROW and the WB I-10 off-ramp edge of shoulder (see Figure 2.3.7-2 [Sheet 2]). The receptors evaluated with this barrier are receptors M4 through M18, which represent impacted Category B and C receivers within the Hillcrest Mobile Estates. Tables C-1, C-8, and C-15 in Appendix L.4, *Noise Barrier Analyses*, summarize the results of the barrier analysis for each sensitive receptor location behind Barrier W238A for all Build Alternatives.

Barrier W238A would only provide up to a 6 dB noise reduction at one receptor location (Receptor M15). Since Barrier W238A would not achieve the noise reduction design goal, Caltrans determined that it does not warrant further consideration under 23 CFR 772.

Barrier W238B (I-10 Edge of Shoulder)

Detailed modeling analysis was conducted for Barrier W238B, a noise barrier which would be a new barrier located at the WB I-10 edge of shoulder (see Figure 2.3.7-2 [Sheet 3]). The receptors evaluated with this barrier are receptors M4 through M18,

which represent impacted Category B and C receivers within the Hillcrest Mobile Estates. Tables C-2, C-9, and C-16 in Appendix L.4, *Noise Barrier Analyses*, summarize the results of the barrier analysis for each sensitive receptor location behind Barrier W238B for all Build Alternatives.

Barrier W238B would only provide up to a 6 dB noise reduction at one receptor location (Receptor M15). Since Barrier W238B would not achieve the noise reduction design goal, Caltrans determined that it does not warrant further consideration under 23 CFR 772.

Barrier W238C (City Right-of-Way, I-10 Off-Ramp Edge of Shoulder, and Private Property)

Detailed modeling analysis was conducted for Barrier W238C, a two-segment noise barrier proposed on the north side of I-10 between mainline stations 210+63 and 227+65 for Alternative 2, between stations 210+92 and 227+65 for Alternative 3, and between stations 211+34 and 227+65 for Alternative 4 (see Sheet 4 of Figure 2.3.7-2, Figure 2.3.7-3, and Figure 2.3.7-4).

The first segment consists of a masonry block sound wall on 836S concrete barrier located along the edge of shoulder of portion of the Wildwood interchange WB Off-Ramp and the I-10 WB deceleration lane leading to the ramp inside Caltrans ROW, then continues easterly along the south side of Calimesa Boulevard within City ROW and ends by the access to Wildwood Creek's maintenance road. The second segment consists of a masonry block sound wall on a new retaining wall, both of which would replace portion of the Hillcrest Mobile Estates front property wall that exists within private property on the north side of Calimesa Boulevard, beginning at the easterly most driveway to the community continuing easterly and slightly wrapping around along the property line on the west side of Wildwood Creek.

Due to an existing 3.5-foot elevation difference between the back of sidewalk and the pads for the residence along the south property line of the Hillcrest Mobile Estates, a sound wall on footing or on pile cap is not a feasible option for the second segment of noise barrier. The only other constructible option would be a sound wall on Type 836S/SV barrier, but constructing it would be more challenging and more expensive because it requires installation of CIDH piles and there are existing high voltage overhead transmission electric lines and telecommunication lines that run directly over most of the existing property wall.

The modeling results are similar under all Build Alternatives and show that this barrier is acoustically feasible at heights of 8 to 16 feet, achieves the 7 dB noise reduction design goal at a minimum height of 8 feet, and provides noise abatement for up to four benefited receptors. Tables C-3, C-10, and C-17 in Appendix L.4, *Noise Barrier Analyses*, summarize the results of the barrier analysis for each sensitive receptor location behind Barrier W238C for all Build Alternatives. Table 2.3.7-3 provides a summary of abatement key information for the combined barrier.

Table 2.3.7-3. Barrier W238C – Abatement Key Information

Barrier ID: W238C					
Receptors: M4 through M18 (Category B and Category C)					
Critical Receptor: M11					
Design Year Noise Level, dBA Leq(h): 74					
Design Year Noise Level Minus Existing Noise Level: 1					
Design Year with Barrier	**Barrier Noise Reduction, dB**	**Number of Benefited Receptors**	**Total Reasonable Allowance[1]**	**Estimated Construction Cost**	**Construction Cost Less than Allowance?**
Alternative 2					
8-Foot Barrier[2,3]	11	4	$680,000	$3,078,000	No
10-Foot Barrier	12	4	$680,000	$3,358,000	No
12-Foot Barrier	14	4	$680,000	$3,605,000	No
14-Foot Barrier	14	4	$680,000	$3,861,000	No
16-Foot Barrier	15	5	$850,000	$4,131,000	No
Alternative 3					
8-Foot Barrier[2,3]	11	4	$680,000	$3,038,000	No
10-Foot Barrier	12	4	$680,000	$3,313,000	No
12-Foot Barrier	14	4	$680,000	$3,556,000	No
14-Foot Barrier	14	4	$680,000	$3,808,000	No
16-Foot Barrier	15	5	$850,000	$4,073,000	No
Alternative 4					
8-Foot Barrier[2,3]	11	4	$680,000	$2,982,000	No
10-Foot Barrier	12	4	$680,000	$3,251,000	No
12-Foot Barrier	14	4	$680,000	$3,487,000	No
14-Foot Barrier	14	4	$680,000	$3,733,000	No
16-Foot Barrier	15	5	$850,000	$3,992,000	No

Source: (Caltrans 2025), (Caltrans 2026)
Notes:
[1] = Based on the current allowance of $170,000 per benefitted receptor.
[2] = Minimum height needed to break the line of sight between 11.5 foot truck stack and first row receptor.
[3] = Minimum height needed to achieve 7 dB noise reduction design goal.

A 10-foot barrier height is the optimum height for the design barrier under any of the Build Alternatives because it meets the noise reduction design goal, yields the maximum number of benefited receptors, minimizes construction costs, and it is at or below the maximum height allowed by HDM and City Ordinance. However, the cost estimate analysis shows that this barrier is not cost reasonable for any of the Build Alternatives because its construction cost exceeds the reasonable allowance for the benefited receptors.

Barrier W238D (Private Property Line of Residential Uses)

Detailed modeling analysis was conducted for Barrier W238D, a three-segment noise barrier which would be a new barrier located along the south property line of the mobile homes between mainline Stations 214+76 and 227+65 (see Sheet 5 of Figure 2.3.7-2,

Figure 2.3.7-3, and Figure 2.3.7-4). The segmentation of the barrier is due to the presence of two driveways that serve the Hillcrest Mobile Estates community.

The alignment for this barrier is the same under all of the Build Alternatives and it is proposed as a masonry block sound wall on a new retaining wall, both of which would replace the community's front property wall located behind the sidewalk and within private property, plus an extension of the barrier east of the limits of the existing property wall. Due to an existing 0.7-to-3.5-foot elevation difference between the back of sidewalk and the pads for the residences along the segments of this barrier, a sound wall on footing or on pile cap is not a feasible option. The only other constructible option would be a sound wall on Type 836S/SV barrier; however, constructing it would be more challenging and more expensive because it requires installation of CIDH piles and there are existing high voltage overhead transmission electric lines and telecommunication lines that run directly over most of the existing property wall.

The modeling results show that this barrier is acoustically feasible at heights of 6 to 16 feet, achieves the 7 dB noise reduction design goal at a minimum height of 6 feet, and provides noise abatement for up to seventeen benefited receptors. Tables C-4, C-11, and C-18 in Appendix L.4, *Noise Barrier Analyses*, summarize the results of the barrier analysis for each sensitive receptor location behind Barrier W238D for all Build Alternatives. Table 2.3.7-4 provides a summary of abatement key information for the barrier.

Table 2.3.7-4. Barrier W238D – Abatement Key Information

Barrier ID: W238D					
Receptors: M5 through M18 (Category B)					
Critical Receptor: M11					
Design Year Noise Level, dBA Leq(h): 74					
Design Year Noise Level Minus Existing Noise Level: 1					
Design Year with Barrier	**Barrier Noise Reduction, dB**	**Number of Benefited Receptors**	**Total Reasonable Allowance[1]**	**Estimated Construction Cost**	**Construction Cost Less than Allowance?**
Alternative 2					
6-Foot Barrier[3]	8	17	$2,890,000	$4,883,000	No
8-Foot Barrier[2]	11	19	$3,230,000	$5,008,000	No
10-Foot Barrier	13	19	$3,230,000	$5,134,000	No
12-Foot Barrier	14	19	$3,230,000	$5,259,000	No
14-Foot Barrier	14	19	$3,230,000	$5,384,000	No
16-Foot Barrier	14	19	$3,230,000	$5,510,000	No
Alternatives 3 and 4					
6-Foot Barrier[3]	8	17	$2,890,000	$4,883,000	No
8-Foot Barrier[2]	11	19	$3,230,000	$5,008,000	No
10-Foot Barrier	13	19	$3,230,000	$5,134,000	No
12-Foot Barrier	13	19	$3,230,000	$5,259,000	No
14-Foot Barrier	14	19	$3,230,000	$5,384,000	No
16-Foot Barrier	14	19	$3,230,000	$5,510,000	No

Source: (Caltrans 2025), (Caltrans 2026)
Notes:
[1] = Based on the current allowance of $170,000 per benefitted receptor.
[2] = Minimum height needed to break the line of sight between 11.5-foot truck stack and first row receptor.
[3] = Minimum height needed to achieve 7 dB noise reduction design goal.

An 8-foot barrier height is the optimum height for the design barrier under any of the Build Alternatives because it meets the noise reduction design goal, yields the maximum number of benefited receptors, minimizes construction costs, and it is below the maximum height allowed by City Ordinance. However, the cost estimate analysis shows that this barrier is not cost reasonable because its construction cost exceeds the reasonable allowance for the benefited receptors.

Barrier W238E (Private Property Line of Recreational Use)

Detailed modeling analysis was conducted for Barrier W238E, a noise barrier, which would be a new barrier located along the south property line of the dog park at Hillcrest Mobile Estates, behind the new sidewalk on the north side of Calimesa Boulevard between mainline stations 212+89 and 215+90 (see Sheet 6 of Figure 2.3.7-2, Figure 2.3.7-3, and Figure 2.3.7-4).

The alignment for this barrier is the same under all of the Build Alternatives and it is proposed as a masonry block sound wall on a new retaining wall because there is an elevation difference between the proposed roadway widening and the existing ground

where the barrier is proposed. Due to the elevation difference between the back of new sidewalk and the original ground, a sound wall on footing or on pile cap are not feasible options because these are used at locations where the elevation in front and behind the wall is roughly the same. The only other constructible option would be a sound wall on Type 836S/SV barrier, but constructing it would be more challenging and more expensive because it requires installation of CIDH piles and the existing high voltage overhead transmission electric lines and telecommunication lines may be relocated at or behind the new sidewalk (actual location to be determined by the utility owner).

The modeling results show that this barrier is acoustically feasible at heights of 6 to 16 feet, achieves the 7 dB noise reduction design goal at a minimum height of 12 feet, and provides noise abatement for one benefited receptor. Tables C-5, C-12, and C-19 in Appendix L.4, *Noise Barrier Analyses*, summarize the results of the barrier analysis for each sensitive receptor location behind Barrier W238E for all Build Alternatives. Table 2.3.7-5 provides a summary of abatement key information for the barrier.

Table 2.3.7-5. Barrier W238E – Abatement Key Information

Barrier ID: W238E					
Receptors: M4 and M4A (Category C)					
Critical Receptor: M4					
Design Year Noise Level, dBA Leq(h): 73					
Design Year Noise Level Minus Existing Noise Level: 0					
Design Year with Barrier	**Barrier Noise Reduction, dB**	**Number of Benefited Receptors**	**Total Reasonable Allowance[1]**	**Estimated Construction Cost**	**Construction Cost Less than Allowance?**
Alternatives 2 and 3					
6-Foot Barrier	1	0	$0	N/A	No
8-Foot Barrier[2]	4	0	$0	N/A	No
10-Foot Barrier	6	1	$170,000	N/A	No
12-Foot Barrier[3]	7	1	$170,000	$722,000	No
14-Foot Barrier	8	1	$170,000	$754,000	No
16-Foot Barrier	9	1	$170,000	$785,000	No
Alternative 4					
6-Foot Barrier	0	0	$0	N/A	No
8-Foot Barrier[2]	4	0	$0	N/A	No
10-Foot Barrier	6	1	$170,000	N/A	No
12-Foot Barrier[3]	7	1	$170,000	$722,000	No
14-Foot Barrier	8	1	$170,000	$754,000	No
16-Foot Barrier	9	1	$170,000	$785,000	No

Source: (Caltrans 2025), (Caltrans 2026)
Notes:
[1] = Based on the current allowance of $170,000 per benefitted receptor.
[2] = Minimum height needed to break the line of sight between 11.5-foot truck stack and first row receptor.
[3] = Minimum height needed to achieve 7 dB noise reduction design goal.

A 12-foot barrier height is the optimum height for the design barrier under any of the Build Alternatives because it meets the noise reduction design goal, yields the maximum number of benefited receptors, and minimizes construction costs. However, this height exceeds the maximum height allowed by City Ordinance, and the cost estimate analysis shows that this barrier is not cost reasonable because its construction cost exceeds the reasonable allowance for the benefited receptor.

Barrier N35-ROW (Right of Way Barrier at M22 and M23)

Detailed modeling analysis was conducted for a noise barrier located within the City ROW along the south side of Wildwood Canyon Road, between Wildwood Canyon Road Stations 35+26 and 39+57 (see Sheet 2 of Figure 2.3.7-2, Figure 2.3.7-3, and Figure 2.3.7-4).

The first segment consists of a masonry block sound wall on a retaining wall that would replace the existing masonry block retaining wall at receptor M22 fronting Wildwood Canyon Road between stations 35+26 and 37+10. The second segment consists of a masonry block sound wall on pile cap that would continue beyond the first segment from station 37+10 to station 39+57. Because the pad elevation at receiver M22 is higher than the street, the segment of soundwall on retaining wall becomes necessary to replace the existing masonry block retaining wall which does not have the height required to meet the noise reduction design goal.

The modeling results are similar under all Build Alternatives and show that this barrier is acoustically feasible at heights of 8 to 16 feet, achieves the 7 dB noise reduction design goal at a minimum height of 10 feet, and provides noise abatement for two benefited receptors. Tables C-6, C-13, and C-20 in Appendix L.4, *Noise Barrier Analyses*, summarize the results of the barrier analysis for each sensitive receptor location behind Barrier N35-ROW for all Build Alternatives. Table 2.3.7-6 provides a summary of abatement key information for the combined barrier.

Table 2.3.7-6. Barrier N35-ROW – Abatement Key Information

Barrier ID: N35-ROW					
Receptors: M22 and M23 (Category B)					
Critical Receptor: M23					
Design Year Noise Level, dBA Leq(h): 69					
Design Year Noise Level Minus Existing Noise Level: 4					
Design Year with Barrier	**Barrier Noise Reduction, dB**	**Number of Benefited Receptors**	**Total Reasonable Allowance[1]**	**Estimated Construction Cost**	**Construction Cost Less than Allowance?**
Alternatives 2, 3 and 4					
6-Foot Barrier	4	0	$0	N/A	No
8-Foot Barrier	5	1	$170,000	N/A	No
10-Foot Barrier[3]	8	2	$340,000	$1,093,000	No
12-Foot Barrier[2]	10	2	$340,000	$1,142,000	No
14-Foot Barrier	11	2	$340,000	$1,191,000	No
16-Foot Barrier	12	2	$340,000	$1,244,000	No

Source: (Caltrans 2025), (Caltrans 2026)
Notes:
[1] = Based on the current allowance of $170,000 per benefitted receptor.
[2] = Minimum height needed to break the line of sight between 11.5-foot truck stack and first row receptor.
[3] = Minimum height needed to achieve 7 dB noise reduction design goal.

A 10-foot barrier height is the optimum height for the design barrier under any of the Build Alternatives because it meets the noise reduction design goal, benefits the two receptors at this location, minimizes construction costs, and complies with the maximum height allowed by City Ordinance. However, the cost estimate analysis shows that this barrier is not cost reasonable because its construction cost exceeds the reasonable allowance for the benefited receptors.

Barrier N35-PP1 (Private Property Barrier at M22)

Detailed modeling analysis was conducted for a noise barrier located along the existing block wall of the property at receptor M22. This noise barrier would be the same as the first segment of N35-ROW, consisting of a soundwall on retaining wall that would replace the existing masonry block retaining wall fronting Wildwood Canyon Road on the south side of Wildwood Canyon Road, east of John Wayne Way between stations 35+26 and 37+10 (see Sheet 2 of Figure 2.3.7-2, Figure 2.3.7-3, and Figure 2.3.7-4).

Because the pad elevation at receiver M22 is higher than the street, the soundwall on retaining wall becomes necessary to replace the existing masonry block retaining wall which does not have the height required to meet the noise reduction design goal.

The modeling results are similar under all Build Alternatives and show that this barrier is acoustically feasible at heights of 10 to 16 feet, achieves the 7 dB noise reduction design goal at a minimum height of 12 feet, and provides noise abatement for one benefited receptor. Tables C-7, C-13, and C-21 in Appendix L.4, *Noise Barrier Analyses*, summarize the results of the barrier analysis for each sensitive receptor

location behind Barrier N35-PP1 for all Build Alternatives. Table 2.3.7-7 provides a summary of abatement key information for the barrier.

Table 2.3.7-7. Barrier N35-PP1 – Abatement Key Information

Barrier ID: N35-PP1					
Receptors: M22 (Category B)					
Critical Receptor: M22					
Design Year Noise Level, dBA Leq(h): 69					
Design Year Noise Level Minus Existing Noise Level: 4					
Design Year with Barrier	**Barrier Noise Reduction, dB**	**Number of Benefited Receptors**	**Total Reasonable Allowance[1]**	**Estimated Construction Cost**	**Construction Cost Less than Allowance?**
Alternatives 2, 3 and 4					
6-Foot Barrier	0	0	$0	N/A	No
8-Foot Barrier	3	0	$0	N/A	No
10-Foot Barrier[2]	6	1	$170,000	N/A	No
12-Foot Barrier[3]	8	1	$170,000	$785,000	No
14-Foot Barrier	9	1	$170,000	$802,000	No
16-Foot Barrier	10	1	$170,000	$819,000	No

Source: (Caltrans 2025), (Caltrans 2026)
Notes:
[1] = Based on the current allowance of $170,000 per benefitted receptor.
[2] = Minimum height needed to break the line of sight between 11.5-foot truck stack and first row receptor.
[3] = Minimum height needed to achieve 7 dB noise reduction design goal.

A 12-foot barrier height is the optimum height for the design barrier under any of the Build Alternatives because it meets the noise reduction design goal, benefits the receptor at this location, and minimizes construction costs. However, it would not comply with the maximum height allowed by City Ordinance. The cost estimate analysis shows that this barrier is not cost reasonable because its construction cost exceeds the reasonable allowance for the benefited receptor.

Barrier N35-PP2 (Private Property Barrier at M23)

Detailed modeling analysis was conducted for a noise barrier located along the existing wood fence of the property wall of the property at receptor M23, on the south side of Wildwood Canyon Road, east of John Wayne Way between stations 38+02 and 39+54 (see Sheet 2 of Figure 2.3.7-2, Figure 2.3.7-3, and Figure 2.3.7-4).

The modeling results are similar under all Build Alternatives and show that this barrier is acoustically feasible at heights of 6 to 16 feet, achieves the 7 dB noise reduction design goal at a minimum height of 8 feet, and provides noise abatement for one benefited receptor. Tables C-7, C-13, and C-21 in Appendix L.4, *Noise Barrier Analyses*, summarize the results of the barrier analysis for each sensitive receptor location behind Barrier N35-PP2 for all Build Alternatives. Table 2.3.7-8 provides a summary of abatement key information for the barrier.

Table 2.3.7-8. Barrier N35-PP2 – Abatement Key Information

Barrier ID: N35-PP2					
Receptors: M23 (Category B)					
Critical Receptor: M23					
Design Year Noise Level, dBA Leq(h): 69					
Design Year Noise Level Minus Existing Noise Level: 4					
Design Year with Barrier	**Barrier Noise Reduction, dB**	**Number of Benefited Receptors**	**Total Reasonable Allowance[1]**	**Estimated Construction Cost**	**Construction Cost Less than Allowance?**
Alternatives 2, 3 and 4					
6-Foot Barrier	5	1	$170,000	N/A	No
8-Foot Barrier[3]	8	1	$170,000	$323,000	No
10-Foot Barrier[2]	10	1	$170,000	$342,000	No
12-Foot Barrier	11	1	$170,000	$364,000	No
14-Foot Barrier	13	1	$170,000	$386,000	No
16-Foot Barrier	13	1	$170,000	$411,000	No

Source: (Caltrans 2025), (Caltrans 2026)
Notes:
[1] = Based on the current allowance of $170,000 per benefitted receptor.
[2] = Minimum height needed to break the line of sight between 11.5-foot truck stack and first row receptor.
[3] = Minimum height needed to achieve 7 dB noise reduction design goal.

An 8-foot barrier height is the optimum height for the design barrier under any of the Build Alternatives because it meets the noise reduction design goal, benefits the receptor at this location, minimizes construction costs, and meets the maximum height allowed by City Ordinance. However, the cost estimate analysis shows that this barrier is not cost reasonable because its construction cost exceeds the reasonable allowance for the benefited receptor.

Preliminary Noise Abatement Decisions

As described above, eight noise barriers, Barriers W238C, W238D, W238E, N35-ROW, N35-PP1, and N35-PP2 were identified as acoustically feasible under all Build Alternatives. Table 2.3.7-3 through Table 2.3.7-8 provide summaries of information and comparison between the total reasonable allowance and estimated construction cost for each barrier (Caltrans 2026). Cost considerations for determining noise abatement reasonableness are based on an allowance per benefited receptor. For each acoustically feasible noise barrier, reasonable monetary allowances were calculated by multiplying the number of benefited receptors by $170,000, which is Caltrans' 2025 reasonableness allowance for abatement analysis (Caltrans n.d.).

Based on the studies completed to date, Caltrans does not recommend noise abatement in the form of barriers at:

Barrier W238C, located along WB off-ramp and deceleration lane edge of shoulder, and on south side of Calimesa Boulevard within City ROW, and private property with respective lengths and average heights of 1,951 feet and 10 feet.

Calculations based on preliminary design data show that the barrier will reduce noise levels by up to 12 dBA for 4 residences at a minimum cost of $3,251,000.

Barrier W238D, located along the south property line of the mobile homes, with respective lengths and average heights of 1,305 feet and 8 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by up to 11 dBA for 19 residences at a cost of $5,008,000.

Barrier W238E, located along the south property line of the dog park at Hillcrest Mobile Estates, behind the new sidewalk on the north side of Calimesa Boulevard, with respective lengths and average heights of 331 feet and 12 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by up to 7 dbA for 1 recreational facility at a cost of $722,000.

Barrier N35-ROW, located along the south side of Wildwood Canyon Road, with respective lengths and average heights of 416 feet and 10 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by up to 8 dBA for 2 residences at a cost of $1,093,000.

Barrier N35-PP1, located along the south side of Wildwood Canyon Road, east of John Wayne Way, with respective lengths and average heights of 179 feet and 12 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by up to 8 dBA for 1 residence at a cost of $785,000.

Barrier N35-PP2, located along the existing wood fence of the property wall of the property at receptor M23, with respective lengths and average heights of 157 feet and 8 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by up to 8 dBA for 1 residence at a cost of $323,000.

Under any of the Build Alternatives, the eight barriers would provide a line-of-sight break between a receptor and an 11.5-foot-high truck stack, are acoustically feasible, and achieve the 7dBA noise reduction design goal. However, the construction cost for each of the barriers analyzed exceeds the allowance for the benefitted receptors. Therefore, the barriers are determined to be economically unreasonable and are not recommended for construction.

The preliminary noise abatement decision presented in this report is based on preliminary Project alignments and profiles, which may be subject to change. As such, the physical characteristics of noise abatement described herein also may be subject to change. If pertinent parameters change substantially during the final Project design, the preliminary noise abatement decision may be changed or eliminated from the final Project design. The views and opinions of the residents living adjacent to the proposed improvements and affected by the traffic noise would be considered in reaching a decision on noise abatement measures. Caltrans' policy is to not provide noise barriers if 50 percent or more of those affected residents do not want them. The opinions of these residents would be obtained through public and community meetings or other means, as appropriate, prior to final design.

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2.3.8 Energy

2.3.8.1 Regulatory Setting

The Energy Policy and Conservation Act of 1975 established fuel economy standards for on-road motor vehicles sold in the United States. Subsequent federal Energy Policy Acts (e.g., 1992, 2005) have been passed since the original act of 1975. The National Highway Traffic Safety Administration and U.S. Environmental Protection Agency set Corporate Average Fuel Economy standards for passenger cars and for light trucks (collectively, light-duty vehicles) and separately set fuel consumption standards for medium- and heavy-duty trucks and engines.

NEPA (42 United States Code 4332) requires the identification of all potentially significant impacts on the environment, including impacts on energy resources. Guidance for evaluating energy impacts of transportation projects subject to the National Environmental Policy Act is outlined in FHWA's Technical Advisory T 6640.8A.

CEQA Guidelines require environmental documents include an analysis of a project's potential for significant environmental effects resulting from wasteful, inefficient, or unnecessary use of energy; or wasteful use of energy resources (Guidelines Section 15126.2[b]). The document must also describe feasible measures which could minimize inefficient and unnecessary consumption of energy (Guidelines Section 15126.4).

2.3.8.2 Affected Environment

Interstate 10 (I-10) is a major east-west transportation route that connects Yucaipa to Los Angeles County to the west and Riverside County to the east. Within the Project Design Footprint, I-10 consists of a six-lane freeway that is used by local and commuter vehicles and various types of oversized vehicles. There are streetlights at major interchanges and at the Wildwood Safety Roadside Rest Area.

I-10 is a major east-west transportation route that connects the City of Yucaipa to Los Angeles County to the west and Riverside County to the east. The segment of I-10 within the Project Study Area is a six-lane freeway with an additional eastbound truck climbing lane that is used by local and commuter vehicles and various types of oversized vehicles. In the existing condition, there is substantial queuing and high weaving densities at the existing adjacent interchanges at Live Oak Canyon Road and County Line Road on-ramps and off-ramps. Sustained growth and development in the area have increased commuter traffic and caused inadequate queueing capacity at adjacent interchanges.

During the AM peak hour, all of the study segments on eastbound I-10 operate at LOS C or better, and operate at LOS D on the westbound I-10 except the merge at County Line Road on-ramp operating at LOS E. During the AM peak hour, all the study intersections operate at LOS C or better, except the Oak Glen Road/Calimesa Blvd/14th

Street intersection operates at LOS D and the Wildwood Canyon Road/Calimesa Boulevard intersection operates at LOS F.

During the PM peak hour, all of the study segments on eastbound I-10 from the Live Oak Canyon Road to the end of the study corridor operate at LOS C, with the exception of the SRRA off-ramp to on-ramp and the SRRA on-ramp to County Line Road off-ramp, which both operate at LOS D. All the segments on westbound I-10 operate at LOS C or better. During the PM peak hour, all the study intersections operate at LOS C or better, except the intersections at County Line Road/I-10 Westbound ramps operate at LOS D and County Line Road/I-10 Eastbound ramps operate at LOS F.

Storage capacity on the off-ramps is adequate to serve AM and PM peak hour traffic under existing conditions. However, there is a substantial queueing along southbound Wildwood Canyon Road during the AM peak hour to westbound Calimesa Boulevard and opposite turning movement from eastbound Calimesa Boulevard to northbound Wildwood Canyon Road during the PM peak hour. This is primarily caused by the limited capacity due to the all-way stop control at this intersection.

There is currently a streetlight along Calimesa Boulevard at its intersection with Wildwood Canyon Road. There are no existing sidewalks, bicycle lanes, or shoulders on Wildwood Canyon Road or Calimesa Boulevard, which is a substantial impediment to pedestrian and bicycle travel in the Project Study Area. Although there are curb ramps at the intersection of Wildwood Canyon Road and Calimesa Boulevard, the intersection lacks crosswalks or sidewalks beyond the existing curb ramps.

2.3.8.3 Environmental Consequences

The analysis addresses direct and indirect energy consumption, which in the context of project-level transportation planning, are defined as follows:

- Direct energy involves all energy consumed by vehicle propulsion (e.g., automobiles, trains, airplanes). This energy consumption is a function of traffic characteristics, such as vehicle miles traveled (VMT) (volume × distance traveled), speed, vehicle mix, and thermal value of the fuel being used.

- Indirect energy includes fuel consumed during construction and for maintenance and operation of project elements. The following sections analyze each of these types of indirect energy.

This section also includes discussion of energy-saving and conservation measures specifically incorporated into the design of the Project.

Construction Impacts

No-Build Alternative (Alternative 1)

The No-Build Alternative does not include construction of any of the improvements associated with the Build Alternatives. Therefore, it would not have the one-time consumption of indirect energy that would occur under either Build Alternative.

Build Alternatives (Alternatives 2, 3, and 4)

Energy consumption would primarily result from mobile sources including material hauling trucks, worker commuter vehicles, water trucks, as well as off-road construction equipment. Direct energy consumption (in gallons of fuel and kWh of electricity) is an output of the Caltrans Construction Emissions Tool (CAL-CET2021) version 1.0.4 as presented in the Project's Supplemental Air Quality Report (AQR) (Caltrans 2026). Construction-related energy consumption were converted to million British thermal units (MMBTUs) using standard energy conversions.

As shown in Table 2.3.8-1, energy consumption for all Build Alternatives would include fuel consumption of diesel from off-road equipment and gasoline from worker vehicles.

Table 2.3.8-1. Construction Fuel Consumption and Indirect Energy for all Build Alternatives by Year

Alternative and Construction Year	Gasoline (gallons)	Diesel (gallons)	Electricity (kWh)	Indirect Energy (million British thermal units)
Year 2029	15,532	77,771	15,532	12,798
Year 2030	16,510	41,378	16,510	7,865
Total Alternative 2	**32,042**	**119,149**	**33,628**	**20,663**
Year 2029	16,209	80,508	17,660	13,265
Year 2030	16,998	42,524	17,171	8,087
Total Alternative 3	**33,207**	**123,032**	**34,830**	**21,352**
Year 2029	23,459	99,832	26,711	16,885
Year 2030	18,765	46,963	18,885	8,930
Total Alternative 4	**42,225**	**146,795**	**45,597**	**25,815**

Source: Appendix M, *Energy Consumption Calculations*.
Note: Values have been rounded.

Energy consumed for construction would be temporary, occurring over approximately 470 working days across a 23-month period, beginning in 2029 and concluding in 2030. Electrical energy usage during construction would include the illumination of work areas and an information field office near the construction site powered by gasoline generators. It is anticipated that energy consumption during construction would be minimal compared to regional and statewide energy consumption.

Under Measure **TR-1**, a Transportation Management Plan (TMP) would be developed and implemented in accordance with the 2024 Caltrans Standard Specifications. The TMP would reduce gasoline consumption by limiting traffic congestion and reducing the

length of detours. Caltrans Standard Specification 14-9 Air Quality requires compliance with all air pollution control rules, regulations, ordinances, and statutes during construction. This would require adherence to all South Coast Air Quality Management District rules and regulations to limit emissions and California Air Resources Board's truck idling rules, which would further reduce energy consumption. In addition, implementation of Caltrans' Standard Specifications 6-1.03 Local Materials and 14-10 Solid Waste Disposal and Recycling would also be anticipated to reduce diesel fuel consumption. Construction contractors would also be required to comply with California Code of Regulations, Title 13, Section 2449, which require use of renewable diesel fuel beginning in 2024. The Build Alternatives would not result in wasteful, inefficient, or an unnecessary consumption of energy resources during Project construction.

Operational Impacts

No-Build Alternative (Alternative 1)

Direct Energy Consumption

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. As development continues to occur and traffic demand increases, traffic operational characteristics of the existing roadway network and adjacent interchanges would further deteriorate, which may result in an increase in energy consumption due to slower operating speeds on the freeway and local roads. VMT would increase due to regional growth built into the City of Yucaipa travel demand model for both new residential and non-residential developments in the Project's vicinity, increasing energy consumption from diesel, gasoline, and electricity from on-road mobile sources. Natural gas consumption would decline as the number and percentage of natural gas vehicles declines in future years as urban buses transition from natural gas to electric.

Indirect Energy Consumption

Long-term indirect energy consumption from periodic maintenance of the roadway would be similar to existing conditions. No low energy consumption devices (e.g., light-emitting diode [LED] lighting) would be installed.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. The Project is considered capacity increasing. Congestion relief and capacity-increasing projects affect the ability of a transportation facility to accommodate existing and future traffic demand. This results in changes to direct energy by vehicles using the facilities.

All Build Alternatives would improve circulation and access for commuter vehicles and trucks at the proposed interchange and adjacent intersections. In addition, key Complete Streets elements would be integrated as part of the new interchange and local roadway improvements, which would allow for connectivity to be maintained for all

modes of transportation, including motorists, trucks, emergency vehicles, transit vehicles, bicycles, and pedestrians. These Project features include signing and striping, pavement markings, signalized pedestrian crossings, street lighting, constructing missing segments of sidewalks, curb ramps, and segments of shoulders that can be used as Class II bike lanes. All Build Alternatives would install street lighting to enhance visibility for users along Wildwood Canyon Road and the realigned segment of Calimesa Boulevard and promote more Active Transportation Program opportunities.

Direct Energy Consumption

Operational energy consumption was calculated for Existing Conditions (2022), the Opening Year (2030), and Horizon Year (2050) for all Build Alternatives. All fuel types (diesel, gasoline, compressed natural gas, and electricity) from California Air Resources Board's Emission FACtor model (EMFAC2021) were assumed in the calculation of air pollutant and greenhouse gas emissions. Direct energy calculations for transportation projects are informed by VMT and traffic operating conditions (e.g., travel speeds). According to the VMT Assessment (Caltrans 2023), all Build Alternatives would result in a decrease in overall VMT by 0.02 percent within 10 miles and by 0.01 percent within 15 miles of the Project. All Build Alternatives are estimated to perform the same due to their similar design and VMT.

Similar to construction, energy consumption for operations was back calculated from the operational carbon dioxide emissions in the Project's Supplemental AQR (Caltrans 2026). Diesel, gasoline, and compressed natural gas emission factors were sourced from the Environmental Protection Agency Greenhouse Gas Emissions Hub. The Project is located in the service area of the Southern California Gas Company and Southern California Edison (SCE). The electricity emission factor was obtained from SCE's electricity mix for 2022.

Table 2.3.8-2 provides the estimated annual vehicle fuel and electricity consumption for the Build Alternatives compared to Existing Conditions and the No-Build Alternative. The amount of energy consumed per VMT would decrease over time through turnover and the introduction of more fuel efficient and electric vehicles. Relative to the No-Build Alternative, all Build Alternatives would have slightly lower energy consumption in both the Opening Year and Horizon Year. The energy consumption during operation would be the same for all Build Alternatives because the carbon dioxide emissions are the same. Appendix M, *Energy Consumption Calculations*, contains detailed energy consumption calculations for the Project.

Table 2.3.8-2. Annual Vehicle Fuel and Electricity Consumption by Alternative and Study Year

Alternative and Study Year	Gasoline (million gallons)	Diesel (million gallons)	Natural Gas (million standard cubic foot)	Electricity (million kilowatt-hour)
2022 Existing Conditions	241.9	35.5	802.3	105.6
2030 No-Build Alternative	236.5	41.2	795.7	225.4
2030 Alternatives 2, 3, 4	236.2	41.2	794.7	225.1
2050 No-Build Alternative	261.3	58.1	417.2	700.2
2050 Alternatives 2, 3, 4	261.0	58.0	416.6	699.3

Note: Values have been rounded.

Direct energy can be represented in terms of thermal value, known as British thermal unit. Gasoline, diesel, natural gas, and electricity consumption reported in Table 2.3.8-2 is converted to British thermal unit in Table 2.3.8-3. Table 2.3.8-3 summarizes the annual direct energy for each of the analysis conditions. Appendix M, *Energy Consumption Calculations*, contains detailed energy consumption calculations for the Project.

Table 2.3.8-3. Annual Direct Energy Use by Alternative and Study Year

Alternative and Study Year	Direct Energy (million British thermal unit)	Direct Energy Change from 2023 Existing (% Change)	Direct Energy Change from No-Build (% Change)
2022 Existing Conditions	35,137,708	N/A	N/A
2030 No-Build Alternative	35,690,323	552,616 (1.6%)	N/A
2030 Alternatives 2, 3, 4	35,645,514	507,806 (1.4%)	-44,810 (-0.1%)
2050 No-Build Alternative	42,213,633	7,075,925 (20.1%)	N/A
2050 Alternatives 2, 3, 4	42,160,643	7,022,935 (20.0%)	-52,990 (-0.1%)

Source: CT-EMFAC2021; U.S. Energy Information Administration 2023c
Notes:
Values have been rounded.
N/A = comparison not applicable.

Compared to Existing Conditions, operation of any of the Build Alternatives or the No-Build Alternative would increase direct energy consumption by 1.6 percent or 1.4 percent, respectively, in the Year 2030. Compared to Existing Conditions, operation of any of the Build Alternatives or the No-Build Alternative would increase direct energy consumption by 20.1 percent or 20.0 percent, respectively, in the Year 2050. These increases can be attributed to background growth in VMT and therefore increases in direct energy consumption. Compared to the No-Build Alternative in 2030 and 2050, operation of any of the Build Alternatives would decrease direct energy consumption slightly by 0.1 percent.

Indirect Energy Consumption

Long-term indirect energy consumption from periodic maintenance of the roadway would be similar to existing conditions. Low energy consumption devices (e.g., LED lighting) would be installed as necessary.

2.3.8.4 Avoidance, Minimization, and/or Mitigation Measures

The following measure is proposed:

TR-1 During the final design phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following:

- Traffic controls.
- Transportation demand management.
- Public awareness measures (including signing, mailers, brochures, newspaper articles, and internet resources).
- Motorist information strategies.
- Incident management.
- Construction strategies.
- Alternative route strategies.

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2.4 BIOLOGICAL ENVIRONMENT

2.4.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors, fish passages, and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed in Section 2.4.1, *Resource Topics Dismissed From Analysis*. Wetlands and other waters are also discussed in Section 2.4.2, *Wetlands and Other Waters*.

2.4.1.1 Affected Environment

This section is based on the Project's Natural Environment Study (Minimal Impacts) (NES[MI]) (Caltrans 2023), which was completed in September 2023.

Biological Study Area

The Biological Study Area (BSA) was used as the study limits for the general biological resources field studies conducted in support of the NES(MI). The BSA consists of a 150-foot buffer from the Project's potential impact areas, i.e., areas with potential ground or vegetation disturbance (see Figure 2.4.1-1). The BSA consists primarily of open space and agricultural land interspersed with commercial/retail uses, the Wildwood Safety Roadside Rest Area (SRRA), and residential uses along both sides of the freeway corridor.

The portion of the BSA within Riverside County is located within the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP) Planning Area.

A general biological field survey of the BSA was performed on April 7, 2022, and January 12, 2023.

Literature Review and Records Search

Database searches of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database RareFind program and the California Native Plant Society Inventory of Rare and Endangered Plants of California were conducted in August 2022 to identify special-status species and habitats within the BSA. Searches of these databases were conducted for the nine United States Geological Survey (USGS) quadrangles surrounding the BSA (*Yucaipa, Harrison Mtn., Keller Peak, Big Bear Lake, Redlands, Forest Falls, Sunnymead, Beaumont, and El Casco, California*).

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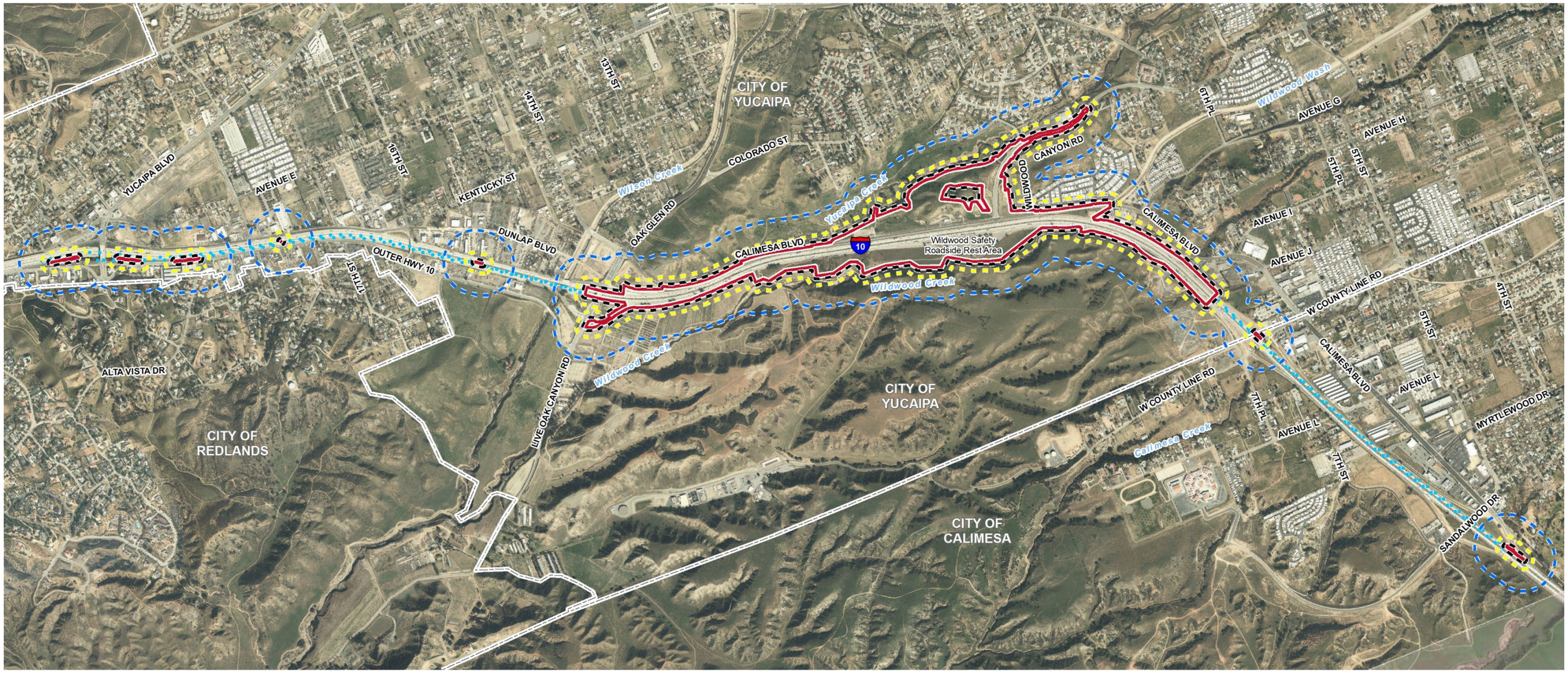

Figure 2.4.1-1. Biological Study Area, Listed Species Study Area, Aquatic Resources Delineation Area

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An official United States Fish and Wildlife Service (USFWS) species list was obtained from the online Information for Planning and Conservation Environmental Conservation Online System and is included in Appendix G, *Species List*.

Vegetation Communities/Land Cover Types within the Biological Study Area

The BSA consists of a mosaic of developed land and of vegetation communities dominated by both native and non-native plant species. However, the majority of the BSA consists of developed land, which includes Interstate 10 (I-10) and some commercial and residential development. Undeveloped open space consisting of native and non-native vegetation communities surrounds the I-10 corridor throughout the BSA. In general, the BSA supports a low diversity of plant species. Plant and wildlife species observed within the BSA during the biological surveys are commonly associated with disturbed and developed areas.

The BSA supports 17 different vegetation communities or land covers, with the predominant land cover identified as Developed/Ornamental (106.93 acres), as identified in Table 2.4.1-1 and shown in Figure 2.4.1-2.

Special-status natural communities are those that are considered to be of special concern based on (1) federal, State, or local laws regulating their development; (2) limited distributions; and/or (3) the habitat requirements of special-status plants or animals occurring in those habitats. The following natural communities considered important by the State and/or local agencies were identified within the BSA: California buckwheat scrub, California buckwheat scrub (disturbed), coast live oak woodland, scale broom scrub, black willow woodland, and black willow/tree of heaven woodland.

Table 2.4.1-1. Vegetation Communities and Land Covers within the Biological Study Area

Vegetation Community/Land Cover	Existing Acreage in BSA
Black willow woodland[a]	0.07
Black willow/Tree of heaven woodland[a]	0.18
Blue elderberry shrubland	0.04
California buckwheat scrub[a]	5.92
California buckwheat scrub (disturbed)[a]	4.36
Coast live oak woodland[a]	3.40
Coyote brush scrub	0.17
Developed/Ornamental	106.93
Disturbed/Ruderal	31.58
Ephemeral drainage	7.53
Fourwing saltbush scrub	0.66
Mediterranean California naturalized annual and perennial grassland	68.93
Mule fat thickets	2.34
Mule fat thickets (disturbed)	0.34
Pepper tree groves	0.11
Scale broom scrub[a]	0.80
Upland mustards or star-thistle fields	22.16
Total Acreage	**255.50[b]**

Source: (Caltrans 2023)
Notes:
[a] Special-status natural communities within the BSA
[b] Totals may differ from sum of individual values due to rounding.
BSA=Biological Study Area

Figure 2.4.1-2. Vegetation Communities and Other Land Covers in the Biological Study Area (Sheet 1 of 12)

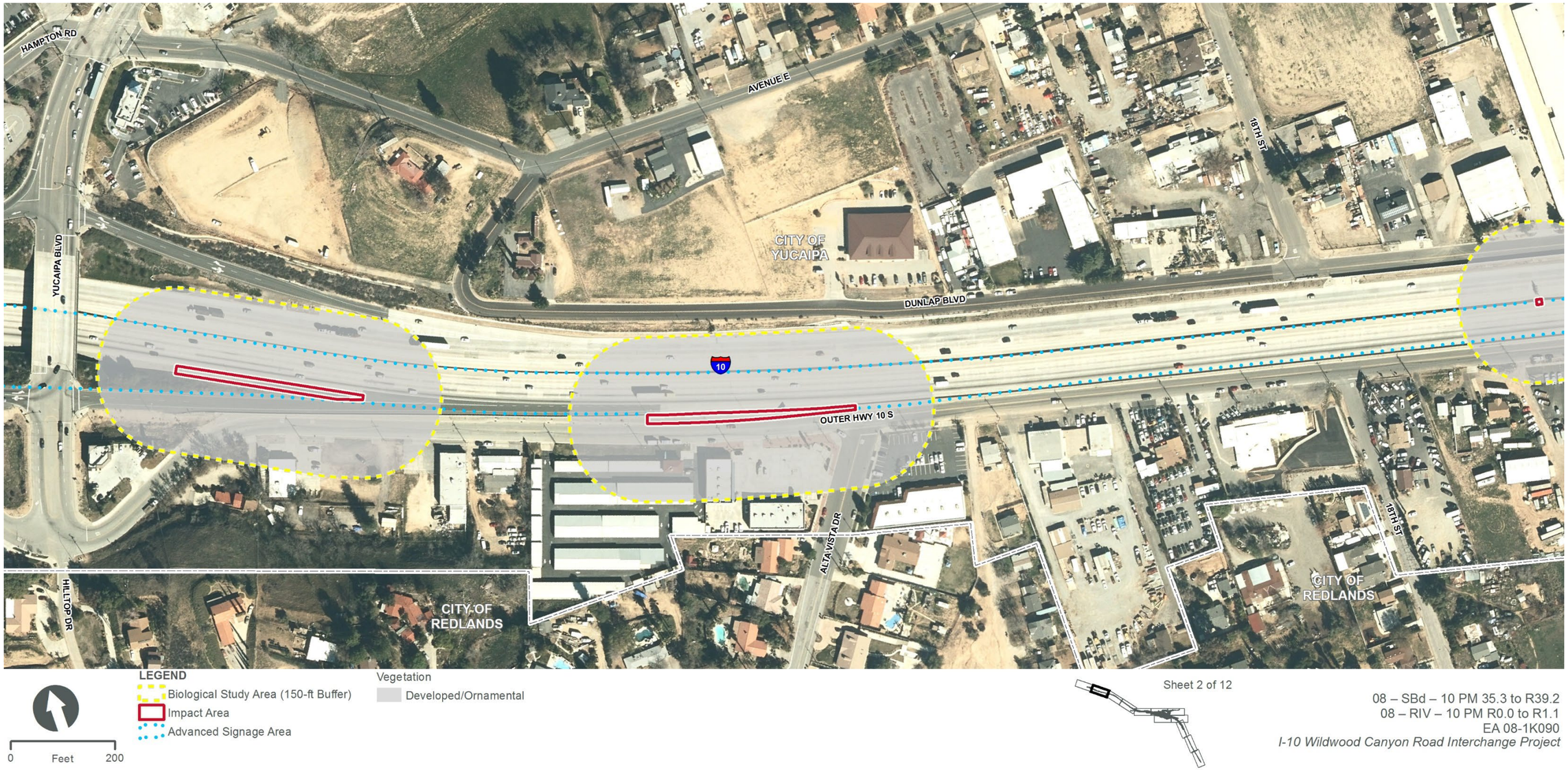

Figure 2.4.1-2. Vegetation Communities and Other Land Covers in the Biological Study Area (Sheet 2 of 12)

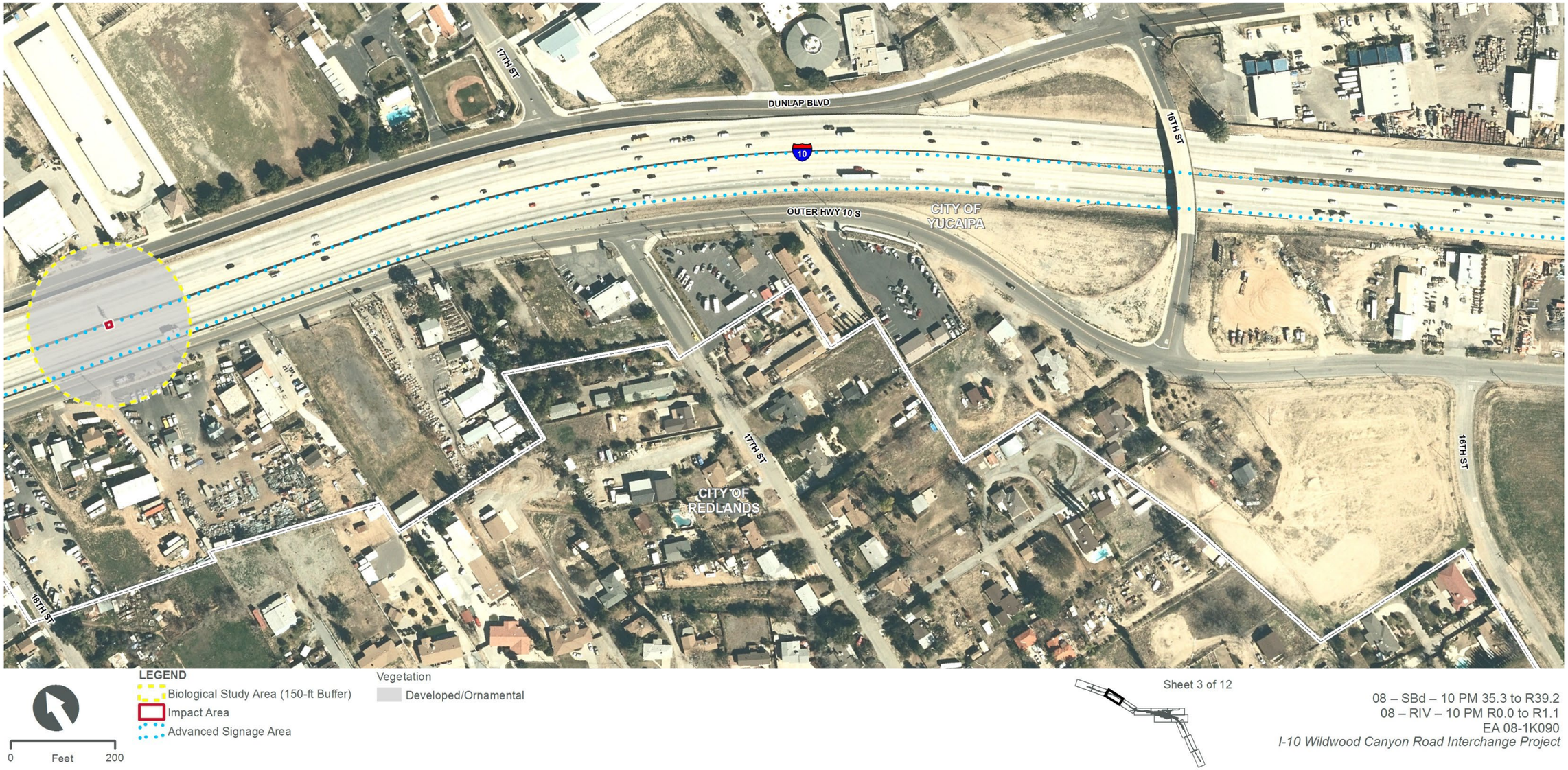

Figure 2.4.1-2. Vegetation Communities and Other Land Covers in the Biological Study Area (Sheet 3 of 12)

Figure 2.4.1-2. Vegetation Communities and Other Land Covers in the Biological Study Area (Sheet 4 of 12)

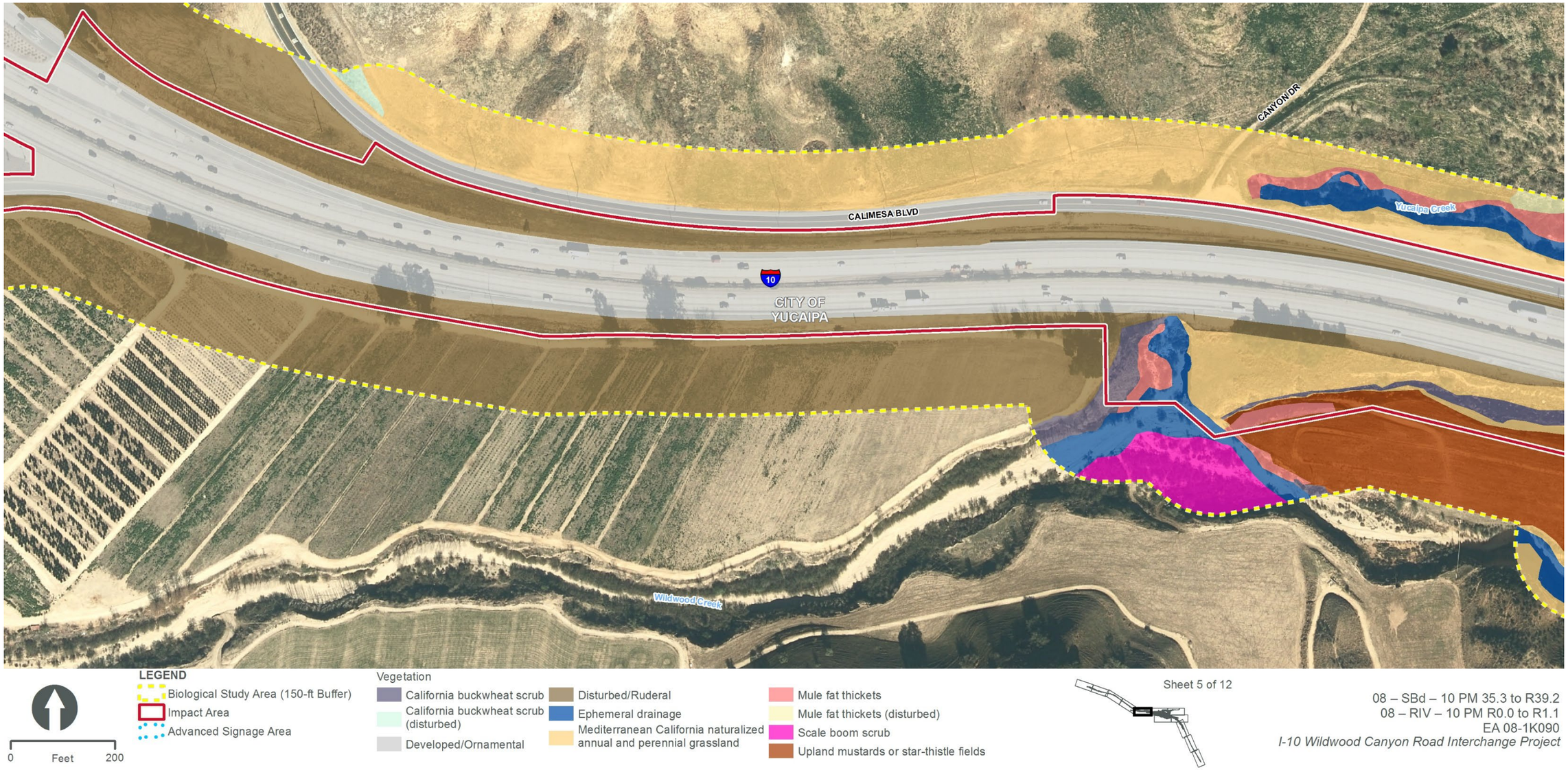

Figure 2.4.1-2. Vegetation Communities and Other Land Covers in the Biological Study Area (Sheet 5 of 12)

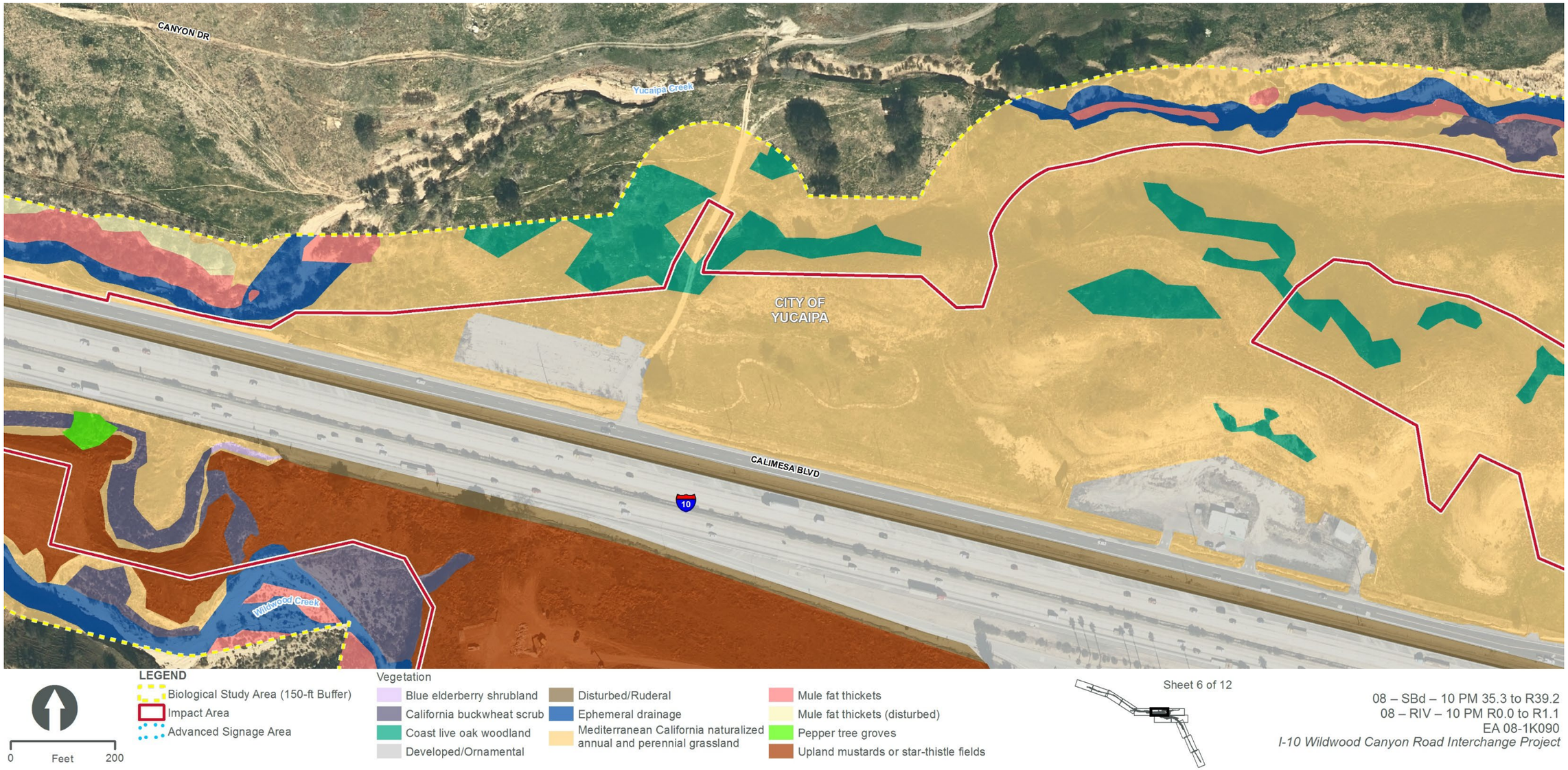

Figure 2.4.1-2. Vegetation Communities and Other Land Covers in the Biological Study Area (Sheet 6 of 12)

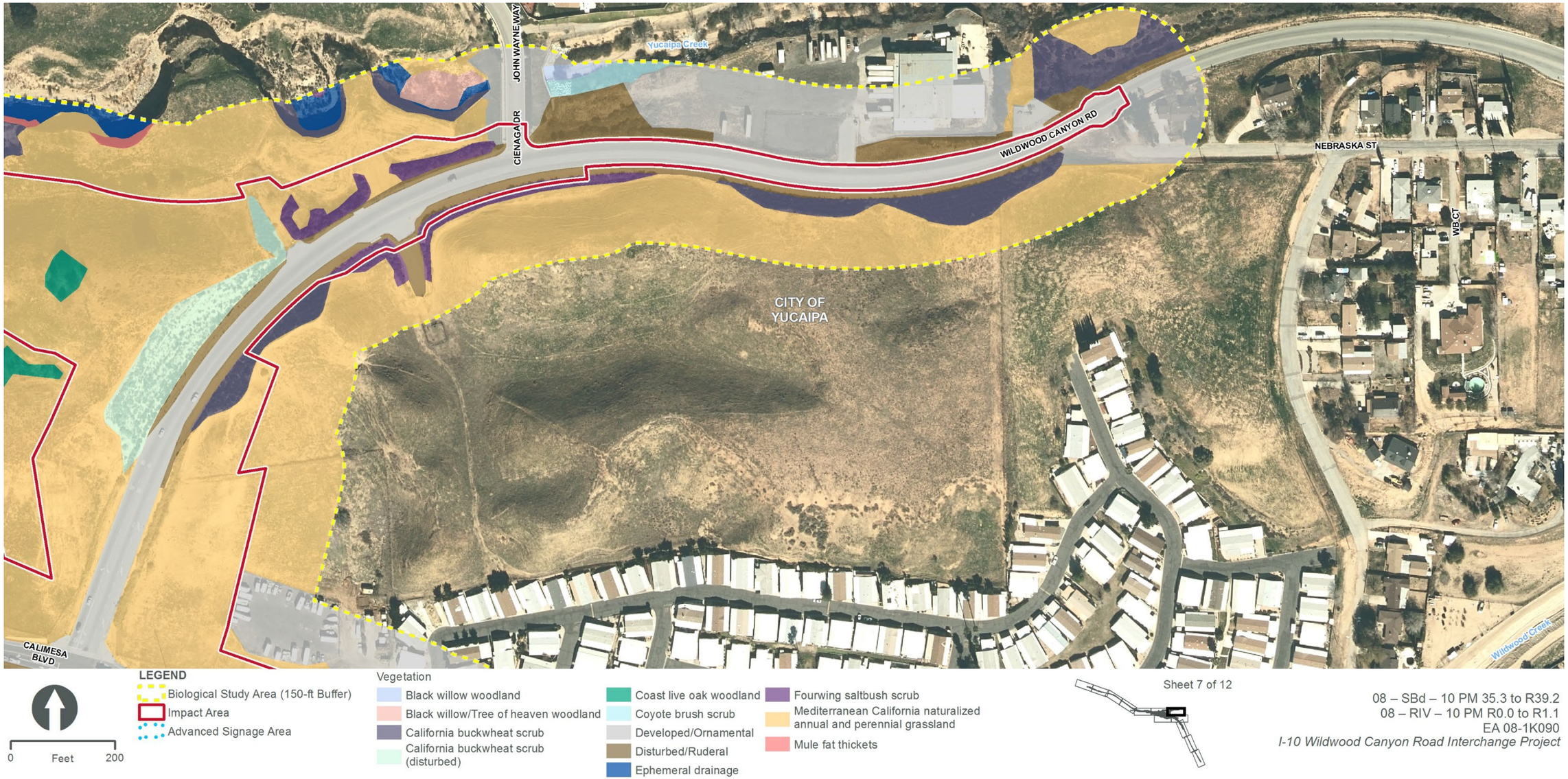

Figure 2.4.1-2. Vegetation Communities and Other Land Covers in the Biological Study Area (Sheet 7 of 12)

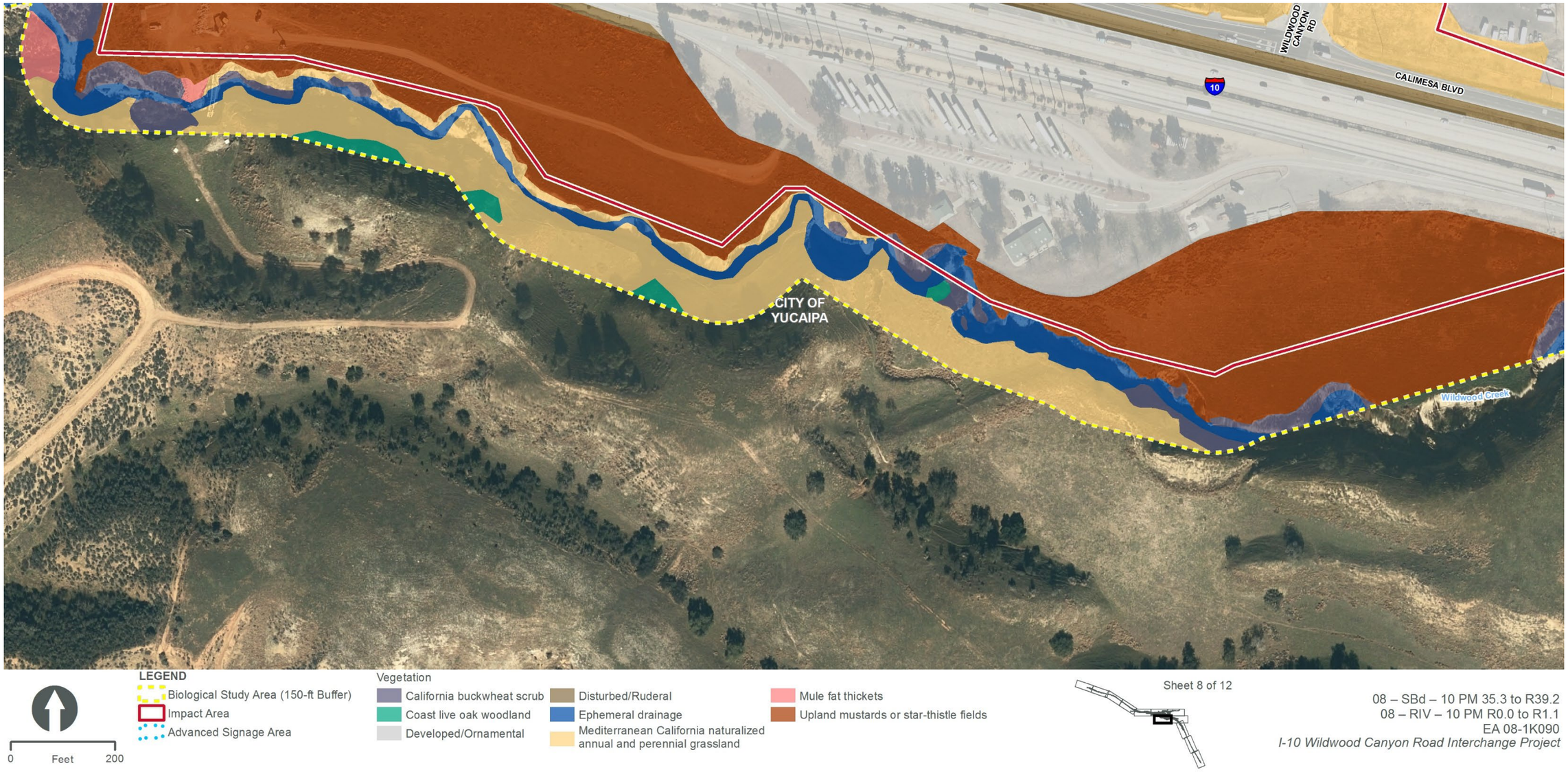

Figure 2.4.1-2. Vegetation Communities and Other Land Covers in the Biological Study Area (Sheet 8 of 12)

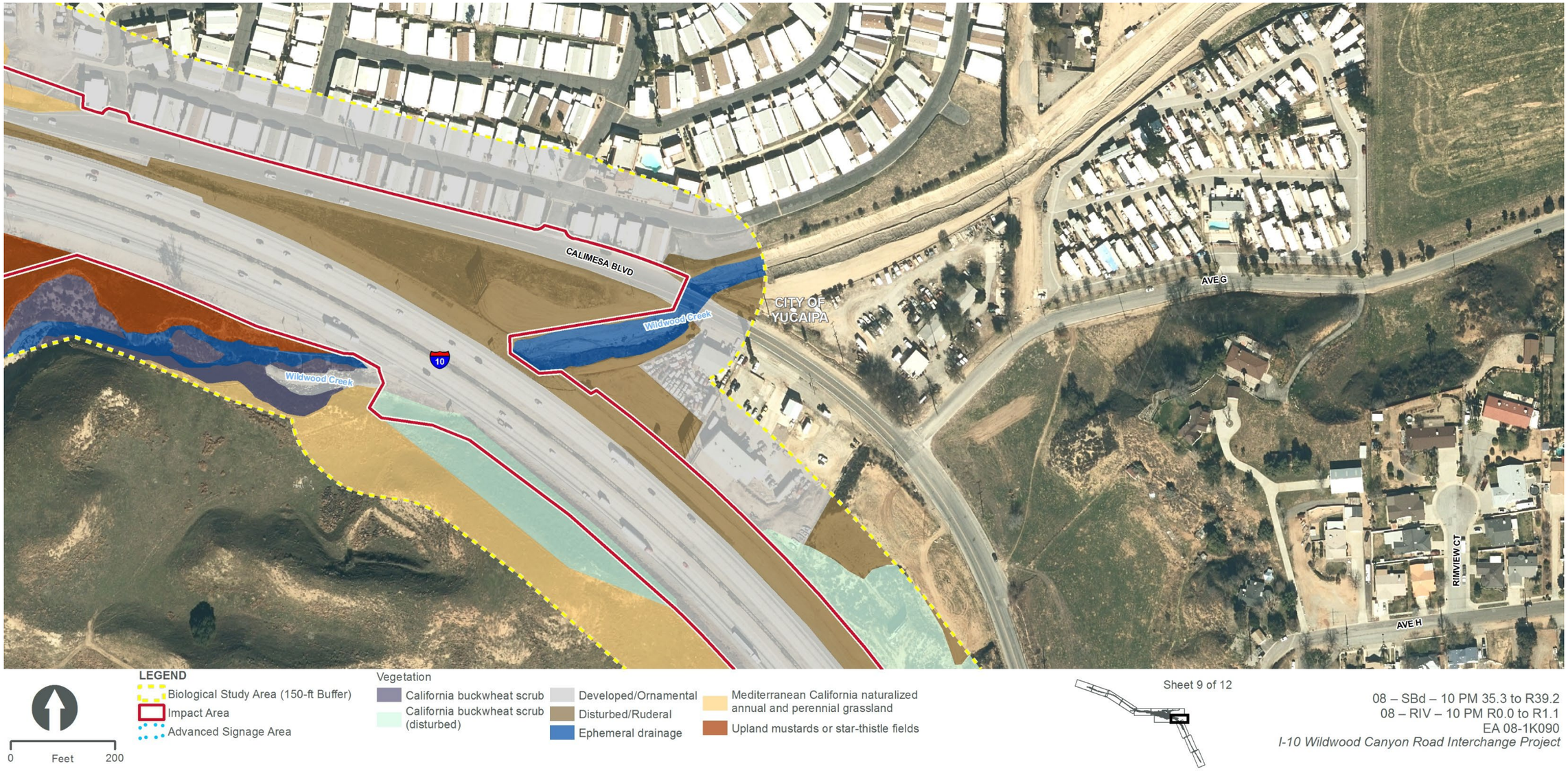

Figure 2.4.1-2. Vegetation Communities and Other Land Covers in the Biological Study Area (Sheet 9 of 12)

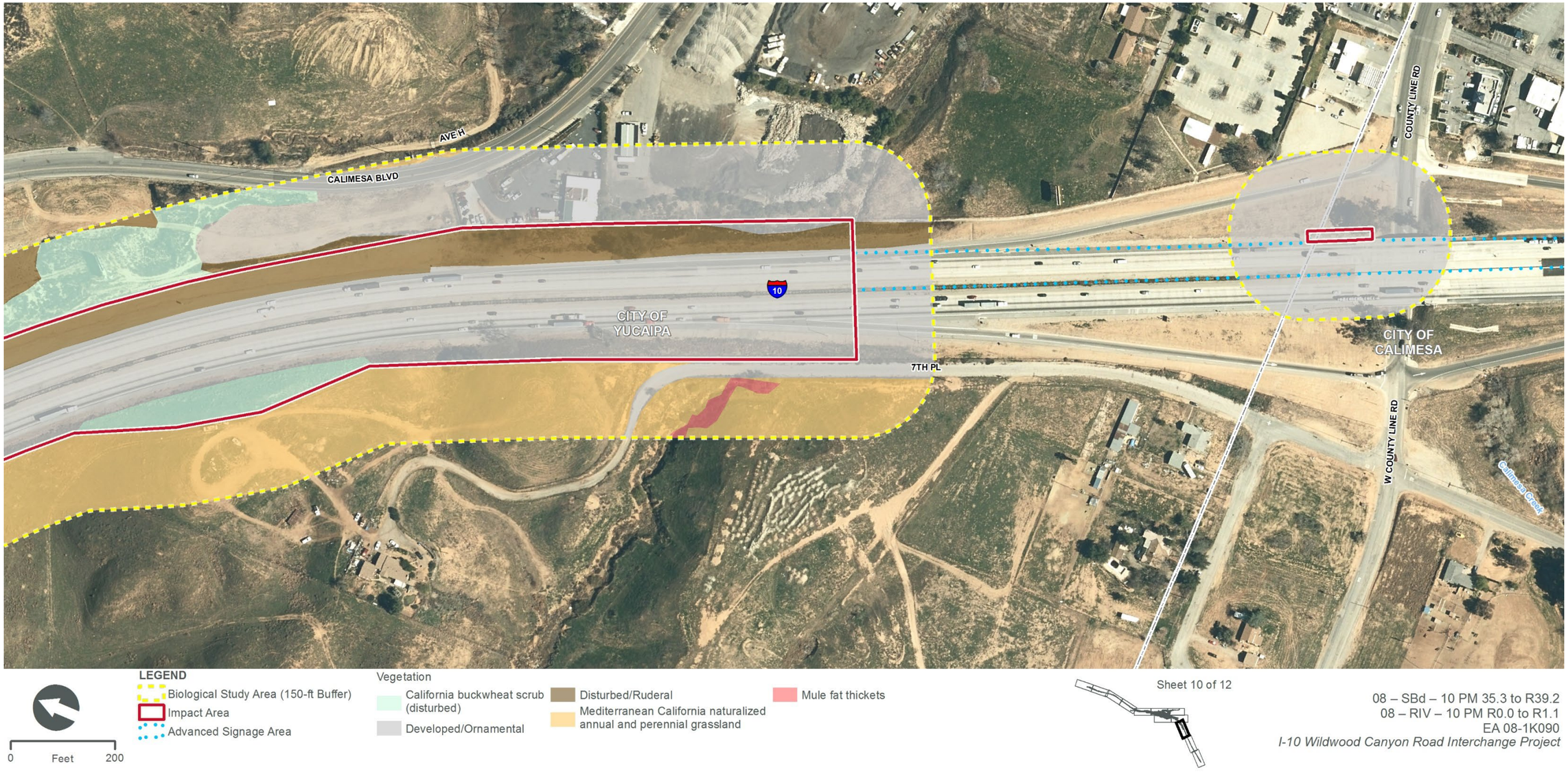

Figure 2.4.1-2. Vegetation Communities and Other Land Covers in the Biological Study Area (Sheet 10 of 12)

Figure 2.4.1-2. Vegetation Communities and Other Land Covers in the Biological Study Area (Sheet 11 of 12)

Figure 2.4.1-2. Vegetation Communities and Other Land Covers in the Biological Study Area (Sheet 12 of 12)

Black Willow Woodland

Black willow woodland occurs in the northwest corner of the BSA as a small patch of vegetation located in a constructed portion of Yucaipa Creek, near the intersection of Wildwood Canyon Road and John Wayne Way. It consists entirely of black willows with no understory. Approximately 0.07 acres of black willow woodland are mapped within the BSA.

Black Willow/Tree of Heaven Woodland

Black willow/tree of heaven woodland is located in a constructed portion of Yucaipa Creek, near the intersection of Wildwood Canyon Road and John Wayne Way. It consists of approximately 70 percent relative canopy cover tree of heaven (*Ailanthus altissimus*) and 30 percent relative canopy cover of black willow. Understory vegetation includes mule fat (*Baccharis salicifolia*) and phacelia (*Phacelia* sp.). The bottom of the drainage is covered with ungrouted riprap, with most of the vegetation rooted in the earthen banks but with canopy cover extending over the drainage. Approximately 0.18 acres of black willow/tree of heaven woodland are mapped within the BSA.

Blue Elderberry Shrubland

Blue elderberry shrubland occurs as dense stands of blue elderberry (*Sambucus nigra*) with small amounts of mule fat, shortpod mustard (*Hirschfeldia incana*), California buckwheat (*Eriogonum fasciculatum*), and generally occurs in upland areas adjacent to riparian habitats. Approximately 0.04 acres of blue elderberry shrubland along the ephemeral drainage are mapped within the BSA.

California Buckwheat Scrub

California buckwheat scrub is a subset of coastal scrub and is dominated by California buckwheat, which accounts for at least 50 percent relative cover in the shrub layer. This alliance usually occurs on upland slopes, intermittently flooded arroyos, channels, and washes. Soils are generally shallow and rocky. Buckwheat scrub is generally composed of a variety of soft low shrubs characteristically dominated by drought-deciduous species such California buckwheat, deer weed (*Acmispon glaber*), and sages (*Salvia* spp.), with scattered evergreen shrubs, such as lemonade berry (*Rhus integrifolia*). Shrubs are typically less than 2 meters in height, with an intermittent-to-continuous canopy and a variable, grassy herbaceous layer. Within the BSA, California buckwheat scrub occurs primarily in patches on higher terraces within the ephemeral drainages of Yucaipa Creek and Wildwood Wash.[1] Approximately 5.92 acres of California buckwheat scrub are mapped within the BSA.

California Buckwheat Scrub (Disturbed)

California buckwheat scrub (disturbed) is composed of similar species but with a dominance of non-native annual grasses in the understory. Within the BSA, this community occurs in small patches on previously-disturbed slopes adjacent to I-10,

[1] Wildwood Wash is also known as Wildwood Creek.

Calimesa Boulevard, and Wildwood Canyon Road. Many of these areas appear to have been replanted with native plants following construction and gradually invaded by non-native grasses. Because of its proximity to busy roadways, small patch size, and high percentage of non-native plants, this community provides low habitat value for species typically associated with coastal scrub communities. Approximately 4.36 acres of California buckwheat scrub (disturbed) are mapped within the BSA.

Coast Live Oak Woodland

Coast live oak woodland is dominated or co-dominated by coast live oak (*Quercus agrifolia*) in the upland tree canopy with a sparse to intermittent shrub layer and sparse or grassy herbaceous layer. This community occurs in areas with deep, sandy or loamy soils along canyon bottoms, slopes, and flats. Within the BSA, coast live oak woodland occurs in patches within the Mediterranean California naturalized annual and perennial grassland north and south of I-10. Much of the habitat surrounding coast live oak woodland has been subject to cattle grazing and is highly disturbed. One small patch of coast live oak woodland, consisting of a single tree on a terrace, occurs in the Wildwood Wash channel. Approximately 3.40 acres of coast live oak woodland are mapped within the BSA.

Coyote Brush Scrub

Coyote brush scrub is generally characterized by the dominance of coyote brush (*Baccharis pilularis*) in the shrub canopy layer with sub-dominates such as California buckwheat, California sagebrush (*Artemisia californica*) and deerweed (*Acmispon glaber*). Emergent trees may be present at low cover. This community occurs in areas of variable soils, ranging from sandy to relatively heavy clay along coastal bluffs, terraces, stabilized dunes of coastal bars, spits along the coastline, river mouths, stream sides, open exposed slopes, ridges, and gaps in forest stands. Within the BSA, coyote brush scrub occurs in small patches along the ephemeral drainage of Yucaipa Creek. Approximately 0.17 acres of coyote bush scrub are mapped within the BSA.

Developed/Ornamental

Developed/Ornamental land consists of areas of intensive use with much of the land constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported. Developed land is highly modified and characterized by permanent or semipermanent structures, pavement, unvegetated areas, and landscaped areas that require irrigation. Developed/Ornamental areas typically provide high value or function for human use but provide little habitat value to wildlife. Ornamental plantings can provide some use for wildlife movement or use by species adapted to human presence. Within the BSA, Developed/Ornamental land includes paved roads, urban development, areas where non-native ornamental species and landscaping have been installed, and bare ground with compacted soils that no longer support vegetation. Approximately 106.93 acres of Developed/Ornamental land are mapped within the BSA.

Disturbed/Ruderal

Areas mapped as Disturbed/Ruderal consist of land that was previously graded and cleared of vegetation, but non-native vegetation has reestablished. Due to compacted soils, only species tolerant of high levels of disturbance are able to grow. Most of the Disturbed/Ruderal vegetation within the BSA is dominated by dense cover of Russian thistle (*Salsola tragus*) and non-native grasses including ripgut brome (*Bromus diandrus*). Disturbed/Ruderal communities within the BSA provide little wildlife value but can provide space for movement and nesting for bird species adapted to human disturbance. Approximately 31.58 acres of Disturbed/Ruderal land are mapped within the BSA.

Ephemeral Drainage

The ephemeral drainage habitat type consists of riverine areas that do not support any vegetation. Within the BSA, both Yucaipa Creek and Wildwood Wash are ephemeral drainages that receive flowing water only for a short duration immediately following storm events. Some sections of the washes are also subject to high rates of flow during storm events and vegetation is regularly scoured. Approximately 7.53 acres of ephemeral drainage associated with Yucaipa Creek and Wildwood Wash are mapped within the BSA.

Fourwing Saltbush Scrub

Fourwing saltbush scrub is dominated by fourwing saltbush (*Atriplex canescens*) with codominant species including white bursage (*Ambrosia dumosa*), cheeseweed (*Ambrosia salsola*), and other *Atriplex* species. It consists mostly of shrubs with an herbaceous layer consisting of seasonal herbs and non-native grasses. Within the BSA, fourwing saltbush scrub consists almost entirely of fourwing saltbush in the shrub layer with non-native grasses in the herbaceous layer. It occurs in a narrow strip between Wildwood Canyon Road and adjacent fields that have been grazed. Based on historic aerials, vegetation where this community is mapped was cleared around 1995 and was either replanted or naturally reestablished on a previously disturbed slope adjacent to Wildwood Canyon Road. Approximately 0.66 acres of fourwing saltbush scrub are mapped within the BSA.

Mediterranean California Naturalized Annual and Perennial Grassland

Mediterranean California naturalized annual and perennial grassland are generally characterized by the dominance of non-native plant species such as non-native grasses, mustards, and thistles, and limited cover of native plant species. Cover by trees and shrubs within this community is less than 5 percent. The classification of this grassland is at the group level rather than the alliance level because none of the non-native plant species present are clearly dominant or the relative dominance of such species is expected to change seasonally. This vegetation type is widespread and highly variable, representing generalized situations where non-native plants have replaced native plants through a history of repeated soil disturbance and the introduction of non-native plant species. Within the BSA, Mediterranean California

naturalized annual and perennial grassland is found in several undeveloped parcels outside of the State ROW and is the dominant vegetation community in areas within the BSA that have been subject to cattle grazing for many years. Common plant species observed within this community at the time of the survey included red brome (*Bromus rubens*), common Mediterranean grass (*Schismus barbatus*), shortpod mustard, and stork's bill (*Erodium* sp.). Approximately 68.93 acres of Mediterranean California naturalized annual and perennial grassland are mapped within the BSA.

Mule Fat Thickets

Mule fat thickets are dominated by mule fat (*Baccharis salicifolia*) in the shrub canopy with subdominant shrubs such as California sagebrush, coyote brush (*Baccharis pilularis*), and tree tobacco (*Nicotiana glauca*). Emergent trees may be present at low cover. Mule fat comprises at least 30 percent relative cover in the shrub canopy. This community occurs on canyon bottoms, floodplains, irrigation ditches, lake margins, stream channels with mixed alluvium soils. Within the BSA, mule fat thickets occur in patches along the ephemeral drainage associated with Yucaipa Creek and Wildwood Wash. Approximately 2.34 acres of mule fat thicket habitat are mapped within the BSA.

Mule Fat Thickets (Disturbed)

Disturbed mule fat thickets are generally associated with mule fat thickets that have been disturbed in the past by clearing, grubbing, or mowing. This vegetation community is dominated by mule fat, tree of heaven, and mustards (*Brassica* sp.) and appears to be historically disturbed by cattle grazing. Within the BSA, mule fat thickets (disturbed) occur along the Yucaipa Creek channel where it runs adjacent to Calimesa Boulevard and consists of an equal distribution of mule fat and shortpod mustard with scattered tree of heaven (*Ailanthus altissima*). Approximately 0.34 acres of mule fat thickets (disturbed) is mapped within the BSA.

Pepper Tree Groves

Pepper tree groves are often the result of intentional planting but may also occur in coastal canyons, washes, slopes, riparian areas, and along roadsides where they have naturally recruited. Pepper trees (*Schinus molle* or *S. terebinthifolius*) are dominant in the tree canopy with trees less than 18 meters in height with an open to continuous canopy. Within this alliance, shrubs may be infrequent or common, and the herbaceous layer may be simple to diverse. Within the BSA, pepper tree groves, dominated by Peruvian pepper trees (*S. molle*), are located along a ravine south of I-10, between California buckwheat scrub and Mediterranean California naturalized annual and perennial grassland. Approximately 0.11 acres of pepper tree groves are mapped within the BSA.

Scale Broom Scrub

Scale broom scrub is a shrub-dominated community that occurs in intermittently or rarely flooded, low-gradient alluvial deposits along streams, washes, and fans. It is typically dominated by California buckwheat, mule fat and chamise (*Adenostoma*

fasciculatum) with smaller amounts of scale broom (*Lepidospartum squamatum*) and deerweed. Scale broom comprises a minimum of 1 percent of cover in this community. Scale broom scrub is a type of alluvial fan sage scrub, which is identified by CDFW as a sensitive natural community. Within the BSA, scale broom scrub occurs on one alluvial terrace located in Wildwood Wash, just south of where Yucaipa Creek and Wildwood Wash converge. Approximately 0.80 acres of scale broom scrub are mapped within the BSA.

Upland Mustards or Star Thistle Fields

Upland mustards or star-thistle fields is an herbaceous community dominated by non-native annuals including star thistle (*Centaurea melitensis*), shortpod mustard, wild radish (*Raphanus sativus*), and other similar ruderal forb species. Within the BSA, this community occurs in disturbed areas south of the Wildwood SRRA. Approximately 22.16 acres of upland mustards or star-thistle fields are mapped within the BSA.

Habitat Connectivity

The BSA is located between the foothills of the San Bernardino Mountains to the north and San Timoteo Canyon to the south. Open space and washes within and adjacent to the BSA provide local connectivity for urban-tolerant wildlife species, such as coyotes, birds, and rabbits. Within the BSA, Wildwood Wash and Yucaipa Creek provide habitat connectivity between undeveloped areas to the north and south of I-10. Although segments of this corridor have been modified to provide flood control for adjacent development, this corridor still provides a connection between habitat associated with the San Bernardino Mountains and foothills to the north and open space areas south of I-10.

Wildwood Wash was identified in the *Yucaipa General Plan* (City of Yucaipa 2016) as a wildlife movement corridor that provides important habitat connectivity between the San Bernardino Mountains to the north and San Gorgonio Wilderness to the south. Yucaipa Creek also serves as an important wildlife movement corridor, providing habitat for movement to areas north and south of I-10. Large tracts of open space within the BSA, both north and south of I-10 also provide habitat for wildlife movement. However, according to Terrestrial Connectivity - ACE (CDFW 2025), the majority of the BSA has limited connectivity opportunity. There are no irreplaceable and essential corridor areas or fish passage priority areas within the BSA.

2.4.1.2 Environmental Consequences

Construction & Operational Impacts

No-Build Alternative

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed and Wildwood Canyon Road and Calimesa Boulevard would not be improved. Under the No-Build Alternative, no construction activities would occur, and vegetation communities and other land cover types would not be impacted.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. Special-status natural communities within the BSA include California buckwheat scrub, California buckwheat scrub (disturbed), coast live oak woodland, scale broom scrub, black willow woodland, and black willow/tree of heaven woodland.

Table 2.4.1-2 compares the permanent and temporary impacts for each Build Alternative on vegetation communities and other landcover types. All Build Alternatives would temporarily impact the following special-status natural communities: up to approximately 1.33 acres of California buckwheat scrub, 1.43 acres of California buckwheat scrub (disturbed), and 0.87 acres of coast live oak woodland. In addition, up to 0.03 acres of California buckwheat scrub, 0.54 acres of California buckwheat scrub (disturbed), and 0.43 acres of coast live oak woodland would be permanently removed within the BSA.

Temporary impacts on special-status natural communities would be avoided or reduced to the fullest extent possible in areas where California buckwheat scrub, California buckwheat scrub (disturbed), or coast live oak woodland are present. A Project Biologist would be designated to oversee compliance with protective measures for biological resources during clearing and work activities within and adjacent to areas of native habitat (Measure **BIO-1**). In addition, a Worker Environmental Awareness Program would be implemented to provide training for all Project employees and contractors that would be on site (Measure **BIO-2**).

Prior to construction, exclusionary fencing would be installed around all environmentally sensitive areas (ESAs) to avoid accidental encroachment into these areas, which would be confirmed during final design (Measure **BIO-3**). Equipment maintenance (Measure **BIO-4**) would be located away from ESAs to prevent runoff or spills from entering these areas. Invasive species control (Measure **BIO-5**) would be implemented during construction to prevent the introduction and the spread of invasive species into sensitive habitats. The construction contractor would not be permitted to clean vehicles, equipment, or tools at locations near sensitive habitat or waterways at the job site. In addition, all native habitats, including special-status natural communities and other environmentally sensitive habitat that are temporarily impacted by the Project would be restored upon Project completion (Measure **BIO-6**).

Table 2.4.1-2. All Build Alternatives' Impacts on Vegetation Communities and Other Land Cover Types in the Biological Study Area

Vegetation Community or Land Cover Type	Alternative 2			Alternative 3			Alternative 4		
	Permanent (acres)	Temporary (acres)	Total[a] (acres)	Permanent (acres)	Temporary (acres)	Total[a] (acres)	Permanent (acres)	Temporary (acres)	Total[a] (acres)
Black willow woodland	—	—	—	—	—	—	—	—	—
Black willow/Tree of heaven woodland	—	—	—	—	—	—	—	—	—
Blue elderberry shrubland	0.04	0.00	0.04	0.04	0.00	0.04	0.04	0.00	0.04
California buckwheat scrub	**0.02**	**1.33**	**1.35**	**0.03**	**1.31**	**1.35**	**0.02**	**1.33**	**1.35**
California buckwheat scrub (disturbed)	**0.54**	**1.43**	**1.97**	**0.54**	**1.43**	**1.97**	**0.54**	**1.43**	**1.97**
Coast live oak woodland	**0.43**	**0.71**	**1.14**	**0.38**	**0.79**	**1.17**	**0.28**	**0.87**	**1.14**
Coyote brush scrub	—	—	—	—	—	—	—	—	—
Developed/Ornamental	6.26	47.20	53.46	6.19	46.27	52.46	6.36	47.09	53.45
Disturbed/Ruderal	2.97	13.22	16.19	2.96	13.24	16.19	2.93	13.26	16.19
Ephemeral drainage	0.07	0.33	0.40	0.07	0.33	0.40	0.07	0.33	0.40
Fourwing saltbush scrub	0.16	0.24	0.40	0.16	0.24	0.40	0.16	0.24	0.40
Mediterranean California naturalized annual and perennial grassland	10.30	16.67	26.96	10.77	18.47	29.24	11.55	17.47	29.02
Mule fat thickets	—	0.26	0.26	—	0.26	0.26	—	0.26	0.26
Mule fat thickets (disturbed)	—	—	—	—	—	—	—	—	—
Pepper tree groves	0.00	0.11	0.11	0.01	0.10	0.11	0.00	0.11	0.11
Scale broom scrub	—	—	—	—	—	—	—	—	—
Upland mustards or star-thistle fields	3.15	11.36	14.52	3.28	12.32	15.60	3.20	11.32	14.52
Total[a]	**23.94**	**92.85**	**116.79**	**24.41**	**94.77**	**119.18**	**25.14**	**93.69**	**118.83**

Source: (Caltrans 2023)
Notes:
[a] Totals may differ from sum of individual values due to rounding.
Bold text indicates special-status natural communities within the Biological Study Area.
-- = none reported

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All Build Alternatives would largely avoid impacting Wildwood Wash and Yucaipa Creek. None of the Build Alternatives is anticipated to result in a permanent reduction or loss of wildlife movement within either of these streams. All Build Alternatives could result in a temporary disturbance of habitat connectivity and wildlife movement within the Yucaipa Creek and Wildwood Wash during construction. However, these streams are not considered essential wildlife corridors and wildlife would continue to have access to the large amounts of open space located outside of the Project Design Footprint. Therefore, substantial temporary adverse impacts on habitat connectivity and wildlife movement are not anticipated.

As shown in Table 2.4.1-2, up to approximately 0.03 acres of California buckwheat scrub and approximately 0.54 acres of California buckwheat scrub (disturbed) would be permanently removed within the BSA. However, California buckwheat scrub and California buckwheat scrub (disturbed) communities that would be impacted by the Project do not support any listed species. Therefore, compensatory mitigation is not proposed for impacts to these communities.

As shown in Table 2.4.1-2, up to approximately 0.43 acres of coast live oak woodland would be permanently removed within the BSA. State Senate Concurrent Resolution No. 17 – Oak Woodlands requires Caltrans to preserve and protect native oak woodlands to the maximum extent feasible or provide replacement plantings where designated oak species are removed from oak woodlands. All Build Alternatives would require the preparation of an oak tree permit (Measure **BIO-7**) and compensatory mitigation to monitor and maintain relocated or replaced oak trees (Measure **BIO-8**). Measure **BIO-8** includes a proposed compensatory mitigation ratio for oak trees, which is subject to the oak tree permit conditions and final design.

Advance signage areas are located within the WRCMSHCP Planning Area for Riverside County. Projects within the Planning Area are required to demonstrate consistency with the conservation requirements of the WRCMSHCP. All Build Alternatives improvements within Riverside County are associated only with advanced signage and would be confined to the existing roadway, median, and shoulder. Since the Project activities under any of the Build Alternatives would not be invasive and would be confined to the existing developed roadway, no effects on biological resources are anticipated in Riverside County. Therefore, all Build Alternatives would be consistent with the WRCMSHCP.

For the reasons stated above, adverse impacts on special-status natural communities are not anticipated.

2.4.1.3 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

BIO-1 **Project Biologist.** During construction, the City's Resident Engineer or designated contractor will ensure that a qualified biologist (Project Biologist) oversees compliance with protective measures for biological

resources during clearing and work activities within and adjacent to areas of native habitat and jurisdictional aquatic resources. The Project Biologist will designate areas that require temporary fencing and monitor construction, monitor activities during critical times such as vegetation removal, monitor the installation and maintenance of Best Management Practices (BMPs) and environmentally sensitive area (ESA) fencing, and ensure that all avoidance and minimization measures are properly followed. The Project Biologist will conduct site visits a minimum of once weekly throughout construction to verify that ESA fencing is intact and required biological resources protections are in place.

BIO-2 **Worker Environmental Awareness Program.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that the Project Biologist conducts Work Environmental Awareness Program training for all Project employees and contractors that will be on site. The training will advise workers of potential impacts to sensitive habitat and listed species and the potential penalties for impacts to such habitat and species. Included in this program will be color photos of the listed species, which will be shown to the employees. Following the education program, the photos will be posted in the contractor and resident engineer's office, where they will remain through the duration of the work. The contractor will be required to provide the County with evidence of the employee training (e.g., sign-in sheet or stickers) upon request.

BIO-3 **Environmentally Sensitive Area (ESA) Fencing.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that non-impacted native habitat located outside of the Project Design Footprint be demarcated as ESAs by the Project Biologist. Native habitat located in laydown and construction access areas that can be avoided will be demarcated as ESAs. No grading or fill activity of any type will be permitted within designated ESAs. Prior to construction, exclusionary fencing will be installed around all ESAs under supervision of the Project Biologist. ESA fencing will remain in place throughout the duration of construction. All construction equipment will be operated in a manner to prevent accidental encroachment into or damage of ESAs. The biological monitor will conduct at a minimum, once weekly inspections of the ESA fencing to ensure that it is in place and properly maintained throughout the duration of construction. The contractor will be responsible for maintaining the ESA fencing per the biological monitor's direction. Non-impacted coast live oak woodland, California buckwheat scrub, disturbed California buckwheat scrub, and ephemeral drainage habitat within the BSA that is outside of the Project Design Footprint will be identified as ESAs. Prior to construction, exclusionary fencing will be installed around all ESAs under the supervision of a qualified biologist familiar with the biological resources in the BSA to prevent accidental encroachment into these areas.

BIO-4 **Equipment Maintenance.** During construction, the City's Resident Engineer or designated contractor will ensure that all equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located so as to prevent runoff from any spills from entering waters of the U.S. or CDFW-regulated streambed.

BIO-5 **Invasive Species Control.** During construction, the City's Resident Engineer or designated contractor will ensure that the introduction and spread of invasive species to and from the job site into sensitive habitat be prevented through the implementation of Caltrans Standard Special Provision 14-6.05 Invasive Species Control during any construction work adjacent to native habitats and aquatic resources.

BIO-6 **Temporary Impact Restoration.** During construction, the City's Resident Engineer or designated contractor will ensure that any temporarily impacted areas that contain existing native habitats be restored upon Project completion. Restoration will include revegetating the temporarily impacted communities with cuttings, hydroseeding, and/or container stock upon Project completion. A Habitat Restoration Plan will be developed that includes restoration implementation guidance, maintenance and monitoring requirements, and performance standards. Performance standards will require that the restored areas not support perennial invasive species (those rated as high or moderate on the California Invasive Pest Council inventory) and exhibit a minimum of 80 percent native cover relative to an unimpacted reference site adjacent to the Project Design Footprint.

BIO-7 **Oak Tree Permit.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that an oak tree report be prepared and submitted to the City of Yucaipa's Community Development Department for review. The oak tree report will include information on the oak trees that would be impacted, including location, diameter of trunk, diameter of canopy, height, and the health and condition of the subject oak trees. In addition, a site plan map must be submitted during the City's application process to obtain an oak tree permit. The oak tree report will include the site plan map to show proposed grading and construction areas, oak tree locations, and the exact location of the dripline of any oak trees. Oak trees will not be removed until an oak tree permit from the City of Yucaipa has been obtained.

The following compensatory mitigation measure is proposed for impacts on oak woodlands:

BIO-8 **Oak Tree Replacement.** During and after construction, the City's Resident Engineer will ensure that compensatory mitigation will be implemented to address effects to oak trees (excluding California scrub oaks) consistent with the City's most current adopted resolution for Oak Tree Preservation (Resolution No. 96-03). It is anticipated that mitigation will be implemented to address effects to oak trees (excluding California scrub oaks) with trunk sizes above 8 inches in diameter at breast height (dbh) and will involve replacement on-site at a mitigation-to-effect ratio of 3:1. For heritage oaks (oaks with a greater than 36-inch dbh), it is anticipated that a mitigation-to-effect ratio will be 6:1, if feasible. If the replacement trees cannot be planted in the immediate vicinity of where the previous trees were located, they may be planted elsewhere in the Project Design Footprint. Any replacement trees from a nursery must be coast live oak (*Quercus agrifolia*). Other oak tree varieties must be approved in advance by the City of Yucaipa Community Development Department. All relocated or replaced trees will be monitored and maintained by a qualified biologist for five years or until the plants have become fully established and can survive without supplemental irrigation.

2.4.2 Wetlands and Other Waters

2.4.2.1 Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA, 33 USC 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce.

Section 404 of the CWA establishes a regulatory program which is run by the U.S. Army Corps of Engineers with oversight by the U.S. Environmental Protection Agency. Certain permits require the identification of a “least environmentally damaging practicable alternative” to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

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

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board, the Regional Water Quality Control Boards (RWQCB) and the California Department of Fish and Wildlife Water Board definitions of Waters of the State are also outlined in the State Water Resources Control Board Procedures for Discharges of Dredge or Fill Material to Waters of the State. Waters of the U.S. are a subset of waters of the state. In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required.

RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by waste discharge requirements and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the

State Water Resources Control Board (for projects that span more than one Water Board region) and RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request.

2.4.2.2 Affected Environment

This following discussion is based on the Project's Natural Environment Study (Minimal Impacts) (NES[MI], Caltrans 2023a), which was completed in September 2023, and the Aquatic Resources Delineation Report (Caltrans 2023b), which was completed in June 2023 and is included as Appendix D of the NES(MI). Aquatic resources delineation field studies were conducted on May 3, May 17, and June 8, 2022, and January 12, 2023.

The Aquatic Resources Delineation Area (ARDA) was used as the study limits to identify drainages and other aquatic features potentially subject to USACE, the RWQCB, and/or CDFW jurisdiction. The ARDA was established based on potential impact area for all Build Alternative and a 50-foot buffer (see Figure 2.4.1-1 in Section 2.4.1, *Natural Communities*). Table 2.4.2-1 and Figure 2.4.2-1 identify the mapped jurisdictional features within the ARDA. This includes 1.56 acres on non-wetland waters of the U.S. and 5.12 acres of non-federal waters of the State.

Table 2.4.2-1. Regulated Aquatic Resources within the Aquatic Resources Delineation Area (Acres)

Feature Identification	USACE[2]/RWQCB Jurisdiction	CDFW Regulated Streambed		
	Non-wetland Waters of the U.S.	Streambed	Riparian/Alluvial Fan Sage Scrub	Total CDFW
Yucaipa Creek (Feature 1)	0.19	0.66	0.10	0.76
Wildwood Wash (Feature 2)	1.38	4.10	0.26	4.36
Total[1]	1.56	4.77	0.36	5.12

Source: (Caltrans 2023a)

[1] Totals may differ due to rounding.

[2] Following *Sackett v. Environmental Protection Agency*, 598 U.S. 651 (2023), aquatic resources supporting an ephemeral hydroperiod may be excluded from the current definition of a Waters of the U.S. as defined in the Clean Water Act.

CDFW=California Department of Fish and Wildlife; RWQCB=Regional Water Quality Control Board; U.S.=United States; USACE=U.S. Army Corps of Engineers

No areas meeting the USACE definition of wetlands occur within the ARDA. No areas that would be considered waters of the State but not waters of the U.S., such as isolated streams with a consistent defined ordinary high water mark, were identified in the ARDA.

Figure 2.4.2-1. Potential Aquatic Resources within the Aquatic Resources Delineation Area (Sheet 1 of 12)

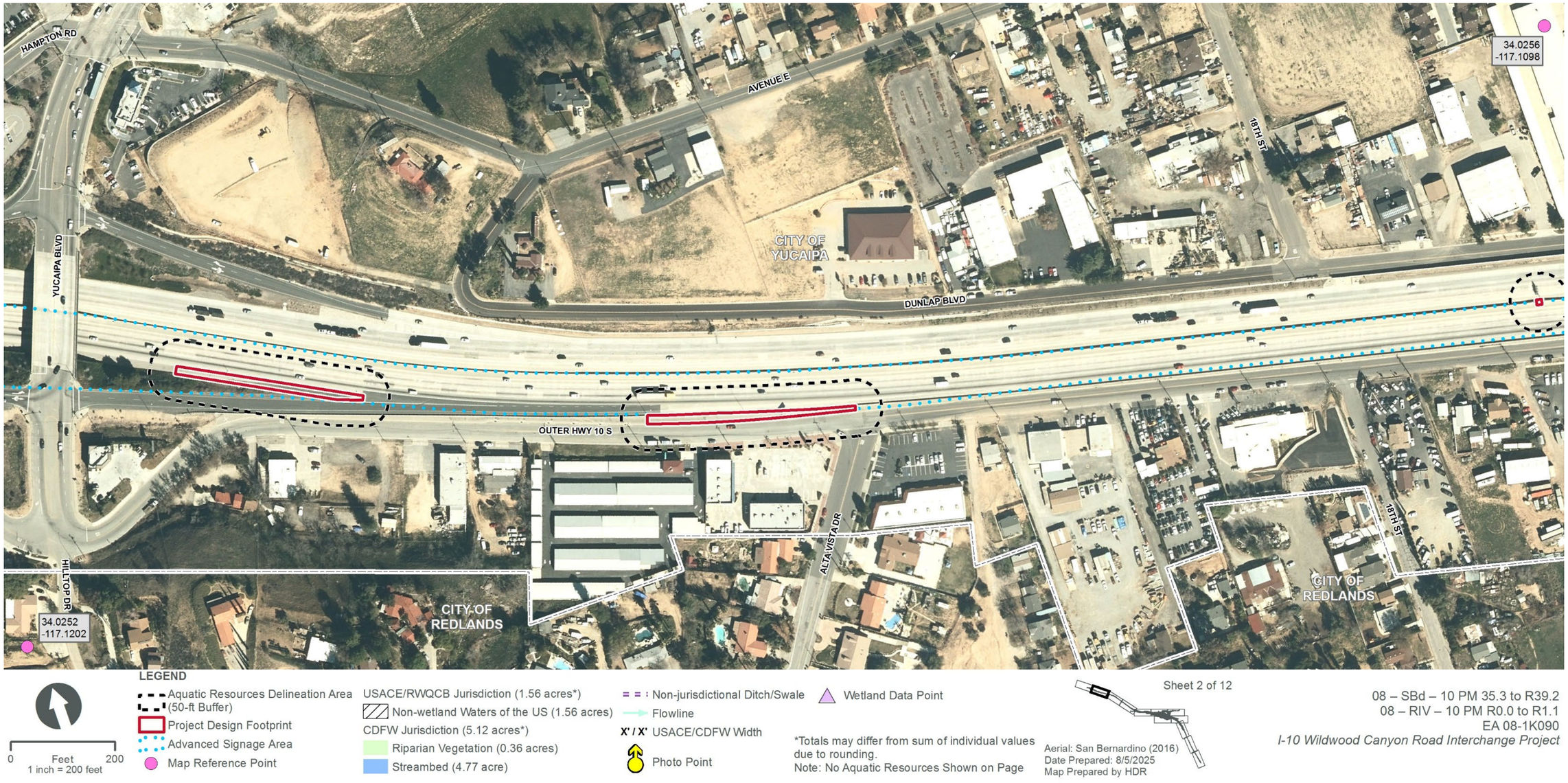

Figure 2.4.2-1. Potential Aquatic Resources within the Aquatic Resources Delineation Area (Sheet 2 of 12)

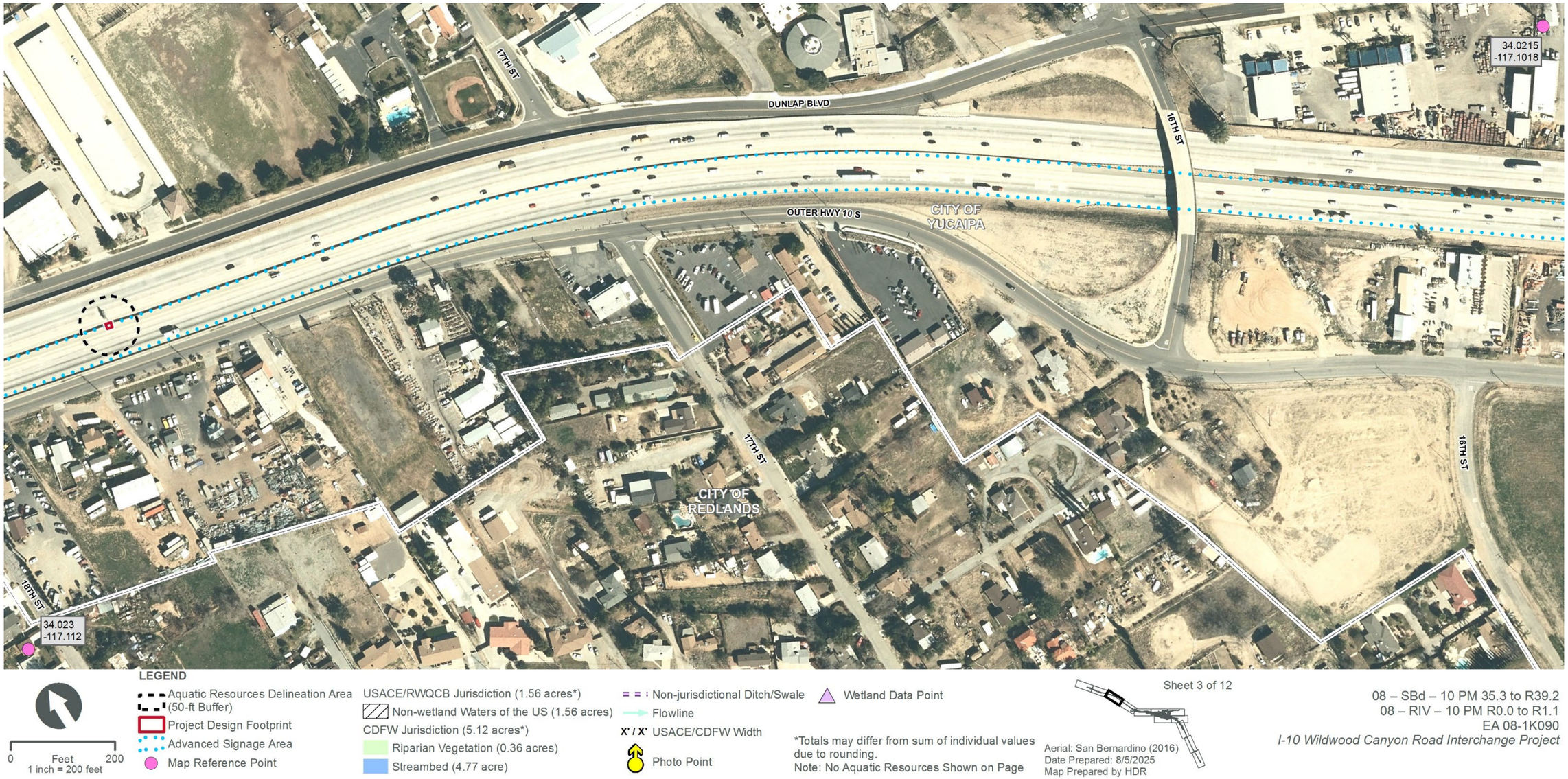

Figure 2.4.2-1. Potential Aquatic Resources within the Aquatic Resources Delineation Area (Sheet 3 of 12)

Figure 2.4.2-1. Potential Aquatic Resources within the Aquatic Resources Delineation Area (Sheet 4 of 12)

Figure 2.4.2-1. Potential Aquatic Resources within the Aquatic Resources Delineation Area (Sheet 5 of 12)

Figure 2.4.2-1. Potential Aquatic Resources within the Aquatic Resources Delineation Area (Sheet 6 of 12)

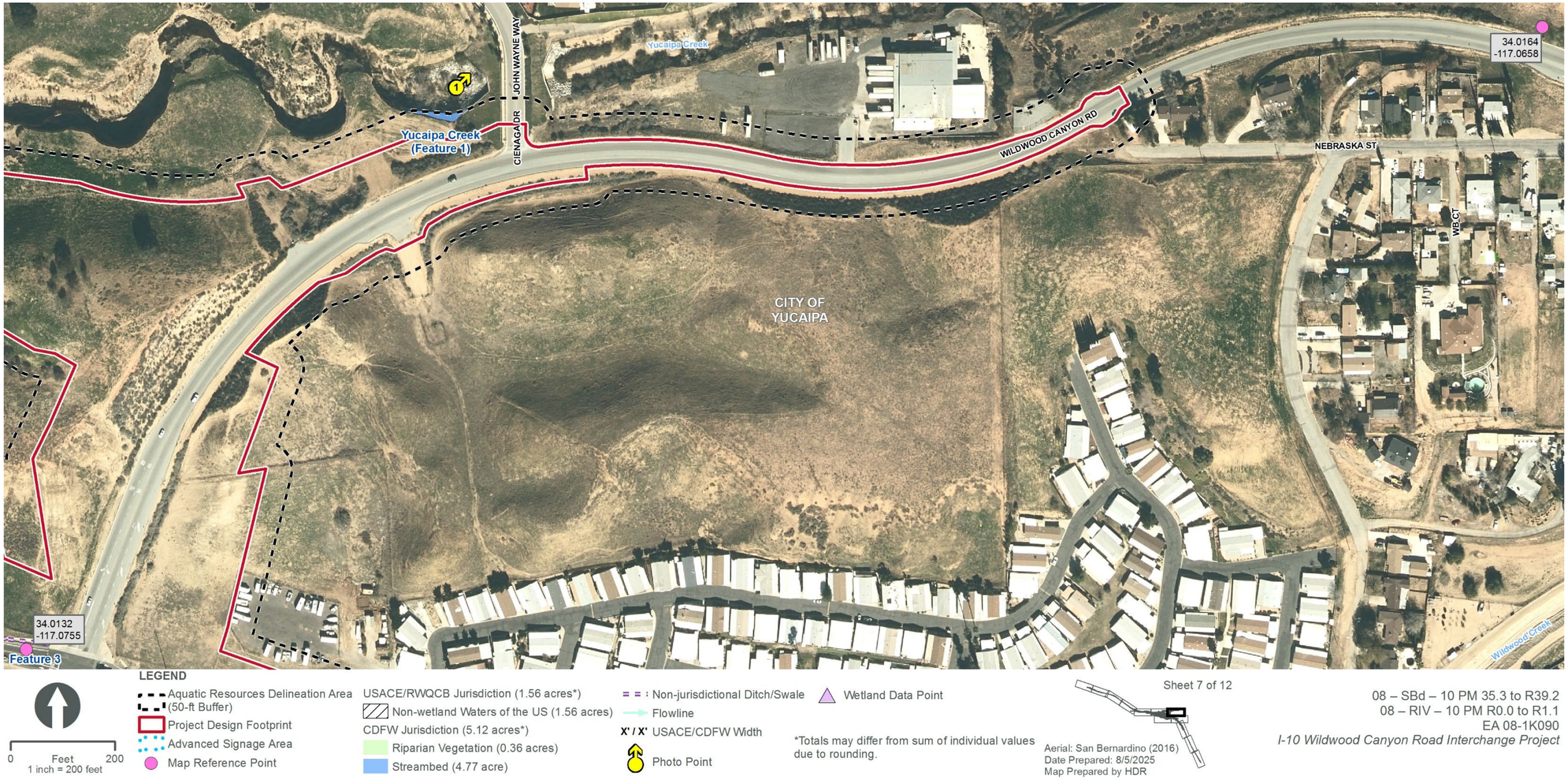

Figure 2.4.2-1. Potential Aquatic Resources within the Aquatic Resources Delineation Area (Sheet 7 of 12)

Figure 2.4.2-1. Potential Aquatic Resources within the Aquatic Resources Delineation Area (Sheet 8 of 12)

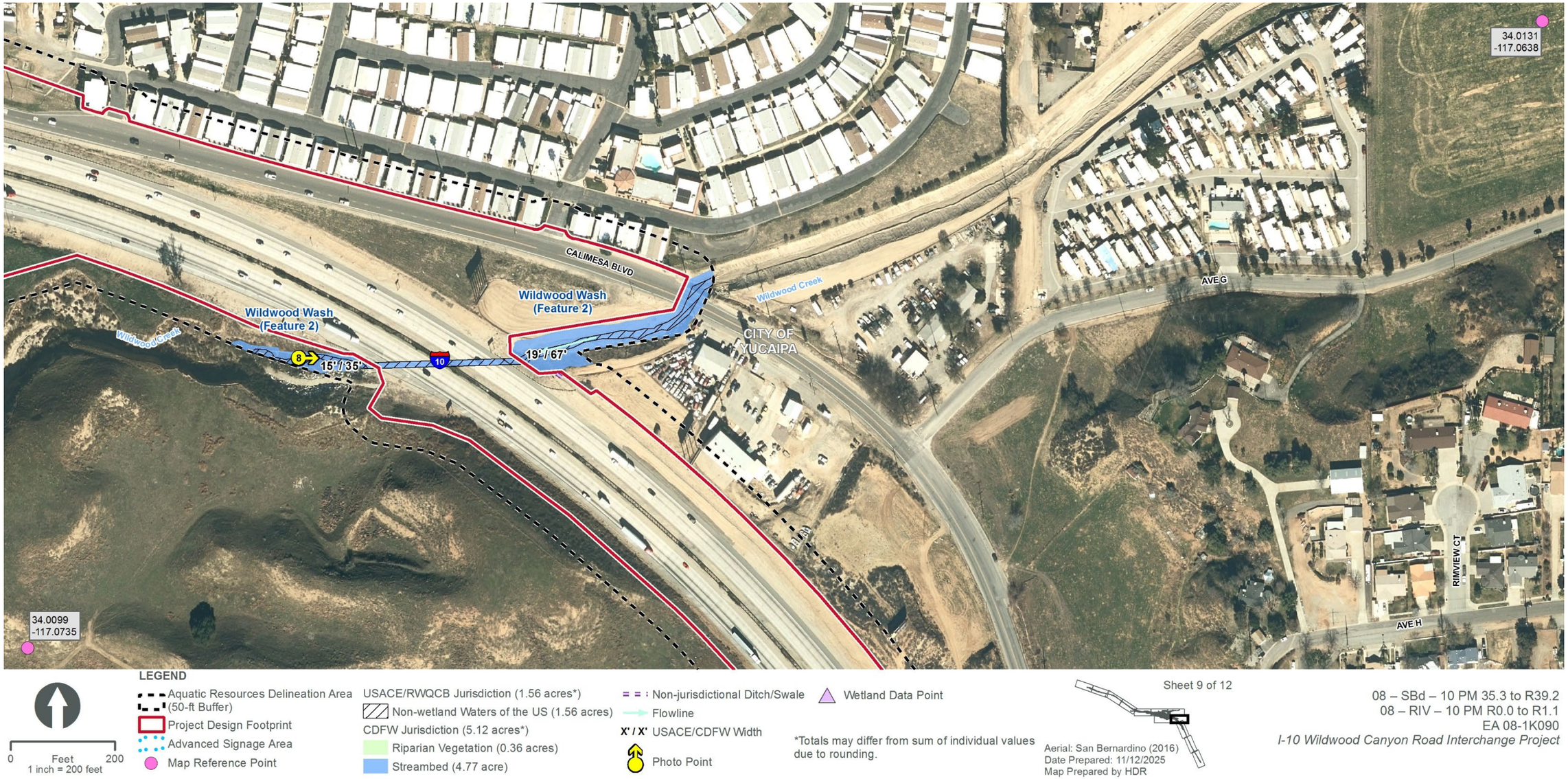

Figure 2.4.2-1. Potential Aquatic Resources within the Aquatic Resources Delineation Area (Sheet 9 of 12)

Figure 2.4.2-1. Potential Aquatic Resources within the Aquatic Resources Delineation Area (Sheet 10 of 12)

Figure 2.4.2-1. Potential Aquatic Resources within the Aquatic Resources Delineation Area (Sheet 11 of 12)

Figure 2.4.2-1. Potential Aquatic Resources within the Aquatic Resources Delineation Area (Sheet 12 of 12)

Yucaipa Creek (Feature 1)

Yucaipa Creek (Feature 1) is an ephemeral channel that originates in the foothills of the San Bernardino Mountains, northeast of the ARDA, and enters the ARDA near the intersection of Wildwood Canyon Road and John Wayne Way. Throughout most of the ARDA, Yucaipa Creek features steep channel walls and supports patches of vegetation including black willow/tree of heaven woodland, California buckwheat scrub, and mule fat thickets. Yucaipa Creek converges with Wildwood Wash (Feature 2) just south of Interstate 10. As detailed in Table 2.4.2-1, a total of 0.19 acre of non-wetland waters of the U.S., 0.66 acre of CDFW streambed, and 0.10 acre of CDFW riparian habitat were mapped within Yucaipa Creek in the ARDA. All portions of Yucaipa Creek within USACE jurisdiction are considered non-wetland waters of the U.S.

Wildwood Wash[1] (Feature 2)

Wildwood Wash (Feature 2) is an ephemeral channel that originates in the foothills of the San Bernardino Mountains, northeast of the Impact Area, and enters the ARDA near the eastern end, continuing towards the southwest through the ARDA. Wildwood Wash has steep channel walls and supports scattered vegetation consisting of California buckwheat scrub, California buckwheat scrub (disturbed), coast live oak woodland, and scale broom scrub. The steep channel walls are subject to regular erosion and do not support any substantial vegetation. As detailed in Table 2.4.2-1, a total of 1.38 acres of non-wetland waters of the U.S., 4.10 acres of CDFW streambed, and 0.26 acre of CDFW riparian habitat were mapped in Wildwood Wash within the ARDA. All areas of USACE jurisdiction within Wildwood Wash in the ARDA were determined to be non-wetland waters of the U.S.

Additional Drainage Features

Six additional drainage features (Features 3 through 8), which are tributary to Wildwood Wash, were also mapped within the ARDA. All of these features are either constructed in uplands, convey only roadside runoff or agricultural flows, are isolated from downstream waters and do not meet the definition of waters of the U.S. or CDFW regulated streambed.

Preliminary Jurisdictional Delineation

Per Caltrans' policy, an approved jurisdictional determination from USACE should be sought for projects that will require a Standard (Individual) Permit or are likely to be contested in court for issues related to the delineation. A preliminary jurisdictional delineation may be used for all other projects. A preliminary jurisdictional delineation finds that there "may be" waters of the U.S. on the subject project site and identifies all aquatic features on the site that could be affected by a proposed activity. Following selection of the preferred alternative, Caltrans will coordinate and attempt to obtain a

[1] "Wildwood Creek" is the stream name used locally by the City and San Bernardino County. "Wildwood Wash" was used in the NES(MI) and Aquatic Resources Delineation Report (Caltrans 2023b). Therefore, this stream is referred to as "Wildwood Wash" for the purposes of this section.

preliminary jurisdictional delineation from USACE prior to completion of the final environmental document for this Project.

2.4.2.3 Environmental Consequences

Construction & Operational Impacts

No Build Alternative

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved, jurisdictional waters would not be impacted.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint.

As detailed in Table 2.4.2-2, all Build Alternatives would temporarily impact up to approximately 0.43 acre of non-wetland waters of the U.S., 0.76 acre of CDFW streambed, and 0.13 acre of CDFW riparian habitat (mule fat thickets). In addition, all Build Alternatives would permanently impact up to 0.03 acres of non-wetland waters of the U.S. and 0.10 acre of CDFW streambed.

Measures **BIO-1** through **BIO-6** would be implemented, which would minimize and avoid temporary and permanent impacts on jurisdictional resources. In addition, Measures **WQ-1** and **WQ-2** would be implemented, which would require compliance with the requirements of the Caltrans National Pollutant Discharge Elimination System Statewide Storm Water Permit and Construction General Permit during construction, and preparation of a Stormwater Pollution Prevention Plan. Construction Best Management Practices would be implemented and post-construction treatment areas would be installed, which could further protect aquatic resources from indirect impacts.

Table 2.4.2-2 Project Impacts on Jurisdictional Aquatic Resources

Feature	Alternative 2			Alternative 3			Alternative 4		
	Permanent (acres)	Temporary (acres)	Total[a] (acres)	Permanent (acres)	Temporary (acres)	Total[a] (acres)	Permanent (acres)	Temporary (acres)	Total[a] (acres)
USACE/RWQCB Non-Wetland Waters of the U.S.									
Yucaipa Creek (Feature 1)	0.01	0.07	**0.07**	0.01	0.07	**0.07**	0.01	0.07	**0.07**
Wildwood Wash (Feature 2)	0.02	0.36	**0.38**	0.02	0.37	**0.38**	0.02	0.37	**0.38**
Total	0.03	0.43	**0.46**	0.02	0.43	**0.46**	0.02	0.43	**0.46**
CDFW Streambed									
Yucaipa Creek	0.01	0.07	**0.07**	0.01	0.07	**0.07**	0.01	0.07	**0.07**
Wildwood Wash (Feature 2)	0.09	0.68	**0.77**	0.09	0.68	**0.77**	0.09	0.69	**0.77**
Total	0.10	0.75	**0.85**	0.10	0.75	**0.86**	0.09	0.76	**0.85**
CDFW Riparian									
Yucaipa Creek (Feature 1)	—	—	—	—	—	—	—	—	—
Wildwood Wash (Feature 2)	—	0.13	**0.13**	—	0.13	**0.13**	—	0.13	**0.13**
Total	—	0.13	**0.13**	—	0.13	**0.13**	—	0.13	**0.13**

Source: (Caltrans 2023a)

[a] Totals may differ from sum of individual values due to rounding.

CDFW=California Department of Fish and Wildlife; RWQCB=Regional Water Quality Control Board; USACE=U.S. Army Corps of Engineers; — = none

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All Build Alternatives would require a CWA Section 404 Nationwide Permit 14 from the USACE, a CWA Section 401 Water Quality Certification from the RWQCB, and a Section 1602 Streambed Alteration Agreement from CDFW. Mitigation for permanent impacts and/or temporal loss of jurisdictional aquatic resources resulting from implementation of all Build Alternatives, would be subject to consultation with the regulatory agencies during final design and permitting. Temporary impact areas would be restored to pre-Project conditions as described in Measure **BIO-6**. The permanent loss of waters of the U.S. would be less than 0.10 acre; therefore, compensatory mitigation is not proposed for waters of the U.S. A compensatory mitigation ratio of 2:1 is proposed for the permanent loss of CDFW streambed (Measure **WET-1**). These findings and conclusions should be considered preliminary until verified by the USACE, RWQCB, and CDFW.

2.4.2.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

WET-1 The following regulatory approvals shall be obtained prior to commencement of any construction activities within the identified jurisdictional areas: 1) U.S. Army Corp of Engineers Section 404 Nationwide Permit 14; 2) Regional Water Quality Control Board Clean Water Act Section 401 Water Quality Certification or a Waste Discharge Requirements; and 3) California Department of Fish and Wildlife (CDFW) Section 1602 Streambed Alteration Agreement. No compensatory mitigation is proposed for waters of the U.S. As part of the regulatory approval process with CDFW during final design, permanent impacts on water of State will be mitigated at a minimum ratio of 2:1 at an approved mitigation bank, applicant-sponsored mitigation area, or on site, in consultation with the resource agencies.

BIO-1 **Project Biologist.** During construction, the City's Resident Engineer or designated contractor will ensure that a qualified biologist (Project Biologist) oversees compliance with protective measures for biological resources during clearing and work activities within and adjacent to areas of native habitat and jurisdictional aquatic resources. The Project Biologist will designate areas that require temporary fencing and monitor construction, monitor activities during critical times such as vegetation removal, monitor the installation and maintenance of Best Management Practices (BMPs) and environmentally sensitive area (ESA) fencing, and ensure that all avoidance and minimization measures are properly followed. The Project Biologist will conduct site visits a minimum of once weekly throughout construction to verify that ESA fencing is intact and required biological resources protections are in place.

BIO-2 **Worker Environmental Awareness Program.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that the Project Biologist conducts Work Environmental Awareness Program

training for all project employees and contractors that will be on site. The training will advise workers of potential impacts to sensitive habitat and listed species and the potential penalties for impacts to such habitat and species. Included in this program will be color photos of the listed species, which will be shown to the employees. Following the education program, the photos will be posted in the contractor and resident engineer's office, where they will remain through the duration of the work. The contractor will be required to provide the County with evidence of the employee training (e.g., sign-in sheet or stickers) upon request.

BIO-3 **Environmentally Sensitive Area (ESA) Fencing.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that non-impacted native habitat located outside of the Project Design Footprint be demarcated as ESAs by the Project Biologist. Native habitat located in laydown and construction access areas that can be avoided will be demarcated as ESAs. No grading or fill activity of any type will be permitted within designated ESAs. Prior to construction, exclusionary fencing will be installed around all ESAs under supervision of the Project Biologist. ESA fencing will remain in place throughout the duration of construction. All construction equipment will be operated in a manner to prevent accidental encroachment into or damage of ESAs. The biological monitor will conduct at a minimum, once weekly inspections of the ESA fencing to ensure that it is in place and properly maintained throughout the duration of construction. The contractor will be responsible for maintaining the ESA fencing per the biological monitor's direction. Non-impacted coast live oak woodland, California buckwheat scrub, disturbed California buckwheat scrub, and ephemeral drainage habitat within the BSA that is outside of the Project Design Footprint will be identified as ESAs. Prior to construction, exclusionary fencing will be installed around all ESAs under the supervision of a qualified biologist familiar with the biological resources in the BSA to prevent accidental encroachment into these areas.

BIO-4 **Equipment Maintenance.** During construction, the City's Resident Engineer or designated contractor will ensure that all equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located so as to prevent runoff from any spills from entering waters of the U.S. or CDFW-regulated streambed.

BIO-5 **Invasive Species Control.** During construction, the City's Resident Engineer or designated contractor will ensure that the introduction and spread of invasive species to and from the job site into sensitive habitat be prevented through the implementation of Caltrans Standard Special

Provision 14-6.05 Invasive Species Control during any construction work adjacent to native habitats and aquatic resources.

BIO-6 **Temporary Impact Restoration.** During construction, the City's Resident Engineer or designated contractor will ensure that any temporarily impacted areas that contain existing native habitats be restored upon project completion. Restoration will include revegetating the temporarily impacted communities with cuttings, hydroseeding, and/or container stock upon project completion. A Habitat Restoration Plan will be developed that includes restoration implementation guidance, maintenance and monitoring requirements, and performance standards. Performance standards will require that the restored areas not support perennial invasive species (those rated as high or moderate on the California Invasive Pest Council inventory) and exhibit a minimum of 80 percent native cover relative to an unimpacted reference site adjacent to the Project Design Footprint.

WQ-1 The project will comply with the requirements prescribed in the Caltrans National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit (Order WQ 2022-0033-DWQ, NPDES No. CAS000003) and the NPDES General Permit for Storm Water Discharges of Stormwater Runoff Associated with Construction Activities (Order 2022-0057-DWQ, NPDES No. CAS000002), and any subsequent permit in effect at the time of construction.

WQ-2 A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential to impact water quality. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and include the construction site Best Management Practices (BMPs) to control pollutants such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater BMPs. Additional BMP reference material is contained in the Caltrans *Project Planning and Design Guide* (2023) and Caltrans *Construction Manual* (2018). These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-stormwater BMPs.

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2.4.3 Plant Species

2.4.3.1 Regulatory Setting

The U.S. Fish and Wildlife Service has regulatory responsibility for the protection of federally listed special-status plant species. “Special status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act.

At the state level, the California Department of Fish and Wildlife (CDFW) has regulatory responsibility for special-status plant species protected by the California Endangered Species Act.

Please see Section 2.4.5, *Threatened and Endangered Species*, for detailed information about these species.

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

2.4.3.2 Affected Environment

This discussion is based on the project’s Natural Environment Study (Minimal Impacts) (Caltrans 2023), which was completed in September 2023. The Biological Study Area (BSA) is described in Section 2.4.1, Natural Communities.

A literature review and records search was conducted for special-status biological resources potentially occurring in or within the vicinity of the BSA. Rare plant habitat assessments were conducted by biologists for undeveloped habitat within the BSA on April 7, 2022, and on January 12, 2023 (for new areas added to the BSA), for potential to support special-status botanical species. Focused botanical surveys for these species were conducted within suitable habitat within the BSA on May 3 and May 17, 2022, to coincide with the blooming period for these species. No suitable habitat for special-status plant species was observed during the January 2023 survey for new areas added to the BSA.

A total of 20 non-listed special-status plant species (see Table 2.4.3-1) have been recorded within the vicinity of the BSA. Of these, those with the potential to occur in the BSA include two non-listed special-status plant species: Parry’s spineflower (*Chorizanthe parryi*; CNPS List 1B) and mesa horkelia (*Horkelia cuneata ssp. puberula*; CNPS List 1B.1). These species have a low potential to occur in scrub habitats located on upper terraces in the Wildwood Wash channel.

Parry's Spineflower

Parry's spineflower is endemic to Southern California and is a CNPS List 1B species, meaning that it is rare, threatened, or endangered in California. Parry's spineflower is an annual herb that occurs in areas with sandy or rocky soils in chaparral, coastal scrub, or woodlands at 100 to 5,600 feet elevation above mean sea level. Most of the known populations of Parry's spineflower occur in western Riverside and San Bernardino Counties. Many historical populations have been extirpated.

Within the BSA, suitable habitat for Parry's spineflower occurs on higher terraces within Wildwood Wash that support California buckwheat scrub and scale broom scrub habitat. Terraces within the BSA are small and isolated and are also subject to high amounts of erosion due to the steep channel walls of Wildwood Wash. This species was not observed during focused botanical surveys; therefore, this species is considered absent from the BSA.

Mesa Horkelia

Mesa horkelia is endemic to Southern California and is a CNPS List 1B.1 species, meaning that it is rare, threatened, or endangered in California. Mesa horkelia is a perennial herb that occurs in areas with clay loam, loam, sandy loam, loamy sand, and sandy soils in chaparral, coastal scrub, or woodlands at 230 to 2,660 feet elevation above mean sea level. Most of the known populations of mesa horkelia occur in Los Angeles, Orange, San Bernardino, San Luis Obispo, Santa Barbara and Ventura Counties. Many historical populations have been extirpated.

Within the BSA, suitable habitat for mesa horkelia occurs on higher terraces within Wildwood Wash that support California buckwheat scrub habitat. Terraces within the BSA are small and isolated and are also subject to high amounts of erosion due to the steep channel walls of Wildwood Wash. This species was not observed during focused botanical surveys; therefore, this species is considered absent from the BSA.

Table 2.4.3-1. Non-Listed Special-Status Plant Species Known from the Vicinity of the Biological Study Area

Species	Status	Habitat and Distribution	Habitat Present/ Absent	Occurrence Probability
Abronia villosa var. *aurita* Chaparral sand-verbena	US: – CA: 1B	Sandy areas (generally flats and benches along washes) in chaparral and coastal sage scrub, and improbably in desert dunes or other sandy areas, below 5,300 feet elevation. In California, reported from Riverside, San Diego, Imperial, Los Angeles, and Ventura Counties. Believed extirpated from Orange County. Also reported from Arizona and Mexico (Baja California). Plants reported from desert communities are	Absent	Not Expected. BSA is outside of known range for this species.

Species	Status	Habitat and Distribution	Habitat Present/ Absent	Occurrence Probability
		likely misidentified. Blooms mostly March through August (annual or perennial herb).		
Allium marvinii Yucaipa onion	US: – CA: 1B	Openings in clay soils in chaparral. Known only from the Yucaipa and Beaumont areas of the San Bernardino Mountains; 2,500 to 3,500 feet elevation. Blooms April through May (perennial bulbiferous herb).	Absent	Not Expected. No suitable clay soils or chaparral habitat in BSA.
Astragalus hornii var. *hornii* Horn's milk-vetch	US: – CA: 1B	Alkaline playas and lake margins from 200 to 2,800 feet elevation. In California, known only from Inyo and Kern Counties. Believed extirpated from San Bernardino County. Also occurs in Nevada. Blooms May through October.	Absent	Not Expected. No suitable habitat in BSA. Likely extirpated from vicinity.
Astragalus pachypus var. *jaegeri* Jaeger's milk-vetch	US: – CA: 1B	Sandy or rocky sites in chaparral, coastal sage scrub, grassland, and oak; known from northern San Diego and western Riverside Counties, from 1,200 to 3,000 feet elevation. Blooms December through June (perennial shrub).	Absent	Not Expected. Marginally suitable habitat in BSA, but BSA is outside of this species' known range.
Calochortus palmeri var. *palmeri* Palmer's mariposa lily	US: – CA: 1B	Vernally moist places in chaparral and lower montane coniferous forest at 2,000 to 7,200 feet elevation. Known from Riverside, San Bernardino, Santa Barbara, Los Angeles, Ventura, Kern, and San Luis Obispo Counties. Blooms May through July (perennial herb).	Absent	Not Expected. No suitable habitat in BSA.
Centromadia pungens ssp. *laevis* Smooth tarplant	US: – CA: 1B	Generally alkaline areas in chenopod scrub, meadows, playas, riparian woodland, valley and foothill grassland below 1,600 feet elevation. Known from Riverside and San Bernardino Counties, extirpated from San Diego County. Blooms April through November (annual herb).	Absent	Not Expected. No suitable combination of soils and vegetation communities in BSA.
Chorizanthe parryi var. *parryi* Parry's spineflower	US: – CA: 1B	Sandy or rocky soils in chaparral, coastal scrub, or woodlands at 100 to 5,600 feet elevation. Known only from Los Angeles, Riverside, and San Bernardino Counties. Blooms April through June (annual herb).	Present	Absent. Low quality suitable habitat in California buckwheat scrub and California buckwheat scrub (disturbed) in Wildwood Wash. Not observed during rare plant surveys.

Species	Status	Habitat and Distribution	Habitat Present/ Absent	Occurrence Probability
Chorizanthe xanti var. *leucotheca* White-bracted spineflower	US: – CA: 1B	Sandy to gravelly places in Mojave desert scrub, pinyon and juniper woodland, or coastal scrub at 980 to 3,900 feet elevation. Reported from Los Angeles, Riverside, and San Bernardino Counties. Blooms April through June (annual herb).	Absent	Not Expected. No suitable habitat in BSA.
Hordeum intercedens Vernal barley	US: – CA: 3.2	Vernal pools and saline flats and depressions below 3,300 feet elevation. Known from many California counties. Also occurs in Mexico. Blooms March through June (annual herb).	Absent	Not Expected. No suitable habitat in BSA.
Horkelia cuneata ssp. *puberula* Mesa horkelia	US: – CA: 1B.1	Sandy or gravelly soils in chaparral, or rarely in cismontane woodland or coastal scrub at 200 to 2,700 feet elevation. Known only from San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange, and San Bernardino Counties, California. Believed extirpated from Riverside and San Diego Counties. Blooms February through July (sometimes to September) (perennial herb).	Present	Absent. No documented occurrences near BSA. Low quality suitable habitat in California buckwheat scrub and California buckwheat scrub (disturbed). Not observed during rare plant surveys.
Imperata brevifolia California satintail	US: – CA: 2B	Desert seeps, springs, moist canyons, canals, alkaline sinks, and similar wet areas below 1,600 feet elevation. Widespread in California and the western U. S. Also occurs in Mexico.	Absent	Not Expected. No suitable habitat in BSA.
Lasthenia glabrata ssp. *coulteri* Coulter's goldfields	US: – CA: 1B	Usually alkaline soils in marshes, playas, vernal pools, and valley and foothill grassland below 4,600 feet elevation. Known from Colusa, Merced, Tulare, Orange, Riverside, Santa Barbara, San Diego, San Luis Obispo, and Ventura Counties. Believed extirpated from Kern, Los Angeles, San Bernardino Counties, and possibly Tulare Counties. Also occurs in Mexico. Blooms February through June (annual herb).	Absent	Not Expected. No suitable combination of soils and vegetation communities in BSA.

Species	Status	Habitat and Distribution	Habitat Present/ Absent	Occurrence Probability
Mentzelia tricuspis Spinyhair blazing star	US: – CA: 2B	Sandy or gravelly slopes and washes at 500 to 4,200 feet elevation in desert scrub. In California, known from Inyo, Riverside, San Bernardino, and San Diego Counties. Also occurs in Arizona, Nevada, and Utah. Blooms March through May (annual herb).	Absent	Not Expected. No suitable habitat in BSA.
Monardella macrantha ssp. *hallii* Hall's monardella	US: – CA: 1B	Dry slopes and ridges in openings in chaparral, cismontane woodland, and forest at 2,280 to 7,200 feet elevation. Known only from Los Angeles, San Diego, Orange, Riverside, and San Bernardino Counties, California. Blooms June through August (sometimes to October) (perennial herb).	Absent	Not Expected. No suitable habitat in BSA, BSA at edge of lower elevational range.
Nama stenocarpum Mud nama	US: – CA: 2B	Lake shores, riverbanks, and similar intermittently wet areas 20 to 1,600 feet elevation. Known in California from San Diego, Orange, and Riverside Counties and from San Clemente Island. Believed extirpated from Los Angeles and Imperial Counties. Known also from Baja California and Arizona. Blooms January through July (annual or perennial herb).	Absent	Not Expected. No suitable habitat in BSA.
Sidalcea neomexicana Salt Spring checkerbloom	US: – CA: 2B	Alkaline springs and brackish marshes below 5,000 feet elevation. In California, known only from Kern, Orange, Riverside, San Bernardino, San Diego, and Ventura Counties. Believed extirpated from Los Angeles County. Also known from Arizona, New Mexico, Nevada, Utah, and Mexico. Blooms March through June (perennial herb).	Absent	Not Expected. No suitable habitat in BSA.
Streptanthus bernardinus Laguna Mountains jewel-flower	US: – CA: 4	Chaparral and lower montane coniferous forest at 2,200 to 8,200 feet elevation. In California, known only from Riverside, San Bernardino, and San Diego Counties. May also occur in Mexico. Blooms May through August (perennial herb).	Absent	Not Expected. No suitable habitat in BSA.

Species	Status	Habitat and Distribution	Habitat Present/ Absent	Occurrence Probability
Symphyotrichum defoliatum San Bernardino aster	US: – CA: 1B	Vernally wet sites (such as ditches, streams, and springs) in many plant communities below 6,700 feet elevation. In California, known from Ventura, Kern, San Bernardino, Los Angeles, Orange, Riverside, and San Diego Counties. May also occur in San Luis Obispo County. In the western Riverside County area, this species is scarce and documented only from Temescal and San Timoteo Canyons. Blooms July through November (perennial herb).	Absent	Not Expected. No suitable vernally wet sites in BSA.
Thelypteris puberula var. *sonorensis* Sonoran maiden fern	US: – CA: 2B	Seeps and along streams in meadows at 170 to 2,000 feet elevation. Known from western Riverside, southwest San Bernardino, Santa Barbara, and Los Angeles Counties. Blooms January through September (perennial herb).	Absent	Not Expected. No suitable habitat in BSA.

Source: (Caltrans 2023)
Notes: BSA=Biological Study Area; CA=California; US=United States
California Rare Plant Rank:
1B=Plants Rare, Threatened, or Endangered in California and elsewhere
2B=Plants Rare, Threatened, or Endangered in California, but more common elsewhere
3=Plants about which we need more information - review list
4=Limited distribution or infrequent throughout a broader area in California, status should be monitored regularly
.1=Seriously threatened in California (over 80% of occurrences threatened; high degree and immediacy of threat)
.2=Moderately threatened in California (20–80% of occurrences threatened; moderate degree and immediacy of threat)
.3=Not very threatened in California (<20% of occurrences threatened; low degree and immediacy of threat or no current threats known)

2.4.3.3 Environmental Consequences

Construction & Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. No special-status plant species are expected to be within the BSA. Therefore, the No-Build Alternative would not impact special-status plant species.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. Suitable habitat was observed to be present within the BSA for two special-status plant species: Parry's spineflower and mesa horkelia. However, Caltrans has determined both species to be absent from the BSA based on field surveys. No special-status plant species are expected to be within the BSA. Therefore, none of the Build Alternatives would impact special-status plant species.

2.4.3.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are proposed.

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2.4.4 Animal Species

2.4.4.1 Regulatory Setting

Federal laws and regulations relevant to wildlife include the following:

- NEPA
- Migratory Bird Treaty Act (MBTA)
- Fish and Wildlife Coordination Act

The U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration Fisheries are responsible for implementing these laws.

State laws and regulations relevant to wildlife include the following:

- CEQA
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

The California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws.

This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the Federal Endangered Species Act or the California Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species Section. All other special-status animal species are discussed here, including U.S. Fish and Wildlife Service or National Oceanic and Atmospheric Administration Fisheries candidate species and CDFW fully protected species and species of special concern.

2.4.4.2 Affected Environment

This section is based on the Project's Natural Environment Study (Minimal Impacts) (Caltrans 2023), which was completed in September 2023.

The Biological Study Area (BSA) is described in Section 2.4.1, *Natural Communities*. This section also describes observances within the Listed Species Study Area (LSSA). Both the BSA and LSSA are depicted on Figure 2.4.1-1, Biological Study Area, Listed Species Study Area, and Aquatic Resources Delineation Area.

A literature review and records search was conducted for special-status biological resources potentially occurring on or within the vicinity of the BSA. The results of the

literature review and records search identified 24 non-listed special-status animal species within the vicinity of the BSA and LSSA (see Table 2.4.4-1). Surveys were conducted within the BSA and LSSA, including a general biological field survey of the BSA on April 7, 2022, and January 12, 2023, to verify the presence or absence of biological resources and habitat.

Golden Eagle

The golden eagle (*Aquila chrysaetos*) is a federally protected species under the Bald and Golden Eagle Protection Act (16 United States Code 668) and is a CDFW fully protected species. It occurs throughout the United States and is a rare resident in Southern California, where they are occasionally known to nest on cliffs or in large trees in the foothills and coastal lowlands. This species forages over large areas of grassland and open chaparral or sage scrub where they primarily prey upon rabbits and ground squirrels. Many golden eagle territories in the coastal lowlands and foothills have been eliminated in recent years by urbanization, agricultural development, and other human disturbances.

Suitable habitat for golden eagle foraging occurs within the BSA in large open space areas dominated by Mediterranean California naturalized annual and perennial grassland. This habitat occurs in the rolling hills north and south of Interstate 10 (I-10) in areas that are currently used for cattle grazing. During burrowing owl surveys conducted in April 2022, one golden eagle was observed foraging beyond the limits of the BSA, over the LSSA. It is expected that this species would largely avoid foraging in close proximity to I-10 due to high levels of human disturbance from the freeway. Therefore, habitat within the BSA is considered marginally suitable for this species.

Bat Species

Special-status bat species with the potential to occur in the BSA include pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), and western yellow bat *(Lasiurus xanthinus)*. All of these bat species are CDFW Species of Special Concern. Bats are known to use features in highway bridges, such as expansion joints, crevices, or areas sheltered by bridge support beams, as daytime and nighttime roosts. Some species of bats also use bridges for maternity and/or migratory roosts. Roosts provide important refugia as they provide protection from predators, weather changes, and areas to rest while foraging. While bats do not roost in every highway bridge, certain features make some bridges more suitable for bat roosting than others.

Table 2.4.4-1. Non-Listed Special-Status Animals Known from the Vicinity of the Biological Study Area

Species	Status	Habitat and Distribution	Habitat Present/Absent	Occurrence Probability
Fish				
Rhinichthys osculus ssp. 3 Santa Ana speckled dace	US: – CA: SSC	Found in the headwaters of the Santa Ana and San Gabriel River drainages. Found in riffles in small streams and shore areas with abundant gravel and rock. Active Year-round.	Absent	Not Expected. No suitable habitat in BSA.
Amphibians				
Spea hammondii Western spadefoot	US: FC CA: SSC	Grasslands and occasionally hardwood woodlands; largely terrestrial but requires rain pools or other ponded water persisting at least three weeks for breeding; burrows in loose soils during dry season. Occurs in the Central Valley and adjacent foothills, the non-desert areas of Southern California, and Baja California. Active October through April (following onset of winter rains).	Absent	Not Expected. No suitable ponded areas in BSA.
Reptiles				
Aspidoscelis tigris stejnegeri Coastal whiptail	US: – CA: SSC	Wide variety of habitats including coastal sage scrub, sparse grassland, and riparian woodland; coastal and inland valleys and foothills; Ventura County to Baja California. Active April through August.	Present	Moderate. Suitable habitat occurs in California buckwheat scrub and Mediterranean California naturalized annual and perennial grassland within the BSA.
Crotalus ruber Red diamond rattlesnake	US: – CA: SSC	Desert scrub, thornscrub, open chaparral and woodland; occasional in grassland and cultivated areas. Prefers rocky areas and dense vegetation. Morongo Valley in San Bernardino and Riverside Counties to the west and south into Mexico. Active mid-spring through mid-fall.	Present	Low. Suitable vegetation communities occur, but BSA lacks open, rocky areas that are preferred.

Species	Status	Habitat and Distribution	Habitat Present/Absent	Occurrence Probability
Emys marmorata Western pond turtle	US: FC CA: SSC	Inhabits permanent or nearly permanent water. Absent from desert regions, except in the Mojave Desert along the Mojave River and its tributaries. Requires basking sites such as partially submerged logs, rocks, or open mud banks. Active year-round with reduced activity November through March.	Absent	Not Expected. No suitable permanent water sources in BSA.
Phrynosoma blainvillii (coronatum) Coast horned lizard	US: – CA: SSC	Primarily in sandy soil in open areas, especially washes and floodplains, in many plant communities. Requires open areas for sunning, bushes for cover, patches of loose soil for burial, and an abundant supply of ants or other insects. Occurs west of the deserts from northern Baja California north to Shasta County below 2,400 meters (8,000 feet) elevation. Active April through July with reduced activity August through October.	Present	Moderate. Areas with sandy soils and suitable vegetation occur throughout Wildwood Wash and Yucaipa Creek channels.
Salvadora hexalepis virgultea Coast patch-nosed snake	US: – CA: SSC	Coastal chaparral, washes, sandy flats and rocky areas. Widely distributed throughout lowlands, up to 2,130 meters (7,000 feet) elevation, of Southern California from coast to the eastern border. Active diurnally throughout most of the year.	Absent	Not Expected. No suitable habitat in BSA.
Thamnophis hammondii Two-striped garter snake	US: – CA: SSC	Highly aquatic. Only in or near permanent sources of water. Streams with rocky beds supporting willows or other riparian vegetation. From Monterey County to northwest Baja California. Active diurnally year-round.	Absent	Not Expected. No suitable permanent water sources in BSA.
Birds				
Aquila chrysaetos (nesting & wintering) Golden eagle	US: – CA: CFP	Generally open country of the Temperate Zone worldwide. Nesting primarily in rugged mountainous country. Uncommon resident in Southern California. Active in California year-round.	Present	Observed. One individual observed foraging over open habitat south of Interstate 10 (I-10). Not expected to nest in BSA due to lack of suitable cliff habitat.

Species	Status	Habitat and Distribution	Habitat Present/Absent	Occurrence Probability
Elanus leucurus (nesting) White-tailed kite	US: – CA: CFP	Typically nest and roost in substantial groves of riparian trees such as oaks, willows, and cottonwoods at low elevations. Forages in open country but tend to avoid heavily grazed areas. Found in South America and in southern areas and along the western coast of North America. Active in California year-round.	Absent	Not Expected. Suitable foraging habitat occurs in Mediterranean California naturalized annual and perennial grassland; however, this species typically avoids heavily grazed areas such as the BSA. Coast live oak woodland and black willow woodland within BSA are not substantial enough to support nesting.
Icteria virens (nesting) Yellow-breasted chat	US: – CA: SSC (breeding)	Riparian thickets of willow, brushy tangles near watercourses. Nests in riparian woodland throughout much of western North America. Winters in Central America. Active in California in summer.	Present	Low. Marginally suitable habitat occurs in black willow woodland at edge of BSA.
Lanius ludovicianus (nesting) Loggerhead shrike	US: – CA: SSC (breeding)	Prefers open habitats with scattered small trees and with fences, utility lines, or other perches. Inhabits open country with short vegetation, pastures, old orchards, cemeteries, golf courses, riparian areas, and open woodlands. Highest density occurs in open-canopied valley foothill hardwood, valley foothill hardwood-conifer, valley foothill riparian, pinyon-juniper, juniper, desert riparian, and Joshua tree habitats. Occurs only rarely in heavily urbanized areas, but often found in open cropland. Found in open country in much of North America. Active in California year-round.	Present	Moderate. Suitable habitat in California buckwheat scrub and Mediterranean California naturalized annual and perennial grassland within BSA.
Progne subis (nesting) Purple martin	US: – CA: SSC (breeding)	Open agricultural areas, towns, and marsh edges. Nesting habitat consists of old sycamores and pines, often within oak woodland or open coniferous forest. Breeds throughout much of North America, but rare and local in Southern California. Winters in South America. In California, summer resident and year-round rare transient.	Absent	Not Expected. No suitable habitat in BSA.

Species	Status	Habitat and Distribution	Habitat Present/Absent	Occurrence Probability
Setophaga petechia (nesting) Yellow warbler	US: – CA: SSC (breeding)	Riparian woodland while nesting in the western U.S. and northwestern Baja California; more widespread in brushy areas and woodlands during migration. Occurs from western Mexico to northern South America in winter. Migrants are widespread and common. Three subspecies breed in California: *morcomi, brewsteri,* and *sonorana.* (Sonoran yellow warbler nests along the Colorado River).	Absent	Not Expected (nesting). While a migrant was heard calling in Yucaipa Creek in early April 2022, the BSA does not support any suitable nesting habitat for this species.
Mammals				
Antrozous pallidus Pallid bat	US: – CA: SSC	Most common in open, dry habitats with rocky areas for roosting. Day roosts in caves, crevices, rocky outcrops, tree hollows or crevices, mines and occasionally buildings, culverts, and bridges. Night roosts may be more open sites, such as porches and open buildings. Grasslands, shrublands, woodlands, and forest in western North America. Present in California year-round; nocturnal.	Present	Low. Suitable day roosting habitat in Wildwood Wash and Yucaipa Creek culverts under I-10.
Eumops perotis californicus Western mastiff bat	US: – CA: SSC	Occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc.; roosts in crevices in vertical cliff faces, high buildings, and tunnels, and travels widely when foraging. Present in California year-round; nocturnal.	Present	Low. Suitable day roosting habitat in Wildwood Wash and Yucaipa Creek culverts under I-10.
Lasiurus xanthinus Western yellow bat	US: – CA: SSC	Found mostly in desert and desert riparian areas of the southwest US, but also expanding its range with the increased usage of native and non-native ornamental palms in landscaping. Individuals typically roost amid dead fronds of palms in desert oases but have also been documented roosting in cottonwood trees. Forage over many habitats. Present in California year-round; nocturnal.	Present	Low. Suitable roosting habitat in palms and other ornamental trees, but not expected due to low quality of habitat and lack of open water for foraging.

Species	Status	Habitat and Distribution	Habitat Present/Absent	Occurrence Probability
Leptonycteris curasoae yerbabuenae Lesser long-nosed bat	US: – CA: SSC	Occurs in Sonoran desert scrub, semi-desert grasslands and lower oak woodlands from Arizona and New Mexico to El Salvador and has been recorded in southwestern California. Frugivorous and nectivorous; highly associated with plants such as agave, saguaro, and ocotillo as a source of food. Roosts in caves and mines; not known to use bridges for roosting. Capable of migrating long distances. Nocturnal.	Absent	Not Expected. BSA outside of known range.
Chaetodipus fallax fallax Northwestern San Diego pocket mouse	US: – CA: SSC	Found in sandy herbaceous areas, usually associated with rocks or coarse gravel in coastal scrub, chaparral, grasslands, and sagebrush, from Los Angeles County through southwestern San Bernardino, western Riverside, and San Diego Counties to northern Baja California. Present in California year-round.	Present	Low. Suitable habitat occurs in California buckwheat scrub, and California buckwheat (disturbed) in Wildwood Wash. Although BSA has areas with sandy soils, it lacks rocks and coarse gravel that are preferred.
Neotoma lepida intermedia San Diego desert woodrat	US: – CA: SSC	Found in desert scrub and coastal sage scrub habitat, especially in association with cactus patches. Builds stick nests around cacti, or on rocky crevices. Occurs along the Pacific slope from San Luis Obispo County to northwest Baja California. Active year-round; mainly nocturnal.	Absent	Not Expected. No suitable habitat in BSA.

Species	Status	Habitat and Distribution	Habitat Present/Absent	Occurrence Probability
Onychomys torridus ramona Southern grasshopper mouse	US: – CA: SSC	Believed to inhabit sandy or gravelly valley floor habitats with friable soils. Common in arid desert habitats of the Mojave Desert and southern Central Valley of California. Alkali desert scrub and desert scrub habitats are preferred, with somewhat lower densities expected in other desert habitats, including succulent shrub, wash, and riparian areas. Less common in coastal sage scrub, mixed chaparral, low sagebrush, riparian scrub, and annual grassland with scattered shrubs, preferring low to moderate shrub cover. Known from arid portions of southwestern California and northwestern Baja California. Active year-round; nocturnal.	Present	Moderate. Suitable habitat in ephemeral drainage, California buckwheat scrub, California Buckwheat/Saltbush Scrub, Disturbed California buckwheat scrub within BSA.
Perognathus longimembris brevinasus Los Angeles pocket mouse	US: – CA: SSC	Prefers sandy soil for burrowing but has been found on gravel washes and stony soils. Found in coastal sage scrub in Los Angeles, Riverside, and San Bernardino Counties. Active late spring to early fall; nocturnal.	Present	Moderate. Suitable habitat in ephemeral drainage, California buckwheat scrub, California Buckwheat/Saltbush Scrub, Disturbed California buckwheat scrub within BSA.
Taxidea taxus American badger	US: – CA: SSC	Primary habitat requirements seem to be sufficient food and friable soils in relatively open uncultivated ground in grasslands, woodlands, and desert. Widely distributed in North America. Active year-round.	Present	Low. Suitable habitat occurs in Mediterranean California naturalized annual and perennial grassland. No suitable burrows observed during field surveys.

Source: (Caltrans 2023)
Notes:
BSA=Biological Study Area; CA=California; CDFW=California Department of Fish and Wildlife; I-10=Interstate 10; US=United States

State
SSC=CDFW Species of Special Concern
CFP=California Fully Protected Species

Federal
FC: Federal Candidate for Listing

A bat habitat assessment of suitable habitat within the Listed Species Survey Area was performed by biologists on April 7, 2022, and January 12, 2023. The bat habitat assessment was conducted during daylight hours for the I-10 box culverts for Yucaipa Creek and Wildwood Wash. An emergent/nighttime survey to determine the presence of bats was not conducted.

The Wildwood Wash and Yucaipa Creek box culverts under I-10 provide potential habitat for roosting bats. The box culverts each have expansion joints and crevices that could support daytime roosts. The smaller box culvert, which conveys Yucaipa Creek flows, only has the potential to support night roosts due to the lack of height required for daytime roosts. The box culverts are within range of a small amount of riparian vegetation that could be used for foraging, so there is potential for these culverts to be used as night roosts. Some staining that could be from bats was observed on the concrete walls at some of the expansion joints, but no bat guano was observed in these culverts at the time of the field survey. However, bats are highly transitory and could occupy these bridges prior to construction of all Build Alternatives. Trees within the BSA also have the potential to be used as night roosts while foraging.

Migratory Bird Treaty Act

The BSA supports suitable habitat for nesting birds protected under the MBTA and California Fish and Game Code Section 3503.

Other Special-Status Wildlife Species

Seven other non-listed special-status wildlife species were determined to have the potential to occur in the BSA (see Table 2.4.4-1). These species include the coastal western whiptail *(Aspidoscelis tigris stejnegeri)*, coast horned lizard *(Phrynosoma blainvillii coronatum)*, loggerhead shrike *(Lanius ludovicianus)*, northwestern San Diego pocket mouse *(Chaetodipus fallax fallax)*, southern grasshopper mouse *(Onychomys torridus ramona)*, Los Angeles pocket mouse *(Perognathus longimembris brevinasus)*, and American badger *(Taxidea taxus)*. All of these species have low or moderate potential to occur in California buckwheat scrub, California buckwheat scrub (disturbed), and Mediterranean California naturalized annual and perennial grassland. None of these species were observed within the BSA during field surveys.

2.4.4.3 Environmental Consequences

Construction & Operational Impacts

No-Build Alternative

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. Therefore, the No-Build Alternative would not impact non-listed special-status animal species.

Build Alternatives (Alternatives 2, 3, and 4)

Golden Eagle

All Build Alternatives would result in temporary impacts on up to approximately 18.47 acres of and a permanent loss of up to approximately 11.55 acres of Mediterranean California naturalized annual and perennial grassland that is marginally suitable foraging habitat for the golden eagle (see Table 2.4.1-2 in Section 2.4.1, *Natural Communities*). Under Caltrans Standard Specification Section 14-6.03B, construction contractors are required to protect migratory and nongame birds, their nests, and their eggs. Since this species can fly away from any disturbances, all Build Alternatives would not negatively impact this species if it were to migrate through the BSA or forage in adjacent areas during construction. All Build Alternatives would not result in any loss of suitable nesting habitat for golden eagle and only minimal impacts on foraging habitat when considered on a regional scale. Therefore, no adverse impacts on golden eagles would occur. No species-specific measures are proposed for this species.

Bat Species

The I-10 culverts for Wildwood Wash and Yucaipa Creek provide suitable roosting habitat for bats. Although definitive sign of roosting colonies was not observed during the daytime habitat assessments, bats could move into the area prior to construction. Should bats be roosting at any of these structures during construction, although the existing structures would not be altered, construction noise, lighting, exhaust and vibration could temporarily disrupt roosting. Similarly, any geotechnical boring work near or within Wildwood Wash and Yucaipa Creek culverts could result in indirect impacts on bats roosting in the culverts if present at the time of boring activities.

Because bats vary seasonally in their selection of roosting sites, surveys during the bat maternity season and pre-construction surveys would be required if signs of bats are present. All Build Alternatives would implement Measure **BIO-9**, which would require bat surveys to determine the need for installation of exclusion devices to ensure that no bats are occupying these structures prior to and during construction. All Build Alternatives would also implement Measure **BIO-10**, which would ensure the preparation of a bat management plan if an active bat maternity roost is detected where construction activities would cause disturbance to roosting. Measure **BIO-10** also requires that all work conducted on or under the I-10 culverts at Yucaipa Creek and Wildwood Wash take place during the day. No impact on special-status bat species would occur.

Migratory Bird Treaty Act

Habitat to support nesting for birds protected under the MBTA occurs throughout the BSA, including the golden eagle. Implementation of Measures **BIO-1** through **BIO-6** and Measure **BIO-11**, requiring pre-construction nesting bird surveys, would avoid impacts on birds nesting in vegetation within and adjacent to construction work areas. In addition, Caltrans Standard Specification 14-6.03B requires construction contractors to stop all work within 100 feet of the discovery of a migratory or nongame bird nest or if

an injured or dead bird is found until the Project Biologist and Caltrans Biologist can investigate the discovery.

Other Special-Status Animal Species

All Build Alternatives would result in temporary impacts on up to approximately 1.33 acres of California buckwheat scrub, approximately 1.43 acres of California buckwheat scrub (disturbed), and up to approximately 18.47 acres of Mediterranean California naturalized annual and perennial grassland. All Build Alternatives would also result in the permanent loss of up to approximately 0.03 acres of California buckwheat scrub, approximately 0.54 acres of California buckwheat scrub (disturbed), and up to approximately 11.55 acres of Mediterranean California naturalized annual and perennial grassland (see Table 2.4.1-2 in Section 2.4.1, *Natural Communities*).

However, with the implementation of general avoidance and minimization measures for biological resource (i.e., Measures **BIO-1** through **BIO-6**), temporary impacts under all Build Alternatives for non-listed special-status animal species within and/or adjacent to Project work areas would be avoided and/or minimized. No additional measures are proposed.

2.4.4.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

BIO-1 **Project Biologist.** During construction, the City's Resident Engineer or designated contractor will ensure that a qualified biologist (Project Biologist) oversees compliance with protective measures for biological resources during clearing and work activities within and adjacent to areas of native habitat and jurisdictional aquatic resources. The Project Biologist will designate areas that require temporary fencing and monitor construction, monitor activities during critical times such as vegetation removal, monitor the installation and maintenance of Best Management Practices (BMPs) and environmentally sensitive area (ESA) fencing, and ensure that all avoidance and minimization measures are properly followed. The Project Biologist will conduct site visits a minimum of once weekly throughout construction to verify that ESA fencing is intact and required biological resources protections are in place.

BIO-2 **Worker Environmental Awareness Program.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that the Project Biologist conducts Work Environmental Awareness Program training for all project employees and contractors that will be on site. The training will advise workers of potential impacts to sensitive habitat and listed species and the potential penalties for impacts to such habitat and species. Included in this program will be color photos of the listed species, which will be shown to the employees. Following the education program, the photos will be posted in the contractor and resident engineer's office,

where they will remain through the duration of the work. The contractor will be required to provide the County with evidence of the employee training (e.g., sign-in sheet or stickers) upon request.

BIO-3 **Environmentally Sensitive Area (ESA) Fencing.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that non-impacted native habitat located outside of the Project Design Footprint be demarcated as ESAs by the Project Biologist. Native habitat located in laydown and construction access areas that can be avoided will be demarcated as ESAs. No grading or fill activity of any type will be permitted within designated ESAs. Prior to construction, exclusionary fencing will be installed around all ESAs under supervision of the Project Biologist. ESA fencing will remain in place throughout the duration of construction. All construction equipment will be operated in a manner to prevent accidental encroachment into or damage of ESAs. The biological monitor will conduct at a minimum, once weekly inspections of the ESA fencing to ensure that it is in place and properly maintained throughout the duration of construction. The contractor will be responsible for maintaining the ESA fencing per the biological monitor's direction. Non-impacted coast live oak woodland, California buckwheat scrub, disturbed California buckwheat scrub, and ephemeral drainage habitat within the BSA that is outside of the Project Design Footprint will be identified as ESAs. Prior to construction, exclusionary fencing will be installed around all ESAs under the supervision of a qualified biologist familiar with the biological resources in the BSA to prevent accidental encroachment into these areas.

BIO-4 **Equipment Maintenance.** During construction, the City's Resident Engineer or designated contractor will ensure that all equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located so as to prevent runoff from any spills from entering waters of the U.S. or CDFW-regulated streambed.

BIO-5 **Invasive Species Control.** During construction, the City's Resident Engineer or designated contractor will ensure that the introduction and spread of invasive species to and from the job site into sensitive habitat be prevented through the implementation of Caltrans Standard Special Provision 14-6.05 Invasive Species Control during any construction work adjacent to native habitats and aquatic resources.

BIO-6 **Temporary Impact Restoration.** During construction, the City's Resident Engineer or designated contractor will ensure that any temporarily impacted areas that contain existing native habitats be restored upon project completion. Restoration will include revegetating

the temporarily impacted communities with cuttings, hydroseeding, and/or container stock upon project completion. A Habitat Restoration Plan will be developed that includes restoration implementation guidance, maintenance and monitoring requirements, and performance standards. Performance standards will require that the restored areas not support perennial invasive species (those rated as high or moderate on the California Invasive Pest Council inventory) and exhibit a minimum of 80 percent native cover relative to an unimpacted reference site adjacent to the Project Design Footprint.

BIO-9 **Bat Surveys.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that a qualified bat biologist familiar with crevice-dwelling bat species conduct a presence/absence survey of the Interstate 10 culverts for Wildwood Wash and Yucaipa Creek within the Impact Area during the bat maternity season (May 1 through August 31) to assess the potential for use for bat roosting. The survey will be conducted at least one maternity season prior to construction to allow enough time for implementation of temporary exclusion measures if deemed necessary based on the results of the survey. If signs of bats are present, additional surveys including a combination of structure inspections, exit counts, and acoustic surveys will be conducted to ensure detection of day- and night-roosting bats. The qualified bat biologist will also perform preconstruction surveys or temporary exclusion within two weeks prior to construction, as bat and bird roosts can change seasonally.

BIO-10 **Bat Management Plan.** Prior to construction, if an active bat maternity roost is detected where construction activities would cause disturbance to roosting, the City's Resident Engineer or designated contractor will ensure that a bat management plan be prepared. The bat management plan will be submitted to CDFW prior to implementation and will include appropriate avoidance and minimization efforts such as:

- **Daytime Work Hours.** All work conducted on or under the Interstate 10 culverts at Yucaipa Creek and Wildwood Wash will take place during the day. If this is not feasible, lighting and noise will be directed away from night roosting and foraging areas.
- **Temporary Exclusion.** The need for temporary exclusion devices will be determined by a qualified and permitted bat biologist. This biologist will also supervise installation of all temporary exclusion devices. Prior to the initiation of construction activities, to avoid indirect disturbance of bats and birds while roosting in areas that would be adjacent to construction activities, any portion of the structure to have potential bat or bird roosting habitat that may be affected during construction will have temporary bat and bird eviction and exclusion devices installed.

Eviction and subsequent exclusion will be conducted during the fall (September or October) to avoid trapping flightless young bats inside during the summer months or hibernating/overwintering individuals during the winter. Such exclusion efforts are dependent on weather conditions, take a minimum of two weeks to implement, and must be continued to keep the structures free of bats and birds until the completion of construction. All eviction and/or exclusion techniques will be coordinated between the qualified bat biologist and CDFW if the structure is occupied by bats. If deemed appropriate, the biologist may recommend installation of temporary bat panels during construction.

BIO-11 **Nesting Bird Surveys.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that impacts on nesting birds be avoided by requiring that any native vegetation removal or tree (native or exotic) trimming activities occur outside of the nesting bird season. In the event that vegetation clearing is necessary during the nesting season (i.e., February 1 through September 30), a qualified biologist will conduct a preconstruction survey to identify the locations of nests. Should nesting birds be found, an exclusionary buffer will be established by the biologist. This buffer should be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this buffer zone until the biologist determines that the young have fledged or the nest is no longer active.

2.4.5 Threatened and Endangered Species

2.4.5.1 Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA). This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies are required to consult with the U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration Fisheries to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species.

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. The CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the U.S.

2.4.5.2 Affected Environment

This following discussion is based on the project's Natural Environment Study (Minimal Impacts; Caltrans 2023), which was completed in September 2023.

The Biological Study Area (BSA) (i.e., 150 feet from potential impact areas) for the project is described in Section 2.4.1, *Natural Communities*. A Listed Species Study Area (LSSA) was also identified for the project for all federally listed species (proposed, threatened, and endangered) and State-listed species (candidate, threatened, and endangered), which was defined as 500 feet from potential impact areas. Both the BSA and LSSA are shown in Figure 2.4.1-1 in Section 2.4.1, *Natural Communities*.

Project biologists performed a general biological field survey within the BSA and LSSA on April 7, 2022, and January 12, 2023. In addition, focused surveys for coastal California gnatcatcher (*Polioptila californica californica*) were conducted in April 2022 to identify suitable habitat for this species in the BSA and LSSA. In addition, focused surveys were conducted for burrowing owls (*Athene cunicularia*), which included all potential habitat within the LSSA in 2022, where accessible. Burrowing owl habitat assessments were conducted on April 7 and 14, 2022.

A literature review and records search was conducted for special-status biological resources potentially occurring on or within the vicinity of the BSA and LSSA. An official

USFWS species list was obtained from the Information for Planning and Conservation Environmental Conservation Online System (IPAC) and is included in Appendix G, *United States Fish and Wildlife Service Regional Species List*. IPAC did not identify any designated critical habitat within the BSA or LSSA.

In total, 23 federally and/or State-listed species are known to occur in the vicinity of the BSA and LSSA (see Table 2.4.5-1). Of these species, six are plants, two are invertebrates, one is a fish, one is a reptile, three are amphibians, seven are birds, and three are mammals. Caltrans determined that the project would have No Effect on any federally listed species in accordance with FESA Section 7. Consultation with U.S. Fish and Wildlife Service is not required under Section 7.

As described further below, potential habitat for the following federally and/or State-listed species was judged present within the BSA and LSSA: slender-horned spineflower (*Dodecahema leptoceras*), Swainson's hawk (*Buteo swainsoni*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), Crotch's bumble bee (candidate species; *Bombus crotchii*), and mountain lion (candidate species; *Puma concolor*). No other State-listed species have habitat present within the BSA or LSSA.

Slender-horned Spineflower

Slender-horned spineflower is federally endangered, State endangered, and California Rare Plant Rank 1B (rare, threatened, or endangered in California and elsewhere). This species is an annual herb in the polygonaceae family endemic to southwestern California. Typically found in drought prone habitats, slender-horned spineflower is small and typically occurs in isolated patches, making plant detection and identification difficult. This species' habitat ranges from northern Los Angeles County to San Bernardino County and southwest Riverside County.

Slender-horned spineflower occurs in alluvial scrub within sandy and gravelly soils where flood events occur intermittently. Slender-horned spineflower are typically found away from active channels on raised terraces and benches where they receive overland flows but little disturbance from actual flooding. Species occurs in chaparral, cismontane woodland, and alluvial fan sage scrub. It is most often found in shallow silty depressions dominated by leather spineflower (*Lastarriaea coriacea*) and other native annual species and is often associated with cryptogamic soil crusts composed of bryophytes, algae and/or lichens.

Table 2.4.5-1. Threatened and Endangered Species Known from the Vicinity of the BSA/LSSA

Common Name	Scientific Name	Status	Habitat Present/ Absent	Occurrence Probability
Plants				
Coachella Valley milk-vetch	*Astragalus lentiginosus var. coachellae*	US: FE CA: 1B	Absent	Not Expected
San Jacinto Valley crownscale	*Atriplex coronata var. notatior*	US: FE CA: 1B	Absent	Not Expected
Nevin's barberry	*Berberis nevinii*	US: FE CA: SE/1B	Absent	Not Expected
Mojave tarplant	*Deinandra mohavensis*	US: – CA: SE/1B	Absent	Not Expected
Slender-horned spineflower	*Dodecahema leptoceras*	US: FE CA: SE/1B	Present	Absent
Santa Ana River woollystar	*Eriastrum densifolium ssp. Sanctorum*	US: FE CA: SE/1B	Absent	Not Expected
Invertebrates				
Crotch's bumble bee	*Bombus crotchii*	US: – CA: SCE	Present	Moderate
Monarch butterfly	*Danaus plexippus* (wintering sites)	US: FC CA: –	Absent	Not Expected
Fish				
Santa Ana sucker	*Catostomus santaanae*	US: FT CA: SSC	Absent	Not Expected
Southern California steelhead	*Oncorhynchus mykiss irideus pop 10*	US: FE CA: SE	No Effect	Not Applicable
Reptiles				
Western pond turtle	*Actinemys pallida*	US: – CA: SSC	Absent	Not Expected
Amphibians				
California red-legged frog	*Rana draytonii*	US: FT CA: SSC	Absent	Not Expected
Southern mountain yellow-legged frog	*Rana muscosa*	US: FE CA: SE	Absent	Not Expected
Western spadefoot	*Spea hammondii*	US: – CA: SSC	Absent	Not Expected
Birds				
Tricolored blackbird	*Agelaius tricolor* (breeding)	US: – CA: ST	Absent	Not Expected
Burrowing owl	*Athene cunicularia* (burrow sites)	US: – CA: SCTE	Present	Absent
Swainson's hawk	*Buteo swainsoni* (nesting)	US: – CA: ST	Present	Low (migration only)
Western yellow-billed cuckoo	*Coccyzus americanus occidentalis* (nesting)	US: FT CA: SE	Absent	Not Expected
Southwestern willow flycatcher	*Empidonax traillii extimus*	US: FE CA: SE	Absent	Low

Common Name	Scientific Name	Status	Habitat Present/ Absent	Occurrence Probability
Coastal California gnatcatcher	*Polioptila californica californica*	US: FT CA: SSC	Present	Absent
Least Bell's vireo	*Vireo bellii pusillus*	US: FE CA: SE	Present	Low
Mammals				
San Bernardino kangaroo rat	*Dipodomys merriami parvus*	US: FE CA: SSC	Absent	Not Expected
Stephens' kangaroo rat	*Dipodomys stephensi*	US: FE CA: ST	Absent	Not Expected
Mountain lion	*Felis conolor (Southern California/Central Coast Evolutionarily Significant Unit)*	US: – CA: SCT	Present	Low

Source: (Caltrans 2023)
Notes:
BSA=Biological Study Area; CA=California; LSSA=Listed Species Study Area; US=United States

State
SE=State Endangered
SCE=State Candidate Endangered
SCT=State Candidate Threatened
ST=State Threatened
SCTE=State Candidate Threatened and Endangered
SSC=CDFW Species of Special Concern
California Rare Plant Rank:
1B=Plants Rare, Threatened, or Endangered in California and elsewhere

Federal
FC = Federal Candidate Listing
FE=Federally Endangered
FT=Federally Threatened
FPT=Federally Proposed Threatened

Within the BSA, marginally suitable habitat for this species occurs in the California buckwheat scrub and scale broom scrub communities located on higher terraces within Wildwood Wash. Vegetation within the California buckwheat scrub community was typically dominated by California buckwheat and tree tobacco, with non-native grasses in the understory. Vegetation in the scale broom scrub community was dominated by scale broom with non-native grasses in the understory. These areas lack the microhabitats typical for this species.

Focused surveys for the slender-horned spineflower were conducted within suitable habitat within the BSA on May 3 and May 17, 2022, to coincide with the blooming period for this species; the species was not detected. No suitable habitat for slender-horned spineflower was observed during the 2023 survey. Caltrans determined that slender-horned spineflower is absent from the BSA.

Crotch's Bumble Bee

Crotch's bumble bee was identified as a candidate for listing under the CESA on June 12, 2019 as an endangered species. Candidate species receive the same protection as listed species under CESA. That listing was subsequently legally challenged; however, candidacy was reinstated on September 30, 2022. California Department of Fish and Wildlife (CDFW) is currently completing a status review of Crotch's bumble bee.

Some of the known food plants for Crotch's bumble bee, notably buckwheat, are present in the BSA and suitable burrowing and foraging habitat is also present. The BSA supports a total of approximately 5.92 acres of California buckwheat scrub and approximately 4.36 acres of California buckwheat scrub (disturbed) with suitable habitat components to potentially support this species. As this species was not observed during 2022 field surveys and protocol focused surveys for this species were not conducted, it is not known if Crotch's bumble bee occurs within the BSA.

Burrowing Owl

Burrowing owl is a candidate species for State listing. Burrowing owl is primarily a grassland species with a broad distribution that includes open country throughout the Midwest, western United States, Texas, southern Florida, parts of central Canada, Mexico, and the drier regions of Central and South America. In Southern California, the species is known from lowlands over much of the region, particularly in agricultural areas.

Suitable burrowing owl habitat has burrows for roosting and nesting, and relatively short vegetation with only sparse shrubs and taller vegetation. Owls in agricultural environments nest along roadsides and water conveyance structures (open canals, ditches, and drains) surrounded by crops. Occupancy of suitable habitat can be verified at a site by observing owls during the spring and summer months or, alternatively, the presence of molted feathers, cast pellets, prey remains, eggshell fragments, or excrement (whitewash) at or near a burrow entrance.

Areas mapped as Mediterranean California naturalized annual and perennial grassland were suitable for burrowing owl due to relatively short vegetation with sparse shrubs and taller vegetation that are suitable burrows for roosting and nesting. Areas mapped as Disturbed/Ruderal Habitat are not suitable for burrowing owl due to a high density of vegetation cover, largely composed of Russian thistle. Habitat throughout the rest of the LSSA is not suitable for this species due to development, lack of suitable vegetation, fragmentation of open space areas, and proximity to freeways and busy roadways.

Potentially suitable burrowing owl habitat was identified within the LSSA during the 2022 burrowing owl habitat assessment, associated with Mediterranean California naturalized annual and perennial grassland in large open space areas located both north and south of Interstate 10 (I-10). These large tracts of open grassland support active ground squirrel burrows throughout. However, the lack of a consistent water source means this habitat is not ideal for burrowing owl. No agricultural areas were identified in the BSA and LSSA. Focused burrowing owl surveys were conducted for all suitable habitat areas within the LSSA in 2022. Suitable burrowing owl habitat was not identified in the impact areas that were added to the LSSA following revisions to the Project Design Footprint. No burrowing owl or sign (burrows, scat, feathers) were observed within the BSA or LSSA, and this species is considered absent from the BSA and LSSA at this time.

Swainson's Hawk

Swainson's hawk is a state threatened species. This species is an uncommon breeding resident and migrant in the Central Valley, Klamath Basin, Northeastern Plateau, Lassen County, and Mojave Desert. It nests in stands with few trees in juniper-sage flats, riparian areas, and in oak savannah in the Central Valley and forages in adjacent grasslands or suitable grain or alfalfa fields, or livestock pastures. In Southern California, this species is now mostly limited to spring and fall transient.

The BSA does not support suitable nesting habitat for Swainson's hawk because the BSA is well outside the known nesting range for this species. Therefore, Swainson's hawk is not expected to nest in or near the BSA. However, the BSA does support suitable foraging habitat for Swainson's hawk within the Mediterranean California naturalized annual and perennial grassland habitat, and this species may occur near the BSA as a migrant in spring and fall.

Southwestern Willow Flycatcher

The southwestern willow flycatcher is designated as a federal and state endangered species. The specific breeding range for this subspecies includes Owens Valley, south fork of the Kern River, the Los Angeles Basin, the Santa Ynez River near Buellton, the Prado Basin riparian forest in Riverside County, the Santa Margarita and San Luis Rey Rivers in San Diego County, Middle Peak in the Cuyamaca Mountains, and near Imperial Beach. Breeding populations also exist in southern Nevada, Arizona, and New Mexico.

The southwestern willow flycatcher is restricted to riparian woodlands along streams and rivers with mature, dense stands of willows (*Salix* spp.), cottonwoods (*Populus* spp.) or smaller spring fed or boggy areas with willows or alders (*Alnus* spp.). Riparian habitat provides both breeding and foraging habitat for the southwestern willow flycatcher. Southwestern willow flycatchers nest from 0 to 13 feet above ground in thickets of trees and shrubs approximately 13 to 23 feet tall with a high percentage of canopy cover and dense foliage. Habitat patches must be at least 0.25 acre in size and at least 30 feet wide. The nest site plant community is typically even-aged, structurally homogeneous, and dense.

The BSA does not support suitable southwestern willow flycatcher nesting habitat. However, black willow woodland, black willow/tree of heaven woodland, and mule fat thickets within the BSA provide marginally suitable foraging habitat for this species. No additional areas of southwestern willow flycatcher foraging habitat were identified in the BSA.

Coastal California Gnatcatcher

Coastal California gnatcatcher was listed as threatened by USFWS in March 1993 and is a California Species of Special Concern. The coastal California gnatcatcher is a resident songbird that typically nests and forages in moderately dense stands of coastal sage scrub communities below 2,500 feet in elevation in Southern California.

The BSA is located at the very northern edge of the coastal California gnatcatcher range as mapped by USFWS. The nearest extant documented observation of coastal California gnatcatcher in the vicinity is 5.8 miles northwest of the BSA, recorded on August 21, 2008. There is no critical habitat for coastal California gnatcatcher in the BSA.

Within the BSA and LSSA, potentially suitable habitat for coastal California gnatcatcher occurs within the California buckwheat scrub and California buckwheat scrub (disturbed) habitat mapped adjacent to Wildwood Wash and Yucaipa Creek and on multiple slopes adjacent to I-10 and Wildwood Canyon Road. Suitable habitat adjacent to I-10 and Wildwood Canyon Road appear to be restored habitat on the freeway and road cut-slopes based on the almost monotypic cover of California buckwheat. Additionally, suitable habitat for coastal California gnatcatcher was identified within the LSSA. Due to the BSA's poor species and structural diversity, location at the eastern edge of the species' range, distance from documented occurrences, fragmentation by heavily disturbed and urban cover type, and high levels of human activity, this habitat is unlikely to support breeding coastal California gnatcatchers.

Focused coastal California gnatcatcher surveys were conducted by biologists within suitable coastal California gnatcatcher habitat in the LSSA during the appropriate survey period in 2022. Suitable coastal California gnatcatcher habitat was not identified in areas added to the LSSA following revisions to the potential impact area. No coastal California gnatcatchers were detected in or adjacent to the BSA during the focused coastal California gnatcatcher surveys; therefore, this species is considered absent from the BSA and LSSA.

Least Bell's Vireo

Least Bell's vireo is designated as a federally and State endangered species. Least Bell's vireo was formerly a common and widespread summer resident below about 2,000 feet in western Sierra Nevada, throughout the Sacramento and San Joaquin valleys, and in the coastal valleys and foothills from Santa Clara County south. It was also common in coastal Southern California from Santa Barbara County south, below about 4,000 feet east of the Sierra Nevada, in Owens and Benton valleys, along the Mojave River and other streams at the western edge of southeastern deserts, and along the entire length of the Colorado River.

Least Bell's vireo primarily occupy riverine riparian habitats that typically feature dense cover within 3 to 6 feet of the ground and a dense, stratified canopy. It inhabits low, dense riparian growth along water or along dry parts of intermittent streams. Typically, it is associated with southern willow scrub, cottonwood forest, mule fat scrub, sycamore alluvial woodland, coast live oak riparian forest, arroyo willow riparian forest, wild blackberry, or mesquite in desert localities. It uses habitat limited to the immediate vicinity of water courses below 1,500 feet elevation in the interior. In the coastal portions of Southern California, the least Bell's vireo occurs in willows and other low, dense valley foothill riparian habitat and lower portions of canyons and along the western edge of the deserts in desert riparian habitat.

The least Bell's vireo primarily nests in small, remnant segments of vegetation typically dominated by willows and mule fat but may also use a variety of shrubs, trees, and vines. The birds forage in riparian and adjoining chaparral or scrub habitat. Nests are typically built within approximately 3.28 feet of the ground in the fork of willows, wild rose (*Rosa californica*), mule fat, or other understory vegetation. Cover surrounding nests is moderately open mid-story with an over-story of willow, cottonwood, sycamore, or oak. Crown cover is usually more than 50 percent and contains occasional small openings. The most critical structural component to least Bell's vireo breeding habitat is a dense shrub layer at 2 to 10 feet above the ground.

The BSA does not support suitable least Bell's vireo nesting habitat. Black willow woodland, black willow/tree of heaven woodland, and mule fat thickets within the BSA and LSSA could support least Bell's vireo foraging. No additional areas of least Bell's vireo foraging habitat were identified in the BSA or LSSA.

Mountain Lion

Mountain lions are a candidate threatened species under the CESA. Mountain lions are the second largest cat species in North America with a geographic range that stretches from southern Chile to the Canadian Yukon. Within southern California, they are widespread, but uncommon, permanent residents where they occur.

Mountain lions occur in nearly all habitat types, except those that don't support deer or other large mammal populations, such as the Mojave and Colorado deserts. Commonly occupied habitats consist of pine forests, riparian and oak woodlands, streams, chaparral, and grasslands, though they are also known to occur infrequently in desert habitats. They are most abundant in areas that support riparian and scrub habitats. They require large tracts of open space as they have large home ranges of between 3 and 15 square miles. The primary threats to mountain lions are habitat fragmentation, collisions with vehicles, animal control measures (rodenticides), and loss of natural prey base.

Suitable habitat to support mountain lion foraging and movement occurs in all undeveloped areas of the BSA. Vegetation communities within the BSA that are suitable for this species include black willow woodland, black willow/tree of heaven woodland, blue elderberry shrubland, California buckwheat scrub, California buckwheat scrub (disturbed), coast live oak woodland, coyote brush scrub, ephemeral drainage, fourwing saltbush scrub, Mediterranean California naturalized annual and perennial grassland, mule fat thickets, mule fat thickets (disturbed), scale broom scrub, and upland mustards or star-thistle fields. Wildwood Wash and Yucaipa Creek both provide movement corridors with access to habitat north and south of I-10.

According to the California Wildlife Habitat Relationships Predicted Habitat mapping for mountain lion (CDFW n.d.), habitat within the BSA is identified as suitable with a low potential to support mountain lions, with the exception of areas immediately south of Wildwood Wash, which were identified as medium and high-quality habitat areas. There is a total of approximately 116.99 acres of suitable habitat for mountain lions within the

BSA (see Table 2.4.1-1 in Section 2.4.1, *Natural Communities*), with the majority identified as low potential for the species due to lack of cover and close proximity to human disturbance. No mountain lions, or mountain lion sign, were observed during field surveys conducted for the project.

2.4.5.3 Environmental Consequences

Construction & Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, no construction activities would occur and threatened and endangered species would not be impacted.

Build Alternatives (Alternatives 2, 3, and 4)

Slender-horned Spineflower

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. Although suitable habitat for slender-horned spineflower occurs within the BSA, the species was considered absent from the BSA following focused botanical surveys. Therefore, all Build Alternatives would not impact this species. General avoidance and minimization measures for biological resources are proposed, including requiring a Project Biologist (Measure **BIO-1**) oversees construction compliance and the preparation of a Worker Environmental Awareness Program (Measure **BIO-2**). No species-specific measures are proposed.

Crotch's Bumble Bee

Crotch's bumble bee has a moderate potential to occur within the BSA. All Build Alternatives would temporarily impact up to approximately 2.75 acres and permanently impact up to approximately 0.57 acres of suitable habitat for this species (see Table 2.4.1-2 in Section 2.4.1, *Natural Communities*). Because this species is a candidate for listing as a State endangered species, should this species occur within the BSA, an Incidental Take Permit pursuant to Section 2081(b) of the California Fish and Game Code would be required prior to commencement of project activities.

General avoidance and minimization measures for biological resources are proposed (Measures **BIO-1** through **BIO-6**). Should Crotch's bumble bee remain a candidate for listing or become a state-listed species prior to construction, species-specific Measures **BIO-12** through **BIO-13** are proposed to be implemented, requiring bumble bee surveys and avoidance prior to construction. Coordination would be required with CDFW for an incidental take permit (Measure **BIO-14**) should the Crotch's bumble bee be detected during these surveys and impacts cannot be feasibly avoided. The incidental take permit would quantify and provide appropriate mitigation for impacts on occupied Crotch's bumble bee habitat, which would be identified with CDFW consultation. Mitigation is anticipated to be at a ratio comparable to the level of impacts. Therefore, following the potential implementation of the general biological resources measures (i.e., Measures

BIO-1 through **BIO-6**), and species-specific Measures **BIO-12** through **BIO-14,** all Build Alternatives would not result in adverse impacts on Crotch's bumble bee.

Burrowing Owl

Because this species is absent from the LSSA (and BSA), all Build Alternatives would not permanently or temporarily impact occupied burrowing owl habitat. In addition to the general avoidance and minimization measures for biological resources (i.e., Measures **BIO-1** through **BIO-6**), species-specific Measure **BIO-16** would be implemented requiring pre-construction surveys for burrowing owl to further confirm that burrowing owl are absent from any Mediterranean California naturalized annual and perennial grassland habitat prior to construction. Should burrowing owl, or any other regulated species, be discovered within the jobsite during construction, Caltrans' Standard Specification 14-6.03A would require stopping all work within 100 feet of the discovery until the Project Biologist and Caltrans Biologist can investigate the discovery. All Build Alternatives would not impact burrowing owl.

Swainson's Hawk

All Build Alternatives would temporarily impact up to approximately 18.47 acres and permanently impact up to approximately 11.55 acres of Mediterranean California naturalized annual and perennial grassland, which is marginally suitable foraging habitat for Swainson's hawk (see Table 2.4.1-2 in Section 2.4.1, *Natural Communities*). Since this species can fly away from any disturbances associated with the project, all Build Alternatives would not impact this species if it were to migrate through the BSA or forage in adjacent areas during construction.

The general avoidance and minimization measures for biological resources (i.e., Measures **BIO-1** through **BIO-6**) would reduce impacts on potentially suitable foraging habitat for this species. In addition, nesting bird surveys would be conducted (Measure **BIO-11**) and an exclusionary buffer would be established should occupied bird nests be discovered prior to construction, in accordance with Caltrans' Standard Specification 14-6.03B. While Swainson's hawk could be present in the BSA as a migrant, none of the Build Alternatives would impact this species. No species-specific measures are proposed.

Southwestern Willow Flycatcher

All Build Alternatives would temporarily impact up to approximately 0.26 acres of mule fat thickets, which are suitable for southwestern willow flycatcher foraging but not nesting (see Table 2.4.1-2 in Section 2.4.1, *Natural Communities*). All Build Alternatives would not permanently impact any suitable habitat for southwestern willow flycatcher. General biological resources measures (i.e., Measures **BIO-1** through **BIO-6**) would reduce temporary impacts on potentially suitable foraging habitat for this species. All Build Alternatives would not impact southwestern willow flycatcher. Species-specific Measure **BIO-15** is proposed, which would require pre-construction surveys within suitable habitat to confirm that the southwestern willow flycatcher is not within the LSSA.

Coastal California Gnatcatcher

No coastal California gnatcatcher were detected by qualified field surveyors in or adjacent to the BSA during protocol surveys and they are not expected to occur within the BSA due to marginal habitat quality. Therefore, all Build Alternatives would not result in any direct or indirect impacts on coastal California gnatcatcher. The general biological resources measures (i.e., Measures **BIO-1** through **BIO-6**) would reduce impacts on potentially suitable (unoccupied) habitat for this species. In addition, nesting bird surveys would be conducted prior to construction in accordance with Measure **BIO-11**. All Build Alternatives would not impact coastal California gnatcatcher. No species-specific measures are proposed.

Least Bell's Vireo

All Build Alternatives would temporarily impact up to approximately 0.26 acres of mule fat thickets suitable for least Bell's vireo foraging, but not nesting. All Build Alternatives would not permanently impact suitable habitat for least Bell's vireo. The general biological resources measures (i.e., Measures **BIO-1** through **BIO-6**) would reduce temporary impacts on potentially suitable habitat for this species. All Build Alternatives would not impact least Bell's vireo. Species-specific Measure **BIO-15** is proposed, which would require pre-construction surveys within suitable habitat to confirm that the least Bell's vireo is not within the LSSA.

Mountain Lion

All Build Alternatives would temporarily impact up to approximately 35.19 acres and permanently impact up to approximately 15.86 acres of suitable habitat for mountain lion. However, this habitat has a low potential to support mountain lion because these areas are in close proximity to the existing I-10 corridor, which has a lower likelihood to support mountain lions due to the high levels of human activity, artificial lighting from the roadway and buildings onto adjacent habitat, and elevated noise levels from transportation and other adjacent uses. Areas mapped as medium and high quality habitat in the California Wildlife Habitat Relationships Predicted Habitat mapping are avoided. None of the Build Alternatives would result in the loss or reduction of potential movement corridors associated with Wildwood Wash or Yucaipa Creek. The general biological resources measures (i.e., Measures **BIO-1** through **BIO-6**) and Measures **BIO-7** through **BIO-8** would minimize impacts on suitable habitat project impacts. Because mountain lions avoid human activity, all Build Alternatives would not impact mountain lions.

Federal Endangered Species Act Effect Determinations

Based on the habitat requirements and field survey results, five special-status plant species and eleven special-status animal species have the potential to be in the BSA.

As discussed above, although suitable habitat for slender-horned spineflower and coastal California Gnatcatcher occur within the LSSA/BSA, these species were determined to be absent following focused surveys. Additionally, although suitable foraging habitat for southwestern willow flycatcher and least Bell's vireo occurs within

the LSSA/BSA, these species are not expected to nest in the LSSA/BSA. Implementation of Measures **BIO-1** through **BIO-6** and **BIO-15** would avoid impacts to these species. Therefore, the Project would have *No Effect* on these species.

The Project would not result in any direct or indirect impacts on Coachella valley milk-vetch (*Astragalus lentiginosus* var*. coachellae)*, San Jacinto Valley crownscale (*Atriplex coronata var. notatior)* , Nevin's barberry (*Berberis nevinii*), Santa Ana River woollystar (*Eriastrum densifolium* ssp*. Sanctorum*), monarch butterfly (*Danaus plexippus*), Santa Ana sucker (*Catostomus santaanae*), Southern California steelhead (*Oncorhynchus mykiss irideus pop 10*), California red-legged frog (*Rana draytonii*), southern mountain yellow-legged frog (*Rana muscosa*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), or Stephens' kangaroo rat (*Dipodomys stephensi*) because the BSA is either outside of the range of these species or lacks suitable habitat characteristic to support their presence. Therefore, the Project would have *No Effect* on these species.

The Project will result in a Section 7 No Effect Finding on all federally listed species (i.e., proposed, threatened, and/or endangered) and designated or proposed critical habitat under the Federal Endangered Species Act. Table 2.4.5-2 provides the No Effect determinations for each federally listed species. Consultation with U.S. Fish and Wildlife Service is not required under Section 7.

Table 2.4.5-2. Federal Endangered Species Act Effect Determinations

Common Name	Scientific Name	Status	Effect Finding	Effect Finding for Critical Habitat (if applicable)
Coachella Valley milk-vetch	*Astragalus lentiginosus* var. *coachellae*	Federal Endangered	No Effect	Not Applicable
Nevin's barberry	*Berberis nevinii*	Federal Endangered	No Effect	Not Applicable
San Jacinto Valley crownscale	*Atriplex coronata var. notatior*	Federal Endangered	No Effect	Not Expected
Slender-horned spineflower	*Dodecahema leptoceras*	Federal Endangered	No Effect	Not Applicable
Santa Ana River woollystar	*Eriastrum densifolium* ssp. *Sanctorum*	Federal Endangered	No Effect	Not Applicable
Monarch butterfly	*Danaus plexippus* (wintering sites)	Federal Candidate for Listing	No Effect	Not Applicable
Santa Ana sucker	*Catostomus santaanae*	Federal Endangered	No Effect	Not Applicable
Southern California steelhead	*Oncorhynchus mykiss irideus pop 10*	Federal Endangered	No Effect	Not Applicable
California red-legged frog	*Rana draytonii*	Federal Threatened	No Effect	Not Applicable
Southern mountain yellow-legged frog	*Rana muscosa*	Federal Endangered	No Effect	Not Applicable
Western yellow-billed cuckoo	*Coccyzus americanus occidentalis* (nesting)	Federal Threatened	No Effect	Not Applicable
Southwestern willow flycatcher	*Empidonax traillii extimus* (nesting)	Federal Endangered	No Effect	Not Applicable
Coastal California gnatcatcher	*Polioptila californica californica*	Federal Threatened	No Effect	Not Applicable
Least Bell's vireo	*Vireo bellii pusillus* (nesting)	Federal Endangered	No Effect	Not Applicable
San Bernardino kangaroo rat	*Dipodomys merriami parvus*	Federal Endangered	No Effect	Not Applicable
Stephens' kangaroo rat	*Dipodomys stephensi*	Federal Endangered	No Effect	Not Applicable

Source: (Caltrans 2023)

California Endangered Species Act Consultation Summary

CDFW authorizes take of endangered, threatened, or candidate species through Sections 2081 and 2080.1 of the California Fish and Game Code. With the exception of Crotch's bumble bee and Swainson's hawk, all State-listed species known from the vicinity of the Project Design Footprint are also federally listed species. For all species that all Build Alternatives would have *No Effect* on in regard to the FESA, all Build Alternatives would also result in *No Take* of these species under the CESA.

All Build Alternatives could potentially result in take of Crotch's bumble bee should the species become listed or remain listed as a candidate species prior to construction. As discussed above, general biological resources Measures **BIO-1** through **BIO-6** and species-specific Measures **BIO-12** through **BIO-14** are proposed. A State take determination would be made following completion of focused surveys. The incidental take permit would quantify and provide appropriate mitigation in consultation with the CDFW. No other State-listed species (endangered, threatened, or candidate) has the potential to occur within the BSA.

2.4.5.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

BIO-1 **Project Biologist.** During construction, the City's Resident Engineer or designated contractor will ensure that a qualified biologist (Project Biologist) oversees compliance with protective measures for biological resources during clearing and work activities within and adjacent to areas of native habitat and jurisdictional aquatic resources. The Project Biologist will designate areas that require temporary fencing and monitor construction, monitor activities during critical times such as vegetation removal, monitor the installation and maintenance of Best Management Practices (BMPs) and environmentally sensitive area (ESA) fencing, and ensure that all avoidance and minimization measures are properly followed. The Project Biologist will conduct site visits a minimum of once weekly throughout construction to verify that ESA fencing is intact and required biological resources protections are in place.

BIO-2 **Worker Environmental Awareness Program.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that the Project Biologist conducts Work Environmental Awareness Program training for all project employees and contractors that will be on site. The training will advise workers of potential impacts to sensitive habitat and listed species and the potential penalties for impacts to such habitat and species. Included in this program will be color photos of the listed species, which will be shown to the employees. Following the education program, the photos will be posted in the contractor and resident engineer's office, where they will remain through the duration of the work. The contractor will be required to provide the County with evidence of the employee training (e.g., sign-in sheet or stickers) upon request.

BIO-3 **Environmentally Sensitive Area (ESA) Fencing.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that non-impacted native habitat located outside of the Project Design Footprint be demarcated as ESAs by the Project Biologist. Native habitat located in laydown and construction access areas that can be avoided will be demarcated as ESAs. No grading or fill activity of any type will be permitted within designated ESAs. Prior to construction,

exclusionary fencing will be installed around all ESAs under supervision of the Project Biologist. ESA fencing will remain in place throughout the duration of construction. All construction equipment will be operated in a manner to prevent accidental encroachment into or damage of ESAs. The biological monitor will conduct at a minimum, once weekly inspections of the ESA fencing to ensure that it is in place and properly maintained throughout the duration of construction. The contractor will be responsible for maintaining the ESA fencing per the biological monitor's direction. Non-impacted coast live oak woodland, California buckwheat scrub, disturbed California buckwheat scrub, and ephemeral drainage habitat within the BSA that is outside of the Project Design Footprint will be identified as ESAs. Prior to construction, exclusionary fencing will be installed around all ESAs under the supervision of a qualified biologist familiar with the biological resources in the BSA to prevent accidental encroachment into these areas.

BIO-4 **Equipment Maintenance.** During construction, the City's Resident Engineer or designated contractor will ensure that all equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located so as to prevent runoff from any spills from entering waters of the U.S. or CDFW-regulated streambed.

BIO-5 **Invasive Species Control.** During construction, the City's Resident Engineer or designated contractor will ensure that the introduction and spread of invasive species to and from the job site into sensitive habitat be prevented through the implementation of Caltrans Standard Special Provision 14-6.05 Invasive Species Control during any construction work adjacent to native habitats and aquatic resources.

BIO-6 **Temporary Impact Restoration.** During construction, the City's Resident Engineer or designated contractor will ensure that any temporarily impacted areas that contain existing native habitats be restored upon project completion. Restoration will include revegetating the temporarily impacted communities with cuttings, hydroseeding, and/or container stock upon project completion. A Habitat Restoration Plan will be developed that includes restoration implementation guidance, maintenance and monitoring requirements, and performance standards. Performance standards will require that the restored areas not support perennial invasive species (those rated as high or moderate on the California Invasive Pest Council inventory) and exhibit a minimum of 80 percent native cover relative to an unimpacted reference site adjacent to the Project Design Footprint.

BIO-11 **Nesting Bird Surveys.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that impacts on nesting birds be avoided by requiring that any native vegetation removal or tree (native or exotic) trimming activities occur outside of the nesting bird season. In the event that vegetation clearing is necessary during the nesting season (i.e., February 1 through September 30), a qualified biologist will conduct a preconstruction survey to identify the locations of nests. Should nesting birds be found, an exclusionary buffer will be established by the biologist. This buffer should be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this buffer zone until the biologist determines that the young have fledged or the nest is no longer active.

BIO-12 **Crotch's Bumble Bee Survey.** This measure will only be implemented should Crotch's bumble bee remain a candidate for listing or become a State-listed species prior to construction. Within one year prior to construction, the City's Resident Engineer or designated contractor will ensure that a habitat assessment for Crotch's bumble bee be conducted within impact areas and an appropriate survey buffer be established by a qualified biologist with experience surveying for and observing Crotch's bumble bee. If the qualified biologist determines that suitable habitat is present, surveys will be conducted to determine the presence/absence of Crotch's bumble bee. Surveys will be conducted during flying season when the species is most likely to be detected above ground, between March 1 to September 1 (Thorp, Horning, Jr. and Dunning 1983). Survey results, including negative findings, will be submitted to the CDFW prior to implementing project-related ground-disturbing activities and/or vegetation removal where there may be impacts to Crotch's bumble bee. At minimum, a survey report should provide the following: a) A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch's bumble bee; b) Field survey conditions that should include name(s) of qualified entomologist(s) and brief qualifications; date and time of survey; survey duration; general weather conditions; survey goals, and species searched; c) Map(s) showing the location of nests/colonies; and, d) A description of physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found. A sufficient description of biological conditions, primarily impacted habitat, should include native plant composition (e.g., density, cover, and abundance) within impacted habitat (e.g., species list separated by vegetation class; density, cover, and abundance of each species).

BIO-13 **Crotch's Bumble Bee Avoidance.** This measure will only be implemented should Crotch's bumble bee remain a candidate for listing or become a State-listed species prior to construction. If Crotch's bumble bee is detected during the Crotch's bumble bee survey conducted prior to

construction, the City's Resident Engineer or designated contractor will ensure that a plan to fully avoid impacts to Crotch's bumble bee be developed in consultation with a qualified entomologist during final design. The plan shall include effective, specific, enforceable, and feasible measures. An avoidance plan should be submitted to CDFW prior to implementing project-related ground-disturbing activities and/or vegetation removal where there may be impacts to Crotch's bumble bee. If Crotch's bumble bees are determined to be present and it is determined the species will be impacted, appropriate mitigation will be determined in consultation with CDFW.

BIO-14 **Crotch's Bumble Bee Incidental Take Permit.** This measure will only be implemented should Crotch's bumble bee remain a candidate for listing or become a State-listed species prior to construction. If Crotch's bumble bee is detected during the survey conducted prior to construction, and if impacts to Crotch's bumble bee cannot be feasibly avoided during construction activities, the City's Resident Engineer or designated contractor will ensure that the designated qualified entomologist coordinate with CDFW to obtain appropriate permit for incidental take of Crotch's bumble bee prior to commencement of construction activities in habitat occupied by Crotch's bumble bee. The incidental take permit would quantify and provide appropriate mitigation for impacts on Crotch's bumble bee habitat. Mitigation for impacts to Crotch's bumble bee habitat would be at a ratio comparable to the level of impact.

BIO-15 **Riparian Bird Protections.** During construction, the City's Resident Engineer or designated contractor will ensure that prior to initiation of construction in areas within 500 feet of suitable southwestern willow flycatcher or least Bell's vireo foraging habitat (mule fat thickets and black willow woodland), three separate days of pre-construction surveys will be conducted within suitable habitat, where accessible, within 7 days of construction.

BIO-16 **Burrowing Owl Pre-Construction Survey.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that a preconstruction survey for burrowing owl be conducted in all suitable habitat areas within 500 feet of the Project Study Area by a qualified biologist within 30-days prior to vegetation clearing/grading. If burrowing owl are found within 500-feet of the Project Study Area during the preconstruction survey, the biologist will determine appropriate measures necessary to ensure there is no take of active burrowing owl nests and California Department of Fish and Wildlife conservation requirements with regards to burrowing owl are met.

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2.4.6 Invasive Species

2.4.6.1 Regulatory Setting

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

2.4.6.2 Affected Environment

This following discussion is based on the project's Natural Environment Study (Minimal Impacts; Caltrans 2023), which was completed in September 2023. The Biological Study Area (BSA) is located along the developed I-10 corridor and in adjacent commercial and undeveloped areas in the City of Yucaipa.

Noxious weed species include species designated as federal noxious weeds by the U.S. Department of Agriculture, species listed by the California Department of Food and Agriculture, and other exotic pest plants designated by the California Invasive Plant Council. Invasive plant species occur throughout the various natural vegetation communities and land cover types within the BSA.

Nonnative invasive plants can invade natural communities in California and outcompete and displace native plants that many native wildlife species depend on for food and cover. They could increase wildfire and flood danger and diminish productive rangeland and timberland. Nonnative invasive animal species could compete with native wildlife for limited resources; displace, remove resources for, or consume native wildlife; or lead to population declines of native plants and animals, lower biodiversity, and altered habitats.

During the field surveys conducted for the project, all plant species observed were recorded, and a list was compiled. Non-native plant species identified within the BSA are listed in Table 2.4.6-1.

Table 2.4.6-1. California Invasive Plant Council Classified Invasive Species Observed within the Biological Study Area

Scientific Name	Common Name
Acacia sp.	Acacia
Ailanthus altissima	Tree of heaven
Amaranthus albus	Prostrate pigweed
Anagallis arvensis	Scarlet pimpernel
Avena fatua	Wild oat
Brassica tournefortii	Sahara mustard
*Bromus diandrus**	Ripgut brome
Bromus madritensis ssp. *rubens*	Red brome
Bromus tectorum	Cheatgrass
Centaurea melitensis	Tocalote
Chenopodium album	Lambsquarters
Convolvulus arvensis	Field bindweed
Cotula australis	Australian brass-buttons
Cynodon dactylon	Bermuda grass
Daucus carota	Queen Anne's lace
Erodium botrys	Longbeak stork's bill
Erodium cicutarium	Redstem stork's bill
Eucalyptus sp.	Eucalyptus
Euphorbia maculata	Spotted spurge
Jacaranda mimosifolia	Jacaranda
Hirschfeldia incana	Shortpod mustard
Hordeum vulgare	Common barley
Lotus corniculatus	Bird's-foot trefoil
Malva parviflora	Cheeseweed mallow
Matricaria discoidea	Disc mayweed
Melia azedarach	Persian lilac, Chinaberry
Melilotus albus	White sweetclover
Nerium oleander	Oleander
Nicotiana glauca	Tree tobacco
Parkinsonia aculeata	Mexican palo verde
Polygonum aviculare	Common knotweed
Portulaca oleracea	Common purslane
Raphanus sativus	Wild radish
Ricinus communis	Castor bean
Robinia pseudoacacia	Black locust
Salsola tragus	Russian thistle
Schinus molle	Peruvian peppertree
Schinus terebinthifolius	Brazilian peppertree
Schismus barbatus	Common Mediterranean grass

Scientific Name	Common Name
Sisymbrium irio	London rocket
Tamarix sp.	Tamarisk
Tribulus terrestris	Puncture vine
Vicia villosa	Winter vetch
Washingtonia robusta	Mexican fan palm

Source: (Caltrans 2023)

During the field surveys conducted for the project, all wildlife species observed were recorded, and a list was compiled. Three non-native and/or invasive wildlife species were observed (excluding domestic animals) and documented within the BSA during field studies (see Table 2.4.6-2).

Table 2.4.6-2. Invasive Wildlife Species Observed within the Biological Study Area

Scientific Name	Common Name
Columba livia	Rock pigeon
Passer domesticus	House sparrow
Sturnus vulgaris	European starling

Source: (Caltrans 2023)

2.4.6.3 Environmental Consequences

Construction & Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. Therefore, the No-Build Alternative would not result in impacts related to promoting the spread of non-native and/or invasive plant or wildlife species.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. In compliance with Executive Order 13112 on Invasive Species and guidance from the Federal Highway Administration, the landscaping and erosion control included in all Build Alternatives would not use species listed as invasive. None of the species on the California list of invasive species is used by Caltrans for erosion control or landscaping along Interstate-10. All equipment and materials would be inspected for the presence of invasive species and cleaned if necessary. In areas of particular sensitivity, extra precautions would be taken if invasive species are found in or next to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

Per Measure **BIO-5**, Caltrans Standard Special Provision 14-6.05 Invasive Species Control would be implemented to prevent the introduction and spread of invasive

species to and from the construction work areas into sensitive habitats. Measures addressing invasive species abatement and eradication would be included in the design and contract specifications. These measures may include, but not be limited to:

- Construction site best management practices from the Stormwater Pollution Prevention Plan would be followed (Measure **WQ-2**).

- Following completion of project-related disturbance, affected areas adjacent to native vegetation would be reseeded with plant species approved by the Caltrans District Biologist that are native to the vicinity.

- After construction, all reseeded areas would avoid the use of species listed in the California Invasive Plant Council California Invasive Plant Inventory.

- A plant establishment period would be developed for reseeded areas during final design. A plant establishment period is a duration of time that allows newly installed plant material to reach a state of maturity, requiring minimal ongoing maintenance for survival. A plant establishment period typically includes the removal of litter and trash, weeding, water application, irrigation repair, replacement of plant material that dies, and other activities required to ensure the long-term survival of plant material.

Therefore, all Build Alternatives would not adversely impact invasive species.

2.4.6.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

BIO-5 **Invasive Species Control.** During construction, the City's Resident Engineer or designated contractor will ensure that the introduction and spread of invasive species to and from the job site into sensitive habitat be prevented through the implementation of Caltrans Standard Special Provision 14-6.05 Invasive Species Control during any construction work adjacent to native habitats and aquatic resources.

WQ-2 A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential to impact water quality. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and include the construction site Best Management Practices (BMPs) to control pollutants such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater BMPs. Additional BMP reference material is contained in the Caltrans *Project Planning and Design Guide* (2023) and Caltrans *Construction Manual* (2018). These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-stormwater BMPs.

Chapter 3 CEQA Evaluation

3.1 DETERMINING SIGNIFICANCE UNDER CEQA

The proposed Project is a joint project by Caltrans and the FHWA and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this Project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans. Caltrans is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement, or a lower level of documentation, will be required. NEPA requires that an Environmental Impact Statement be prepared when the proposed federal action (Project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an Environmental Impact Statement, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report must be prepared. Each and every significant effect on the environment must be disclosed in the Environmental Impact Report and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an Environmental Impact Report. See the SER, Volume 1, Chapter 36, "Environmental Impact Reports" for more information. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this Project and CEQA significance.

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3.2 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

This section presents a summary comparison of the overall potential environmental impacts of the Project in order to identify an environmentally superior alternative under CEQA. The goal of identifying an environmentally superior alternative is to assist decision makers in considering the Project for approval. CEQA does not require that an agency select the environmentally superior alternative.

It is important to recognize that the selection of the environmentally superior alternative is not always a straight-forward exercise. Where no alternative clearly stands out as eliminating all potentially significant impacts, considerable weighing among the severity of the Project alternatives and the professional judgment of the lead agency regarding the relative importance of certain environmental impacts and topics becomes necessary.

According to CEQA Guidelines, if the environmentally superior alternative is the "no project" alternative (i.e., No-Build), then the Environmental Impact Report shall identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6[e][2]). Here, the No-Build Alternative would qualify as the environmentally superior alternative because it would result in the least impacts on the physical environment. However, the No-Build Alternative would not meet most of the Project's objectives, which are identified in Section 1.2.1, *Purpose*. Specifically, the No-Build Alternative would not address or alleviate the forecasted operational issues identified for this segment of Interstate 10. In addition, the No-Build Alternative would result in approximately 5,259,996 more vehicle miles traveled than all Build Alternatives.

As discussed in Section 3.7, *CEQA Environmental Checklist*, the Build Alternatives would result in a significant and unavoidable impact on GHGs with mitigation incorporated. GHG emissions for all Alternatives in the Horizon Year increase compared to existing conditions, primarily due to the increase in VMT from the planned development near the interchange and in the region. As a result, the Project would be inconsistent with applicable greenhouse gas reduction goals, policies, and regulations adopted for the purpose of reducing GHG emissions.

All Build Alternatives would result in potentially significant impacts on biological resources and aesthetics. However, with the implementation of the mitigation measures described in Section 3.7, none of the Build Alternatives would result in significant impacts on biological resources or aesthetics.

A summary of the Project's environmental impacts can be found in the *Summary* section of this environmental document. For the following reasons, Alternative 2 was identified as the environmentally superior alternative for the Project:

- *Disturbed Soil Area (DSA)*: Alternative 2 would have a lower DSA (35.6 acres) than Alternative 3 (41.2 acres) or Alternative 4 (37.9 acres).

- *Impervious Surface Area*: Alternative 2 would add less impervious surface area (12.1 acres) than Alternative 3 (13.6 acres) or Alternative 4 (12.6 acres).

- *Special Status Natural Communities:* All Build Alternatives would impact approximately the same amount of California buckwheat scrub. However, Alternative 3 would impact approximately 0.03 acres more coast live oak woodland than Alternative 2 or Alternative 4.

- *Jurisdictional Waters*: All Build Alternatives would impact the same amount of non-wetland waters of the United States. However, Alternative 3 would impact approximately .01 acres more waters of the State than Alternative 2 or Alternative 4.

- *Air Quality Emissions*: All Build Alternatives would result in the same operational impacts on air quality. However, construction activities under Alternative 4 would result in slightly more carbon monoxide, nitrogen oxides, and particulate matter of 10 microns or less than Alternative 2 or Alternative 3.

- *Greenhouse Gas (GHG) Emissions*: Construction activities for Alternative 2 would result in slightly less GHG emissions (5,284 metric tons of carbon dioxide equivalent [$MTCO_2e$]) than Alternative 3 (5,314 $MTCO_2e$) or Alternative 4 (5,846 $MTCO_2e$). Operational GHG emissions would increase under all Build Alternatives by 45,417 $MTCO_2e$ in the Opening Year (2030) and 538,602 $MTCO_2e$ in the Horizon Year (2050).

3.3 CLIMATE CHANGE

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to GHG emissions reduction and climate change research and policy. Research published by the Intergovernmental Panel on Climate Change and other scientists over recent decades has shown an accelerated rate of climatological changes over the past 150 years, attributed to GHG emissions generated from the production and use of fossil fuels.

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

3.3.1 Regulatory Setting

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

3.3.2 Environmental Setting

The Project is in an urban area of San Bernardino County with a well-developed road and street network. The Project is within a Mediterranean climate, with hot and dry summers and cool winters. Most rainfall occurs between November to April and the Santa Ana winds are common as warm and dry winds blow from the desert in the east. The Project Design Footprint is mainly open space and agricultural land interspersed with commercial/retail uses. Interstate 10 (I-10) in the Project Design Footprint is heavily used during peak hours.

3.3.2.1 GHG Inventories

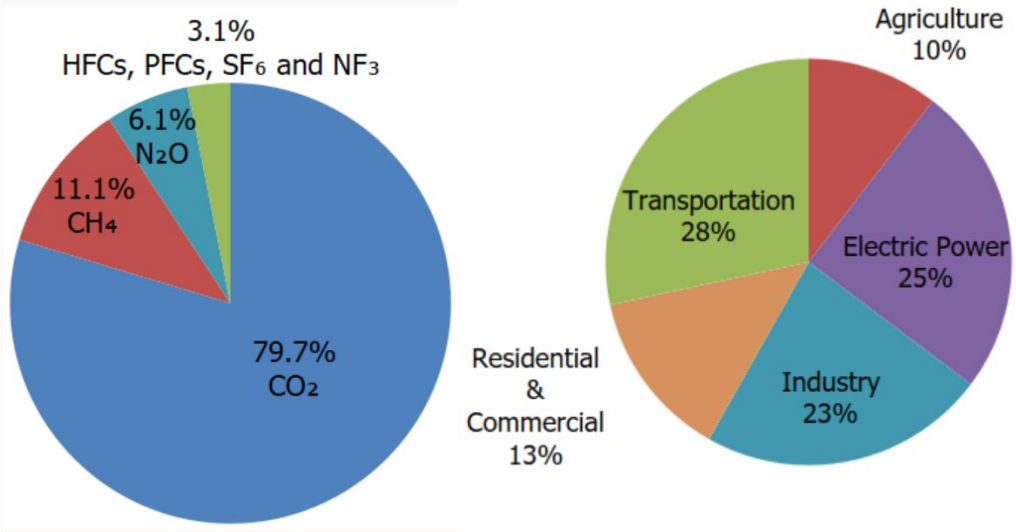
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission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

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2022 were 5,489.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 15% of total U.S. emissions in 2022 (U.S. EPA 2024a).) While total GHG emissions in 2022 were 17% below 2005 levels, they increased by 1% over 2021 levels. Of these, 80% were CO_2, 11% were CH_4, and 6% were N_2O; the balance consisted of fluorinated gases. From 1990 to 2022, CO_2 emissions decreased by only 2% (U.S. EPA 2024a).

The transportation sector's share of total GHG emissions remained at 28% in 2022 and continues to be the largest contributing sector (Figure 3.3.2-1). Transportation activities accounted for 37% of U.S. CO_2 emissions from fossil fuel combustion in 2022. This is a decrease of 0.5% from 2021 (U.S. EPA 2024a, U.S. EPA 2024b).

Figure 3.3.2-1. U.S. 2022 Greenhouse Gas Emissions

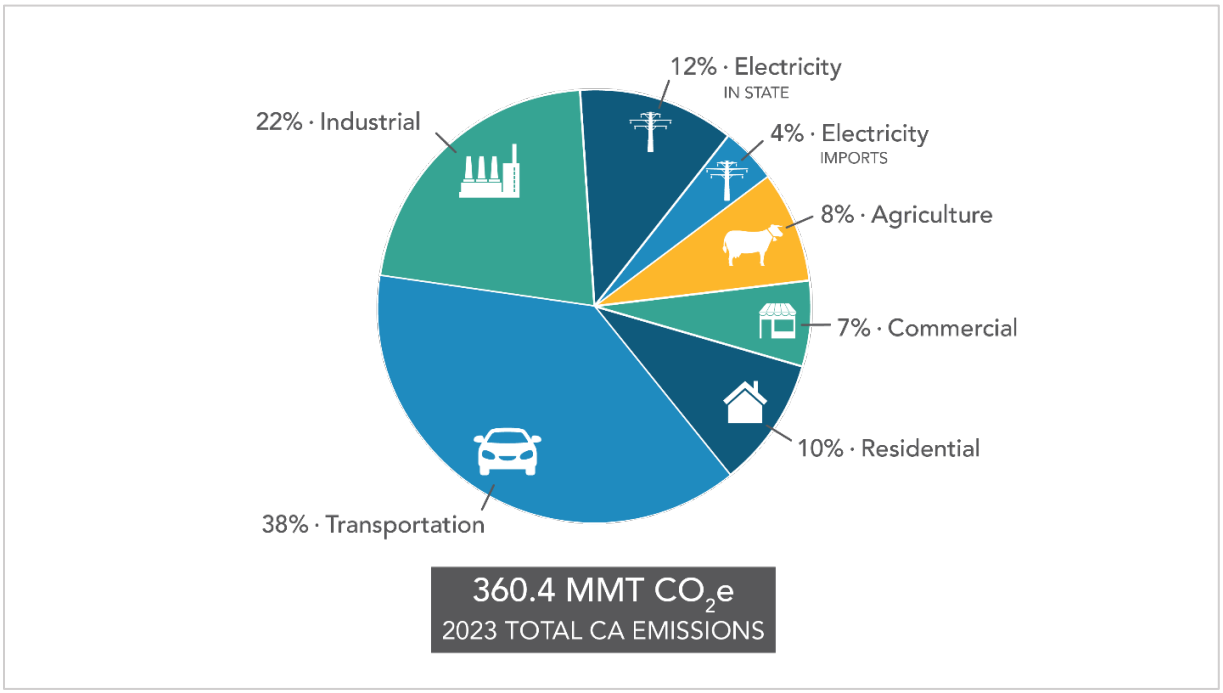


(Source: (U.S. EPA 2024b)

State GHG Inventory

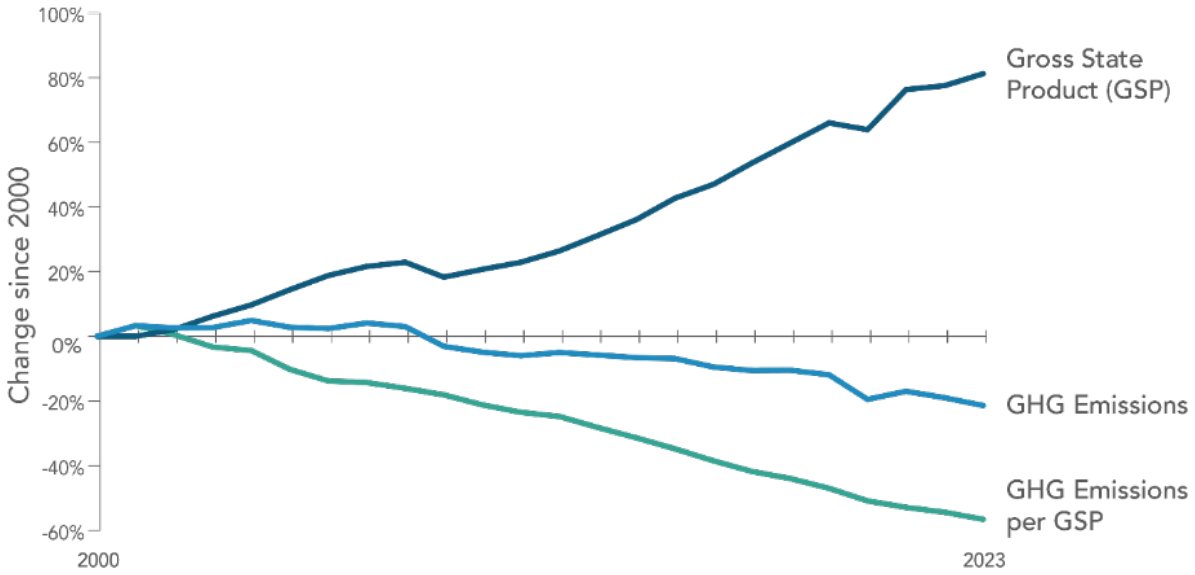
California Air Resources Board (ARB) collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2023 despite growth in state economic output (Figure 3.3.2-3). Transportation emissions remain the largest contributor to GHG emissions in the state (Figure 3.3.2-2) (ARB 2025).

Figure 3.3.2-2. California 2023 Greenhouse Gas Emissions by Economic Sector



Source: (ARB 2025)

Figure 3.3.2-3. Change in California Gross State Product (GSP), and GHG Emissions since 2000



Source: (ARB 2025)

3.3.2.2 Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375)*, California Air Resources Board sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set as a percentage reduction in passenger vehicle GHG emissions per person, based on 2005 levels.

The proposed Project is included in the RTP/SCS for Southern California Association of Governments (SCAG). The regional reduction target for the SCAG Region is 19 percent by 2035 (ARB 2021). The SCAG 2024-2050 RTP/SCS guides transportation development in the Project Design Footprint. The City of Yucaipa Climate Action Plan addresses GHG emissions in the Project Design Footprint (City of Yucaipa 2015).

Table 3.3.2-1 describes the GHG reduction policies and strategies from the SCAG 2024-2050 RTP/SCS, County of Riverside Climate Action Plan, and City of Yucaipa Climate Action Plan.

Table 3.3.2-1. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
SCAG 2024-2050 RTP/SCS (adopted April 2024)	• System Preservation and Resilience • Complete Streets • Transit and Multimodal Integration • Transportation System Management • Transportation Demand Management • Air Quality • Clean Transportation • Goods Movement
County of Riverside Climate Action Plan Update (Draft Update March 2025, previously adopted December 2019) (Riverside County 2025)	• Set reduction targets for 49 percent below 2008 levels by 2030 and 83 percent below 2008 levels by 2050 • Includes local GHG reduction measures beyond State level policies: <u>Transportation</u> R2-T1: Encourage Alternative Transportation Options R2-T2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County R2-T3: Promote Ride Sharing Programs within Businesses R2-T4: Electrify the Fleet
City of Yucaipa Climate Action Plan (adopted September 2015) (City of Yucaipa 2015)	• City of Yucaipa has set a goal to reduce their community GHG emissions by 15 percent below 2008 levels by the year 2020. • Emphasizes renewable energy adoption, energy efficiency upgrades, sustainable transportation expansion, waste reduction, and natural resource conservation • Focuses on community engagement, equity and resilience

3.3.3 Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are carbon dioxide (CO_2), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, and various hydrofluorocarbons. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of methane and nitrous oxide. Additionally, the transportation sector emits a minor amount of hydrofluorocarbon emissions, which are related to refrigeration and air conditioning systems used in vehicles.

GHGs vary in their ability to trap heat in the atmosphere, a characteristic known as global warming potential. CO_2 is the most significant GHG due to its abundance and impact, and thus, the amounts of other gases are expressed relative to CO_2 using a metric called "carbon dioxide equivalent" (CO_2e). The global warming potential of CO_2 is assigned as a value of 1, and the global warming potential of other gases is assigned as multiples of CO_2. Both operational and construction emissions associated with the proposed project are analyzed in the sections below and emission values, if required, are expressed in CO_2e to provide a standardized measure of their impact.

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

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

Operational Emissions

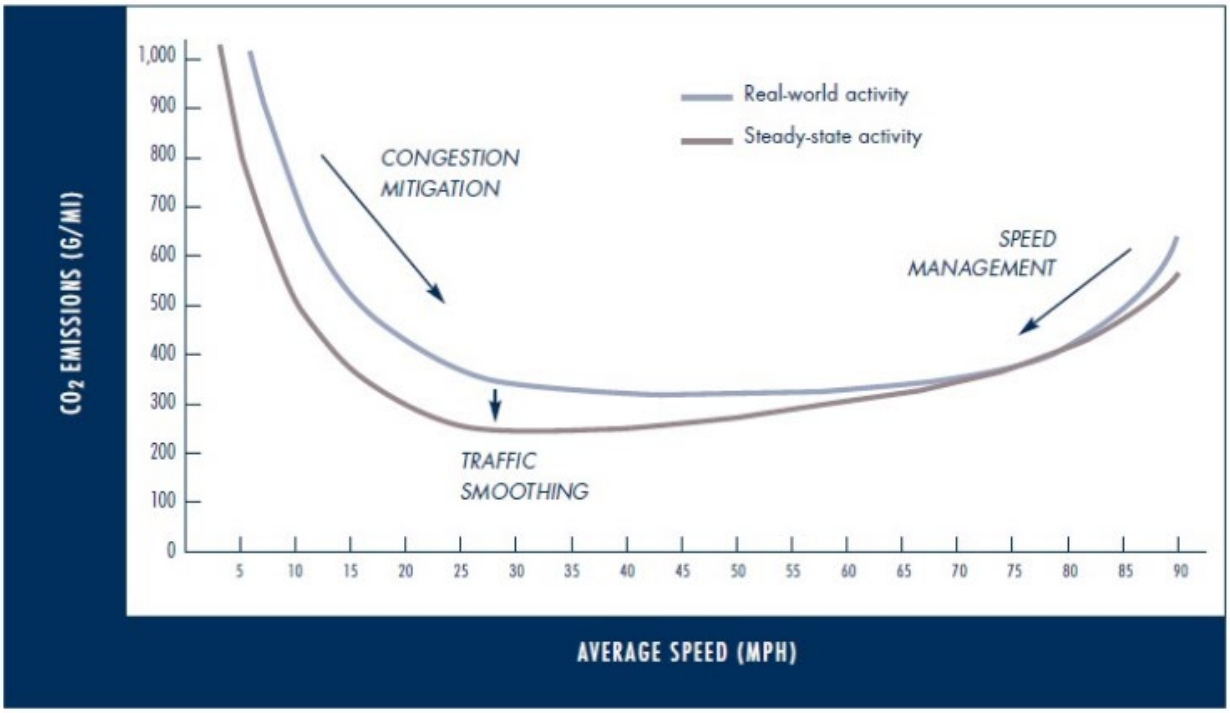
The National GHG Inventory for 2022 reported that 80 percent of all U.S. GHG emissions in 2022 consisted of CO_2, and fossil fuel combustion for transportation accounted for 35 percent of those CO_2 emissions. Most (37 percent) transportation-related CO_2 was from operating light-duty trucks, 23 percent from medium- and heavy-duty trucks and buses, and 20 percent from passenger cars. The remainder of emissions came from other modes and off-road sources (U.S. EPA 2024a). Because CO_2 emissions represent the greatest percentage of GHG emissions, it has been selected as a proxy for the following analysis for potential climate change impacts.

The highest levels of CO_2 from mobile sources such as automobiles occur at stop-and-go speeds (0–25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0–25 miles per hour. See Figure 3.3.3-1 below titled "Possible Use of Traffic Operation Strategies in Reducing On-road CO_2 Emissions." To the extent that a project enhances operational efficiency and improves travel times in high-congestion travel corridors, GHG emissions, particularly CO_2, may be reduced, provided that improved travel times do not induce additional vehicle miles traveled.

Four primary strategies can reduce GHG emissions from transportation sources: (1) improving the transportation system and operational efficiencies, (2) reducing travel activity, (3) transitioning to lower GHG emitting fuels, and (4) improving vehicle technologies through fleet mix and improving efficiency by reducing carbon footprints through the use of new pavement technologies. To be most effective, all four strategies should be pursued concurrently.

The Project is identified in SCAG's 2024–2050 RTP/SCS under Project ID 0818000181. All Build Alternatives would directly support the 2024–2050 RTP/SCS mobility and accessibility performance outcome by reducing vehicle delay and congestion. This strategy contributes to overall GHG reduction efforts regarding mobile sources within the SCAG region.

Figure 3.3.3-1. Possible Use of Traffic Operation Strategies in Reducing On-road CO_2 Emissions



Source: (Barth and Boriboonsomsin 2010)

Quantitative Analysis

California Air Resources Board developed the EMission FACtors (EMFAC) model to facilitate preparation of statewide and regional mobile source emissions inventories. The model generates emissions rates that can be multiplied by vehicle activity data from all motor vehicles, from passenger cars to heavy-duty trucks, operating on highways, freeways, and local roads in California. EMFAC has a rigorous scientific foundation, has been approved by U.S. EPA, and has been vetted through multiple stakeholder reviews. Caltrans developed CT-EMFAC based on data derived from California Air Resources Board's EMFAC model and ancillary datasets to estimate project-level emissions from on-road mobile sources.

EMFAC's GHG emission rates are based on tailpipe emissions test data and the model does not account for factors such as the rate of acceleration and vehicle aerodynamics, which influence the amount of emissions generated by a vehicle. GHG emissions quantified using CT-EMFAC are therefore estimates and may not reflect actual on-road emissions. Nevertheless, modeling estimated GHG emissions with EMFAC or CT-EMFAC remains the most precise means of estimating future greenhouse gas emissions. While CT-EMFAC is currently the best available tool for calculating GHG emissions from mobile sources, it is important to note that the GHG results are only useful for a comparison of alternatives.

As identified below in Table 3.3.3-1, implementation of all Build Alternatives would not result in an increase in GHG emissions compared with No-Build conditions in the Opening Year and Horizon Year. This is because the Project would result in a slight reduction in VMT and, as such, would reduce annual GHG emissions relative to the No-Build Alternative.

Table 3.3.3-1. Operational Greenhouse Gas Emissions (metric tons per year)

Alternative	Modeled CO_2e Emissions (metric tons/year)	Difference Build vs. No-Build (metric tons/year)	Change from Existing/Baseline + or - (metric tons/year)	Annual Vehicle Miles Traveled[a]
Existing/Baseline 2022	2,582,500	–	–	6,416,629,294
Open to Traffic 2030				
No-Build	2,631,220	–	48,720	7,272,843,763
Build Alternatives 2 and 3	2,627,917	-3,303	45,417	7,263,713,518
Build Alternative 4	2,627,917	-3,303	45,417	7,263,713,518
Horizon Year 2050				
No-Build	3,125,025	–	542,525	9,413,379,937
Build Alternatives 2 and 3	3,121,102	-3,923	538,602	9,401,562,486
Build Alternative 4	3,121,102	-3,923	538,602	9,401,562,486

Source: (Caltrans 2026a)
Notes: Modeled using EMFAC2021.
VMT = vehicle miles traveled; $MTCO_2e$ = metric tons of carbon dioxide equivalents
[a] Annual VMT values derived from daily VMT values multiplied by 347, per California ARB methodology (ARB 2008).

Although the Project would not add new travel lanes to the I-10 freeway, the new interchange would add transportation system capacity. The purpose of the Project is to provide improved connectivity and increase multimodal access for residents within Yucaipa and to accommodate the City of Yucaipa's planned economic development around the area of proposed interchange, support efficient goods movement through the I-10 corridor, improve emergency vehicle access and provide additional evacuation routes for the surrounding community.

For this Project analysis, operational emissions were modeled using EMFAC2021. Primarily due to new residential and non-residential developments that are occurring within the vicinity of the I-10 Wildwood Canyon Road interchange, VMT and related GHG emissions would increase in the future, at Opening Year 2030 and Horizon Year 2050, under all Build Alternatives and No-Build Alternative when compared to Existing Conditions. The Build Alternatives would result in less operational GHG emissions compared to the No-Build Alternative in both the Opening Year 2030 and Horizon Year 2050. However, all alternatives would increase GHG emissions in the Opening Year 2030 and Horizon Year 2050 compared to Existing Conditions. Therefore, the Project would result in a significant and unavoidable impact.

3.3.3.1 Construction Emissions

Construction-related GHG emissions were estimated using the Caltrans Construction Emissions Tool (CAL-CET). Construction activities are anticipated to occur over approximately 470 working days, from February 2029 through December 2030. As shown in Table 3.3.3-2, total construction-related GHG emissions over the construction period are estimated at approximately 1,684 metric tons of CO_2e for Build Alternative 2, 1,740 metric tons of CO_2e for Build Alternative 3, and 2,101 metric tons of CO_2e for Build Alternative 4.

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

Implementation of measures identified for the Project would reduce GHG emissions generated during construction and over the life of the Project by minimizing resource use, transportation needs, and future maintenance requirements. Equipment related emissions would be reduced through equipment tuning and use of low sulfur fuel (Measure **AQ-5**) and limits on idling (Measure **AQ-8**). Construction related traffic emissions would be reduced through construction traffic scheduling (Measure **AQ-12**), implementation of a Transportation Management Plan (Measure **TR-1**), and on-site balancing of cut and fill to reduce haul trips (Measure **GHG-3**). Table 3.3.3-2 summarizes estimated construction-related GHG emissions in metric tons per year.

Table 3.3.3-2. Construction-related CO_2e Emissions by Alternative

Year	Alternative 2	Alternative 3	Alternative 4
2029	1,045	1,083	1,375
2030	639	657	726
Total	**1,684**	**1,740**	**2,101**

Source: (Caltrans 2026a)

Note: Units for Build Alternatives are in metric tons of CO_2e (carbon dioxide equivalent).

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

3.3.3.2 CEQA Conclusion

The Project would generate GHG emissions that would have a significant impact on the environment because operational GHG emissions in the Horizon Year increase compared to existing conditions. This increase in GHG emissions is primarily due to the increase in VMT from the planned development near the interchange and in the region. The Project conflicts with applicable plan, policy and regulations adopted for the purpose of reducing greenhouse gas emissions because it would not reduce GHG emissions compared to existing conditions. Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

3.3.4 Greenhouse Gas Reduction Strategies

In response to Assembly Bill 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Additionally, Caltrans has enacted policies and initiatives to reduce GHG emissions in transportation to reach the state's climate goals. For a full list of statewide and Caltrans GHG reduction strategies, refer to SER, Chapter 16, Climate Change.

3.3.4.1 Project-Level GHG Reduction Strategies

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

AQ-5 Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low-sulfur fuel, as required by California Code of Regulations Title 17, Section 93114.

AQ-8 Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving extended idling by diesel equipment or vehicles will be prohibited to the extent feasible.

AQ-12 To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

TR-1 During the final design phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following:

- Traffic controls.
- Transportation demand management.
- Public awareness measures (including signing, mailers, brochures, newspaper articles, and internet resources).
- Motorist information strategies.
- Incident management.
- Construction strategies.
- Alternative route strategies.

GHG-1 During the design phase, long-life pavement design will be used for all new pavement construction consistent with the Caltrans Highway Design Manual. The long-life pavement will reduce life cycle costs, minimize maintenance, and improve fuel efficiency. Concrete pavement would be designed to be more heat tolerant.

GHG-2 During final design (PS&E), the City's Resident Engineer will ensure that project features that minimize the need for irrigation and nonnative plants will be incorporated into the Project design. Drought-resistant landscaping will be used where feasible.

GHG-3 During construction, the City's Resident Engineer will ensure that the need for the transport of earthen materials is reduced by balancing cut and fill quantities on-site.

GHG-4 During construction, the City's Resident Engineer will ensure that lighting needs will be replaced with ultra-reflective sign materials that will be illuminated by headlights. LED street lights will be used along the roadway.

3.3.5 Adaptation

While reducing GHG emissions is crucial in combating climate change, it is only one part of the solution. Caltrans must proactively plan for the impact of climate change on California's transportation infrastructure. This involves modifying and protecting facilities to reduce potential damage and build resilience against future climate-related challenges.

Caltrans has conducted District Climate Change Vulnerability Assessments to identify segments of the State Highway System that are vulnerable to climate change impacts, such as sea level rise, increased temperatures, and extreme weather events. These assessments help prioritize areas for adaptation efforts and inform the development of strategies to enhance the resilience of critical infrastructure.

Additionally, Caltrans periodically prepares a Sustainability Roadmap, which outlines the agency's strategic plans and progress reports aimed at achieving state sustainability goals. The roadmap is a two-year progress report on several important milestones achieved by Caltrans while implementing Executive Orders B-16-12, B-18-12, and the adaptation planning process of Executive Orders B-30-15, N-19-19, and N-82-20.

Refer to SER, Chapter 16, Climate Change for additional information regarding federal, state, and Caltrans adaptation efforts.

3.3.5.1 Project Adaptation Analysis

Sea Level Rise

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

Precipitation and Flooding

The Project Design Footprint is located within Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel Numbers 06071C8738J and 06071C8739J (effective October 30, 2025), and Panel Numbers 06065C0114G and 06065C0785G (effective August 28, 2008). FEMA has classified portions of the Project Design Footprint as Zones AE (1 percent Annual Chance Flood Hazard), AO (1 percent Annual Chance Flood Hazard where average depths are between 1 and 3 feet), and X (0.2 percent Annual Chance Flood Hazard) (see Figure 2.3.11 in Section 2.3.1, *Hydrology and Floodplain).* These floodplains are primarily located adjacent to the Project Design Footprint, along I-10 and along Calimesa Boulevard. The area south of the Project Design Footprint's eastern end is classified as Zone A (1 percent Annual Chance Flood Hazard and 26 percent chance of flooding over the life of a 30-year mortgage). The District Climate Change Vulnerability Assessment Map (Caltrans 2026b) shows the percent change in 100-Year Precipitation Depth as a 4 to 4.6 percent change by 2055, and 3.2 to 3.5 percent change by 2085. This indicates that in the future, there will be heavier rainfall during storm events. To address this, all Build

Alternatives would implement treatment control best management practices (BMPs) including, but not limited to, Design Pollution Prevention Infiltration Areas, Infiltration Devices, Biofiltration Strips and Swales, Detention Devices, Media Filters, Multi-Chambered Treatment Train, Wet Basin, and Pervious Pavement (Measure **WQ-4**), to reduce flood risks and reduce strain on existing systems. With implementation of these BMPs, the Project would not worsen flooding or other related hazards.

Wildfire

Yucaipa faces significant wildfire risks due to its semi-arid climate, dense chaparral vegetation, and proximity to the wildfire-prone San Bernardino Mountains. The region experiences frequent Santa Ana winds, which spread fires rapidly, and recurring drought conditions that dry out fuels. As shown in Figure 2.2.8-1, Fire Hazard Severity Zones, in Section 2.2.8, *Utilities/Emergency Services*, the Project Design Footprint is located within very high, high, and moderate fire hazard severity zones within a Local Responsibility Area and within very high fire hazard severity zones within a State Responsibility Area. The District Climate Change Vulnerability Assessment (Caltrans 2026b) shows the wildfire exposure along the I-10 within the Project Design Footprint to be moderate in both RCP4.5 and RCP8.5 scenarios from 2010 to 2039 and 2040 to 2069.[1] Wildfire exposure from 2070 to 2099 remains moderate in the RCP4.5 scenario but increases to high in the RCP8.5 scenario.

All Build Alternatives would include the extension of new roadways or other infrastructure through an area that is subject to high fire risk. Once constructed, all Build Alternatives would provide wildfire-related benefits through increasing paved surfaces, which would function as a firebreak, and increasing evacuation capacity by adding an emergency route in case of wildfire. Measure **WQ-4**, water treatment BMPs, and Measure **WQ-5**, Design Pollution Prevention BMPs, would help manage water flow around the I-10 during heavy precipitation events, which would reduce the risk of mudslides in a post-wildfire event. The Project would also comply with Caltrans Standard Specification 7-1.02M(2) Fire Protection, which requires preparation of a fire prevention plan before the start of construction. This would minimize the potential for human-caused wildfires and increase the preparedness for personnel working on site.

Temperature

The District Climate Change Vulnerability Assessment indicates an increase in average minimum temperature of 4.9 degrees Fahrenheit by 2055 and 7.6 degrees Fahrenheit by 2085 (Caltrans 2026b). The assessment also projects increases in average 7-day maximum temperatures of 6.5 degrees Fahrenheit by 2055 and 10.1 degrees Fahrenheit by 2085 (Caltrans 2026b). Pursuant to Measure **GHG-1**, the Project will use long-life pavement design consistent with the Caltrans Highway Design Manual. Pursuant to Measure **GHG-2**, the Project would also incorporate drought tolerant

[1] Representative Concentration Pathways (RCP) are climate change scenarios for different emission trajectories used by the Intergovernmental Panel on Climate Change. RCP4.5 is an intermediate pathway where GHG emissions peak in 2040 and then decline. RCP8.5 is the worst case (high emission) pathway where emissions continue to rise throughout the 21st century.

landscaping to reduce water needs. As a result, the Project would not worsen heat-related hazards.

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3.4 SENATE BILL 743/INDUCED DEMAND ANALYSIS

3.4.1 Regulatory Setting

Senate Bill (SB) 743 (2013) amended CEQA to allow the Governor's Office of Planning and Research to develop new guidelines under CEQA establishing alternative metrics to levels of service for the analysis of transportation impacts. On December 28th, 2018, the Office of Administrative Law approved the amendments to the CEQA Guidelines including changes related to SB 743. The amended CEQA Guidelines add a new section on determining the significance of transportation impacts, and generally specify vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. In 2020, Caltrans prepared guidance documents for the implementation of SB 743 and adopted VMT as the CEQA transportation metric. These documents, the "Transportation Analysis Framework" (TAF) and "Transportation Analysis under CEQA," (TAC) along with other information can be found on the Caltrans Senate Bill 743 website.

3.4.2 Affected Environment

Caltrans determined that the Project is not screened from VMT analysis under the Second Edition of the TAC (Caltrans 2024). Therefore, a VMT Assessment (Caltrans 2023) was prepared for the Project and completed in December 2023.

I-10 is a major east-west transportation route that connects the City of Yucaipa to Los Angeles County to the west and Riverside County to the east. The segment of I-10 within the Project Study Area is a six-lane freeway with an additional eastbound truck climbing lane that is used by local and commuter vehicles and various types of oversized vehicles.

According to the Transportation Element in the City of Yucaipa General Plan (April 2016), Wildwood Canyon Road and Calimesa Boulevard are classified as secondary highways (arterial). Calimesa Boulevard is also classified as a truck route, as it is the only local road that runs parallel on the north side of I-10 within the Project Study Area, providing a connection between local roads such as Live Oak Canyon Road/Oak Glen Road and County Line Road.

Wildwood Canyon Road currently consists of one lane in each direction of travel and meets Calimesa Boulevard at a stop-controlled T-intersection on the north side of I-10. Calimesa Boulevard also consists of one lane in each direction of travel with turn pockets provided at the intersections with Live Oak Canyon Road/Oak Glen Road, Wildwood Canyon Road, and County Line Road.

Existing traffic conditions in the Project Study Area are characterized by recurring congestion during peak commute periods along I-10 and on adjacent arterial roadways. During the AM and PM peak hours, increased traffic volumes result in reduced travel speeds on the freeway mainline, particularly in the eastbound direction approaching the

truck climbing lane, and in localized queuing at ramp terminal intersections. Intersections along Calimesa Boulevard, including at Live Oak Canyon Road/Oak Glen Road, Wildwood Canyon Road, and County Line Road, experience delay and queuing during peak periods, particularly at locations serving freeway ramp traffic and major turning movements. These conditions are based on available traffic data and observed patterns within the Traffic Study Area.

3.4.2.1 Study Area

The "Boundary Method" was used to estimate the change in VMT. Specifically, this methodology aggregates all model link distances within a specified boundary and multiplies those distances by their forecasted daily traffic volume on the links. VMT was estimated within a 10-mile and 15-mile boundary, which includes the limits of operational improvements for the Project and the surrounding areas that may be influenced by land-use reallocation while limiting model noise.

3.4.3 Environmental Consequences

3.4.2.1 Methodology

The VMT Assessment follows the guidance included in the TAF (Caltrans 2024). As noted in the TAF, if the National Center for Sustainable Transportation (NCST) Calculator cannot be applied to a project and the travel demand model (TDM) does not pass all the checks, then the Project must:

- Disclose and document the areas of deficiency and make improvements to the model to address those issues.

- Apply off-model approaches using the best available information or tools to compensate for the TDM's deficiencies, making approximations as needed where more precise data of information are not available.

Since the Project involves a new connection to the freeway system, the proposed interchange would change how people circulate and provide new connectivity that the NCST calculator is not calibrated to reflect. As such, use of the NCST calculator was deemed not appropriate for use for the Project, and off-model approaches were applied.

The City of Yucaipa (City) Model was developed from the San Bernardino County Transportation Analysis Model (SBTAM) and enhanced to incorporate land use and roadways consistent with the *Yucaipa General Plan* (City of Yucaipa 2016). The model was further validated to better represent the base year traffic conditions within Yucaipa.

The VMT Assessment discloses and documents that the City Model specificizes that future land use is not sensitive to travel time and cost. Since future land use forecasts are exogenous to the modeling process, land use forecasts were developed separately from the SBTAM via a Delphi method, as required by the TAF. A Delphi Panel, which was composed of representatives from Yucaipa, the County of San Bernardino, County

of Riverside, and the City of Calimesa, was formed to assist in estimating the change in land use that would occur with and without the interchange. The Delphi Panel reviewed and approved the land use reallocation noted in the VMT Assessment.

3.4.3.2 Construction & Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. Land-use reallocations would be required to represent a reasonable pattern of future development in the absence of the proposed interchange, with growth shifting to locations supported by the existing roadway network. Reallocations, determined through the Delphi Panel, were made to reflect the No-Build Alternative conditions and were presented by transportation analysis zones in the City Model.

In order to satisfy state housing requirements, reallocation of dwelling units would have to occur within Yucaipa if the Project is not constructed. There are currently limited areas within Yucaipa where housing can be accommodated and most of the areas, such as North Bench, require residents to drive past downtown Yucaipa to access the freeway (approximately four miles from North Bench to I-10). In an automobile-dependent suburban environment, this would result in longer vehicle trip lengths to destinations that require freeway access, which may include everyday commute trips.

The reallocation of non-residential uses away from high concentrations of residential uses in Yucaipa may further increase vehicle trip lengths. Commercial development within Yucaipa is currently interspersed, and most of the commercial development proposed within Yucaipa is located within the large undeveloped area within the Yucaipa Freeway Corridor Specific Plan area, which would depend on the Project for access. The reallocation of non-residential uses away from high concentration of residential uses in Yucaipa may result in longer commute trips as the availability of jobs would be more prevalent in neighboring jurisdictions, most of which are destinations that require freeway access.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives propose identical geometric features (i.e., presence of auxiliary lanes, deceleration, and acceleration lanes, number of lanes on the interchange and adjacent local roads, and connections to the freeway network) that vary only by interchange configuration. The Project would allow for the development of housing with more direct freeway access and commercial development that provide more local employment opportunities. According to the VMT Assessment (Caltrans 2023), all Build Alternatives would result in a decrease in overall VMT by 0.02 percent within 10 miles and by 0.01 percent within 15 miles of the Project (Caltrans 2023). The VMT analysis results are presented in Table 3.4.3-1. Therefore, all Build Alternatives would not lead to an overall increase in VMT.

Table 3.4.3-1 Vehicle Miles Traveled Analysis

	No-Build Alternative	Build Alternative
10-Mile Boundary		
Vehicle Miles Traveled (VMT)	15,107,099	9,847,103
Population	371,722	371,722
Employment	114,840	114,840
VMT per Service Population	20.24	20.24
15-Mile Boundary		
VMT	24,043,550	24,013,366
Population	1,009,413	1,009,413
Employment	369,213	369,213
VMT per Service Population	17.44	17.42

Source: (Caltrans 2023)
Notes:
[a] = Modeled using the City of Yucaipa Travel Demand Forecasting Model, developed from the 2040 San Bernardino County Transportation Analysis Model, with future land use assumptions determined through Delphi Panel discussions.
[b] = All land-use reallocations were made within 5 miles of the Project; therefore, the population and employment summarized within a 10- and 15-mile boundary are identical in both scenarios (No-Build Alternative and Build Alternative).
[c] = Vehicle Miles Traveled (VMT) values presented in this table represent daily vehicle miles traveled.

3.4.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are proposed.

3.5 WILDFIRE

3.5.1 Regulatory Setting

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the "CEQA Checklist" for the inclusion of questions related to fire hazard impacts for projects located 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.

3.5.1.1 Affected Environment

The Project Design Footprint is located within very high, high, and moderate fire hazard severity zones (FHSZ) within a local responsibility area (LRA), and within very high FHSZs within a State Responsibility Area (SRA) (California Department of Forestry and Fire Protection 2025).

The City has an Emergency Operations Plan that "provides a comprehensive, single source of guidance and procedures for the City to prepare for and respond to extraordinary emergency situations associated with natural disasters or human-caused emergencies that produce situations requiring coordinated response" (City of Yucaipa 2012). The City also has a Local Hazard Mitigation Plan that "provide[s] a strategic road map to assist the City of Yucaipa to become more resilient to hazards" (City of Yucaipa 2022).

3.5.1.2 Environmental Consequences

Construction Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, no construction activities would occur, and emergency response, evacuation, and the fire hazard risk in the Project Design Footprint would not be impacted.

Build Alternatives (Alternatives 2, 3, and 4)

The use of construction equipment in and around vegetated areas could increase the potential for wildfire ignition. However, Measure **UT-3** would be implemented to protect the public and the environment from the potential risk of fires and worker health and safety by creating defensible spaces around active construction sites and maintain firefighting equipment in construction areas. Further, if evacuation were to occur during construction, a Transportation Management Plan, per Measure **TR-1**, would provide notifications and instructions for rapid response or evacuation. These impacts would be considered less than significant. No mitigation is required.

Operational Impacts

No-Build Alternative (Alternative 1)

Under the No-Build Alternative, the Wildwood Canyon Road interchange would not be constructed, and Wildwood Canyon Road and Calimesa Boulevard would not be improved. Therefore, there would be no impact on emergency response or evacuation, and the fire hazard risk in the Project Design Footprint would not change.

Build Alternatives (Alternatives 2, 3, and 4)

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. All Build Alternatives would include the extension of new roadways or other infrastructure through an area that is subject to high fire risk. However, all Build Alternatives would improve emergency vehicle access and provide additional evacuation routes for the surrounding community through establishing a new interchange connection to I-10. Once constructed, all Build Alternatives would provide wildfire-related benefits through increasing paved surfaces, which would function as a firebreak, and increasing evacuation capacity. The Project would also increase pave surfaces, which could increase runoff and result in an increased risk of post-fire flooding or mudslides. All Build Alternatives would include the construction of post-construction treatment areas to control stormwater runoff. These impacts are considered less than significant. No mitigation is required.

3.5.1.3 Avoidance, Minimization, and/or Mitigation Measures

The following measures are proposed:

TR-1 During the final design phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following:

- Traffic controls.
- Transportation demand management.
- Public awareness measures (including signing, mailers, brochures, newspaper articles, and internet resources).
- Motorist information strategies.
- Incident management.

UT-3 The construction contractor will perform the following tasks:

a. Coordinate with CALFIRE and local fire departments to identify and maintain defensible spaces around active construction areas.

b. Coordinate with CALFIRE and local fire departments to identify and maintain firefighting equipment (e.g., extinguishers, shovels, water tankers) in active construction areas.

c. Post emergency services phone numbers (i.e., fire, emergency medical, and police) in visible locations in all active construction areas.

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3.6 CUMULATIVE IMPACTS

3.6.1 Regulatory Setting

Under CEQA (Guidelines Section 15355), “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Cumulative impacts to 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.

CEQA Guidelines Section 15130 describes when a cumulative impacts analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts.

3.6.2 Resources Considered for Cumulative Impact Analysis

As specified in Caltrans *Change to Effect Analysis under National Environmental Policy Act and Instructions on Cumulative Impact Analysis under California Environmental Quality Act Interim Guidance* (Caltrans 2025), all resources for which the project’s impacts are less than significant with mitigation or significant must be included in the cumulative impact analysis. For those resources that are less than significant, the project’s impact and the existing cumulative condition must be considered. The more acute the existing cumulative condition, the more consideration should be given to include that resource in a cumulative impact analysis even if the project’s individual impact to that resource is less than significant.

The following discussion of cumulative impacts is presented by resource. Past, present, and reasonably foreseeable projects considered in this analysis are presented in Table 2.2.1-3, Planned Projects, and Figure 2.2.1-11, Planned Projects, in Section 2.2.1, *Existing and Future Land Use*. There are 64 projects that are built, approved, under construction, and proposed within the Community Impact Study Area, which consists of the census tracts that overlap the Project Design Footprint.

Project construction is anticipated to start as early as 2026 and last approximately four years. Based on available information, the Project Design Footprint overlaps with the Interstate 10 (I-10) Eastbound (EB) Truck Climbing Lane (TCL) Project (EA 1F760). By the time construction begins for the Project, the I-10 EB TCL improvements are anticipated to be in place. However, several of the listed projects in Table 2.2.1-3, Planned Projects, in Section 2.2.1, *Existing and Future Land Use*, do not have an identified construction schedule and their construction schedules could overlap with that of the Project. Therefore, there is a potential for cumulative temporary construction impacts resulting from the concurrent execution of multiple projects within the various cumulative study resource areas.

Table 3.6.2-1 lists resources that have not been carried forward for a detailed cumulative impact analysis and a brief explanation of why.

Table 3.6.2-1. Resources Not Carried Forward for a Detailed Cumulative Impact Analysis

Resource	Explanation Excluded from Detailed Cumulative Impact Analysis
Agriculture and Forestry Resources	No permanent loss of conversion of important farmland.
Cultural Resources	No recorded cultural resources were identified within the Area of Potential Effect.
Energy	Project construction and operations would not result in the wasteful, inefficient, or unnecessary consumption of energy resources.
Geology and Soils	Project construction and operations would not contribute to a cumulatively considerable impact related to geology and soils.
Hazards and Hazardous Materials	Project construction and operations would not contribute to a cumulatively considerable impact related to hazards and hazardous materials.
Hydrology and Water Quality	Project would not violate any water quality standards, substantially alter drainage patterns, or conflict with a water quality plan.
Land Use and Planning	No impacts on land use and planning.
Mineral Resources	No impacts on mineral resources.
Noise	Construction noise would cease upon completion of the Project. Permanent noise impacts would be barely perceptible.
Public Services	Project construction and operations would not contribute to a cumulatively considerable impact related to public services.
Recreation	No impacts on recreation.
Transportation	Project construction and operations would not contribute to a cumulatively considerable impact related to transportation.
Tribal Cultural Resources	Project construction and operations would not contribute to a cumulatively considerable impact on tribal cultural resources.
Utilities and Service Systems	Project construction and operations would not contribute to a cumulatively considerable impact on utilities and service systems.
Wildfire	Project construction and operations would not contribute to a cumulatively considerable impact related to wildfire.

Table 3.6.2-2 lists all resource areas that are being carried forward for a detailed cumulative impact analysis and a brief explanation of why.

Table 3.6.2-2. Resources Carried Forward for a Detailed Cumulative Impact Analysis

Resource	Reason Included in Detailed Cumulative Impact Analysis
Air Quality	Existing nonattainment conditions and regionally cumulative air pollutant emissions.
Aesthetics	Temporary and permanent impacts on trees, including oak woodlands, and impacts to existing views.
Biological Resources	Temporary and permanent impacts on oak woodlands, jurisdictional waters, and State listed species.
Greenhouse Gas Emissions	Permanent impacts on greenhouse gas emissions during operations.
Population and Housing	Build Alternatives could influence development patterns and contribute incrementally to cumulative population and housing conditions.

3.6.3 Resource-by-Resource Cumulative Impact Analysis

3.6.3.1 Air Quality

The Resource Study Area (RSA) for air quality is the San Bernardino County portion of the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is designated as nonattainment for ozone (O_3) and fine and coarse particulate matter (PM_{25} and PM_{10}) under state and federal standards, and as a maintenance or attainment area for other criteria pollutants. Air quality in the Basin is heavily influenced by regional growth, vehicle miles traveled (VMT), and basinwide emissions regulated under the SCAQMD's 2022 Air Quality Management Plan (AQMP).

Although the Basin continues to make progress toward meeting air quality standards, it remains in nonattainment for ozone and particulate matter. Regional emissions are expected to change over time due to population growth, increases in VMT, and improvements in vehicle emission factors. The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) assumes transportation-related emissions consistent with regional growth projections and attainment strategies identified in the AQMP. Because air pollutants disperse across jurisdictional boundaries and affect regional populations, the existing cumulative condition is already adverse but improving under the AQMP.

Construction emissions were estimated for each Build Alternative using model default equipment inventories for each construction phase and are provided in Tables 2.3.6-6 (Alternative 2), 2.3.6-7 (Alternative 3), and 2.3.6-8 (Alternative 4) in Section 2.3.6, *Air Quality*. Most of the construction impacts on air quality are short-term in duration and, therefore, would not result in long-term adverse conditions. As discussed in Section 2.3.6, implementation of Measure **AQ-1** through **AQ-14** would reduce air quality impacts resulting from construction activities. The construction contractor would be required to

comply with all applicable SCAQMD rules and regulations to minimize short-term construction emissions, which include Rule 403 (Fugitive Dust Control), Rule 1108 (Cutback Asphalt), and other adopted AQMP emissions controls.

Operational emissions were estimated for each Build Alternative for the Existing Year (2022), Opening Year (2030), and Horizon Year (2050) and are provided in Table 2.3.6-9, in Section 2.3.6, *Air Quality*. All Build Alternatives would result in an increase in particulate matter emissions compared to existing conditions in the Opening Year and Design Year while experiencing a decrease in all other criteria pollutant emissions. Total particulate matter emissions would increase over time, partly due to background growth in VMT from 2022 to 2050, whereas exhaust emission factors tend to decrease in future years. All Build Alternatives would reduce emissions for all criteria pollutants compared to the No-Build Alternative. A hot-spot analysis was performed for localized CO and particulate matter emissions, as discussed further in Section 2.3.6, Air Quality. The Project underwent SCAG's interagency consultation process. The United States Environmental Protection Agency (U.S. EPA) and FHWA issued concurrence that the Project is not a Project of Air Quality Concern on December 3, 2024 (see Appendix F, *Regional Transportation Plan/Federal Transportation Improvement Program*). Air quality conformity will be sought following the selection of the preferred alternative. For the reasons stated above, none of the Build Alternatives would result in a cumulatively considerable increase for any criteria pollutant for which the Basin has nonattainment status. No mitigation is required.

3.6.3.2 Aesthetics

The Project Corridor is the study area for visual impacts and is defined as the area of land that is visible from, adjacent to, and outside the highway right-of-way (ROW) as determined by topography, vegetation, structures, and viewing distance (see Figure 2.2.10-2 in Section 2.2.10, *Visual/Aesthetics*). The corridor includes residential neighborhoods, commercial areas, open space, and roadway infrastructure that contribute to the existing visual character of the region.

The proposed Project is located in the Inland Valleys ecological region of southern California (United States Geologic Survey 2017). The landscape is characterized by defined elevation changes with elevations ranging from approximately 2,000 to 2,400 feet as a result of the area being within an alluvial plain. Landcover within the Project corridor is dominated by semiarid habitats, including rolling oak savannah, grassland, chaparral, and scrub communities. These adjacent vegetation communities continue out past the Project corridor and transition to pine and cedar forest on the slopes of the San Bernardino Mountains over 6 miles to the northeast and eventually to alder, willow, and cottonwood woodlands at higher elevations. Development within the Project corridor has also resulted in the presence of urban landcover (e.g., ruderal vegetation and homes and businesses). The broader cumulative landscape within the Project Corridor is influenced by a mix of ongoing and planned development in Yucaipa and surrounding areas, including roadway improvements, residential growth, commercial expansion, and routine vegetation management along transportation corridors. As a result, the existing cumulative aesthetic condition reflects a setting undergoing steady urbanization and

infrastructure modernization, with varying levels of contrast between natural features and developed environments.

Project implementation would introduce new roadway features, lighting, grading, and vegetation removal that would alter visual conditions within the Project Design Footprint and could degrade the existing visual character and quality of public views of the Project Design Footprint and its surroundings. Aesthetic and landscape measures, including preparation of a hardscape plan (Measure **VIS-1**), lighting plan (Measure **VIS-2**), landscape plan (Measure **VIS-4**) and contouring and grading (Mitigation Measure **VIS-6**) would maintain visual character and minimize visual contrast. Measure **VIS-3** would require consistency with local aesthetic policies and plans and help support a cohesive visual environment across the region. Additionally, tree protection and replacement plans would be implemented (Mitigation Measures **VIS-5** and **BIO-8**) and would preserve and re-establish vegetation that contributes to scenic quality. Additionally, temporary construction areas would be returned to as good a condition or better than the existing conditions at the start of construction under Measure **CIA-2**, and existing native habitats would be restored upon project completion in accordance with Measure **BIO-6**. With incorporation of these measures, the Project would not have the potential to substantially degrade the visual quality of the broader cumulative landscape and would not result in cumulatively considerable aesthetic impacts. No additional mitigation is proposed.

3.6.3.3 Biological Resources

The RSA for biological resources is composed of the Biological Study Area (BSA), the Aquatic Resources Delineation Area and the Listed Species Study Area (see Figure 2.4.1-1 in Section 2.4.1, *Natural Communities*). Several of the past, present, and reasonably foreseeable projects listed in Table 2.2.1-3, Planned Projects, in Section 2.2.1, *Existing and Future Land Use*, occur within this RSA.

While Yucaipa has experienced steady growth, much of the surrounding foothill and open space areas still retain biological value and support native plant communities. Past and ongoing development, roadway improvements, vegetation management, and utility maintenance activities have resulted in localized habitat modification and removal, but these changes have generally occurred in a distributed, incremental manner rather than as large-scale habitat conversion. Regional stressors such as drought, wildfire, and invasive plant species have also influenced vegetation conditions and habitat quality, though native communities remain present throughout portions of the Biological Study Area and adjacent lands.

As discussed in Section 2.4.1, impacts related to natural communities could result as a result of all Build Alternatives. The BSA consists primarily of open space and agricultural land interspersed with commercial/retail uses, the Wildwood Safety Roadside Rest Area, and residential uses along both sides of the freeway corridor. All Build Alternatives would impact up to approximately 1.35 acres of California buckwheat scrub and up to approximately 1.97 acres of California buckwheat scrub (disturbed) (Table 2.4.1-2). Coastal sage scrub communities throughout Southern California,

including California buckwheat scrub and California buckwheat scrub (disturbed), have been impacted by development in substantial amounts and are subject to continued loss as development continues. Within the BSA, these communities are low quality, adjacent to existing development, and do not support listed species. All Build Alternatives would also impact up to approximately 1.14 acres (Alternatives 2 and 4) or approximately 1.17 acres (Alternative 3) of coast live oak woodland (Table 2.4.1-2). The construction contractor would be required to comply with Caltrans Standard Special Provisions for invasive species control (Measure **BIO-5**) and temporary impact areas would be restored in accordance with a Habitat Restoration Plan (Measure **BIO-6**). With implementation of general avoidance and minimization measures (i.e., Measures **BIO-1** through **BIO-7**), and Mitigation Measure **BIO-8** (Section 2.4.1, *Natural Communities*), none of the Build Alternatives would result in cumulative loss of oak tree individuals or coast live oak woodland habitat, as planting of new oak trees would convert non-native/ disturbed vegetation communities to coast live oak woodland.

As detailed in Table 3.6.2-2, all Build Alternatives would result in temporary and/or permanent impacts on jurisdictional waters, including non-wetland waters of the U.S., California Department of Fish and Wildlife (CDFW) streambed, and CDFW riparian habitat (mule fat thickets). All Build Alternatives would not impact any wetlands. Consultation with regulatory agencies would occur prior to construction. Mitigation Measure **WET-1** would be implemented to avoid and minimize impacts to jurisdictional waters and ensure no net loss of aquatic resources occurs.

All Build Alternatives would have no effect on any federally listed species (endangered, threatened, or proposed) and would not impact any special-status plant species. Section 2.4.3, *Animal Species*, indicates that all Build Alternative could result in impacts to a range of various special-status animal species, including bat species, golden eagle, coastal western whiptail, coast horned lizard, loggerhead shrike, northwestern San Diego pocket mouse, southern grasshopper mouse, Los Angeles pocket mouse, American badger, and migratory birds. Measures **BIO-1** through **BIO-6** and **BIO-9** through **BIO-11** would avoid or minimize impacts on these animal species. As described in Section 2.4.5, all Build Alternatives could potentially impact the Crotch's bumble bee, which is a candidate species for California Endangered Species Act (CESA) listing. Measures **BIO-12** and **BIO-13** would require pre-construction surveys and avoidance of the Crotch's bumble bee, respectively. Mitigation Measure **BIO-14** would require an incidental take permit be sought if Crotch's bumble bee is detected during pre-construction surveys. The incidental take permit would quantify and provide appropriate mitigation for impacts on Crotch's bumble bee habitat at a ratio comparable to the level of impact. If the Crotch's bumble bee is no longer a candidate for listing or does not become listed under the CESA prior to construction, then Measures **BIO-12** through **BIO-14** (Section 2.4.5, *Threatened and Endangered Species*) would not be required. In addition, species-specific measure **BIO-15** would require pre-construction surveys within 500 feet of suitable southwestern willow flycatcher or least Bell's vireo foraging habitat to ensure that the Project would not impact these species.

With the implementation of Caltrans Standard Specifications Measures **BIO-1** through **BIO-15** and **WET-1**, none of the Build Alternatives would result in significant and unavoidable impacts related to biological resources. Although other development projects in the RSA could result in similar effects related to sensitive biological resources, these projects would be discretionary actions and subject to project-specific environmental review, they would be required to incorporate measures to reduce impacts related to biological resources. Therefore, the Project is not anticipated to result in cumulative impacts on biological resources. No additional mitigation is proposed.

3.6.3.4 Greenhouse Gas Emissions

An individual project does not generate enough greenhouse gas (GHG) emissions to influence global climate change significantly. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of GHGs.

The RSA for GHG emissions is the South Coast Air Basin (Basin). The analysis of GHG emissions provided in Section 3.3, *Climate Change*, is a cumulative analysis in that it considers the emissions of traffic generated by existing and future planned land uses and the effects of other future planned transportation improvements within the Basin.

GHG emissions for the Project were divided into those produced during construction and those during operation, as discussed further in Section 3.3. Construction-period GHG emissions for all Build Alternatives would range from 5,284 to 5,846 metric tons of CO_2e over the construction period. Although construction activities are temporary, these emissions could have long-term impacts. The Project would minimize these impacts through implementation of measures **GHG-3**, **TR-1**, **AQ-5**, **AQ-8**, and **AQ-12**. In addition, Caltrans Standard Specifications (e.g., Sections 7-1.02A/C and 14-9.02), require contractor compliance with air quality laws and California Air Resources Board emissions regulations, including idling restrictions and equipment-based controls.

Primarily due to new residential and non-residential developments that are occurring within the vicinity of the I-10 Wildwood Canyon Road interchange, VMT and related GHG emissions would increase in the future, at Opening Year 2030 and Horizon Year 2050, under all Build Alternatives and No-Build Alternative when compared to Existing Conditions. The Build Alternatives would result in less operational GHG emissions compared to the No-Build Alternative in both the Opening Year 2030 and Horizon Year 2050. However, all alternatives would increase GHG emissions in the Opening Year 2030 and Horizon Year 2050 compared to Existing Conditions. Therefore, the Project would constitute a significant Project impact. Mitigation Measures **GHG-1**, **GHG-2**, and **GHG-4** would be implemented to reduce operational greenhouse gas emissions to the extent feasible through project design features and energy-efficient improvements. However, as GHG emissions are inherently global in nature, this significant Project impact would result in cumulatively considerable GHG emissions for the Build Alternatives.

3.6.3.5 Population and Housing

The RSA for population and housing is the Growth Study Area (see Section 2.2.5, *Growth*). As discussed in Section 2.2.5, *Growth*, this RSA is experiencing a high level of growth pressure. All Build Alternatives would influence the location, type, and rate of growth in the Growth Study Area compared to the No-Build Alternative. All Build Alternatives could result in an incremental contribution to population and housing in combination with the past, present, and reasonably foreseeable projects listed in Table 2.2.1-3, Planned Projects (Section 2.2.1, *Existing and Future Land Use*). The Growth Study Area and surrounding region have experienced steady, planned development over the past several decades as Yucaipa continues to transition from a predominantly semi-rural community to a more suburban community with established residential neighborhoods, commercial centers, and supporting infrastructure.

A proposed interchange for Wildwood Canyon Road is included in the *Yucaipa General Plan* (City of Yucaipa 2016) and the *Yucaipa Freeway Corridor Specific Plan* (City of Yucaipa 2008). The area immediately surrounding the proposed interchange is largely undeveloped land. All Build Alternatives would support the planned economic development of Yucaipa by providing additional freeway access for future development of this land. Future development within the Growth Study Area would be required to comply with all applicable local, state, and federal regulations, including CEQA and local land use planning and zoning regulations. Future developers would be required to implement avoidance, minimization, and mitigation measures, which would help reduce growth-related impacts within the population and housing RSA. All Build Alternatives would not induce substantial unplanned population growth beyond what is already planned in the Project Design Footprint. Further, the Project would not displace a substantial number of existing people or housing. Therefore, none of the Build Alternatives would result in a cumulatively considerable impact on population and housing. No additional mitigation is proposed.

3.7 CEQA ENVIRONMENTAL CHECKLIST

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed Project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

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

3.7.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

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

CEQA Significance Determinations for Aesthetics

This section was prepared using information from the Visual Impact Assessment prepared for the Project (Caltrans 2023a). The Project Corridor includes the central portion of the Project Design Footprint as well as the surrounding area that encompasses all Visual Assessment Units and Key Viewpoints (KVs).

a) Less Than Significant

Visual impacts on the City of Yucaipa's (City) locally designated scenic corridor, Wildwood Canyon Road, would be minimal as the Project would transform the roadway to be consistent with the *Yucaipa General Plan* (City of Yucaipa 2016) and the Yucaipa Freeway Corridor Specific Plan (FCSP, (City of Yucaipa 2008)). The scale of the new overcrossing and elevated interchange at Wildwood Canyon Road and the I-10 on- and off-ramps would result in new forms and dominance within the views of the Project Study Area. Visual impacts to the City of Yucaipa locally designated scenic corridor, Wildwood Canyon Road, would be minimal as the proposed Project would make the roadway consistent with the City's General Plan and Specific Plan. Additionally, the new segment of Wildwood Canyon Road through the hillside and connecting to the overcrossing would provide additional views of the area and surrounding hillsides north and south of I-10, creating more scenic views from the locally designated scenic corridor. Existing structures and vegetation within the Hillcrest Mobile Home Estates block most views of the surrounding areas from within the private and not publicly accessible community. The new segment of Wildwood Canyon Road through the hillside and connecting to the overcrossing would provide additional scenic views of the area and surrounding hillsides north and south

of Interstate 10 (I-10). These impacts are considered less than significant. No mitigation is required.

b) No Impact

The Project Design Footprint is not located within a designated or eligible State Scenic Highway as identified by the California Scenic Highway Mapping System (Caltrans n.d.). None of the Build Alternatives would damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. There would be no impact.

c) Less Than Significant with Mitigation Incorporated

Community residents, recreational users, and highway users traveling along the Project Corridor would be exposed to construction equipment and materials, staging areas, temporary roadside barriers, construction and detour signage, in addition to other construction activities and vegetation removal. However, construction activities would be short-term and cease upon Project completion. Additionally, temporary construction areas, including temporary construction easements (TCEs) and staging areas, would be returned to as good a condition or better than the existing conditions at the start of construction under Measure **CIA-2**. Additionally, any temporarily impacted areas that contain existing native habitats would be restored upon project completion in accordance with Measure **BIO-6**.

All Build Alternatives would not substantially degrade the visual character or quality of the Project Design Footprint or its surroundings. The overall change to visual resources and views as a result of all Build Alternatives would be generally positive or neutral (Caltrans 2023a). Further, the Project would be designed in conformance with all applicable zoning regulations outlined in the City's Municipal Code and policies identified in the *Yucaipa General Plan* (City of Yucaipa 2016) and FCSP (City of Yucaipa 2008) to maintain the visual character and quality within the Project Design Footprint. Up to 95 mature trees could be removed during construction depending on the Build Alternative. The City of Yucaipa Oak Tree Conservation Ordinance (Yucaipa Development Code Section 89.0501) provides provisions that outline mitigation for impacts to oak trees and requires a permit for any work involving oak trees. Measure **BIO-7** would require an oak tree permit, and Mitigation Measure **BIO-8** includes a proposed compensatory mitigation ratio for oak trees, which is subject to the oak tree permit conditions and final design. Additionally, a tree protection plan would be prepared under Mitigation Measure **VIS-5** to mitigate impacts to trees.

The implementation of Measures **VIS-1** through **VIS-4**, would further maintain the existing visual character of the Project Design Footprint. For example, Measure **VIS-4** would require the preparation of a highway landscape plan during final design that would identify all opportunities to use areas within State right-of-way (ROW) for full landscaping and be approved by the Caltrans District 8 Landscape Architect. Mitigation Measure **VIS-6** would require grading to use land forming also known as

Contour Grading and Slope rounding for all earthwork to help visually integrate construction activities into the rural setting and mitigate potential impacts. The Project would not conflict with applicable zoning and other regulations governing scenic quality. These impacts are considered less than significant with mitigation incorporated.

d) Less Than Significant

The Project would introduce new sources of lighting throughout the Project Design Footprint that would result in light impacts on motorists and non-motorists traveling along the Project Corridor. New permanent light sources would consist of traffic signal lighting and overhead roadway lighting associated with the proposed realignment of Calimesa Boulevard, new overcrossing over I-10, two new elevated intersections at the northern and southern ends of the overcrossing, the new segment of Wildwood Canyon Road curving around the hillside to connect to the overcrossing, new on- and off-ramps for both westbound (WB) and eastbound (EB) I-10, and the elevated I-10 EB on-ramp along the southern edge of the Wildwood Safety Roadside Rest Area (SRRA). Additionally, the overcrossing over I-10 and Calimesa Boulevard would result in new shadows. Measure **VIS-2** would be implemented requiring a lighting plan that would reduce glare and excessive light production during Project operations. This lighting plan would include specific lighting fixtures that would minimize glare on adjacent properties and into the night sky, and lighting that would be shielded with non-glare hoods and focused within the Project ROW. These impacts are considered less than significant. No mitigation is required.

The following avoidance and minimization measures are proposed:

VIS-1 **Hardscape Plan.** During final design, the City of Yucaipa will prepare a plan to implement an attractive bridge, medians, retaining walls, and other aesthetic hardscapes. This plan will be prepared consistent with the I-10 EB Truck Climbing Lane aesthetics, the *Caltrans I-10 Corridor Master Plan*, *Riverside County* and applicable goals and policies in the *Yucaipa General Plan* (City of Yucaipa 2016) and applicable specific plans. All designs are required to comply with Caltrans safety requirements and other pertinent standards. To deter graffiti, textures will be included on walls, surfaces, barriers and bridges. Special architectural details and aesthetic treatments that promote regional identity in terms of material, color, texture, and pattern are encouraged to be incorporated into the project and shall be reviewed and approved by the City and the Caltrans District 8 Landscape Architect.

VIS-2 **Lighting Plan.** During final design, lighting fixtures would be selected to minimize glare on adjacent properties and into the night sky. Lighting would be shielded with non-glare hoods and focused within the project ROW. The lighting plan would be reviewed and approved by the City

Resident Engineer and the Caltrans District 8 Landscape Architect prior to construction to ensure compliance with these criteria.

VIS-3 **Yucaipa General Plan and Freeway Corridor Specific Plan.** During final design, the City Resident Engineer would verify that design elements are consistent with the vision for the City regarding aesthetic enhancements, scenic corridors, landscaping, streetscapes, materials, and colors.

VIS-4 **Landscape Plan.** During final design, a highway landscape plan shall be prepared that identifies all opportunities to use areas within the State ROW for full landscaping consistent with the *Caltrans Highway Design Manual*, the *Project Development Procedures Manual*, the *Caltrans District 8 - Interstate 10 Corridor Master Plan*, *Riverside County*, and with guidance and approval by the Caltrans District 8 Landscape Architect. This would include landscaping for graded areas with plant species consistent with adjacent vegetation, and enhancement of new project features to the extent feasible. For reference, the *Visual Impact Assessment for I-10 EB TCL Improvement Project,* page 24, states: This plan would incorporate all applicable procedures and requirements detailed in the *Caltrans Highway Design Manual*, Section 902.1, Planting Guidelines (December 2020), and policies of the *Yucaipa General Plan* (City of Yucaipa 2016) and Municipal Code as applicable. During final design, the Caltrans District 8 Landscape Architect would verify that the design minimizes removal of existing mature trees. If removal of mature trees cannot be avoided, additional landscape improvements would be incorporated into the final design for these areas. In the event that trees from the Caltrans Rehabilitation Project are removed as a result of the project, the trees would be replaced at a ratio, size, and location as determined by the Caltrans District 8 Landscape Architect.

BIO-6 **Temporary Impact Restoration.** During construction, the City's Resident Engineer or designated contractor will ensure that any temporarily impacted areas that contain existing native habitats be restored upon Project completion. Restoration will include revegetating the temporarily impacted communities with cuttings, hydroseeding, and/or container stock upon Project completion. A Habitat Restoration Plan will be developed that includes restoration implementation guidance, maintenance and monitoring requirements, and performance standards. Performance standards will require that the restored areas not support perennial invasive species (those rated as high or moderate on the California Invasive Pest Council inventory) and exhibit a minimum of 80 percent native cover relative to an unimpacted reference site adjacent to the Project Design Footprint.

BIO-7 **Oak Tree Permit.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that an oak tree report be prepared and submitted to the City of Yucaipa's Community Development Department

for review. The oak tree report will include information on the oak trees that would be impacted, including location, diameter of trunk, diameter of canopy, height, and the health and condition of the subject oak trees. In addition, a site plan map must be submitted during the City's application process to obtain an oak tree permit. The oak tree report will include the site plan map to show proposed grading and construction areas, oak tree locations, and the exact location of the dripline of any oak trees. Oak trees will not be removed until an oak tree permit from the City of Yucaipa has been obtained.

CIA-2 Temporary construction areas, including temporary construction easements and staging areas, will be returned to as good a condition or better than the existing conditions at the start of construction.

The following mitigation measures are proposed:

VIS-5 **Tree Protection Plan.** During final design, a Tree Protection Plan will be prepared and implemented to minimize damage to native trees. Trees shall be protected at their drip zone with temporary fencing where feasible. All trees over two inches caliper at six inches from ground shall be identified in the plan. Temporary fencing will be added along the perimeter of the construction area.

VIS-6 **Contour Gradings.** Grading shall use land forming also known as Contour Grading and Slope rounding for all earthwork to help visually integrate construction activities into the rural setting.

BIO-8 **Oak Tree Replacement.** During and after construction, the City's Resident Engineer will ensure that compensatory mitigation will be implemented to address effects to oak trees (excluding California scrub oaks) consistent with the City's most current adopted resolution for Oak Tree Preservation (Resolution No. 96-03). It is anticipated that mitigation will be implemented to address effects to oak trees (excluding California scrub oaks) with trunk sizes above 8 inches in diameter at breast height (dbh) and will involve replacement on-site at a mitigation-to-effect ratio of 3:1. For heritage oaks (oaks with a greater than 36-inch dbh), it is anticipated that a mitigation-to-effect ratio will be 6:1, if feasible. If the replacement trees cannot be planted in the immediate vicinity of where the previous trees were located, they may be planted elsewhere in the Project Design Footprint. Any replacement trees from a nursery must be coast live oak (*Quercus agrifolia*). Other oak tree varieties must be approved in advance by the City of Yucaipa Community Development Department. All relocated or replaced trees will be monitored and maintained by a qualified biologist for five years or until the plants have become fully established and can survive without supplemental irrigation.

3.7.2 Agriculture and Forestry Resources

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

Would the project:

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

CEQA Significance Determinations for Agriculture and Forestry Resources

This section was prepared using information from the Community Impact Assessment prepared for the Project (Caltrans 2025a). The Community Impact Study Area was limited to the census tracts that overlap with and are immediately adjacent to the Project Design Footprint.

a) Less Than Significant Impact

According to the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (DOC n.d.a), the Community Impact Study Area includes

important farmland. The land south of the Project Design Footprint's western portion and east of the Live Oak Canyon Road/Oak Glen Road Interchange is identified as prime farmland and unique farmland. There is no unique farmland or farmland of statewide importance within the Project Design Footprint.

During construction, all Build Alternatives would temporarily impact a sliver of prime farmland (approximately 0.7 acre) located at the Live Oak Canyon Pumpkin Patch and Christmas Tree Farm (adjacent to the Live Oak Canyon Road EB on-ramp). A portion of this important farmland serves as a parking lot for the farm (Live Oak Canyon Pumpkin Patch and Christmas Tree Farm n.d.). Measure **CIA-2** would require temporary construction areas to be returned to as good a condition or better than the existing conditions at the start of construction. The Live Oak Pumpkin Patch and Christmas Tree Farm would continue to operate along the Live Oak Canyon Road EB on-ramp during construction. All Build Alternatives would not result in the conversion of prime farmland, unique farmland, or farmland of statewide importance to non-agricultural use. These impacts are considered less than significant. No mitigation is required.

b) No Impact

No lands within the Community Impact Study Area are designated or zoned for agricultural use. There are no Williamson Act contract lands or agricultural preserve areas within the Community Impact Study Area (DOC n.d.b). There would be no impact.

c, d) No Impact

There are no forest lands or timberlands located within the Community Impact Study Area (California Department of Fish and Wildlife [CDFW] n.d.). Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, nor would the Project result in the loss of forest land or conversion of forest land to non-forest use. There would be no impact.

e) No Impact

The Project would not result in the conversion of farmland to non-agricultural use or of forest land to non-forest use. There would be no impact.

The following avoidance and minimization measure is proposed:

CIA-2 Temporary construction areas, including temporary construction easements and staging areas, will be returned to as good a condition or better than the existing conditions at the start of construction.

3.7.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less Than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact

CEQA Significance Determinations for Air Quality

This section was prepared using information from the Supplemental Air Quality Report prepared for the Project (Caltrans 2026a).

a) No Impact

The Project is located within the San Bernardino County portion of the South Coast Air Basin (Basin), which falls under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As a federally designated nonattainment area for ozone and $PM_{2.5}$, the Basin is subject to emission reduction requirements under the Clean Air Act. The SCAQMD's 2022 Air Quality Management Plan (AQMP), adopted on December 2, 2022, outlines strategies to achieve attainment for particles with a diameter of 2.5 micrometers and smaller ($PM_{2.5}$), ozone (O_3), and lead, while maintaining standards for carbon monoxide (CO), nitrogen dioxide, and particles of 10 micrometers or smaller (PM_{10}). These strategies incorporate regional growth projections from the Southern California Association of Governments (SCAG) and are designed to accommodate transportation-related emissions consistent with SCAG's approved 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, SCAG 2024).

The Project's inclusion in the conforming RTP/SCS with RTP Identification (ID) #4M04033, which received a federal conformity determination from the Federal Highway Administration (FHWA) and the Federal Transit Administration on May 10, 2024, ensures that its long-term operational emissions are accounted for in the AQMP. During construction, the Project would comply with all applicable SCAQMD rules, including Rule 403 (Fugitive Dust) and Rule 1108 (Cutback Asphalt) per Caltrans Standard Specification 14-9. Based on its consistency with the RTP/SCS,

adherence to AQMP rules, and incorporation of standard Caltrans construction air pollution minimization measures, the Project would not conflict with or obstruct the region's air quality plan. There would be no impact.

b) Less than Significant

The Project is located in a maintenance area (federal) for CO, a non-attainment area (federal and state) for $PM_{2.5}$, and a non-attainment area (state) and maintenance area (federal) for PM_{10} (see Table 2.3.6-1, State and Federal Criteria Air Pollutant Standards and Status, in Section 2.3.6, *Air Quality*). As discussed above in Response 3.7.3 (a), the Project would be consistent with the 2022 AQMP, which is intended to bring the Basin into attainment for all criteria pollutants.

Construction emissions were estimated for each Build Alternative using model default equipment inventories for each construction phase and are provided in Tables 2.3.6-6 in Section 2.3.6, *Air Quality*. Most of the construction impacts on air quality are short-term in duration and, therefore, would not result in long-term adverse conditions. As discussed in Section 2.3.6, implementation of Measure **AQ-1** through **AQ-14** would reduce air quality impacts resulting from construction activities. The construction contractor would be required to comply with all applicable SCAQMD rules and regulations to minimize short-term construction emissions, which include Rule 403 (Fugitive Dust Control), Rule 1108 (Cutback Asphalt), and other adopted AQMP emissions controls.

Operational emissions were estimated for each Build Alternative for the Existing Year (2022), Opening Year (2030), and Horizon Year (2050) and are provided in Table 2.3.6-5, in Section 2.3.6, *Air Quality*. All Build Alternatives would result in an increase in particulate matter emissions compared to existing conditions in the Opening Year and Design Year while experiencing a decrease in all other criteria pollutant emissions. Total particulate matter emissions would increase over time, partly due to background growth in vehicle miles traveled (VMT) from 2022 to 2050, whereas exhaust emission factors tend to decrease in future years. All Build Alternatives would reduce emissions for all criteria pollutants compared to the No-Build Alternative. A hot-spot analysis was performed for localized CO and particulate matter emissions, as discussed further in Section 2.3.6, Air Quality. The Project underwent SCAG's interagency consultation process. The United States Environmental Protection Agency (U.S. EPA) and FHWA issued concurrence that the Project is not a Project of Air Quality Concern on December 3, 2024 (see Appendix F, *Regional transportation Plan/Federal Transportation Improvement Program*). Air quality conformity will be sought following the selection of the preferred alternative. For the reasons stated above, none of the Build Alternatives would result in a cumulatively considerable increase for any criteria pollutant for which the Basin has nonattainment status. These impacts are considered less than significant. No mitigation is required.

c) Less than Significant

Sensitive receptors are children, the elderly, people with asthma, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. Sensitive receptors are typically associated with schools, residential dwellings, daycare centers, hospitals, and senior-care facilities. Sensitive land uses within 2,000 feet of the Project Design Footprint include parks and residences. The closest receptors to the Project Design Footprint are existing residences located adjacent to the Project along Calimesa Boulevard.

During construction, short-term air quality degradation may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction-related activities. In addition, construction vehicles and equipment would be anticipated to release criteria pollutant emissions and toxic air contaminants, such as diesel exhaust particulate matter. Construction activities in the area may also temporarily increase traffic congestion and speeds, resulting in a temporary increase in on-road emissions. These emissions would be limited to the immediate area impacted by construction-related traffic. Fugitive dust and criteria pollutant emissions during construction would be effectively controlled through implementation of Caltrans standard measures as described further in Section 2.3.6, *Air Quality*. The construction contractor would be required to certify that their construction activities comply with the California ARB emission reduction regulations per Caltrans' Standard Specification Section 7-1.02C. As a control on equipment emissions related to diesel exhaust, areas within 500 feet of California ARB-defined sensitive land uses would be identified during final design as no-idle areas where material storage/transfer and equipment maintenance activities are not to occur, where feasible.

Table 2.3.6-5, in Section 2.3.6, *Air Quality*, provides the estimated air quality emissions for each Build Alternative compared to the Existing Conditions (2022), Opening Year (2030), and Horizon Year (2050). Mobile-source air toxics (MSAT) and localized CO and particulate matter (PM) emissions were evaluated. PM emissions would increase in 2030 and 2050 compared to Existing Conditions, but this is mostly due to background growth in VMT because fugitive dust emissions are a function of VMT whereas exhaust emission factors tend to decrease in future years. PM emissions from dust would also carry less health risk compared to diesel PM emissions, which are a known MSAT. CO emissions would decrease in 2030 and 2050 compared to Existing Conditions. Similarly, MSAT emissions would decrease as part of the U.S. EPA's national controls program. Any localized increase in VMT along roadways would be outweighed by better future emission controls. Therefore, the analysis concluded that operational emissions would not result in significant pollutant concentrations at nearby sensitive receptors.

The Project would implement fugitive dust and exhaust control measures during construction and would not have significant long-term operational impacts. Therefore, the Project would not expose sensitive receptors to substantial pollutant

concentrations. These impacts are considered less than significant. No mitigation is required.

d) Less than Significant

This Project would not include any land use types that are typically associated with odors. Odors resulting from construction of the Project are not anticipated to affect a substantial number of people because construction activities would be temporary and intermittent. Potential odor emitters during construction activities include asphalt paving. SCAQMD Rule 1108 limits the amount of volatile organic compounds emissions from cutback asphalt. The Project would comply with SCAQMD rules that include Rule 402 (Nuisance), therefore, no construction activities or materials would result in a significant level of odors adversely affecting a substantial number of people. Furthermore, other emissions of CO, as shown in Table 2.3.6-6, in Section 2.3.6, *Air Quality*, would be less than significant. These impacts are considered less than significant. No mitigation is required.

The following avoidance and minimization measures are proposed:

AQ-1 The construction contractor must comply with Caltrans Standard Specifications, Section 14-9 Air Quality (2022). Section 14-9.02 Air Pollution Control specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

AQ-2 Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.

AQ-3 Soil binder will be spread on any unpaved roads used for construction purposes and on all project construction parking areas.

AQ-4 Trucks will be washed as they leave the right of way as necessary to control fugitive dust emissions.

AQ-5 Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low-sulfur fuel, as required by California Code of Regulations Title 17, Section 93114.

AQ-6 A dust control plan will be developed, documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts on existing communities.

AQ-7 Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.

AQ-8 Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving extended idling by diesel equipment or vehicles will be prohibited to the extent feasible.

AQ-9 Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.

AQ-10 All transported loads of soil and wet material will be covered before transport or adequate freeboard (i.e., space from the top of the material to the top of the truck) will be provided to minimize emissions of dust during transportation.

AQ-11 Dust and mud deposited on paved public roads due to construction activity and traffic will be promptly and regularly removed to reduce particulate matter (PM) emissions.

AQ-12 To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

AQ-13 Mulch will be installed, or vegetation planted as soon as practical after grading to reduce windblown PM in the area.

AQ-14 ACM and lead-based paint content shall be sampled and analyzed for structures, including buildings, that will be disturbed by the proposed Project. The sampling work shall be conducted prior to any demolition or disturbance activity and prior to the completion of the Plans, Specifications and Estimate phase. The ACM survey shall be conducted in conformance with the EPA National Emission Standard for Hazardous Air Pollutants, 40 CFR Part 61 and SCAQMD Rule 1403.

3.7.4 Biological Resources

Would the project:

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

CEQA Significance Determinations for Biological Resources

This section was prepared using information from the Natural Environment Study (Minimal Impacts) (NES[MI]) prepared for the Project (Caltrans 2023b).

a) Less Than Significant with Mitigation Incorporated

Non-Listed Special-Status Plant Species

As discussed in Section 2.4.3, *Plant Species*, a literature review identified 20 non-listed special-status plant species known from the vicinity of the Biological Study Area (BSA; Table 2.4.3-1, Non-Listed Special-Status Plant Species Known from the Vicinity of the Biological Study Area). Of these, the only non-listed special-status plant species with suitable habitat within the BSA are the Parry's spineflower (*Chorizanthe parryi*) and mesa horkelia (*Horkelia cuneata ssp. puberula*). Following

field surveys, Caltrans determined these species to be absent from the BSA and no other special-status plant species were observed. There would be no impact.

Non-Listed Special-Status Animal Species

As described in Section 2.4.4, *Animal Species*, a literature review identified 24 special-status animal species known from the vicinity of the BSA and Listed Species Study Area (Table 2.4.4 1. Non-Listed Special-Status Animals Known from the Vicinity of the Biological Study Area). Of these, the following non-listed special-status animal species were identified as potentially occurring within the BSA.

- golden eagle (*Aquila chrysaetos*):
- pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), and western yellow bat *(Lasiurus xanthinus)*
- Migratory birds protected by the Migratory Bird Treaty Act and California Fish and Game Code Section 3503
- Other special-status species, including coastal western whiptail *(Aspidoscelis tigris stejnegeri)*, coast horned lizard *(Phrynosoma blainvillii coronatum)*, loggerhead shrike *(Lanius ludovicianus)*, northwestern San Diego pocket mouse *(Chaetodipus fallax fallax)*, southern grasshopper mouse *(Onychomys torridus ramona)*, Los Angeles pocket mouse *(Perognathus longimembris brevinasus)*, and American badger *(Taxidea taxus)*.

Caltrans Standard Specifications 14-6 and the general measures identified in Section 2.4.1, *Natural Communities* (i.e., Measures **BIO-1** through **BIO-6**) would avoid and minimize impacts on these species and their habitat. In addition, Measure **BIO-9** would require pre-construction bat surveys of the Wildwood Wash and Yucaipa Creek culverts. If an active bat maternity roost is detected, a bat management plan would be prepared and appropriate avoidance and minimization measures would be implemented including limiting work to daytime hours and implementing temporary exclusion devices (Measure **BIO-10**). In addition, pre-construction nesting bird surveys would be conducted in accordance with Measure **BIO-11**. Should nesting birds be found, an exclusionary buffer would be established by the biologist in accordance with Caltrans Standard Specifications. These impacts are considered less than significant. No mitigation is required.

Threatened and Endangered Species

In total, 23 federally and/or State-listed species are known to occur in the vicinity of the Project (see Table 2.4.5-1, Threatened and Endangered Species Known from the Vicinity of the Biological Study Area/Listed Species Study Area [LSSA], in Section 2.4.5, *Threatened and Endangered Species*). Caltrans determined that the Project would have No Effect on any federally listed species in accordance with

Federal Endangered Species Act Section 7. The remainder of this section is limited to discussing impacts on State-listed species.

Potential habitat for the following State-listed species was judged present within the BSA and LSSA: slender-horned spineflower (*Dodecahema leptoceras*), Swainson's hawk (*Buteo swainsoni*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), Crotch's bumble bee (candidate species; *Bombus crotchii*), and mountain lion (candidate species; *Puma concolor*). Caltrans Standard Specifications 14-6 and Measures **BIO-1** through **BIO-6** would avoid and minimize impacts on these species and their habitat. In addition, Measures **BIO-7** and **BIO-8** would minimize impacts on suitable habitat for mountain lions.

Potentially suitable burrowing owl (*Athene cunicularia*) habitat was identified within the 500-foot LSSA. However, following a Habitat Assessment of the LSSA, which included focused surveys, no burrowing owl or sign (burrows, scat, feathers) were observed within the LSSA. Burrowing owls are considered absent from the BSA and LSSA at this time. However, Measure **BIO-16** would be implemented requiring pre-construction surveys prior to construction to ensure impacts are avoided and no take of active burrowing owl nests would occur.

All Build Alternatives could potentially result in take of Crotch's bumble bee should the species become listed or remain listed as a candidate species prior to construction. As discussed above, general biological resources Measures **BIO-1** through **BIO-6** and species-specific Measures **BIO-12** and **BIO-13** are proposed, requiring surveys and avoidance, where feasible. Should avoidance not be feasible, a State take determination would be sought following completion of focused surveys, which would be conducted prior to construction of Phase 1. The incidental take permit would quantify and provide appropriate mitigation in consultation with the CDFW in accordance with Mitigation Measure **BIO-14**. Pre-construction surveys would also be conducted within suitable habitat of least Bell's vireo (*Vireo bellii pusillus*) in accordance with Measure **BIO-15**. These impacts are considered less than significant with mitigation incorporated.

b) Less Than Significant with Mitigation Incorporated

The BSA supports 17 different vegetation communities and land covers with the predominant land cover identified as Developed/Ornamental. Six special-status natural communities and one riparian habitat were identified within the BSA, including California buckwheat scrub, California buckwheat scrub (disturbed), coast live oak woodland, scale broom scrub, black willow woodland, black willow/tree of heaven woodland, and mule fat thickets (riparian).

All Build Alternatives would not result in temporary or permanent impacts on scale broom scrub, black willow woodland, or black willow/tree of heaven woodland. However, all Build Alternatives would temporarily impact up to approximately 1.33

acres of California buckwheat scrub, 1.43 acres of California buckwheat scrub (disturbed), 0.87 acres of coast live oak woodland, and 0.13 acres of mule fat thickets as a result of construction access and staging. Up to approximately 0.03 acres of California buckwheat scrub, 0.54 acres of California buckwheat scrub (disturbed), and up to 0.43 acres of coast live oak woodland would be permanently removed within the BSA.

All Build Alternatives' temporary and permanent impacts on California buckwheat scrub, California buckwheat scrub (disturbed), coast live oak woodland, and mule fat thickets would be considered significant.

Measures **BIO-1** through **BIO-5** would minimize and avoid temporary and permanent impacts on special-status natural communities within the BSA. Measure **BIO-6** would require a Habitat Restoration Plan to restore temporarily impacted areas to pre-Project conditions upon Project completion. All Build Alternatives would also require the preparation of an oak tree permit (Measure **BIO-7**) and compensatory mitigation to monitor and maintain relocated or replaced oak trees (Mitigation Measure **BIO-8**), which would mitigate impacts on coast live oak woodland. These impacts are considered less than significant with mitigation incorporated.

c) Less Than Significant with Mitigation Incorporated

No wetlands (marsh, vernal pool, coastal, etc.) were identified within the BSA, therefore none of the Build Alternatives would have adverse effects on state or federally protected wetlands. However, all Build Alternatives would result in temporary impacts on approximately 0.43 acres and permanent impacts on up to approximately 0.03 acres of non-wetland waters of the U.S. subject to jurisdiction of the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB). All Build Alternatives would also result in temporary impacts on up to approximately 0.76 acres of streambed and 0.13 acres of riparian habitat (mule fat thickets) and permanent impacts on up to approximately 0.10 acres of streambed subject to CDFW jurisdiction.

All Build Alternatives would require implementation of Measures **BIO-1** through **BIO-5**, which would minimize and avoid temporary and permanent impacts on jurisdictional aquatic resources within and adjacent to the Project Design Footprint. Implementation of Measures **WQ-1** and **WQ-2**, would protect aquatic resources from indirect water quality impacts during construction.

Loss of waters of the U.S. would be much less than 0.10 acre and would not include wetlands. Therefore, no compensatory mitigation is proposed for loss of waters of the U.S. Temporary impacts would be restored to pre-Project conditions as described in Measure **BIO-6**. A compensatory mitigation ratio of 2:1 for permanent loss of CDFW streambed is proposed (Mitigation Measure **WET-1**). Temporarily impacted CDFW-regulated streambed and riparian habitat would be restored as described in Measure **BIO-6**. These impacts are considered less than significant with mitigation incorporated.

d) Less Than Significant

Wildwood Creek and Yucaipa Creek provide habitat connectivity between undeveloped areas to the north and south of I-10. All Build Alternatives could result in a temporary disturbance on habitat connectivity and wildlife movement within the Yucaipa Creek and Wildwood Creek corridors during construction. However, construction activities would largely avoid both wildlife movement corridors. Wildlife would still have large amounts of open space outside of the Project Design Footprint to use for movement during construction. Further, all Build Alternatives would not result in a permanent reduction or loss of wildlife movement within either of these corridors.

As discussed in Section 3.7.1(d), the Project would introduce new sources of lighting throughout the Project Design Footprint that would result in light impacts on motorists and non-motorists traveling along the Project Corridor. New lighting could potentially impact wildlife traveling within the BSA. However, Measure **VIS-2** would be implemented requiring a lighting plan that would reduce glare and excessive light production during Project operations. This lighting plan would include specific lighting fixtures that would minimize glare on adjacent properties and into the night sky, and lighting that would be shielded with non-glare hoods and focused within the Project ROW. These impacts are considered less than significant. No mitigation is required.

e) Less Than Significant with Mitigation Incorporated

Up to 95 mature trees would be removed during construction of the Build Alternatives. All Build Alternatives would result in temporary impacts on up to 0.87 acres of coast live oak woodland and the permanent removal of up to 0.43 acres of coast live oak woodland within the BSA (see Section 3.7.4[b]).

Tree and vegetation removal on public lands would comply with City and Caltrans landscaping policies as provided in Measures **VIS-3** and **VIS-4**. In compliance with the City's Oak Tree Ordinance, any consideration of the removal of oak trees would require a permit as provided in Measure **BIO-7** and replacement and/or relocation of such trees would be addressed in Mitigation Measure **BIO-8**. Further, all Build Alternatives would be consistent with Goal PR-5, Policy PR-5.1, and Policy PR-5.6 from Chapter 4 – Parks, Recreation, Trails, and Open Space of the *Yucaipa General Plan* (City of Yucaipa 2016). Therefore, all Build Alternatives would not conflict with any local policies or ordinances protecting biological resources. These impacts are considered less than significant with mitigation incorporated.

f) No Impact

The portion of the BSA within Riverside County is located within the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP) Planning Area. The NES(MI) (Caltrans 2023b) details the Project's compliance with the requirements of the WRCMSHCP. All Project activities within Riverside County

would be associated only with advanced signage and would be confined to the existing roadway, median, and shoulder. Since all Build Alternatives' improvements would not be invasive and would be confined to the existing developed roadway, no effects on biological resources are anticipated within the WRMCMSHCP area. There would be no impact.

The following avoidance and minimization measures are proposed:

BIO-1 **Project Biologist.** During construction, the City's Resident Engineer or designated contractor will ensure that a qualified biologist (Project Biologist) oversees compliance with protective measures for biological resources during clearing and work activities within and adjacent to areas of native habitat and jurisdictional aquatic resources. The Project Biologist will designate areas that require temporary fencing and monitor construction, monitor activities during critical times such as vegetation removal, monitor the installation and maintenance of Best Management Practices (BMPs) and environmentally sensitive area (ESA) fencing, and ensure that all avoidance and minimization measures are properly followed. The Project Biologist will conduct site visits a minimum of once weekly throughout construction to verify that ESA fencing is intact and required biological resources protections are in place.

BIO-2 **Worker Environmental Awareness Program.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that the Project Biologist conducts Work Environmental Awareness Program training for all project employees and contractors that will be on site. The training will advise workers of potential impacts to sensitive habitat and listed species and the potential penalties for impacts to such habitat and species. Included in this program will be color photos of the listed species, which will be shown to the employees. Following the education program, the photos will be posted in the contractor and resident engineer's office, where they will remain through the duration of the work. The contractor will be required to provide the County with evidence of the employee training (e.g., sign-in sheet or stickers) upon request.

BIO-3 **Environmentally Sensitive Area (ESA) Fencing.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that non-impacted native habitat located outside of the Project Design Footprint be demarcated as ESAs by the Project Biologist. Native habitat located in laydown and construction access areas that can be avoided will be demarcated as ESAs. No grading or fill activity of any type will be permitted within designated ESAs. Prior to construction, exclusionary fencing will be installed around all ESAs under supervision of the Project Biologist. ESA fencing will remain in place throughout the duration of construction. All construction equipment will be operated in a manner to prevent accidental encroachment into or damage of ESAs. The biological monitor will conduct at a minimum,

once weekly inspections of the ESA fencing to ensure that it is in place and properly maintained throughout the duration of construction. The contractor will be responsible for maintaining the ESA fencing per the biological monitor's direction. Non-impacted coast live oak woodland, California buckwheat scrub, disturbed California buckwheat scrub, and ephemeral drainage habitat within the BSA that is outside of the Project Design Footprint will be identified as ESAs. Prior to construction, exclusionary fencing will be installed around all ESAs under the supervision of a qualified biologist familiar with the biological resources in the BSA to prevent accidental encroachment into these areas.

BIO-4 **Equipment Maintenance.** During construction, the City's Resident Engineer or designated contractor will ensure that all equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located so as to prevent runoff from any spills from entering waters of the U.S. or CDFW-regulated streambed.

BIO-5 **Invasive Species Control.** During construction, the City's Resident Engineer or designated contractor will ensure that the introduction and spread of invasive species to and from the job site into sensitive habitat be prevented through the implementation of Caltrans Standard Special Provision 14-6.05 Invasive Species Control during any construction work adjacent to native habitats and aquatic resources.

BIO-6 **Temporary Impact Restoration.** During construction, the City's Resident Engineer or designated contractor will ensure that any temporarily impacted areas that contain existing native habitats be restored upon project completion. Restoration will include revegetating the temporarily impacted communities with cuttings, hydroseeding, and/or container stock upon project completion. A Habitat Restoration Plan will be developed that includes restoration implementation guidance, maintenance and monitoring requirements, and performance standards. Performance standards will require that the restored areas not support perennial invasive species (those rated as high or moderate on the California Invasive Pest Council inventory) and exhibit a minimum of 80 percent native cover relative to an unimpacted reference site adjacent to the Project Design Footprint.

BIO-7 **Oak Tree Permit.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that an oak tree report be prepared and submitted to the City of Yucaipa's Community Development Department for review. The oak tree report will include information on the oak trees that would be impacted, including location, diameter of trunk, diameter of canopy, height, and the health and condition of the subject oak trees. In addition, a site plan map must be submitted during the City's

application process to obtain an oak tree permit. The oak tree report will include the site plan map to show proposed grading and construction areas, oak tree locations, and the exact location of the dripline of any oak trees. Oak trees will not be removed until an oak tree permit from the City of Yucaipa has been obtained.

BIO-9 **Bat Surveys.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that a qualified bat biologist familiar with crevice-dwelling bat species conduct a presence/absence survey of the Interstate 10 culverts for Wildwood Wash and Yucaipa Creek within the Impact Area during the bat maternity season (May 1 through August 31) to assess the potential for use for bat roosting. The survey will be conducted at least one maternity season prior to construction to allow enough time for implementation of temporary exclusion measures if deemed necessary based on the results of the survey. If signs of bats are present, additional surveys including a combination of structure inspections, exit counts, and acoustic surveys will be conducted to ensure detection of day- and night-roosting bats. The qualified bat biologist will also perform preconstruction surveys or temporary exclusion within two weeks prior to construction, as bat and bird roosts can change seasonally.

BIO-10 **Bat Management Plan.** Prior to construction, if an active bat maternity roost is detected where construction activities would cause disturbance to roosting, the City's Resident Engineer or designated contractor will ensure that a bat management plan be prepared. The bat management plan will be submitted to CDFW prior to implementation and will include appropriate avoidance and minimization efforts such as:

- **Daytime Work Hours.** All work conducted on or under the Interstate 10 culverts at Yucaipa Creek and Wildwood Wash will take place during the day. If this is not feasible, lighting and noise will be directed away from night roosting and foraging areas.
- **Temporary Exclusion.** The need for temporary exclusion devices will be determined by a qualified and permitted bat biologist. This biologist will also supervise installation of all temporary exclusion devices. Prior to the initiation of construction activities, to avoid indirect disturbance of bats and birds while roosting in areas that would be adjacent to construction activities, any portion of the structure to have potential bat or bird roosting habitat that may be affected during construction will have temporary bat and bird eviction and exclusion devices installed. Eviction and subsequent exclusion will be conducted during the fall (September or October) to avoid trapping flightless young bats inside during the summer months or hibernating/overwintering individuals during the winter. Such exclusion efforts are dependent on weather conditions, take a minimum of two weeks to implement, and must be

continued to keep the structures free of bats and birds until the completion of construction. All eviction and/or exclusion techniques will be coordinated between the qualified bat biologist and CDFW if the structure is occupied by bats. If deemed appropriate, the biologist may recommend installation of temporary bat panels during construction.

BIO-11 **Nesting Bird Surveys.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that impacts on nesting birds be avoided by requiring that any native vegetation removal or tree (native or exotic) trimming activities occur outside of the nesting bird season. In the event that vegetation clearing is necessary during the nesting season (i.e., February 1 through September 30), a qualified biologist will conduct a preconstruction survey to identify the locations of nests. Should nesting birds be found, an exclusionary buffer will be established by the biologist. This buffer should be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this buffer zone until the biologist determines that the young have fledged or the nest is no longer active.

BIO-12 **Crotch's Bumble Bee Survey.** This measure will only be implemented should Crotch's bumble bee remain a candidate for listing or become a State-listed species prior to construction. Within one year prior to construction, the City's Resident Engineer or designated contractor will ensure that a habitat assessment for Crotch's bumble bee be conducted within impact areas and an appropriate survey buffer be established by a qualified biologist with experience surveying for and observing Crotch's bumble bee. If the qualified biologist determines that suitable habitat is present, surveys will be conducted to determine the presence/absence of Crotch's bumble bee. Surveys will be conducted during flying season when the species is most likely to be detected above ground, between March 1 to September 1 (Thorp, Horning, Jr. and Dunning 1983). Survey results, including negative findings, will be submitted to the CDFW prior to implementing project-related ground-disturbing activities and/or vegetation removal where there may be impacts to Crotch's bumble bee. At minimum, a survey report should provide the following: a) A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch's bumble bee; b) Field survey conditions that should include name(s) of qualified entomologist(s) and brief qualifications; date and time of survey; survey duration; general weather conditions; survey goals, and species searched; c) Map(s) showing the location of nests/colonies; and, d) A description of physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found. A sufficient description of biological conditions, primarily impacted habitat, should include native plant composition (e.g., density, cover, and abundance) within impacted habitat (e.g., species list

separated by vegetation class; density, cover, and abundance of each species).

BIO-13 **Crotch's Bumble Bee Avoidance.** This measure will only be implemented should Crotch's bumble bee remain a candidate for listing or become a State-listed species prior to construction. If Crotch's bumble bee is detected during the Crotch's bumble bee survey conducted prior to construction, the City's Resident Engineer or designated contractor will ensure that a plan to fully avoid impacts to Crotch's bumble bee be developed in consultation with a qualified entomologist during final design. The plan shall include effective, specific, enforceable, and feasible measures. An avoidance plan should be submitted to CDFW prior to implementing project-related ground-disturbing activities and/or vegetation removal where there may be impacts to Crotch's bumble bee. If Crotch's bumble bees are determined to be present and it is determined the species will be impacted, appropriate mitigation will be determined in consultation with CDFW.

BIO-15 **Riparian Bird Protections.** During construction, the City's Resident Engineer or designated contractor will ensure that prior to initiation of construction in areas within 500 feet of suitable southwestern willow flycatcher or least Bell's vireo foraging habitat (mule fat thickets and black willow woodland), three separate days of pre-construction surveys will be conducted within suitable habitat, where accessible, within 7 days of construction.

BIO-16 **Burrowing Owl Pre-Construction Survey.** Prior to construction, the City's Resident Engineer or designated contractor will ensure that a preconstruction survey for burrowing owl be conducted in all suitable habitat areas within 500 feet of the Project Study Area by a qualified biologist within 30-days prior to vegetation clearing/grading. If burrowing owl are found within 500-feet of the Project Study Area during the preconstruction survey, the biologist will determine appropriate measures necessary to ensure there is no take of active burrowing owl nests and California Department of Fish and Wildlife conservation requirements with regards to burrowing owl are met.

VIS-2 **Lighting Plan.** During final design, lighting fixtures would be selected to minimize glare on adjacent properties and into the night sky. Lighting would be shielded with non-glare hoods and focused within the project ROW. The lighting plan would be reviewed and approved by the City Resident Engineer and the Caltrans District 8 Landscape Architect prior to construction to ensure compliance with these criteria.

VIS-3 **Yucaipa General Plan and Freeway Corridor Specific Plan.** During final design, the City Resident Engineer would verify that design elements are

consistent with the vision for the City regarding aesthetic enhancements, scenic corridors, landscaping, streetscapes, materials, and colors.

VIS-4 **Landscape Plan.** During final design, a highway landscape plan shall be prepared that identifies all opportunities to use areas within the State ROW for full landscaping consistent with the *Caltrans Highway Design Manual*, the *Project Development Procedures Manual*, the *Caltrans District 8 - Interstate 10 Corridor Master Plan*, *Riverside County*, and with guidance and approval by the Caltrans District 8 Landscape Architect. This would include landscaping for graded areas with plant species consistent with adjacent vegetation, and enhancement of new project features to the extent feasible. For reference, the *Visual Impact Assessment for I-10 EB TCL Improvement Project,* page 24, states: This plan would incorporate all applicable procedures and requirements detailed in the *Caltrans Highway Design Manual*, Section 902.1, Planting Guidelines (November 2001), and policies of the *Yucaipa General Plan* (City of Yucaipa 2016) and Municipal Code as applicable. During final design, the Caltrans District 8 Landscape Architect would verify that the design minimizes removal of existing mature trees. If removal of mature trees cannot be avoided, additional landscape improvements would be incorporated into the final design for these areas. In the event that trees from the Caltrans Rehabilitation Project are removed as a result of the project, the trees would be replaced at a ratio, size, and location as determined by the Caltrans District 8 Landscape Architect.

WQ-1 The project will comply with the requirements prescribed in the Caltrans National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit (Order WQ 2022-0033-DWQ, NPDES No. CAS000003) and the NPDES General Permit for Storm Water Discharges of Stormwater Runoff Associated with Construction Activities (Order 2022-0057-DWQ, NPDES No. CAS000002), and any subsequent permit in effect at the time of construction.

WQ-2 A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential to impact water quality. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and include the construction site Best Management Practices (BMPs) to control pollutants such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater BMPs. Additional BMP reference material is contained in the Caltrans *Project Planning and Design Guide* (2023) and Caltrans *Construction Manual* (2018). These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-stormwater BMPs.

The following mitigation measures are proposed:

BIO-8 **Oak Tree Replacement.** During and after construction, the City's Resident Engineer will ensure that compensatory mitigation will be implemented to address effects to oak trees (excluding California scrub oaks) consistent with the City's most current adopted resolution for Oak Tree Preservation (Resolution No. 96-03). It is anticipated that mitigation will be implemented to address effects to oak trees (excluding California scrub oaks) with trunk sizes above 8 inches in diameter at breast height (dbh) and will involve replacement on-site at a mitigation-to-effect ratio of 3:1. For heritage oaks (oaks with a greater than 36-inch dbh), it is anticipated that a mitigation-to-effect ratio will be 6:1, if feasible. If the replacement trees cannot be planted in the immediate vicinity of where the previous trees were located, they may be planted elsewhere in the Project Design Footprint. Any replacement trees from a nursery must be coast live oak (*Quercus agrifolia*). Other oak tree varieties must be approved in advance by the City of Yucaipa Community Development Department. All relocated or replaced trees will be monitored and maintained by a qualified biologist for five years or until the plants have become fully established and can survive without supplemental irrigation.

BIO-14 **Crotch's Bumble Bee Incidental Take Permit.** This measure will only be implemented should Crotch's bumble bee remain a candidate for listing or become a State-listed species prior to construction. If Crotch's bumble bee is detected during the survey conducted prior to construction, and if impacts to Crotch's bumble bee cannot be feasibly avoided during construction activities, the City's Resident Engineer or designated contractor will ensure that the designated qualified entomologist coordinate with CDFW to obtain appropriate permit for incidental take of Crotch's bumble bee prior to commencement of construction activities in habitat occupied by Crotch's bumble bee. The incidental take permit would quantify and provide appropriate mitigation for impacts on Crotch's bumble bee habitat. Mitigation for impacts to Crotch's bumble bee habitat would be at a ratio comparable to the level of impact.

WET-1 The following regulatory approvals shall be obtained prior to commencement of any construction activities within the identified jurisdictional areas: 1) U.S. Army Corp of Engineers Section 404 Nationwide Permit 14; 2) Regional Water Quality Control Board Clean Water Act Section 401 Water Quality Certification or a Waste Discharge Requirements; and 3) California Department of Fish and Wildlife (CDFW) Section 1602 Streambed Alteration Agreement. No compensatory mitigation is proposed for waters of the U.S. As part of the regulatory approval process with CDFW during final design, permanent impacts on water of State will be mitigated at a minimum ratio of 2:1 at an approved mitigation bank, applicant-sponsored mitigation area, or on site, in consultation with the resource agencies.

3.7.5 Cultural Resources

Would the project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

CEQA Significance Determinations for Cultural Resources

This section was prepared using information from the Historic Property Survey Report (HPSR, Caltrans 2025b) and Archaeological Survey Report (ASR, Caltrans 2025c) that were prepared for the Project.

a, b, and c) No Impact

Based on the literature and records review performed as part of the HPSR, no recorded cultural resources were identified within the Area of Potential Effects (APE). However, Measures **CUL-1** and **CUL-2** are proposed in the event previously unknown buried resources or human remains are discovered. There would be no impact.

The following avoidance and minimization measures are proposed:

CUL-1 In accordance with Caltrans' Standard Specification 14-2, if archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately: 1. Stop all work within a 60-foot radius of the discovery 2. Secure the area 3. Notify the Engineer Caltrans investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work.

CUL-2 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 remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission, who, pursuant to PRC Section 5097.98, will then notify the most likely descendent. At this time, the person who discovered the remains will contact Gabrielle Duff, Senior Environmental Branch Chief, (909) 501-5142, so that they may work with the most likely descendent on

the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.

3.7.6 Energy

Would the project:

Question	CEQA Determination
a) 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
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

CEQA Significance Determinations for Energy

a) Less than Significant

Construction vehicles and equipment, including crawler tractors, excavators, forklifts, pumps, plate compactors, generators, air compressors, signal boards, cranes, graders, rollers, loaders, scrapers, backhoes, and pavers, would result in energy consumption. Construction would occur over a duration of 16 months and vary in intensity depending on the construction phase. Energy consumption for all Build Alternatives would include fuel consumption of diesel from off-road equipment and gasoline from worker vehicles.

As shown in Table 2.3.8-1, Construction Energy Consumption for Build Alternatives in Section 2.3.8, *Energy*, direct energy consumption would include 32,042 gallons of gasoline for Alternative 2, 33,207 gallons of gasoline for Alternative 3, and 42,225 gallons of gasoline for Alternative 3. Additionally, direct energy consumption would include 119,149 gallons of diesel for Alternative 2, 123,032 gallons of diesel for Alternative 3, and 146,795 gallons of diesel for Alternative 4. Electrical energy usage during construction would include the illumination of work areas and an information field office near the construction site powered by gasoline generators. Direct energy consumption for Alternatives 2, 3, and 4 would include 33,628 kWh of electricity, 34,830 kWh of electricity, and 45,597 kWh of electricity, respectively. It is anticipated that energy consumption during construction would be minimal compared to regional and statewide energy consumption.

During construction, the contractor would be required to adhere to Caltrans Standard Specifications for Solid Waste Disposal and Recycling (Section 14-10) and Disposal Documentation (Section 14-11.13B[6]). This would reduce the Project's energy use because recycling would reduce the need for the transportation and manufacturing of new products. Additionally, a TMP would be developed and would reduce gasoline consumption by limiting traffic congestion and reducing the length of detours (Measure **TR-1**). Therefore, Project construction would not result in the

wasteful, inefficient, or unnecessary consumption of energy resources or conflict with any plan for energy efficiency.

In the long term, operational energy use would change due to regional growth in the Project area and changes in the vehicle fleet mix. Daily VMT would increase in the Opening Year (2030) compared to Existing Conditions (2022). However, the amount of energy consumed per VMT would decrease over time as the fleet mix gets cleaner through turnover and the introduction of more fuel efficient and electric vehicles. When compared to Existing Conditions, VMT is projected to increase by 13 percent in 2030 and 47 percent in 2050 with implementation of all Build Alternatives, but annual energy consumption would only increase by 1.4 percent in 2030 and 20 percent in 2050 (see Table 2.3.8-3, Annual Direct Energy Use by Alternative and Study Year, in Section 2.3.8, *Energy*). Percent changes in direct energy consumption for all Build Alternatives would be approximately 0.1 percent less than the No-Build Alternative in both 2030 and 2050. Indirect energy consumption for maintenance activities would be similar to existing conditions. However, the overall direct energy use would be slightly less than the No-Build Alternative for all Build Alternatives (-0.1%). Furthermore, lighting for any traffic lights or streetlights would use light emitting diode fixtures, which would limit electricity consumption. Therefore, Project operation would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. These impacts are considered less than significant. No mitigation is required.

b) No Impact

As discussed under Section 3.7.6(a), Project construction and operations would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the Project would not conflict with any state or local plan for renewable energy or energy efficiency. There would be no impact.

The following avoidance and minimization measure is proposed:

TR-1 During the final design phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following:

- Traffic controls.
- Transportation demand management.
- Public awareness measures (including signing, mailers, brochures, newspaper articles, and internet resources).
- Motorist information strategies.
- Incident management.

- Construction strategies.
- Alternative route strategies.

3.7.7 Geology and Soils

Would the project:

Question	CEQA Determination
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.	Less Than Significant Impact
ii) Strong seismic ground shaking?	Less Than Significant Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	Less Than Significant Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
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?	Less Than Significant Impact
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?	No Impact
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?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant Impact

CEQA Significance Determinations for Geology and Soils

This section was prepared using information from the District Preliminary Geotechnical Report (DPGR) prepared for the Project (Caltrans 2023c). The resource study area (RSA) for geological resources is composed of the Project Design Footprint.

a[i]) Less Than Significant

The Project Design Footprint overlaps the mapped Crafton Hills Alquist-Priolo (AP) Earthquake Fault Zone, which includes the Chicken Hill Fault (see Figure 2.3.3-2 in Section 2.3.3, *Geology/Soils/Seismicity/Topography*). Although there is potential for surface fault rupture, the chance of this hazard occurring is considered low. The potential for a rupture of a known earthquake fault would be investigated during final design. With the implementation of Measure **GEO-1**, all Build Alternatives would be designed and constructed based on the recommendations from the Final Geotechnical Report. These impacts are considered less than significant. No mitigation is required.

a[ii]) Less Than Significant

The Project Design Footprint is located within a seismically active region of southern California. During the Project's design life, it is anticipated that seismic activity from five nearby active faults would generate low to moderate ground shaking within the geologic RSA (see Table 2.3.3-2 in Section 2.3.3, *Geology/Soils/Seismicity/ Topography*). The potential for seismic ground shaking would be investigated during final design with the implementation of Measure **GEO-1** and all Build Alternatives would be designed and constructed based on the recommendations from the Final Geotechnical Report. These impacts are considered less than significant. No mitigation is required.

a[iii]) No Impact

The geologic RSA has not been evaluated for liquefaction potential per the California Earthquake Hazards Zone Application (California Geological Survey [CGS] 2023) or the San Bernardino County Land Use, Geologic Hazards Map (County of San Bernardino 2010). Groundwater was not encountered within the upper 50 feet of subsurface soils during previous investigations conducted between 1979 and 2021 in the vicinity of the geologic RSA. Based on this preliminary information, the liquefaction potential for the geologic RSA does not exist. The potential for liquefaction would be investigated during final design with the implementation of Measure **GEO-1** and all Build Alternatives would be designed and constructed based on the recommendations from the Final Geotechnical Report. There would be no impact.

a[iv]) Less Than Significant

The geologic RSA is not located within a designated landslide hazard zone. However, available site information, mapping, and site review conducted within the DPGR (Caltrans 2023c) indicated an overall high potential for landslides within the geologic RSA. The potential for landslides and erosion would be investigated during final design. With the implementation of Measure **GEO-1**, all Build Alternatives would be designed and constructed based on the recommendations from the Final

Geotechnical Report. These impacts are considered less than significant. No mitigation is required.

b) Less Than Significant

Soils within the geologic RSA have been evaluated to have high erosion potential. Grading and earthwork associated with proposed construction activities such as excavation, grading, and construction of cut and/or fill slopes would result in exposed soils subject to erosion. Retaining walls are proposed to facilitate construction, specifically at ramp locations. All retaining walls would satisfy Caltrans requirements for internal and external (global) stability.

Implementation of soil erosion control measures as required by Caltrans would address the potential construction-related erosion impacts. Measure **WQ-2** would be implemented, requiring the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to address BMPs related to erosion control. The potential for erosion would be further investigated during final design. With the implementation of Measure **GEO-1**, all Build Alternatives would be designed and constructed based on the recommendations from the Final Geotechnical Report. These impacts are considered less than significant. No mitigation is required.

c) Less Than Significant

As discussed in a) iii), the geologic RSA has no potential for liquefaction. As discussed in a) iv), the geologic RSA has an overall high potential for landslides. The potential for unstable soils would be further investigated during final design. With the implementation of Measure **GEO-1**, all Build Alternatives would be designed and constructed based on the recommendations from the Final Geotechnical Report. These impacts are considered less than significant. No mitigation is required.

d) No Impact

Soils within the geologic RSA are primarily sands, silts, and gravels, which are not considered expansive. There would be no impact.

e) No Impact

All Build Alternatives would not use septic tanks or alternative methods for disposal of wastewater into subsurface soils and would not connect to existing public wastewater infrastructure. There would be no impact.

f) Less Than Significant

The Project Design Footprint is underlain by multiple high paleontological sensitive geologic units, which are known to potentially contain paleontological resources. Ground-disturbing activities associated with Project construction would potentially result in a long-term disturbance or loss of previously undiscovered paleontological resources. However, the Project would implement Measure **PAL-1**, which would

require the retainment of a qualified Principal Paleontologist and implementation of a Paleontological Mitigation Plan (PMP). The PMP would outline specific procedures to follow when unanticipated paleontological resources are encountered.

Further, in accordance with Caltrans Standard Specifications Section 14-2.03A, if archaeological resources are discovered during construction, all earth-moving activity within a 60-foot radius of the discovery would be stopped until a qualified archaeologist can assess the nature and significance of the find. Therefore, implementation of Measure **PAL-1** would avoid impacts on unanticipated paleontological resources. These impacts are considered less than significant. No mitigation is required.

The following avoidance and minimization measures are proposed:

GEO-1 **Final Geotechnical Report.** During final design, a Final Geotechnical Report will be prepared to summarize the Project-specific findings from a detailed geotechnical investigation. The investigation will be conducted by qualified geotechnical personnel to assess geotechnical conditions of the Project Design Footprint. The report will be submitted to Caltrans for review and approval. The findings of the final report will be incorporated into the final design.

PAL-1 **Preparation of a Paleontological Mitigation Plan (PMP):** The PMP should be prepared by a qualified Principal Paleontologist following the requirements outlined in Caltrans' Standard Environmental Reference Environmental Handbook, Volume 1, Chapter 8 (Caltrans 2014). The PMP should include the following:

- A required preconstruction Workers Environmental Awareness Program for all earthmoving personnel, with documentation of training (such as sign in sheets or hardhat stickers).
- A signed curation or repository agreement, prior to the start of the project.
- Proposed field and laboratory methods that are consistent with the curation or repository agreement.
- Required completion of a Paleontological Mitigation Report upon completion of ground-disturbing activities, following the requirements of Caltrans (Caltrans 2014).

WQ-2 A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential to impact water quality. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and include the construction site Best Management Practices (BMPs) to

control pollutants such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater BMPs.

3.7.8 Greenhouse Gas Emissions

Would the project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant and Unavoidable Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Significant and Unavoidable Impact

CEQA Significance Determinations for Greenhouse Gas Emissions

This section was prepared using information from the Supplemental Air Quality Report prepared for the Project (Caltrans 2026a).

a) Significant and Unavoidable

Although the Project would not add new travel lanes to the I-10 freeway, the new Wildwood Canyon Road interchange would increase transportation system capacity. When compared to the baseline/existing condition, GHG emissions are projected to rise by 2030 and 2050 under both the Build Alternatives and No-Build Alternative primarily due to planned residential and commercial development near the interchange, as well as throughout the region.

Construction activities would generate GHG emissions through material processing, equipment operation, and traffic delays. Construction GHG emissions are estimated to be approximately 5,284 metric tons carbon dioxide equivalent (CO_2e) under Alternative 2; 5,314 metric tons CO_2e under Alternative 3; and 5,846 metric tons CO_2e under Alternative 4. The Project would minimize Project construction GHG emissions through Caltrans Standard Specifications (e.g., Sections 7-1.02A/C and 14-9.02), requiring contractor compliance with air quality laws and ARB emissions regulations, idling restrictions, and other equipment-based controls. Measures **GHG-3, AQ-5, AQ-8, AQ-12**, and **TR-1** would further reduce GHG emissions during construction.

Operational GHG emissions would be higher in the Opening Year and Horizon Year for all Alternatives compared to existing conditions. This increase in GHG emissions is driven indirectly by additional VMT from new developments in the vicinity of the Project. Mitigation Measure **GHG-1**, **GHG-2**, and **GHG-4** would be implemented to reduce operational greenhouse gas emissions to the extent feasible through project design and energy-efficient improvements. Impacts would remain significant and unavoidable with implementation of these mitigation measures.

b) Significant and Unavoidable

As stated in part a), the Project would increase operational GHG emissions in the Opening Year and Horizon Year compared to existing conditions. The Project conflicts with the RTP/SCS, Riverside County Climate Action Plan, and City of Yucaipa Climate Action Plan because it would not reduce GHG emissions compared to existing conditions. Impacts would be significant and unavoidable with inclusion of the mitigation measures listed above.

The following avoidance and minimization measures are proposed:

AQ-5 Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low-sulfur fuel, as required by California Code of Regulations Title 17, Section 93114.

AQ-8 Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving extended idling by diesel equipment or vehicles will be prohibited to the extent feasible.

AQ-12 To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

GHG-3 During construction, the City's Resident Engineer will ensure that the need for the transport of earthen materials is reduced by balancing cut and fill quantities on-site.

TR-1 During the final design phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following:

- Traffic controls.
- Transportation demand management.
- Public awareness measures (including signing, mailers, brochures, newspaper articles, and internet resources).
- Motorist information strategies.
- Incident management.
- Construction strategies.
- Alternative route strategies.

The following mitigation measures are proposed:

GHG-1 During the design phase, long-life pavement design will be used for all new pavement construction consistent with the Caltrans Highway Design Manual. The long-life pavement will reduce life cycle costs, minimize maintenance, and improve fuel efficiency. Concrete pavement would be designed to be more heat tolerant.

GHG-2 During final design (PS&E), the City's Resident Engineer will ensure that project features that minimize the need for irrigation and nonnative plants will be incorporated into the Project design. Drought-resistant landscaping will be used where feasible.

GHG-4 During construction, the City's Resident Engineer will ensure that lighting needs will be replaced with ultra-reflective sign materials that will be illuminated by headlights. LED street lights will be used along the roadway.

3.7.9 Hazards and Hazardous Materials

Would the project:

Question	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
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?	Less Than Significant Impact
c) 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
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?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two nautical 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
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less Than Significant Impact

CEQA Significance Determinations for Hazards and Hazardous Materials

This section was prepared using information from the Initial Site Assessment prepared for the Project (Caltrans 2023d).

a) Less Than Significant

Construction of all Build Alternatives would require the use of hazardous materials and may generate hazardous waste. Examples of hazardous materials likely to be used during construction of all Build Alternatives include lubricants (both grease and oils), petroleum fuels, cleaning solvents, and paints. Hazardous wastes generated during construction of all Build Alternatives would require disposal and could include used oil (not hazardous) and sediment from vehicle washing. Construction activities and routine maintenance activities during Project operation would follow applicable regulations with respect to the use, storage, handling, transport, and disposal of

potentially hazardous materials. These impacts are considered less than significant. No mitigation is required.

b) Less Than Significant

No recognized environmental conditions were identified in the Project Design Footprint. However, there are a number of on-site conditions that could result in risks in regard to hazardous materials. These conditions are related to aerially deposited lead (ADL), asbestos-containing material (ACM), lead-based paint (LBP), polychlorinated biphenyls (PCBs), creosote, pentachlorophenol, paint and thermoplastic striping, pesticides, and herbicides. Because of existing and past land uses and the operational activities of facilities within and adjacent to the Project Design Footprint, there is a potential for the Project to encounter unknown hazards during construction under all Build Alternatives. However, with implementation of Measures **HW-1** through **HW-9**, impacts are considered less than significant. No mitigation is required.

c) No Impact

The nearest existing school to the Project Design Footprint is Mesa View Middle School (located at 800 Mustang Way, Calimesa, CA 92320), approximately 0.31 mile west of the Project Design Footprint. There would be no impact.

d) No Impact

The Project Design Footprint is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, all Build Alternatives would not create a significant hazard to the public or the environment. There would be no impact.

e) No Impact

The nearest airport to the Project Design Footprint is the Redlands Municipal Airport, which is approximately 4.00 miles northwest of the Project Design Footprint (1755 Sessums Drive, Redlands, CA 92374). There would be no impact.

f) Less Than Significant

Operation of the Project would not conflict with the City of Yucaipa *Emergency Operations Plan* (City of Yucaipa 2012) or the *Local Hazard Mitigation Plan* (City of Yucaipa 2023). However, emergency services would experience temporary impacts due to disruptions to local circulation and connectivity during construction, which could delay response times. Freeway and ramp overnight lane closures would be required to apply temporary striping for lane width reduction in construction zones and temporary lane shifts on local roads would. A Transportation Management Plan (TMP), per Measure **TR-1**, would be implemented to minimize temporary impacts on traffic and circulation by maintaining continuous vehicular access and connectivity

throughout construction activities. These impacts are considered less than significant. No mitigation is required.

g) Less Than Significant

The Project Design Footprint is located within very high, high, and moderate fire hazard severity zones (FHSZ) within a local responsibility area (LRA), and within very high FHSZs within a State Responsibility Area (SRA) (California Department of Forestry and Fire Protection 2025) (see Figure 2.2.8-1, Fire Hazard Severity Zones, in Section 2.2.8, *Utilities/Emergency Services)*.

The use of construction equipment in and around vegetated areas could increase the potential for wildfire ignition. However, Measure **UT-3** would be implemented to protect the public and the environment from the potential risk of fires and worker health and safety by creating defensible spaces around active construction sites and maintaining firefighting equipment in construction areas. Further, if evacuation were to occur during construction, a TMP, per Measure **TR-1**, would provide instructions and processes for rapid response or evacuation. The City would also coordinate with emergency response services during construction in case of emergency in accordance with local procedures.

All Build Alternatives would not expose people or buildings to any new fire hazard areas, as no new residential, commercial, or industrial developments are proposed. All Build Alternatives would improve emergency vehicle access and provide additional evacuation routes for the surrounding community through establishing a new interchange connection to I-10. Once constructed, all Build Alternatives would provide wildfire-related benefits through increasing paved surfaces, which would function as a firebreak, and increasing evacuation capacity. These impacts are considered less than significant. No mitigation is required.

The following avoidance and minimization measures are proposed:

HW-1 **Lead Compliance Plan.** Based on ADL surveys that were conducted between 2005 and 2007 along I-10 under EA 08-0K293, which overlaps with the I-10 Wildwood Canyon Road Interchange Project, concentrations of lead exceeding the United States Environmental Protection Agency Regional Screening Levels for unrestricted land use were not found along the Project corridor and are not anticipated to be encountered. Such soils may be reused on site within the Project Design Footprint without restriction, as long as all requirements of the July 1, 2016, ADL Agreement between Caltrans and the Department of Toxic Substances Control are met. Per the soil reuse agreement, a Lead Compliance Plan (LCP) is required for worker safety. Prior to construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure that an LCP is developed by a Certified Industrial Hygienist, to protect workers from exposure to lead associated with ADL, as well as lead-based paint (LBP), traffic striping, and pavement makings. The LCP will include procedures

for the handling, management, sampling, and disposal of material containing lead. ADL and LBP investigations and traffic striping removal are separate tasks usually conducted by separate contractors, which each require a separate LCP.

HW-2 **Asbestos-Containing Materials and Lead-Based Paint.** All Build Alternatives would include the acquisition and demolition of building structures associated with a single-family home located on Assessor's Parcel Number (APN) 031811109 and Wally's Carpet & Tile located on APN 031811110, which may contain asbestos-containing materials (ACM) and lead-based paint (LBP). The City of Yucaipa's Resident Engineer or designated contractor will ensure that ACM and LBP content will be sampled for building and bridge structures that will be disturbed by the Project during final design, prior to any demolition or disturbance activities. The City of Yucaipa's Resident Engineer or designated contractor will ensure that the survey will be conducted in conformance with the United States Environmental Protection Agency National Emission Standards for Hazardous Air Pollutants 40 Code of Federal Regulations, South Coast Air Quality Management District Rule 1403.

HW-3 **Polychlorinated Biphenyls.** Pole- and pad-mounted electrical transformers may contain polychlorinated biphenyls (PCBs). Soil in unpaved locations surrounding the transformers may also contain PCBs. During final design and prior to construction activities, the City of Yucaipa's Resident Engineer or designated contractor will ensure that any affected electrical transformers and soil in unpaved locations surrounding the transformers that would be disturbed as a result of the Project be sampled for PCBs.

HW-4 **Creosote and Pentachlorophenol.** Wooden utility poles may contain creosote and pentachlorophenol. During construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure that treated wood objects are handled as treated wood waste (TWW) and managed per Chapter 34, Title 22 California Code of Regulations Sections 67386.1 through 67386.12, "Alternative Management Standards for Treated Wood Waste," and in accordance with Caltrans Standard Specifications, Section 14-11.14 Treated Wood Waste. All TWW should be properly disposed of at a landfill permitted to accept TWW.

HW-5 **Paint and Thermoplastic Striping.** Paint used for traffic striping and pavement marking may contain lead chromate. During construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure that sampling, analysis, removal, and disposal of any traffic striping and pavement materials will be completed in accordance with Construction Program Procedure Bulletin 99-2, and Caltrans Standard Specifications, Section 14-11.12. Any handling of leaded paint and thermoplastic resulting from cold planing shall be in accordance with Caltrans' Standard

Specifications Section 36-4 and comply with Health and Safety Code 22 CA Code of Regs. Management of this material exposes works to health hazards that must be addressed in the Lead Compliance Plan (LCP).

HW-6 **Pesticides and Herbicides.** Soil within the Project Design Footprint that has not been disturbed may contain pesticides and herbicides from adjacent agricultural land uses. The City of Yucaipa's Resident Engineer or designated contractor will ensure that undisturbed soil located adjacent to agricultural land uses that may be disturbed by the Project will be sampled for pesticides and herbicides during final design.

HW-7 **Construction Contingency Plan.** Prior to construction, the City of Yucaipa's Resident Engineer will ensure the preparation of a Construction Contingency Plan, in accordance with the guidance provided in Chapter 7-107 of the Caltrans Construction Manual for handling and dealing with unknown hazards (see Appendix G for Caltrans Unknown Hazards Procedure). This plan will include provisions for responding to events such as the discovery of unidentified underground storage tanks, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes during construction. This plan will also address underground storage tank decommissioning, field screening, and material testing methods; mitigation and contaminant management requirements; and health and safety requirements for construction workers. If an unexpected release of hazardous substances is found in reportable quantities, the National Response Center must be notified by calling 1-800-424-8802, and cleanup must be coordinated with environmental agencies. The designated contractor will be responsible for preparing the Construction Contingency Plan before the start of construction.

HW-8 **Construction Health and Safety Plan.** Prior to construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure the development of a Health and Safety Plan to guide all construction activities. A Certified Industrial Hygienist will review this plan, based on evaluations of construction activities, the potential hazards identified in this report, and any future assessment prepared for the Project. This plan will contain specific procedures for encountering expected and unexpected contaminants. It will prescribe safe work practices, contaminant monitoring, personal protective equipment, emergency response procedures, and safety training requirements to protect construction workers and third parties. The plan will meet the requirements of 29 Code of Federal Regulations 1910 and 1926, and all other applicable federal, State, and local regulations and requirements. The designated contractor will be responsible for preparing the Health and Safety Plan before the start of construction.

HW-9 **Contaminated Media Management Plan.** Prior to construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure the preparation of a Contaminated Media Management Plan. This plan will include procedures for contaminant monitoring and identification, temporary storage, handling, treatment, and disposal of waste and materials (including soil), in accordance with applicable federal, State, and local regulations and requirements. The designated contractor will be responsible for preparing the Contaminated Media Management Plan before the start of construction.

TR-1 During the final design phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following:

- Traffic controls.
- Transportation demand management.
- Public awareness measures (including signing, mailers, brochures, newspaper articles, and internet resources).
- Motorist information strategies.
- Incident management.

UT-3 The construction contractor will perform the following tasks:

a. Coordinate with CALFIRE and local fire departments to identify and maintain defensible spaces around active construction areas.

b. Coordinate with CALFIRE and local fire departments to identify and maintain firefighting equipment (e.g., extinguishers, shovels, water tankers) in active construction areas.

c. Post emergency services phone numbers (i.e., fire, emergency medical, and police) in visible locations in all active construction areas.

3.7.10 Hydrology and Water Quality

Would the project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less Than Significant Impact
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;	Less Than Significant Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Less Than Significant Impact
(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	Less Than Significant Impact
(iv) impede or redirect flood flows?	Less Than Significant Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less Than Significant Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

CEQA Significance Determinations for Hydrology and Water Quality

This section was prepared using information from the Location Hydraulic Study (Caltrans 2023e) and Water Quality Assessment Report (Caltrans 2023f) prepared for the Project.

a) Less Than Significant

As discussed in Section 2.3.2, *Water Quality and Stormwater Runoff*, none of the receiving water bodies that could potentially be impacted by the Project are listed on the 2020-2022 303(d)/305(b) Integrated List as impaired.

Under Measure **WQ-1**, the Project would need to comply with the requirements of the Caltrans National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit and NPDES Construction General Permit (CGP) during

construction. In compliance with the CGP, preparation of an SWPPP and implementation of construction BMPs would be required to identify sources of stormwater pollution, minimize erosion, control stormwater, and prevent spills (Measure **WQ-2**). Additional BMP reference material is contained within the Caltrans *Project Planning and Design Guide* (2023) and *Caltrans Construction Manual* (2018).

Pursuant to Caltrans Municipal Separate Storm Sewer System Permit requirements, the Project would be required to implement a range of design pollution prevention (DPP), treatment, and post-construction BMPs (see Measures **WQ-4** through **WQ-6**). These BMPs would meet the objective of maximizing vegetated surfaces, preventing downstream erosion, and stabilizing soil areas.

Therefore, construction of the Project would not violate any water quality standards or waste discharge requirements. The Project would also not result in substantial water quality impacts on downstream receiving bodies during operations. These impacts are considered less than significant. No mitigation is required.

b) Less Than Significant

Per the California Department of Water Resources (DWR) Water Data Library (DWR n.d.), the nearest groundwater well with current groundwater level and quality data is located approximately 1,380 feet north of the Project Design Footprint. This well with groundwater/depth data has a historical high depth to groundwater of 760 feet below ground surface. As discussed in Section 2.3.2, *Water Quality and Stormwater Runoff*, no aquifer recharge basins are within the Project Design Footprint. It is not anticipated that groundwater would be encountered during construction activities because ground disturbance would be within 100 feet below the ground surface. Therefore, dewatering is not anticipated during Project construction. However, in the event that groundwater or other non-stormwater dewatering activities are necessary, all Build Alternatives would be subject to the requirements of the Santa Ana RWQCB and would include a dewatering permit, waste discharge requirements, and dewatering BMPs (Measure **WQ-3**).

The Project would not result in any direct injection or extraction of groundwater. However, the Project would increase the net new impervious surface area by approximately 9.6 acres (Alternative 2), 10.7 acres (Alternative 3), and 9.8 acres (Alternative 4). An increase in impervious surface area could increase peak flows and runoff volumes, increasing the potential for erosion, sediment, and pollution in surface waters. Potential pollutants from runoff could include sediment, oils and grease, and metals, and could potentially seep into groundwater.

However, the Project would implement treatment control BMPs including, but are not limited to, DPP Infiltration Areas, Infiltration Devices, Biofiltration Strips and Swales, Detention Devices, Media Filters, Multi-Chambered Treatment Train, Wet Basin, and Pervious Pavement (Measure **WQ-4**). The Project would also implement DPP BMPs (Measure **WQ-5**) and maintenance BMPs (Measure **WQ-6**) to address the increase

in impervious surface areas. Therefore, the Project would not deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. These impacts are considered less than significant. No mitigation is required.

c[i]) Less than Significant

The Project would increase the net new impervious surface area by approximately 9.6 acres (Alternative 2), 10.7 acres (Alternative 3), and 9.8 acres (Alternative 4). This increase would result in a permanent increase in impervious surfaces that would induce an increase in the volume of stormwater runoff. In addition, the Federal Emergency Management Agency (FEMA) has classified a majority of the Project Design Footprint as Zone AE (1 percent Annual Chance Flood Hazard), and other areas are classified as Zone AO (1 percent Annual Chance Flood Hazard where average depths are between 1 and 3 feet) and Zone X (0.2 percent Annual Chance Flood Hazard).

Construction activities under all Build Alternatives would include ground disturbing activities that could temporarily expose soils to wind and water, increasing the potential for erosion and sedimentation during rainfall events and stormwater runoff. Construction vehicles and equipment could also inadvertently track sediment onto adjacent roadways, where it could be mobilized into storm drain systems. However, the Build Alternatives would comply with the Caltrans NPDES Construction General Permit (Measure **WQ-1**), requiring a Stormwater Pollution Prevention Plan (SWPPP) that identifies pollutant sources, erosion pathways, and site-specific best management practices (BMPs). BMPs would include soil stabilization, sediment containment, tracking control, storm drain inlet protection, construction phasing, and spill prevention (Measures **WQ-2** through **WQ-6**). With implementation of these measures, erosion or siltation impacts would not occur. Impacts are considered less than significant.

c[ii]) Less than Significant

The Project would result in minimal increases in water surface elevation and runoff from the Project Design Footprint that would continue to be contained in the existing Yucaipa Creek and Wildwood Creek channels. The proposed roadway improvements would not represent a new substantial source of runoff because the Project would follow existing drainage patterns, and all work would be integrated into the local Caltrans drainage system. All Build Alternatives would include new inlets and storm drains to tie into existing flow paths. A hydraulic analysis during final design (Measure **HYD-1**) would verify that the added drainage structures and connections do not create adverse conditions within existing storm drain facilities, ensuring capacity is not exceeded.

Additionally, treatment control BMPs (Measure **WQ-4**) would slow runoff, promote infiltration, and reduce peak flows before water exits the Project Design Footprint. Impacts are considered less than significant. No mitigation is required.

c[iii]) Less than Significant

Drainage systems would be designed to meet Caltrans Highway Design Manual requirements and sized to handle the modified runoff quantities. The widened roadway would continue to accommodate similar uses as existing conditions. A rapid stability assessment found that Project-related runoff does not pose a risk to Yucaipa Creek or Wildwood Creek, and drainage improvements are expected to increase impervious area only minimally at the individual system level.

Construction activities could introduce pollutants such as sediment, trash, petroleum hydrocarbons, concrete waste, soluble metals, sanitary waste, lubricants, and other construction materials. Chemical pollutants anticipated during demolition and paving include solvents, fuels, oils, and greases. With implementation of Measures **WQ-1** through **WQ-6**, the Project would not exceed storm drainage capacity nor produce substantial new polluted runoff. Impacts are considered less than significant.

c[iv]) Less than Significant

The widening of Calimesa Boulevard and Wildwood Canyon Road provides equal or greater flood capacity without causing floodwaters to add additional potential risk to life and property. None of the Build Alternatives would support incompatible floodplain development. Further, improvements would meet Caltrans *Highway Design Manual* requirements. During final design, an Encroachment Permit would be obtained from the San Bernardino County Flood Control District (Measure **HYD-2**). Impact would be less than significant. No mitigation is required.

d) Less Than Significant Impact

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. The Project Design Footprint is not located near an eclosed body of water nor the Pacific Ocean (Caltrans 2023c). Therefore, seiches and tsunamis would not represent potential hazards to the Project Design Footprint.

As discussed above, the Project is located within 100-year floodplains associated with Yucaipa Creek and Wildwood Creek. However, the Project is not anticipated to result in flood hazards that would be significantly different from existing conditions. The Project also would not include the permanent storage of any hazardous waste and materials within the Project Design Footprint.

Existing drainage facilities would be protected in place and/or upgraded where applicable to accommodate proposed roadway widening. All Build Alternatives would potentially generate the following Primary Pollutants of Concern: copper and lead. Therefore, all Build Alternatives would be required to evaluate the feasibility of treatment control BMPs to address these Primary Pollutants of Concern. Additionally, in compliance with the Construction General Permit, preparation of a

Stormwater Pollution Prevention Plan would be required to identify sources of stormwater pollution, minimize erosion, control stormwater, and prevent spills (Measure **WQ-2**). Therefore, risk of release of pollutants due to Project inundation from flood hazards is not applicable to the Project. These impacts are considered less than significant. No mitigation is required.

e) No Impact

The Project Design Footprint is located in the jurisdiction of the Santa Ana River Basin Plan, which is the water quality control plan for the Santa Ana River Basin (Santa Ana RWQCB 2019). No sustainable groundwater management plans cover the Project Design Footprint. The Project Design Footprint is also located within the jurisdiction of the Riverside County Watershed Action Plan (Riverside County Flood Control and Water Conservation District 2017), which addresses "watershed scale water quality impacts of urbanization in the Permit Area associated with Urban Total Maximum Daily Load (TMDL) Waste Load Allocations, stream system vulnerability to hydromodification from Urban Runoff, cumulative impacts of development on vulnerable streams, preservation of Beneficial Uses of waterbodies in the SAR [Santa Ana Region], and protection of water resources, including groundwater recharge areas". The Project Design Footprint is located within the San Timoteo Creek Watershed, which is not listed as impaired for any established TMDLs.

Pursuant to Caltrans National Pollutant Discharge Elimination System permit requirements, the Project would implement a range of DPP, treatment, and post-construction treatment BMPs within State ROW (Measures **WQ-3** through **WQ-6**). Implementation of BMPs would meet the objective of maximizing vegetated surfaces, preventing downstream erosion, and stabilizing soil areas. The selection of BMPs would be determined during final design. As such, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. There would be no impact.

The following avoidance and minimization measures are proposed:

HYD-1 **Hydraulic Analysis.** During final design, a hydraulic analysis will be prepared to confirm the new inlets and storm drain connections would not create adverse conditions in existing storm drain facilities.

HYD-2 **Encroachment Permit.** During final design, an Encroachment Permit will be obtained by the City Resident Engineer or designated contractor from the San Bernardino County Flood Control District.

WQ-1 The Project will comply with the requirements prescribed in the Caltrans National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit (Order WQ 2022-0033-DWQ, NPDES No. CAS000003) and the NPDES General Permit for Storm Water Discharges of Stormwater Runoff Associated with Construction Activities (Order 2022-

0057-DWQ, NPDES No. CAS000002), and any subsequent permit in effect at the time of construction.

WQ-2 A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential to impact water quality. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and include the construction site Best Management Practices (BMPs) to control pollutants such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater BMPs. Additional BMP reference material is contained in the Caltrans *Project Planning and Design Guide* (2023) and Caltrans *Construction Manual* (2018). These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-stormwater BMPs.

WQ-3 If dewatering is required, construction site dewatering must comply with the General Waste Discharge Requirements for Discharges to Surface Waters That Pose an Insignificant (De minimis) Threat to Water Quality (Order No. R8-2015-0004, National Pollutant Discharge Elimination System No. CAG998001) and any subsequent updates to the permit at the time of construction. This Permit addresses temporary dewatering operations during construction. Dewatering BMPs must be used to control sediment and pollutants, and the discharges must comply with the WDRs issued by the Santa Ana Regional Water Quality Control Board.

WQ-4 Caltrans-approved treatment Best Management Practices (BMPs) will be implemented by the contractor throughout construction consistent with the requirements of National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order WQ 2022-0033-DWQ, NPDES No. CAS000003 and any subsequent permits in effect at the time of construction. Treatment BMPs may include Design Pollution Prevention Infiltration Areas, Infiltration Devices, Biofiltration Strips and Swales, Trash Capture Devices, Detention Devices, Media Filters, Multi-Chamber Treatment Train, Wet Basin, Open Graded Friction Course, and Pervious Pavement.

WQ-5 Design Pollution Prevention Best Management Practices (BMPs) will be implemented, such as preservation of existing vegetation and slope/surface protection systems (benching/terracing, slope rounding, and reducing gradients [incorporate 4:1 slopes or flatter]).

WQ-6 Post-construction maintenance of treatment Best Management Practices (BMPs) within State right-of-way (ROW) will be performed by Caltrans, after final contract acceptance. Outside State ROW, the maintenance will be performed by the City of Yucaipa. If the City of Yucaipa is unable to

maintain the post-construction treatment BMPs, the City of Yucaipa will establish an agreement with Caltrans to perform the required maintenance. During construction, the Project sponsor and contractor will be responsible for temporary construction BMPs and a Stormwater Pollution Prevention Plan per the Construction General Permit.

3.7.11 Land Use and Planning

Would the project:

Question	CEQA Determination
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

CEQA Significance Determinations for Land Use and Planning

This section was prepared using information from the Community Impact Assessment prepared for the Project (Caltrans 2025a).

a) No Impact

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. The Project improvements would not have the potential to create a new barrier between developed uses. Rather, all Build Alternatives would result in a beneficial impact because they would provide improved connectivity and increased freeway access for residents within Yucaipa. All Build Alternatives would not change the community's travel patterns and connectivity between residences and various destinations, such as jobs, healthcare, recreation, shopping, etc. Therefore, all Build Alternatives would not have the potential to divide an established community. There would be no impact.

b) No Impact

As discussed further in Section 2.2.2, *Consistency with Federal, State, Tribal, Regional, and Local Plans and Programs*, all Build Alternatives would not conflict with any applicable land use plan, policy, or regulation. There would be no impact.

3.7.12 Mineral Resources

Would the project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	No Impact
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?	No Impact

CEQA Significance Determinations for Mineral Resources

a, b) No Impact

The CGS Map of Aggregate Sustainability in California (CGS 2018) does not identify mineral resources within the Project Design Footprint. Mineral resources are also not identified in the Project Design Footprint per the *Yucaipa General Plan* (City of Yucaipa 2016). Therefore, the Project would not result in the loss of availability of any known mineral resources or of a mineral resource recovery site. There would be no impact.

3.7.13 Noise

Would the project result in:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

CEQA Significance Determinations for Noise

This section was prepared using information from the Noise Study Report (NSR, Caltrans 2025d) and Noise Abatement Decision Report (Caltrans 2026b) prepared for the Project.

a) Less Than Significant

Sensitive land uses within 2,000 feet of the area of proposed operational impacts include parks and residences. The closest receptors to these areas are existing residences adjacent to the Project along Calimesa Boulevard (i.e., Hillcrest Mobile Estates, 33600 Calimesa Boulevard). In addition, I Street Park is located approximately 2,000 feet from the Project Design Footprint at 34014 Avenue I. Sensitive receptors would be temporarily exposed to noise during Project construction. The closest sensitive receptor, modeled Receptor 48, is comprised of residential uses located approximately 80 feet south of the Project Design Footprint. Receptor locations could be subject to short-term noise between approximately 76 and 85 dBA L_{max} (maximum measured noise level during the measurement period) generated by construction activities along the Project alignment.

Construction noise would be temporary and intermittent, and construction would be conducted in accordance with Caltrans Standard Specifications Section 14-8.02 (Measure **NO-3**) and applicable local noise standards. All Build Alternatives would implement Measures **NOI-1**, which would require all equipment to have sound-control devices that are no less effective than those provided on the original equipment, and **NOI-2**, which would require the contractor to implement appropriate noise measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources to control construction noise. Section 87.0905(e)(1)(C) of the City's noise ordinance permits temporary construction activities between 7.a.m. and 7 p.m. on weekdays and Saturdays.

All Build Alternatives would result in permanent noise impacts due to increased future traffic on Wildwood Canyon Road resulting from the new interchange. As discussed in the NSR (Caltrans 2025d), predicted traffic noise levels for Design Year (2050) conditions under all Build Alternatives would range from 52 A-weighted decibels (dBA) to 75 dBA within the Project Design Footprint (see Figure 2.3.7-2, Alternative 2 Noise Measurement Modeling Locations in Section 2.3.7, *Noise*). The largest noise increases between the modeled noise levels for Existing Conditions (2022) and the Design Year (2050) Build noise levels would be up to 3 decibels (dB) at receptors M20 and M22, and 4 dB at receptors M21 and M23 along Wildwood Canyon Road near the north end of the Project Design Footprint (see Appendix L. *Noise Study Report Data* for predicted noise levels by Alternative*).* A 3 dB change is the lowest noise level that is perceptible by the average human ear in an outdoor environment. Therefore, all Build Alternatives would result in a change in operational noise levels that is greater than 3 dBA and considered perceptible by receptors.

Section 87.0905 (b)(1) of the City's noise ordinance applies a limit of 55 dB for the residential uses. Receptors M20, M22, and M23 are located within residential land use designations, and receptor M21 is located within recreational land use. Existing noise levels at receptors M21, M22, and M23 currently exceed the City's noise

ordinance standard (59 dB, 65 dB, and 65 dB, respectively). Existing noise level at receptor M20 is 54 dB, which is below the City's noise standard. Under all Build Alternatives, predicted noise levels would continue to exceed the City's noise ordinance standard at receptors M21, M22, and M23 (63 dB, 69 dB, and 69 dB, respectively). All Build Alternatives would increase ambient noise levels by 3dB (i.e., 54 dB to 57 dB), which would exceed the City's noise standard. However, the predicted noise levels for all Build Alternatives would not exceed the City's noise standard of 55 dBA for residences by 20 dBA; therefore, Section 87.0905(b)(2)(E) of the City's noise ordinance, which requires noise reduction for levels exceeding the applicable standard by more than 20 dBA, would not apply.

As previously noted, the largest noise increase between the modeled noise levels for Existing Conditions (2022) and the Design Year (2050) is 4 dB, which is 1 dB above the minimum change perceptible to the average human ear in an outdoor environment. When considering the magnitude of the increase in combination with existing baseline ambient noise levels and receptor locations, the Project would not result in a substantial noise increase. These impacts are considered less than significant. No mitigation is required.

b) Less Than Significant

During construction, all Build Alternatives could generate groundborne vibration or noise. However, this would be controlled by adherence to City and Caltrans noise and vibration standards. Further, as described in Section 2.3.7, *Noise*, all Build Alternatives would implement Measures **NOI-1**, which would require all equipment to have sound-control devices, and **NOI-2**, which would require the contractor to implement appropriate additional noise measures, to minimize temporary noise impacts from construction. These impacts are considered less than significant. No mitigation is required.

c) No Impact

The Project Design Footprint is not located within the vicinity of a private airstrip or within two miles of a public airport or public use airport. The nearest airport is the Redlands Municipal Airport, which is located approximately 3.9 miles northwest of the Project Design Footprint. However, the Project Design Footprint is not within the Redlands Municipal Airport's influence area (Redlands City Council 2003). There would be no impact.

The following avoidance and minimization measures are proposed:

NOI-1 All equipment will be fitted with sound-control devices that provide noise reduction equal to or greater than the original manufacturer's components. No equipment will have an unmuffled exhaust.

NOI-2 The contractor will implement appropriate noise measures, including changing the location of stationary construction equipment, turning off

idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

3.7.14 Population and Housing

Would the project:

Question	CEQA Determination
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)?	Less Than Significant Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less Than Significant Impact

CEQA Significance Determinations for Population and Housing

This section was prepared using information from the Community Impact Assessment prepared for the Project (Caltrans 2025a).

a) Less Than Significant

All Build Alternatives would construct a new interchange and overcrossing on I-10 for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard. The proposed interchange for Wildwood Canyon Road is included in the *Yucaipa General Plan* (City of Yucaipa 2016), the FCSP (City of Yucaipa 2008), and the 2024 Amendment to the FCSP (City of Yucaipa 2025). The area immediately surrounding the proposed interchange is largely undeveloped land. All Build Alternatives would support the planned economic development of Yucaipa by providing additional freeway access for future development of this land. All Build Alternatives would not induce substantial unplanned population growth beyond what is already planned in the Project Design Footprint. These impacts are considered less than significant. No mitigation is required.

b) Less Than Significant

All Build Alternatives would potentially result in the relocation and displacement of four residential occupants and three non-residential occupants. It is anticipated that adequate residential relocation sites would be available within five miles of the affected residential property. Adequate nonresidential relocations are anticipated to be available within Yucaipa. All relocations and real property acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Measure **RIM-1**, would ensure that relocation plans would be prepared during the final design of the Project. Therefore, all Build Alternatives would not displace substantial numbers of existing people or

housing. These impacts are considered less than significant. No mitigation is required.

The following avoidance and minimization measure is proposed:

RIM-1 All relocations and real property acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (Uniform Act) and the Caltrans ROW Manual (Caltrans 2025). Relocation plans will be prepared with consideration of the timing required for relocation and market availability for property acquisitions during final design.

3.7.15 Public Services

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:

Question	CEQA Determination
a) Fire protection?	Less Than Significant Impact
b) Police protection?	Less Than Significant Impact
c) Schools?	Less Than Significant Impact
d) Parks?	Less Than Significant Impact
e) Other public facilities?	No Impact

CEQA Significance Determinations for Public Services

This section was prepared using information from the Community Impact Assessment prepared for the Project (Caltrans 2025a).

a, b) Less Than Significant

Fire protection services within the City are provided by a staffing agreement between the Yucaipa Fire Department and the San Bernardino California Department of Forestry and Fire Protection. Police protection services in the City are provided by the California Highway Patrol (CHP) and Yucaipa Police Department, which contracts with the San Bernardino County Sheriff's Department.

All Build Alternatives would construct a new interchange and overcrossing on I-10 for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard. All Build Alternatives would improve emergency vehicle access and

provide additional evacuation routes for the surrounding community through establishing a new interchange connection to I-10. The EB and WB left shoulder widths on I-10 would be reduced in certain areas to accommodate new Wildwood interchange bridge columns and concrete barriers. However, adequate room would remain for emergency parking or passing of emergency vehicles. Additionally, the new interchange would include CHP enforcement areas at the on-ramps, immediately after the stop bar for the ramp meters, but would not interfere with existing CHP operations. Therefore, all Build Alternatives would improve mobility and freeway access to and from I-10.

Fire and police protection services may experience disruptions to local circulation and connectivity during construction, which could delay emergency response times. However, a TMP, per Measure **TR-1** would be implemented to maintain continuous vehicular access and connectivity throughout construction activities. The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities related to fire and police protection. These impacts are considered less than significant. No mitigation is required.

c) Less Than Significant

The Mesa View Middle School is the only public school within 0.5 miles of the Project Design Footprint. No direct physical impacts during construction or operation of the Project would occur. During construction, temporary disruptions to traffic may occur as a result of temporary lane closures. A TMP, per Measure **TR-1** would be implemented during construction to minimize any temporary disruptions to circulation. The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities related to schools. These impacts are considered less than significant. No mitigation is required.

d) Less Than Significant

Two parks, Avenue I Park in Yucaipa and Creekside Park in Calimesa, are located within 0.5 mile of the Project Design Footprint. No direct physical impacts during construction or operation of the Project would occur. During construction, temporary disruptions to traffic may occur as a result of temporary lane closures. A TMP, per Measure **TR-1** would be implemented during construction to minimize any temporary disruptions to circulation. The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities related to parks. These impacts are considered less than significant. No mitigation is required.

e) No Impact

The Wildwood SRRA, which includes amenities such as restrooms, water fountains, picnic tables, public phone, pet area, handicap access, and ashtray dump box, is located along eastbound I-10 within the Project Design Footprint. The Wildwood SRRA would remain fully operational and accessible to the public during construction. No additional government community facilities are present within 0.5 mile of the Project Design Footprint. The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities related to other public facilities. There would be no impact.

The following avoidance and minimization measure is proposed:

TR-1 During the final design phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following:

- Traffic controls.
- Transportation demand management.
- Public awareness measures (including signing, mailers, brochures, newspaper articles, and internet resources).
- Motorist information strategies.
- Incident management.
- Construction strategies.
- Alternative route strategies.

3.7.16 Recreation

Question	CEQA Determination
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
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?	No Impact

CEQA Significance Determinations for Recreation

This section was prepared using information from the Community Impact Assessment prepared for the Project (Caltrans 2025a).

a) and b) No Impact

All Build Alternatives would establish a new interchange connection and would not introduce any new land uses that would increase the use of existing neighborhood and regional parks or other recreational facilities. The Project would not include any new recreational facilities or the expansion of recreational facilities that could have an adverse physical effect on the environment. There would be no impact.

3.7.17 Transportation

Would the project:

Question	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No Impact
c) 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
d) Result in inadequate emergency access?	Less Than Significant Impact

CEQA Significance Determinations for Transportation

This section was prepared using information from the Supplemental Traffic Operations Analysis Report (Caltrans 2025e) and VMT Assessment (Caltrans 2023g) prepared for the Project.

a) No Impact

As discussed in Section 2.2.2, *Consistency with Federal, State, Tribal, Regional, and Local Plans and Programs*, all Build Alternatives would not conflict with a program, plan, ordinance, or policy addressing the circulation system (see Table 2.2.2-1 Consistency with State, Regional, and Local Plans and Programs). The Project would result in beneficial impacts related to traffic congestion, connectivity, and mobility in the Project Design Footprint, and provide sidewalks, crosswalks, ADA-compliant curb ramps, and wider shoulders where limited facilities currently exist. There would be no impact.

b) No Impact

California SB 743 requires lead agencies under CEQA to identify new methodologies for transportation analyses that would encourage "land use and transportation planning decisions and investments that reduce VMT and contribute to the reductions in greenhouse gas emissions required in the California Global Warming Solutions Act of 2006." SB 743 changes the way that significance related to traffic impacts would be determined under CEQA. The significance of traffic impacts under CEQA would change from measuring impacts on drivers to measuring the impact of driving. The change is made by replacing level of service (LOS, impact on drivers) with VMT (impact of driving) for land use and transportation projects that would help reduce future VMT growth.

As discussed in Section 3.4, *Senate Bill 743/Induced Demand Analysis*, the Build Alternatives would have less VMT than the No-Build Alternatives because the Build Alternatives would allow for the development of housing with more direct freeway access and commercial development that provide more local employment opportunities. There would be no impact.

c) No Impact

All Build Alternatives would result in beneficial impacts related to traffic congestion, connectivity, and mobility in the Project Design Footprint, and would provide sidewalks, crosswalks, ADA-compliant curb ramps, and wider shoulders where limited facilities currently exist. All Build Alternatives would also be subject to Caltrans review for consistency with safety standards (such as the Highway Design Manual) to ensure that no hazardous design features would occur. There would be no impact.

d) Less than Significant

All Build Alternatives would provide a permanent beneficial impact to emergency services by providing secondary freeway access to planned development within the FCSP area. Ramp and lane closures are anticipated for the construction phase of the Project. Construction-related detours and lane closures would occur under all Build Alternatives for staging, equipment moving, grading, and restriping. Temporary detours and closures are anticipated to be limited to nonpeak travel hours. Along I-10, overnight lane closures of the freeway and ramps may be required for temporary striping for lane width reduction through construction zones.

All Build Alternatives would implement a TMP during the final design phase. All Build Alternatives would require the implementation of Measure **TR-1**, which would require that all detours and lane closures be incorporated into the TMP, and would implement alternate route strategies to minimize impacts on roadways and reduce potential congestion. As part of the TMP, emergency vehicles would be accommodated through construction areas. These impacts are considered less than significant. No mitigation is required.

The following avoidance and minimization measure is proposed:

TR-1 During the final design phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following:

- Traffic controls.
- Transportation demand management.
- Public awareness measures (including signing, mailers, brochures, newspaper articles, and internet resources).
- Motorist information strategies.
- Incident management.
- Construction strategies.
- Alternative route strategies.

3.7.18 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:

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

CEQA Significance Determinations for Tribal Cultural Resources

This section was prepared using information from the HPSR (Caltrans 2025b) and ASR (Caltrans 2025c) that were prepared for the Project.

a, b) Less Than Significant

In compliance with Assembly Bill 52, Caltrans distributed letters to four applicable Native American tribes informing them of the Project on April 1, 2022. Refer to Section 2.2.11, *Cultural Resources*, and Chapter 4, *Comments and Coordination*, for information regarding efforts undertaken by Caltrans to consult pertinent Native American tribes to identify tribal cultural resources in the APE.

The Project Design Footprint exists within Serrano ancestral territory for the Yuhaaviatam of San Manuel Nation, which stated that there are at least three known tribally affiliated cultural resources present. In addition, the Soboba Band of Luiseño Indians indicated that several tribal cultural resources and traditional cultural properties with associated placenames are present in the APE.

The possibility exists that previously unknown buried resources could be discovered during construction. In accordance with Caltrans Standard Specifications Section 14-2.03A, if archaeological resources are discovered during construction, all earth-moving activity within a 60-foot radius of the discovery would be stopped until a qualified archaeologist can assess the nature and significance of the find. Additionally, the Project would be subject to compliance with California Health and Safety Code Section 7050.5 in the event human remains are discovered. These impacts are considered less than significant. No mitigation is required.

3.7.19 Utilities and Service Systems

Would the project:

Question	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	Less Than Significant Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

CEQA Significance Determinations for Utilities and Service Systems

This section was prepared using information from the Community Impact Assessment prepared for the Project (Caltrans 2025a).

a) Less Than Significant

All Build Alternatives would require potential relocations of existing electrical, natural gas, and sewer lines due to the realignment of Calimesa Boulevard north of its current location, construction of the new Wildwood Canyon Road alignment, and construction of the new WB ramps.

All Build Alternatives would not include new or expanded utilities or result in interruptions to utility services during or after construction of the Project. Measure **UT-1** would require the replacement or relocation of affected utilities within the Project Design Footprint to provide continuous service. Measure **UT-2** in Section, would ensure the locations of all underground utilities are identified prior to ground-disturbing activities. Further coordination with utility agencies would be carried out during final design to determine relocation requirements. Additionally, the use of construction equipment in and around vegetated areas could increase the potential for wildfire ignition. However, Measure **UT-3** would be implemented to protect the

public and the environment from the potential risk of fires and worker health and safety by creating defensible spaces around active construction sites and maintaining firefighting equipment in construction areas. These impacts are considered less than significant. No mitigation is required.

b, c) Less Than Significant

The use of water during Project construction would be limited to water trucked to the site for dust control. Landscaping associated with the Project would be drought-tolerant and consistent with the existing environment in the Project Design Footprint. If landscape irrigation is required, it is not anticipated that the irrigation would result in a substantial increase in the water supply required within the Project Design Footprint. As a result, the Project would not require new or expanded entitlements to meet the need for water during construction and operation of the Project. There would be no impact.

As a roadway infrastructure improvement project, the Project would not generate wastewater. Therefore, the Project would not exceed wastewater treatment requirements, require or result in the construction of new wastewater treatment facilities, or result in the need for a determination by a wastewater treatment provider that it has adequate capacity to serve the Project. These impacts are considered less than significant. No mitigation is required.

d) Less Than Significant

Solid waste would be generated during the construction phase of the Project. The waste generated during construction would be limited and would occur for a limited duration, and then properly disposed of at an existing landfill. That amount of waste would be a very small amount of the total waste disposed of in area landfills, on both a daily and annual basis. Therefore, it is anticipated that any waste generated would be accommodated by existing landfill facilities in San Bernardino County, and the Project would not generate solid waste in excess of State or local standards. These impacts are considered less than significant. No mitigation is required.

e) No Impact

Any solid waste generated during construction of all Build Alternatives or collected during normal waste collection activities would be collected, handled, transported, and disposed of consistent with applicable federal, State, regional, and local regulations. There would be no impact.

The following avoidance and minimization measures are proposed:

UT-1 All public utility lines, pipes, and cables disturbed or removed to accommodate the Project must be replaced or relocated within the Project Design Footprint to continue to meet the needs of residents and businesses in the community. In addition, arrangements must be made to

avoid disruption of the service provided. If interruption in service is unavoidable, notice must be given, and proper arrangements will be made with residents and businesses.

UT-2 Underground Service Alert will be notified at least 2 days prior to ground or vegetation disturbance.

UT-3 The construction contractor will perform the following tasks:

a. Coordinate with CALFIRE and local fire departments to identify and maintain defensible spaces around active construction areas.

b. Coordinate with CALFIRE and local fire departments to identify and maintain firefighting equipment (e.g., extinguishers, shovels, water tankers) in active construction areas.

c. Post emergency services phone numbers (i.e., fire, emergency medical, and police) in visible locations in all active construction areas.

3.7.20 Wildfire

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

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	Less Than Significant Impact

CEQA Significance Determinations for Wildfire

This section was prepared using information from the Community Impact Assessment prepared for the Project (Caltrans 2025a). As depicted in Figure 2.2.8-1, Fire Hazard Severity Zones, in Section 2.2.8, *Utilities/Emergency Services*, the Project Design Footprint is located within very high, high, and moderate fire hazard severity zones

(FHSZ) within a local responsibility area (LRA), and within very high FHSZs within a State Responsibility Area (SRA) (California Department of Forestry and Fire Protection 2025).

a) Less Than Significant

The City has an *Emergency Operations Plan* that "provides a comprehensive, single source of guidance and procedures for the City to prepare for and respond to extraordinary emergency situations associated with natural disasters or human-caused emergencies that produce situations requiring coordinated response" (City of Yucaipa 2012). The City also has a Local Hazard Mitigation Plan that "provide[s] a strategic road map to assist the City of Yucaipa to become more resilient to hazards" (City of Yucaipa 2023).

All Build Alternatives would construct a new interchange and overcrossing on I-10 for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard. Access to developed areas in proximity to the Project may potentially be constrained intermittently during construction. However, a TMP, per Measure **TR-1**, would minimize potential traffic-related impacts during Project construction. Travel through the Project Design Footprint would be maintained for emergency service vehicles during Project construction. The Caltrans TMP Guidelines require consideration and notification of emergency service providers to provide for adequate emergency access during the temporary construction process. With preparation of the TMP during the final design phase, temporary impacts related to temporary construction activities and effects related to emergency response and evacuation would not be significant.

The Project would result in beneficial impacts related to emergency response and evacuation over the long term. All Build Alternatives would improve emergency vehicle access and provide additional evacuation routes for the surrounding community through establishing a new interchange connection to I-10. Once constructed, all Build Alternatives would provide wildfire-related benefits through increasing paved surfaces, which would function as a firebreak, and increasing evacuation capacity. These impacts are considered less than significant. No mitigation is required.

b) Less Than Significant

The Project Design Footprint is located within very high, high, and moderate fire hazard severity zones (FHSZ) within a local responsibility area (LRA), and within very high FHSZs within a State Responsibility Area (SRA) (California Department of Forestry and Fire Protection 2025). The Fire Protection Plan (FPP), which was prepared for the Freeway Corridor Specific Plan, states that the Project area is subject to seasonal weather conditions that can heighten the likelihood of fire ignition and spread, and, considering the site's current, predevelopment terrain and vegetation, may result in a fast-moving and intense wildfire. The use of construction equipment in and around vegetated areas could increase the potential for wildfire

ignition. However, Measure **UT-3** would be implemented to protect the public and the environment from the potential risk of fires and worker health and safety by creating defensible spaces around active construction sites and maintaining firefighting equipment in construction areas. Additionally, project construction would follow state and federal fire regulations.

c) Less Than Significant

The Project under all Build Alternatives would not require the installation of new infrastructure that would exacerbate wildfire risk. The Project does not include construction of new fuel breaks, emergency water sources, or power transmission facilities, and would not introduce land uses or facilities that would increase ignition potential. However, overhead electric line relocation is anticipated, and setback requirements would be coordinated with Southern California Edison prior to utility relocation and would not result in ongoing impacts to the environment. Additionally, I-10 is designated as an Interstate Evacuation Route and may be used for evacuation purposes in the event of a fire. However, if evacuation were to occur during construction, a TMP, per Measure **TR-1**, would provide notifications and instructions for rapid response or evacuation.

d) Less Than Significant

The Project under all Build Alternatives would propose new roadway hardscape area, which would result in an increase in impervious surface area, which would increase the potential for erosion, sediment, and pollution in surface waters. However, all Build Alternatives would not increase risks related to stormwater runoff or drainage changes. All Build Alternatives would include drainage improvements within and surrounding Yucaipa Creek and Wildwood Creek that would maintain adequate capacity during a 100-year storm event. All Build Alternatives would not cause an increase in existing water surface elevations. Standard practices for erosion control and construction discharges, including the development and implementation of an SWPP, would be implemented during construction (Measure **WQ-2**).

Measure **GEO-1** would be implemented, which requires the preparation of a geotechnical report that would include geotechnical exploratory boring activities to confirm soil types and geologic conditions to address any potential impacts related to soils, liquefaction, and seismic activity during final design. The Project would not expose people or structures to significant risks related to fire hazards, as no new residential, commercial, or industrial developments are proposed. These impacts are considered less than significant. No mitigation is required.

The following avoidance and minimization measures are proposed:

TR-1 During the final design phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to

accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following:

- Traffic controls.
- Transportation demand management.
- Public awareness measures (including signing, mailers, brochures, newspaper articles, and internet resources).
- Motorist information strategies.
- Incident management.

UT-3 The construction contractor will perform the following tasks:

a. Coordinate with CALFIRE and local fire departments to identify and maintain defensible spaces around active construction areas.

b. Coordinate with CALFIRE and local fire departments to identify and maintain firefighting equipment (e.g., extinguishers, shovels, water tankers) in active construction areas.

c. Post emergency services phone numbers (i.e., fire, emergency medical, and police) in visible locations in all active construction areas

WQ-2 A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential to impact water quality. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and include the construction site Best Management Practices (BMPs) to control pollutants such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater BMPs. Additional BMP reference material is contained in the Caltrans *Project Planning and Design Guide* (2023) and Caltrans *Construction Manual* (2018). These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-stormwater BMPs.

GEO-1 **Final Geotechnical Report.** During final design, a Final Geotechnical Report will be prepared to summarize the Project-specific findings from a detailed geotechnical investigation. The investigation will be conducted by qualified geotechnical personnel to assess geotechnical conditions of the Project Design Footprint. The report will be submitted to Caltrans for review and approval. The findings of the final report will be incorporated into the final design.

3.7.21 Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant with Mitigation Incorporated
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)?	Significant and Unavoidable Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Significant and Unavoidable Impact

CEQA Significance Determinations for Mandatory Findings of Significance

a) Less Than Significant Impact with Mitigation Incorporated

Aesthetics

Project implementation would introduce new roadway features, lighting, grading, and vegetation removal that would alter visual conditions within the Project Design Footprint and could degrade the existing visual character and quality of public views of the Project Design Footprint and its surroundings. Proposed aesthetic and landscape measures, including preparation of a hardscape plan (Measure **VIS-1**), lighting plan (Measure **VIS-2**), landscape plan (Measure **VIS-4**) and contouring and grading (Mitigation Measure **VIS-6**) would maintain visual character and minimize visual contrast. Measure **VIS-3** would require consistency with local aesthetic policies. Additionally, tree protection and replacement plans would be implemented (Mitigation Measures **VIS-5** and **BIO-8**). With incorporation of these measures, the Project would not have the potential to substantially degrade the visual quality of the environment. Impacts would be less than significant with mitigation incorporated.

Biological Resources

All Build Alternatives would construct a new interchange and overcrossing for Wildwood Canyon Road and improve Wildwood Canyon Road and Calimesa Boulevard within the Project Design Footprint. Construction activities associated with all Build Alternatives would require temporary ground and vegetation disturbance

activities, such as grading and excavation, which may result in potential impacts to biological resources.

As described earlier under Section 3.7.4, *Biological Resources*, no special-status plants were observed within the BSA during field surveys conducted in support of the NES(MI). However, the BSA supports suitable habitat for a variety of special-status and State listed species. All Build Alternatives proposed to implement Caltrans Standard Specifications 14-6 and general measures **BIO-1** through **BIO-6** would avoid and minimize impacts on these species and their habitat. In addition, Measure **BIO-7** and Mitigation Measure **BIO-8** would minimize impacts on oak woodlands. Additional measures are proposed that would avoid and minimize impacts on bats (Measures **BIO-9** and **BIO-10**), nesting birds (Measure **BIO-11**), Crotch's bumble bee (Measures **BIO-12** and **BIO-13**), southwestern willow flycatcher (Measure **BIO-15**), least Bell's vireo (Measure **BIO-15**), and burrowing owl (Measure **BIO-16**). Mitigation Measure **BIO-14** would be implemented should Crotch's bumble bee become listed or remain listed as a candidate species prior to construction and be depending on the results of a subsequent habitat assessment and surveys. A compensatory mitigation ratio of 2:1 is also proposed for the permanent loss of CDFW streambed (Mitigation Measure **WET-1**). These impacts are considered less than significant with mitigation incorporated.

Cultural Resources

As discussed in Section 2.2.11, *Cultural Resources*, there are no cultural resources within the APE. The area does not contain important examples of the major periods of California history or prehistory. Although unlikely, if previously unknown cultural materials or human remains are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find in accordance with Measures **CUL-1** and **CUL-2**.

Geology and Soils

The Project Design Footprint is underlain by multiple high paleontological sensitive geologic units, which are known to potentially contain paleontological resources (see Section 2.3.4, *Paleontology*). Ground-disturbing activities associated with Project construction would potentially result in a long-term disturbance or loss of previously undiscovered paleontological resources. However, the Project would implement Measure **PAL-1**, which would require the preparation and implementation of a PMP. The PMP would outline specific procedures to follow when unanticipated paleontological resources are encountered. Therefore, implementation of Measure **PAL-1** would reduce and avoid impacts to unanticipated paleontological resources. These impacts are considered less than significant. No mitigation is required.

b) Significant and Unavoidable Impact

Refer to the analysis in Section 3.6, *Cumulative Impacts*. The proposed Project under the Build Alternatives would have impacts on greenhouse gas emissions that are cumulatively considerable with mitigation. Therefore, impacts are significant and unavoidable.

c) Significant and Unavoidable Impact

Construction activities would generate GHG emissions through material processing, equipment operation, and traffic delays. Although compliance with Caltrans Standard Specifications and implementation of construction-related measures (**GHG-3**, **AQ-5, AQ-8, AQ-12,** and **TR-1**) would reduce construction emissions, construction emissions would be significant and unavoidable.

As described in Section 3.7.8, *Greenhouse Gas Emissions*, operational emissions would remain higher than existing conditions in the Opening Year and Horizon Year due to increased VMT associated with planned regional growth and the improved interchange. These emissions would also conflict with applicable GHG reduction plans, policies, or regulations. Mitigation Measures **GHG-1**, **GHG-2**, and **GHG-4** would be implemented to reduce operational greenhouse gas emissions to the extent feasible through project design features and energy-efficient improvements. Because GHG emissions would remain significant and unavoidable, and would conflict with adopted plans, policies, or regulations, the Project is considered to have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly, and the Project would result in a Mandatory Finding of Significance related to greenhouse gas emissions.

Chapter 4 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings, public meetings, public notices, and Project Development Team meetings. This chapter summarizes the results of the California Department of Transportation's (Caltrans), the City of Yucaipa's (City), and the San Bernardino County Transportation Authority's (SBCTA) efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

4.1 SCOPING PROCESS

In compliance with the California Environmental Quality Act, the City, in cooperation with Caltrans and SBCTA, held a 40-day public scoping period between March 25 and May 4, 2022. The purpose was to inform the public of the initiation of environmental studies and to allow the public an opportunity to ask questions, express concerns and preferences, and comment on the Project. Comments received during this time period became part of the public record and were considered in defining the Project scope and developing the Environmental Impact Report (EIR)/Environmental Assessment (EA).

The Notice of Preparation (NOP) and Notice of Completion are provided in Figure 4.1-1 and Figure 4.1-2 and Appendix A of the Project's Public Scoping Summary Report (see Appendix E, *Public Scoping Summary Report*). The following methods were used for notification and promotion of the scoping period:

- Advertisements – English and Spanish advertisements promoting the Public Scoping Period were published on March 25, 2022, in newspapers that cover the Project Design Footprint, including: The San Bernardino Sun; The Daily Bulletin; Redlands Daily Fact; Riverside Press Enterprise; News Mirror; and La Prensa Hispana (Spanish).
- Business Community – The City of Yucaipa Chamber of Commerce was mailed a scoping meeting notice.
- Certified Mail – 105 agency contacts were mailed a hard copy of the complete NOP package, which included the NOP, Notice of Completion, Public Notice, and Project Description.
- Digital Methods – Digital versions of the newspaper ads were used by the City of Yucaipa to promote the scoping meeting through their social media channels including Facebook and Twitter, and the Project's website

(https://yucaipa.org/wildwoodcanyonrdinterchange/) served as an information hub to keep the community informed.

- Direct Mail Postcards – 500 property owners/tenants along the Project Design Footprint were mailed a scoping meeting notice.
- Elected Officials Outreach – 12 elected officials representing constituents through the Project Design Footprint at the city, county, state, and federal levels were mailed the formal scoping notice (English and Spanish).

SCH NO _____

NOTICE OF PREPARATION

To. (Leave blank – will be filled in with Responsible/Trustee Agency)

From: California Dept. of Transportation, Dist. 8
464 West 4th Street, 6th Floor MS 820
San Bernardino, CA 92401-1400

Subject: Notice of Preparation of a Draft Environmental Impact Report

The California Department of Transportation (Caltrans) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

Project Title: Interstate 10 Wildwood Canyon Road Interchange Project

Project Description: The proposed Interstate 10 (I-10) Wildwood Canyon Road Interchange Project (Project) would construct a new interchange on I-10 at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R36.8) and the County Line Road Interchange (PM R39.2), in the City of Yucaipa. Associated improvements include new connecting roadways and/or realignment of existing local roadways, overcrossing bridge structures, signage, and the protection or relocation of utilities. The Wildwood Safety Roadside Rest Area would remain in place.

A more detailed project description, location map, and the potential environmental effects are contained in the attached materials.

A copy of the Initial Study is not attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please direct your response to Antonia Toledo, Senior Environmental Planner, California Department of Transportation, District 8, at the address shown above or e-mail: D8.1K090.Comments@dot.ca.gov Please supply us with the name for a contact person in your agency.

Date 2/24/2022

Signature
Title Senior Environmental Planner
Telephone (909) 501-5741

Attachment: Project Information

Figure 4.1-1. Notice of Preparation

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Interstate 10 Wildwood Canyon Road Interchange Project

Lead Agency: California Department of Transportation, District 8 — Contact Person: Antonia Toledo
Mailing Address: 464 West 4th Street, 6th Floor MS 820 — Phone: (909) 501-5741
City: San Bernardino — Zip: 92401-1400 — County: San Bernardino

Project Location: County: San Bernardino — City/Nearest Community: Yucaipa
Cross Streets: I-10 and Wildwood Canyon Road — Zip Code: 92399
Longitude/Latitude (degrees, minutes and seconds): 34 ° 00 ′ 40 ″ N / 117 ° 04 ′ 13 ″ W — Total Acres:
Assessor's Parcel No.: Multiple — Section: 11 — Twp.: 2S — Range: 2W — Base: Sbd
Within 2 Miles: State Hwy #: I-10 — Waterways: Wilson Creek, Wildwood Wash, and Yucaipa Creek
Airports: N/A — Railways: N/A — Schools: Multiple

Document Type:

CEQA: ☒ NOP ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ☐ Other:
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI
Other: ☐ Joint Document ☐ Final Document ☐ Other:

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☒ Other: Transportation

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational:
☐ Recreational:
☐ Water Facilities: Type ____ MGD ____
☒ Transportation: Type Interchange
☐ Mining: Mineral
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document:

☒ Aesthetic/Visual
☒ Agricultural Land
☒ Air Quality
☒ Archeological/Historical
☒ Biological Resources
☐ Coastal Zone
☒ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☒ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☒ Geologic/Seismic
☐ Minerals
☒ Noise
☒ Population/Housing Balance
☒ Public Services/Facilities
☒ Recreation/Parks
☒ Schools/Universities
☐ Septic Systems
☐ Sewer Capacity
☒ Soil Erosion/Compaction/Grading
☒ Solid Waste
☒ Toxic/Hazardous
☒ Traffic/Circulation
☒ Vegetation
☒ Water Quality
☒ Water Supply/Groundwater
☒ Wetland/Riparian
☒ Growth Inducement
☒ Land Use
☒ Cumulative Effects
☒ Other: GHG

Present Land Use/Zoning/General Plan Designation:

Transportation

Project Description: *(please use a separate page if necessary)*

The proposed Project would construct a new interchange on I-10 at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R36.8) and the County Line Road Interchange (PM 39.2), in the City of Yucaipa, County of San Bernardino, California. Associated improvements include new connecting roadways and/or realignment of existing local roadways, overcrossing bridge structures, signage, and the protection or relocation of utilities. The Wildwood Safety Roadside Rest Area would remain in place. (See attached Notice of Preparation for further information.)

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

Figure 4.1-2. Notice of Completion (1 of 2)

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

X	Air Resources Board	X	Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency	X	Parks & Recreation, Department of
X	California Highway Patrol		Pesticide Regulation, Department of
S	Caltrans District # 8	X	Public Utilities Commission
	Caltrans Division of Aeronautics	X	Regional WQCB # 8
S	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
X	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of	X	SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region # 6		Tahoe Regional Planning Agency
	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of	X	Water Resources, Department of
	General Services, Department of		
	Health Services, Department of	X	Other: South Coast Air Quality Management District
	Housing & Community Development	X	Other: U.S. Fish and Wildlife Services
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date March 25, 2022 Ending Date April 25, 2022

Lead Agency (Complete if applicable):

Consulting Firm: HDR Engineering, Inc.
Address: 2280 Market Street, Suite 100
City/State/Zip: Riverside, CA 92501
Contact: Angie Kung
Phone: 714-730-2395

Applicant: California Department of Transportation, District 8
Address: 464 West 4th Street, 6th Floor MS 820
City/State/Zip: San Bernardino, CA 92401-1400
Phone: (909) 501-5741

Signature of Lead Agency Representative: _____ **Date:** 2/24/2022

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Revised 2010

Figure 4.1-2. Notice of Completion (2 of 2)

The City held one public, in-person scoping meeting in an open house format on April 13, 2022, from 5:30 to 7:00 p.m. at the Yucaipa Performing Arts Center, 12062 California Street, Yucaipa, CA 92399. Open house material was made available on the Project website from March 25 to May 4, 2022.

24 individuals attended the in-person meeting. Two written comments were received at the meeting: one focusing on the Project's environmental impacts and the other focused on relief structures throughout the Project. Nine additional comments were received via email. No comments were received via U.S. Mail.

A total of 11 written comments were collected during public scoping. All comments received can be found in Appendix E, *Public Scoping Summary Report*. Comments received included the following themes:

- Safety
- Fish and Wildlife
- Traffic
- Right-of-Way
- Flooding and Storm Drains
- Environmental Impacts
- Construction
- Homelessness
- Pedestrian Access
- Community Impacts
- Consistency with Connect SoCal
- Population Growth
- Property Values
- Noise
- Relief Walls/Structures
- Through Traffic on Residential Streets
- Air Quality
- Public Lands

Comments were received from the following agencies during the public comment period:

- The California Department of Fish and Wildlife (CDFW; letter dated April 20, 2022) provided recommendations for adequately identifying and/or mitigating the Project's impacts on biological resources.
- The California Highway Patrol, San Gorgonio Pass Area (email dated March 29, 2022) commented that the Project was outside their jurisdiction.
- The San Bernardino County Department of Public Work (letter dated April 26, 2022) commented on floodplains and storm drains, including the need for a Floodplain Development Permit.
- Southern California Association of Governments (letter dated April 19, 2022) commented on conformity with Connect SoCal.

4.2 AGENCY CONSULTATION AND COORDINATION

4.2.1 U.S. Fish and Wildlife Service

An official U.S. Fish and Wildlife Service (USFWS) list of federally listed species and critical habitat was obtained online from the Information for Planning and Conservation tool on July 16, 2025 (see Appendix G, *Species Lists*). A 10-day Notification Letter was sent to Stacey Love with USFWS on April 13, 2022, prior to the start of California gnatcatcher surveys. A report documenting the results of the California gnatcatcher surveys was sent to Stacey Love with USFWS on July 28, 2022, which is included in Appendix F of the Natural Environment Study (Minimal Impacts) (Caltrans 2023). No additional agency coordination has been conducted to date.

As described in Section 2.4.1, Caltrans has determined that the Project would have "no effect" on any federally listed species under all Build Alternatives. Therefore, consultation with USFWS is not required.

4.2.2 California Department of Fish and Wildlife

CDFW responded to the NOP via emailed letter on April 22, 2022. The letter acknowledged that CDFW is a California Trustee Agency for fish and wildlife resources and provided recommendations for the draft environmental document. The CDFW letter is available in Appendix E, *Public Scoping Summary Report*.

CDFW authorizes take of endangered, threatened, or candidate species through Sections 2081 and 2080.1 of the California Fish and Game Code. Crotch's bumble bee is a candidate for State-listing and CDFW began a 12-month status review to determine whether this species warrants listing on September 30, 2022. Should the Project commence while the species is a candidate for listing or should CDFW make the determination to list this species, all Build Alternatives could potentially result in a "take" of Crotch's bumble bee. A State take determination would be made following completion of focused surveys as described in Measure **BIO-12** in Section 2.4.5, *Threatened and Endangered Species*.

Yucaipa Creek and Wildwood Wash are potentially subject to CDFW jurisdiction. A Streambed Alteration Notification would be prepared and submitted to CDFW during final design to acquire a Streambed Alteration Agreement.

4.3 NATIVE AMERICAN TRIBES

On December 17, 2019, the Native American Heritage Commission (NAHC) replied to a request for a search of the Sacred Lands File for the Project's Area of Potential Effects for information pertinent to cultural resources information. The NAHC stated that a records search of the State Lands File was completed with positive results (see Figure 4.3-1). The NAHC requested San Manuel Band of Mission Indians be contacted. NAHC

also recommended contacting 21 tribal contacts representing 14 tribal groups for additional information.

Per Caltrans District Native American Coordinator (Gary Jones, District Native American Coordinator, *personal communication*, February 7, 2022), the NAHC letter included an outdated list and only the San Manuel Band of Mission Indians, Gabrieleño Band of Mission Indians – Kizh Nation, Soboba Band of Luiseño Indians, and Morongo Band of Mission Indian need to be contacted for the Project.

In accordance with Section 106 of the National Historic Preservation Act initial consultation letters were sent to four Native American representatives on April 1, 2022, representing Yuhaaviatam of San Manuel Nation (formerly San Manuel Band of Mission Indians), Gabrieleño Band of Mission Indians – Kizh Nation, Soboba Band of Luiseño Indians, and Morongo Band of Mission Indians (Figure 4.3-2 to Figure 4.3-5). All four tribes elected to consult. Supplemental letters were emailed on April 14, 2023, regarding the advanced signage areas (see Figure 4.3-6 to Figure 4.3-9). Consultation with the NAHC and Native American representatives is summarized in Table 4.3-1. Additional records are on file with Caltrans District 8..

STATE OF CALIFORNIA GAVIN NEWSOM, Governor

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov

December 17, 2019

Gini Austerman
PaleoWest Archaeology

VIA Email to: gausterman@paleowest.com

RE: Wildwood Canyon Road Interchange Project, San Bernardino and Riverside Counties

Dear Ms. Austerman:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were positive. Please contact the San Manuel Band of Mission Indians on the attached list for more information. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Staff Services Analyst

Attachment

Figure 4.3-1. Native American Heritage Commission Letter (Sheet 1 of 4)

Native American Heritage Commission
Native American Contact List
Riverside, San Bernardino Counties
12/17/2019

Agua Caliente Band of Cahuilla Indians
Patricia Garcia-Plotkin, Director
5401 Dinah Shore Drive — Cahuilla
Palm Springs, CA, 92264
Phone: (760) 699 - 6907
Fax: (760) 699-6924
ACBCI-THPO@aguacaliente.net

Agua Caliente Band of Cahuilla Indians
Jeff Grubbe, Chairperson
5401 Dinah Shore Drive — Cahuilla
Palm Springs, CA, 92264
Phone: (760) 699 - 6800
Fax: (760) 699-6919

Augustine Band of Cahuilla Mission Indians
Amanda Vance, Chairperson
P.O. Box 846 — Cahuilla
Coachella, CA, 92236
Phone: (760) 398 - 4722
Fax: (760) 369-7161
hhaines@augustinetribe.com

Cabazon Band of Mission Indians
Doug Welmas, Chairperson
84-245 Indio Springs Parkway — Cahuilla
Indio, CA, 92203
Phone: (760) 342 - 2593
Fax: (760) 347-7880
jstapp@cabazonindians-nsn.gov

Cahuilla Band of Indians
Daniel Salgado, Chairperson
52701 U.S. Highway 371 — Cahuilla
Anza, CA, 92539
Phone: (951) 763 - 5549
Fax: (951) 763-2808
Chairman@cahuilla.net

Los Coyotes Band of Cahuilla and Cupeño Indians
Shane Chapparosa, Chairperson
P.O. Box 189 — Cahuilla
Warner Springs, CA, 92086-0189
Phone: (760) 782 - 0711
Fax: (760) 782-0712

Morongo Band of Mission Indians
Denisa Torres, Cultural Resources Manager
12700 Pumarra Rroad — Cahuilla
Banning, CA, 92220 — Serrano
Phone: (951) 849 - 8807
Fax: (951) 922-8146
dtorres@morongo-nsn.gov

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Rroad — Cahuilla
Banning, CA, 92220 — Serrano
Phone: (951) 849 - 8807
Fax: (951) 922-8146
dtorres@morongo-nsn.gov

Pechanga Band of Luiseno Indians
Paul Macarro, Cultural Resources Coordinator
P.O. Box 1477 — Luiseno
Temecula, CA, 92593
Phone: (951) 770 - 6306
Fax: (951) 506-9491
pmacarro@pechanga-nsn.gov

Pechanga Band of Luiseno Indians
Mark Macarro, Chairperson
P.O. Box 1477 — Luiseno
Temecula, CA, 92593
Phone: (951) 770 - 6000
Fax: (951) 695-1778
epreston@pechanga-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Wildwood Canyon Road Interchange Project, Riverside, San Bernardino Counties.

PROJ-2019-006398 — 12/17/2019 02:40 PM — 1 of 3

Figure 4.3-1. Native American Heritage Commission Letter (Sheet 2 of 4)

Native American Heritage Commission
Native American Contact List
Riverside, San Bernardino Counties
12/17/2019

Ramona Band of Cahuilla
John Gomez, Environmental Coordinator
P. O. Box 391670 — Cahuilla
Anza, CA, 92539
Phone: (951) 763 - 4105
Fax: (951) 763-4325
jgomez@ramona-nsn.gov

Ramona Band of Cahuilla
Joseph Hamilton, Chairperson
P.O. Box 391670 — Cahuilla
Anza, CA, 92539
Phone: (951) 763 - 4105
Fax: (951) 763-4325
admin@ramona-nsn.gov

San Fernando Band of Mission Indians
Donna Yocum, Chairperson
P.O. Box 221838 — Kitanemuk, Vanyume, Tataviam
Newhall, CA, 91322
Phone: (503) 539 - 0933
Fax: (503) 574-3308
ddyocum@comcast.net

San Manuel Band of Mission Indians
Lee Clauss, Director of Cultural Resources
26569 Community Center Drive — Serrano
Highland, CA, 92346
Phone: (909) 864 - 8933
Fax: (909) 864-3370
lclauss@sanmanuel-nsn.gov

Santa Rosa Band of Cahuilla Indians
Mercedes Estrada,
P. O. Box 391820 — Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
mercedes.estrada@santarosacahuilla-nsn.gov

Santa Rosa Band of Cahuilla Indians
Steven Estrada, Chairperson
P.O. Box 391820 — Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
mflaxbeard@santarosacahuilla-nsn.gov

Serrano Nation of Mission Indians
Mark Cochrane, Co-Chairperson
P. O. Box 343 — Serrano
Patton, CA, 92369
Phone: (909) 528 - 9032
serranonation1@gmail.com

Serrano Nation of Mission Indians
Wayne Walker, Co-Chairperson
P. O. Box 343 — Serrano
Patton, CA, 92369
Phone: (253) 370 - 0167
serranonation1@gmail.com

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 — Cahuilla, Luiseno
San Jacinto, CA, 92581
Phone: (951) 663 - 5279
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

Soboba Band of Luiseno Indians
Scott Cozart, Chairperson
P. O. Box 487 — Cahuilla, Luiseno
San Jacinto, CA, 92583
Phone: (951) 654 - 2765
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Wildwood Canyon Road Interchange Project, Riverside, San Bernardino Counties.

PROJ-2019-006398 — 12/17/2019 02:40 PM — 2 of 3

Figure 4.3-1. Native American Heritage Commission Letter (Sheet 3 of 4)

Native American Heritage Commission
Native American Contact List
Riverside, San Bernardino Counties
12/17/2019

Torres-Martinez Desert Cahuilla Indians
Michael Mirelez, Cultural Resource Coordinator
P.O. Box 1160 Cahuilla
Thermal, CA, 92274
Phone: (760) 399 - 0022
Fax: (760) 397-8146
mmirelez@tmdci.org

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Wildwood Canyon Road Interchange Project, Riverside, San Bernardino Counties.

PROJ-2019-006398 12/17/2019 02:40 PM 3 of 3

Figure 4.3-1. Native American Heritage Commission Letter (Sheet 4 of 4)

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
ENVIRONMENTAL PLANNING (MS 825)
464 W. FOURTH STREET, 6TH FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 261-8157
FAX (909) 383-6494
TTY (909) 383-6300

Make conservation a California way of life!

February 7, 2022

Jessica Mauck
Director of Cultural Resources
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, CA 92346

Interstate 10 Wildwood Canyon Road Interchange Project

EA 1K090
Project ID # 0818000181

Dear Ms. Mauck:

Subject: Initial Native American Consultation for the Interstate 10 Wildwood Canyon Road Interchange Project

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), and in cooperation with the City of Yucaipa (City) and San Bernardino County Transportation Authority (SBCTA), proposes to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R36.8) and the County Line Road Interchange (PM R39.2), in Yucaipa, San Bernardino County, California. The I-10 Wildwood Canyon Road Interchange Project (Project) would provide improved access to and from I-10 and accommodate future development. The Project limits and immediately surrounding area is depicted on the attached portions of the U.S. Geological Survey 7.5-minute topographic map Yucaipa, California Quad (T2S R2W Section 11 and San Bernardino Land Grant).

Please consider this letter and preliminary Project information as the initiation of Section 106 consultation pursuant to the National Historic Preservation Act and formal notification of a proposed project as required under the California Environmental Quality Act, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e. AB 52). Please respond within 30 days, pursuant to PRC 21080.3.1(d) if you would like to consult on this Project. Please provide a designated lead contact person if you have not provided that information to us already.

A Sacred Lands File (SLF) search was performed by the Native American Heritage Commission (NAHC). The results of the SLF search were positive for the immediate Project vicinity and the NAHC recommended contacting the San Manuel Band of Mission Indians for additional information.

Additional studies for the Project shall include cultural resources investigations and consultation with interested parties. On behalf of FHWA, the City, and SBCTA, Caltrans is interested in

Figure 4.3-2. Initial Consultation Letter – San Manuel Band of Mission Indians (Sheet 1 of 3)

February 7, 2022
Page 2

receiving input from your community regarding any concerns related to the proposed Project. If you know of any cultural resources that may be of religious or cultural significance to your community, or if you would like more information, please contact me at (909) 261-8157, or the above address, or my email at gary.jones@dot.ca.gov. In return correspondence, please refer to this Project by the EA number, EA 1K090.

Your time and involvement in this process is appreciated.

Respectfully,

Gary Jones

GARY JONES
Associate Environmental Planner, Archaeologist
District 8 Native American Coordinator
Environmental Support/Cultural Studies

Enclosure: Figure 1 – Project Location Map

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

Figure 4.3-2. Initial Consultation Letter – San Manuel Band of Mission Indians (Sheet 2 of 3)

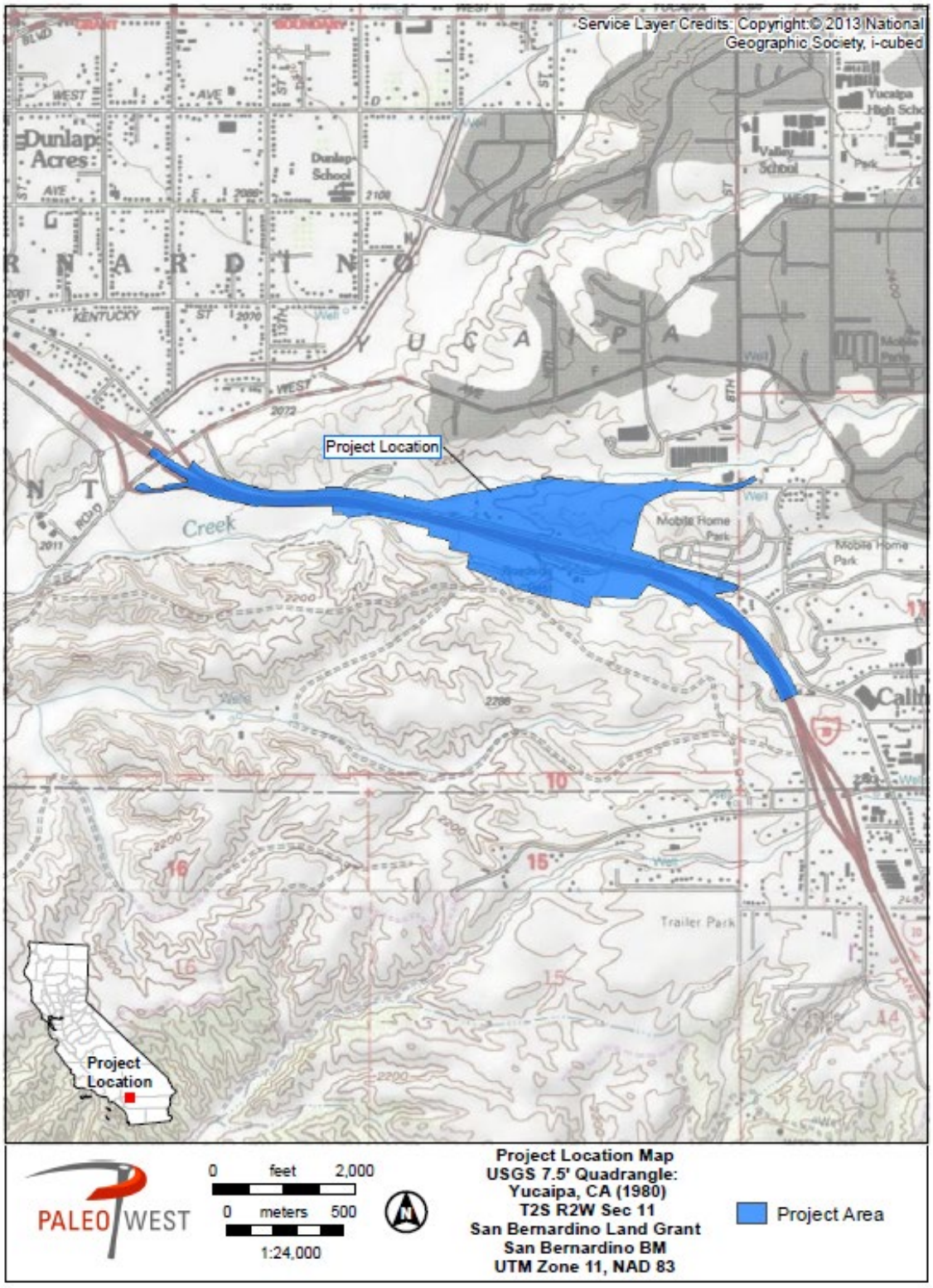

Figure 4.3-2. Initial Consultation Letter – San Manuel Band of Mission Indians (Sheet 3 of 3)

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
ENVIRONMENTAL PLANNING (MS 825)
464 W. FOURTH STREET, 6TH FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 261-8157
FAX (909) 383-6494
TTY (909) 383-6300

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February 7, 2022

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

Interstate 10 Wildwood Canyon Road Interchange Project

EA 1K090
Project ID # 0818000181

Dear Mr. Salas:

Subject: Initial Native American Consultation for the Interstate 10 Wildwood Canyon Road Interchange Project

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), and in cooperation with the City of Yucaipa (City) and San Bernardino County Transportation Authority (SBCTA), proposes to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R36.8) and the County Line Road Interchange (PM R39.2), in Yucaipa, San Bernardino County, California. The I-10 Wildwood Canyon Road Interchange Project (Project) would provide improved access to and from I-10 and accommodate future development. The Project limits and immediately surrounding area is depicted on the attached portions of the U.S. Geological Survey 7.5-minute topographic map Yucaipa, California Quad (T2S R2W Section 11 and San Bernardino Land Grant).

Please consider this letter and preliminary Project information as the initiation of Section 106 consultation pursuant to the National Historic Preservation Act and formal notification of a proposed project as required under the California Environmental Quality Act, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e. AB 52). Please respond within 30 days, pursuant to PRC 21080.3.1(d) if you would like to consult on this Project. Please provide a designated lead contact person if you have not provided that information to us already.

A Sacred Lands File (SLF) search was performed by the Native American Heritage Commission (NAHC). The results of the SLF search were positive for the immediate Project vicinity and the NAHC recommended contacting the San Manuel Band of Mission Indians for additional information.

Additional studies for the Project shall include cultural resources investigations and consultation with interested parties. On behalf of FHWA, the City, and SBCTA, Caltrans is interested in

Figure 4.3-3. Initial Consultation Letter – Gabrieleño Band of Mission Indians (Sheet 1 of 3)

February 7, 2022
Page 2

receiving input from your community regarding any concerns related to the proposed Project. If you know of any cultural resources that may be of religious or cultural significance to your community, or if you would like more information, please contact me at (909) 261-8157, or the above address, or my email at gary.jones@dot.ca.gov. In return correspondence, please refer to this Project by the EA number, EA 1K090.

Your time and involvement in this process is appreciated.

Respectfully,

Gary Jones

GARY JONES
Associate Environmental Planner, Archaeologist
District 8 Native American Coordinator
Environmental Support/Cultural Studies

Enclosure: Figure 1 – Project Location Map

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

Figure 4.3-3. Initial Consultation Letter – Gabrieleño Band of Mission Indians (Sheet 2 of 3)

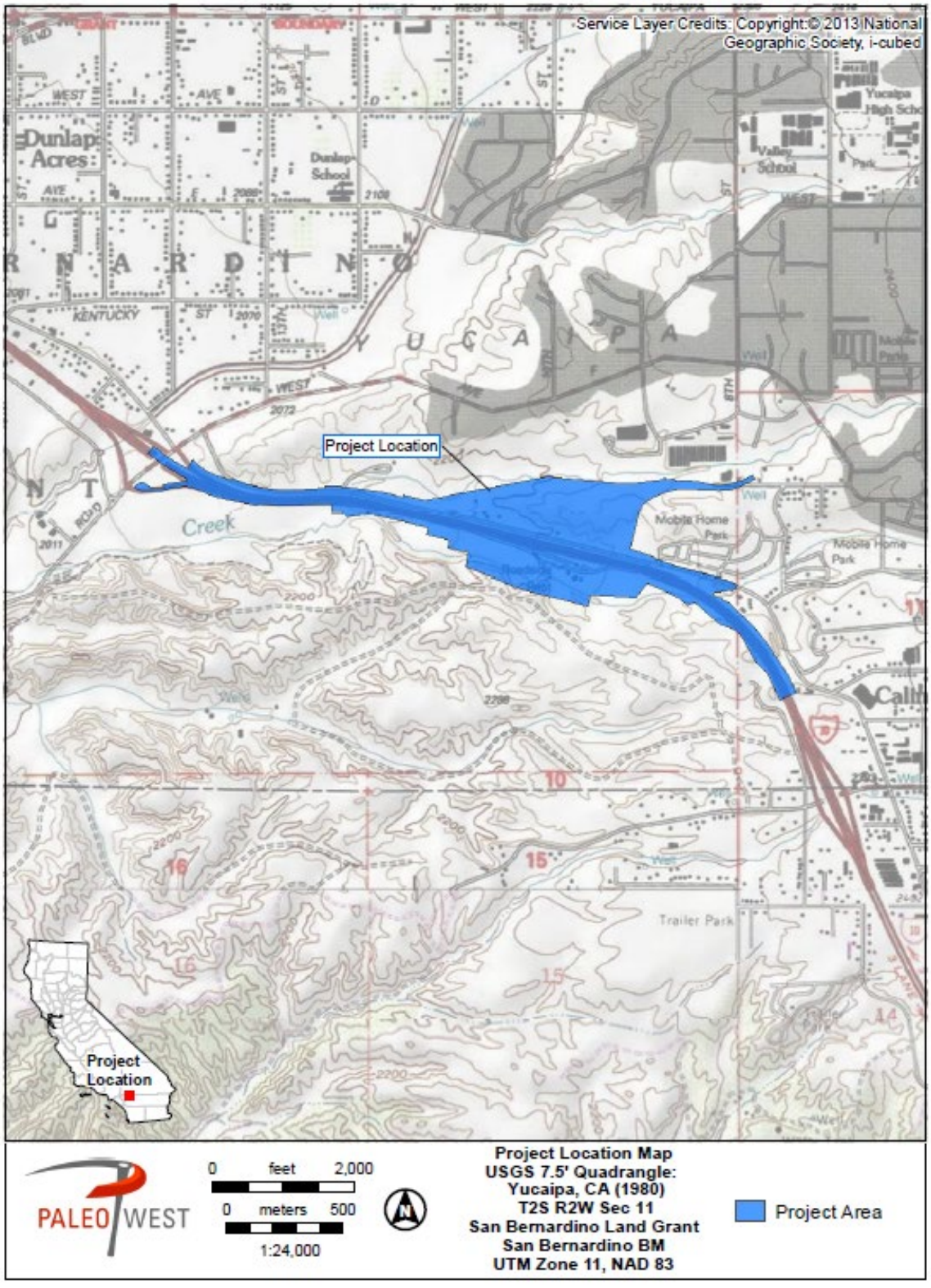

Figure 4.3-3. Initial Consultation Letter – Gabrieleño Band of Mission Indians (Sheet 3 of 3)

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
ENVIRONMENTAL PLANNING (MS 825)
464 W. FOURTH STREET, 6TH FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 261-8157
FAX (909) 383-6494
TTY (909) 383-6300

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February 7, 2022

Joseph Ontiveros
Tribal Historic Preservation Officer
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581

Interstate 10 Wildwood Canyon Road Interchange Project

EA 1K090
Project ID # 0818000181

Dear Mr. Ontiveros:

Subject: Initial Native American Consultation for the Interstate 10 Wildwood Canyon Road Interchange Project

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), and in cooperation with the City of Yucaipa (City) and San Bernardino County Transportation Authority (SBCTA), proposes to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R36.8) and the County Line Road Interchange (PM R39.2), in Yucaipa, San Bernardino County, California. The I-10 Wildwood Canyon Road Interchange Project (Project) would provide improved access to and from I-10 and accommodate future development. The Project limits and immediately surrounding area is depicted on the attached portions of the U.S. Geological Survey 7.5-minute topographic map Yucaipa, California Quad (T2S R2W Section 11 and San Bernardino Land Grant).

Please consider this letter and preliminary Project information as the initiation of Section 106 consultation pursuant to the National Historic Preservation Act and formal notification of a proposed project as required under the California Environmental Quality Act, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e. AB 52). Please respond within 30 days, pursuant to PRC 21080.3.1(d) if you would like to consult on this Project. Please provide a designated lead contact person if you have not provided that information to us already.

A Sacred Lands File (SLF) search was performed by the Native American Heritage Commission (NAHC). The results of the SLF search were positive for the immediate Project vicinity and the NAHC recommended contacting the San Manuel Band of Mission Indians for additional information.

Additional studies for the Project shall include cultural resources investigations and consultation with interested parties. On behalf of FHWA, the City, and SBCTA, Caltrans is interested in

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

Figure 4.3-4. Initial Consultation Letter – Soboba Band of Luiseño Indians (Sheet 1 of 3)

February 7, 2022
Page 2

receiving input from your community regarding any concerns related to the proposed Project. If you know of any cultural resources that may be of religious or cultural significance to your community, or if you would like more information, please contact me at (909) 261-8157, or the above address, or my email at gary.jones@dot.ca.gov. In return correspondence, please refer to this Project by the EA number, EA 1K090.

Your time and involvement in this process is appreciated.

Respectfully,

Gary Jones

GARY JONES
Associate Environmental Planner, Archaeologist
District 8 Native American Coordinator
Environmental Support/Cultural Studies

Enclosure: Figure 1 – Project Location Map

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

Figure 4.3-4. Initial Consultation Letter – Soboba Band of Luiseño Indians (Sheet 2 of 3)

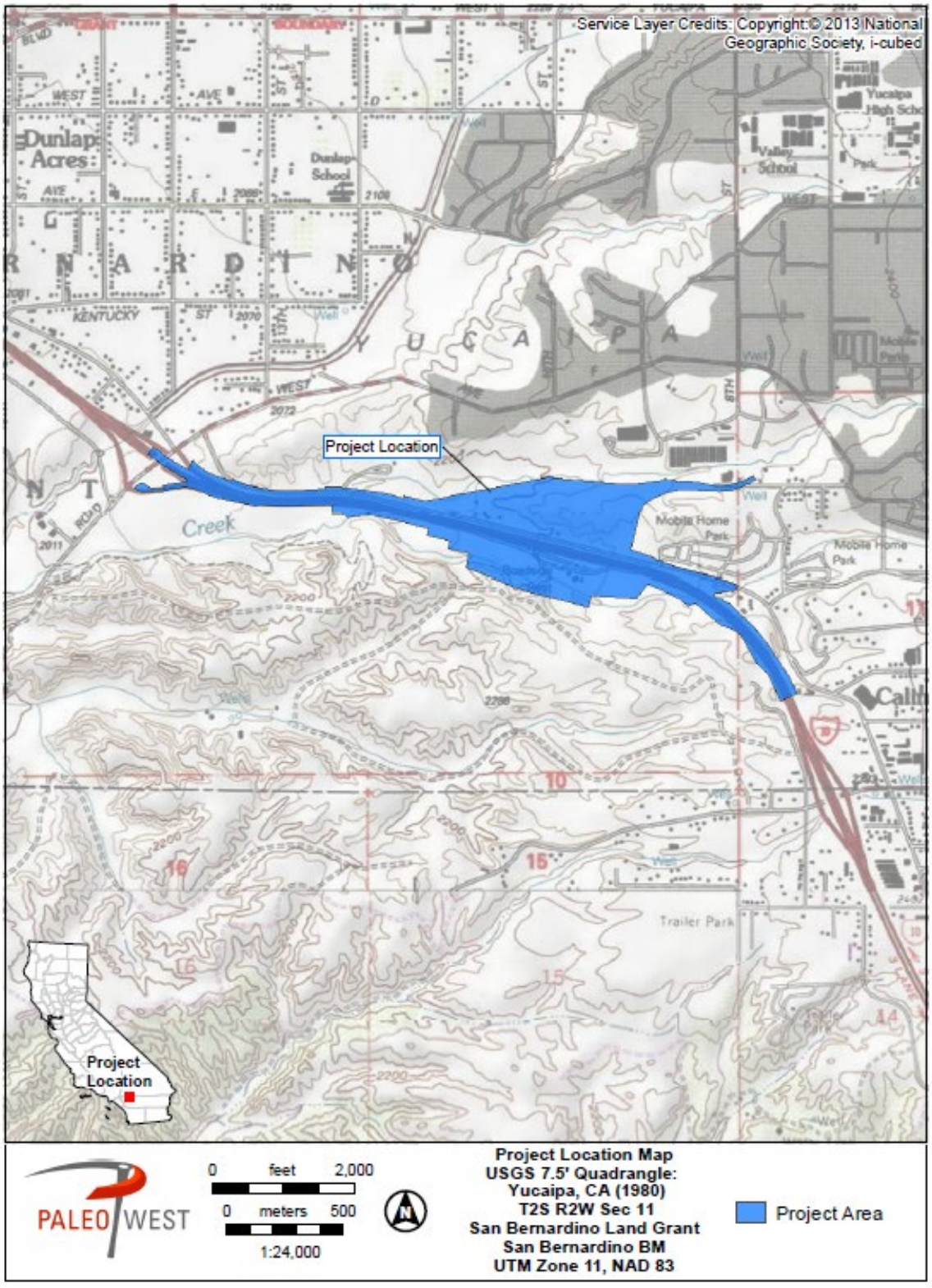

Figure 4.3-4. Initial Consultation Letter – Soboba Band of Luiseño Indians (Sheet 3 of 3)

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
ENVIRONMENTAL PLANNING (MS 825)
464 W. FOURTH STREET, 6TH FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 261-8157
FAX (909) 383-6494
TTY (909) 383-6300

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February 7, 2022

Ann Brierty
Tribal Historic Preservation Officer
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220

Interstate 10 Wildwood Canyon Road Interchange Project

EA 1K090
Project ID # 0818000181

Dear Ms. Brierty:

Subject: Initial Native American Consultation for the Interstate 10 Wildwood Canyon Road Interchange Project

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), and in cooperation with the City of Yucaipa (City) and San Bernardino County Transportation Authority (SBCTA), proposes to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R36.8) and the County Line Road Interchange (PM R39.2), in Yucaipa, San Bernardino County, California. The I-10 Wildwood Canyon Road Interchange Project (Project) would provide improved access to and from I-10 and accommodate future development. The Project limits and immediately surrounding area is depicted on the attached portions of the U.S. Geological Survey 7.5-minute topographic map Yucaipa, California Quad (T2S R2W Section 11 and San Bernardino Land Grant).

Please consider this letter and preliminary Project information as the initiation of Section 106 consultation pursuant to the National Historic Preservation Act and formal notification of a proposed project as required under the California Environmental Quality Act, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e. AB 52). Please respond within 30 days, pursuant to PRC 21080.3.1(d) if you would like to consult on this Project. Please provide a designated lead contact person if you have not provided that information to us already.

A Sacred Lands File (SLF) search was performed by the Native American Heritage Commission (NAHC). The results of the SLF search were positive for the immediate Project vicinity and the NAHC recommended contacting the San Manuel Band of Mission Indians for additional information.

Additional studies for the Project shall include cultural resources investigations and consultation with interested parties. On behalf of FHWA, the City, and SBCTA, Caltrans is interested in

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

Figure 4.3-5. Initial Consultation Letter – Morongo Band of Mission Indians (Sheet 1 of 3)

February 7, 2022
Page 2

receiving input from your community regarding any concerns related to the proposed Project. If you know of any cultural resources that may be of religious or cultural significance to your community, or if you would like more information, please contact me at (909) 261-8157, or the above address, or my email at gary.jones@dot.ca.gov. In return correspondence, please refer to this Project by the EA number, EA 1K090.

Your time and involvement in this process is appreciated.

Respectfully,

Gary Jones

GARY JONES
Associate Environmental Planner, Archaeologist
District 8 Native American Coordinator
Environmental Support/Cultural Studies

Enclosure: Figure 1 – Project Location Map

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

Figure 4.3-5. Initial Consultation Letter – Morongo Band of Mission Indians (Sheet 2 of 3)

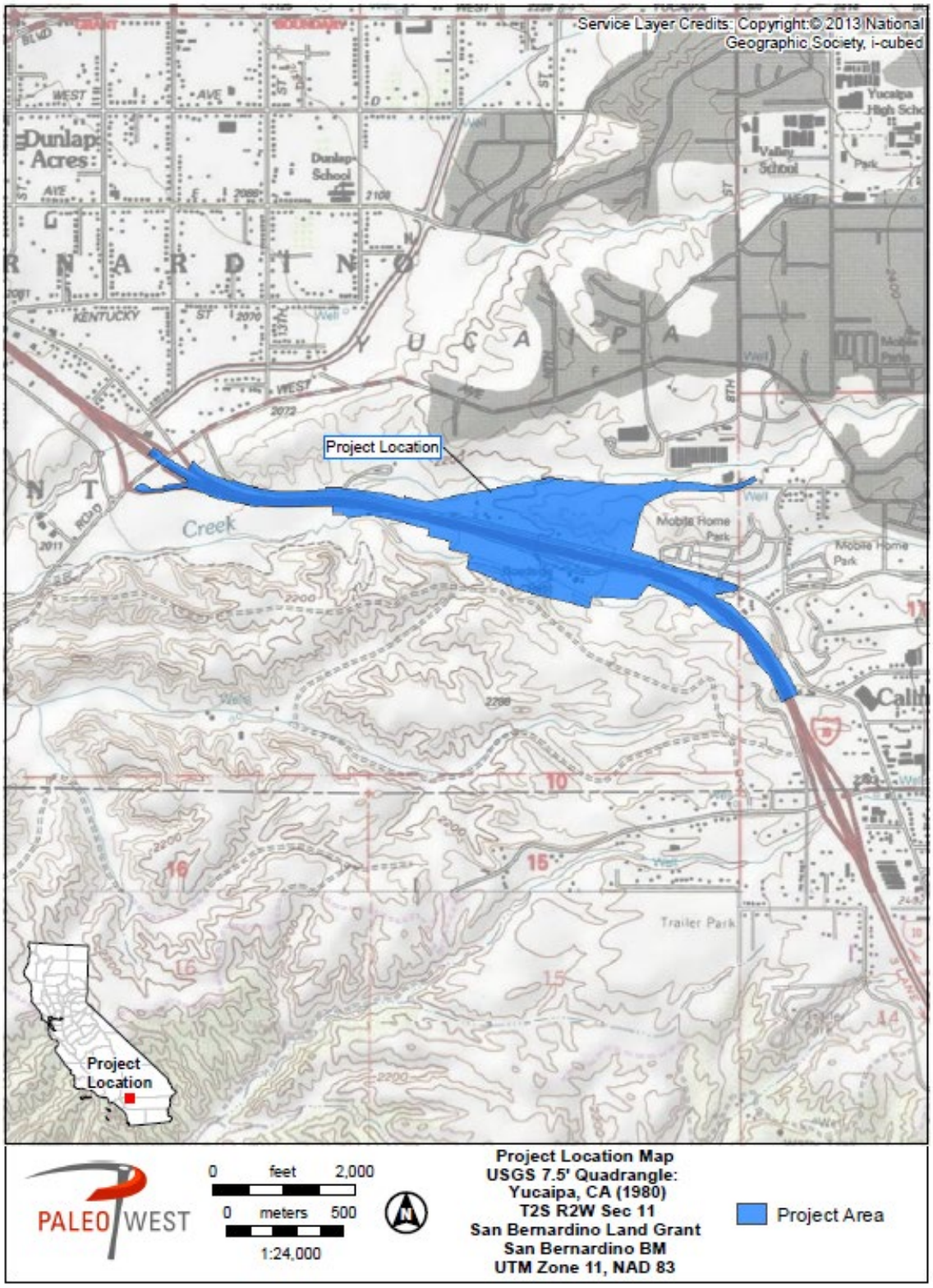

Figure 4.3-5. Initial Consultation Letter – Morongo Band of Mission Indians (Sheet 3 of 3)

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
ENVIRONMENTAL PLANNING (MS 825)
464 W. FOURTH STREET, 6TH FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 261-8157
FAX (909) 383-6494
TTY (909) 383-6300

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April 14, 2023

Ryan Nordness
Cultural Resources Department
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, CA 92346

Interstate 10 Wildwood Canyon Road Interchange Project

EA 1K090
Project ID # 0818000181

Dear Mr. Nordness:

Subject: Continued Native American Consultation for the Interstate 10 Wildwood Canyon Road Interchange Project

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), and in cooperation with the City of Yucaipa (City) and San Bernardino County Transportation Authority (SBCTA), proposes to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R37.0) and the County Line Road Interchange (PM R39.0), in Yucaipa, San Bernardino County, California. The I-10 Wildwood Canyon Road Interchange Project (Project) would provide improved access to and from I-10 and accommodate future development. Additionally, the proposed Project will include areas between PM R35.3 and PM R37.0 as well as PM R1.1 and PM R39.0 that will contain proposed permanent advanced signage locations. The Project limits and immediately surrounding area is depicted on the attached updated Project Location Map (Figure 1).

This letter is to notify you of a change in project limits for the proposed Project. In our original letter dated March 31, 2022, the Project was described between the Live Oak Canyon Road/Oak Glen Road Interchange (PM R36.8) and the County Line Road Interchange (PM R39.2), in Yucaipa, San Bernardino County, California. The proposed Project has been modified and will now extend between PM R35.3 and PM R1.1 in San Bernardino and Riverside counties to include the proposed advanced signage locations.

Please consider this letter and updated preliminary Project information as a continuation of the Section 106 and Assembly Bill (AB) 52 consultation that has occurred for this proposed Project pursuant to the National Historic Preservation Act and the California Environmental Quality Act, specifically §21080.3.1 and Chapter 532 Statutes of 2014 (i.e. AB 52).

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

Figure 4.3-6. Supplemental Consultation Letter – San Manuel Band of Mission Indians (Sheet 1 of 3)

April 14, 2023
Page 2

As indicated in the original letter, a Sacred Lands File (SLF) search was performed by the Native American Heritage Commission (NAHC). The results of the SLF search were positive for the immediate Project vicinity and the NAHC recommended contacting the San Manuel Band of Mission Indians for additional information.

Additional studies for the Project shall include cultural resources investigations and consultation with interested parties. On behalf of FHWA, the City, and SBCTA, Caltrans is interested in receiving input from your community regarding any concerns related to the proposed Project. If you know of any cultural resources that may be of religious or cultural significance to your community, or if you would like more information, please contact me at (909) 261-8157, or the above address, or my email at gary.jones@dot.ca.gov. In return correspondence, please refer to this Project by the EA number, EA 1K090.

Your time and involvement in this process is appreciated.

Respectfully,

Gary Jones

GARY JONES
Associate Environmental Planner, Archaeologist
District 8 Native American Coordinator
Environmental Support/Cultural Studies

Enclosure: Figure 1 – Project Location Map

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

Figure 4.3-6. Supplemental Consultation Letter – San Manuel Band of Mission Indians (Sheet 2 of 3)

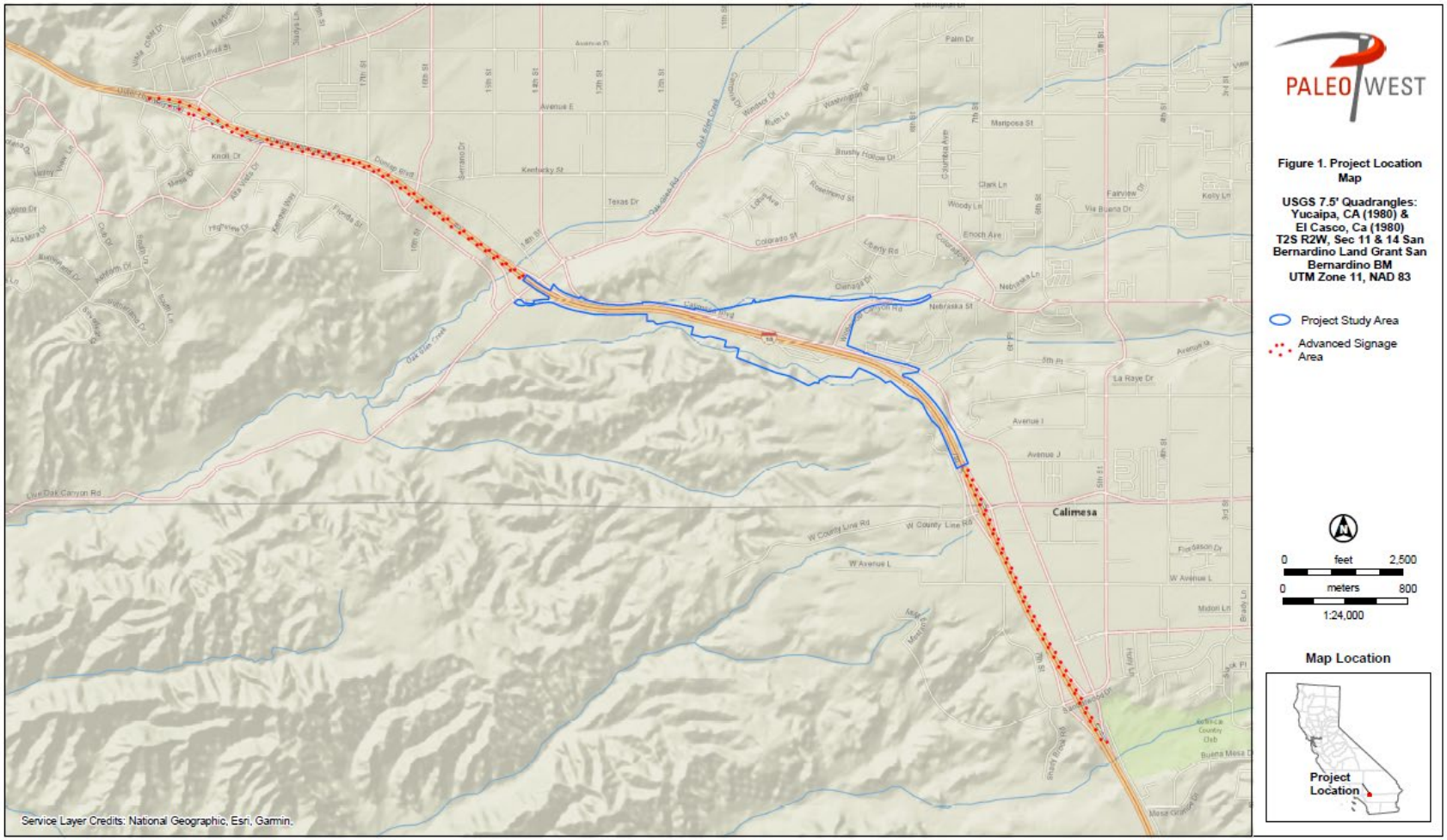

Figure 4.3-6. Supplemental Consultation Letter – San Manuel Band of Mission Indians (Sheet 3 of 3)

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CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
ENVIRONMENTAL PLANNING (MS 825)
464 W. FOURTH STREET, 6TH FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 261-8157
FAX (909) 383-6494
TTY (909) 383-6300

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April 14, 2023

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

Interstate 10 Wildwood Canyon Road Interchange Project

EA 1K090
Project ID # 0818000181

Dear Mr. Salas:

Subject: Continued Native American Consultation for the Interstate 10 Wildwood Canyon Road Interchange Project

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), and in cooperation with the City of Yucaipa (City) and San Bernardino County Transportation Authority (SBCTA), proposes to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R37.0) and the County Line Road Interchange (PM R39.0), in Yucaipa, San Bernardino County, California. The I-10 Wildwood Canyon Road Interchange Project (Project) would provide improved access to and from I-10 and accommodate future development. Additionally, the proposed Project will include areas between PM R35.3 and PM R37.0 as well as PM R1.1 and PM R39.0 that will contain proposed permanent advanced signage locations. The Project limits and immediately surrounding area is depicted on the attached updated Project Location Map (Figure 1).

This letter is to notify you of a change in project limits for the proposed Project. In our original letter dated March 31, 2022, the Project was described between the Live Oak Canyon Road/Oak Glen Road Interchange (PM R36.8) and the County Line Road Interchange (PM R39.2), in Yucaipa, San Bernardino County, California. The proposed Project has been modified and will now extend between PM R35.3 and PM R1.1 in San Bernardino and Riverside counties to include the proposed advanced signage locations.

Please consider this letter and updated preliminary Project information as a continuation of the Section 106 and Assembly Bill (AB) 52 consultation that has occurred for this proposed Project pursuant to the National Historic Preservation Act and the California Environmental Quality Act, specifically §21080.3.1 and Chapter 532 Statutes of 2014 (i.e. AB 52).

Figure 4.3-7. Supplemental Consultation Letter – Gabrieleño Band of Mission Indians (Sheet 1 of 3)

April 14, 2023
Page 2

As indicated in the original letter, a Sacred Lands File (SLF) search was performed by the Native American Heritage Commission (NAHC). The results of the SLF search were positive for the immediate Project vicinity and the NAHC recommended contacting the San Manuel Band of Mission Indians for additional information.

Additional studies for the Project shall include cultural resources investigations and consultation with interested parties. On behalf of FHWA, the City, and SBCTA, Caltrans is interested in receiving input from your community regarding any concerns related to the proposed Project. If you know of any cultural resources that may be of religious or cultural significance to your community, or if you would like more information, please contact me at (909) 261-8157, or the above address, or my email at gary.jones@dot.ca.gov. In return correspondence, please refer to this Project by the EA number, EA 1K090.

Your time and involvement in this process is appreciated.

Respectfully,

Gary Jones

GARY JONES
Associate Environmental Planner, Archaeologist
District 8 Native American Coordinator
Environmental Support/Cultural Studies

Enclosure: Figure 1 – Project Location Map

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

Figure 4.3-7. Supplemental Consultation Letter – Gabrieleño Band of Mission Indians (Sheet 2 of 3)

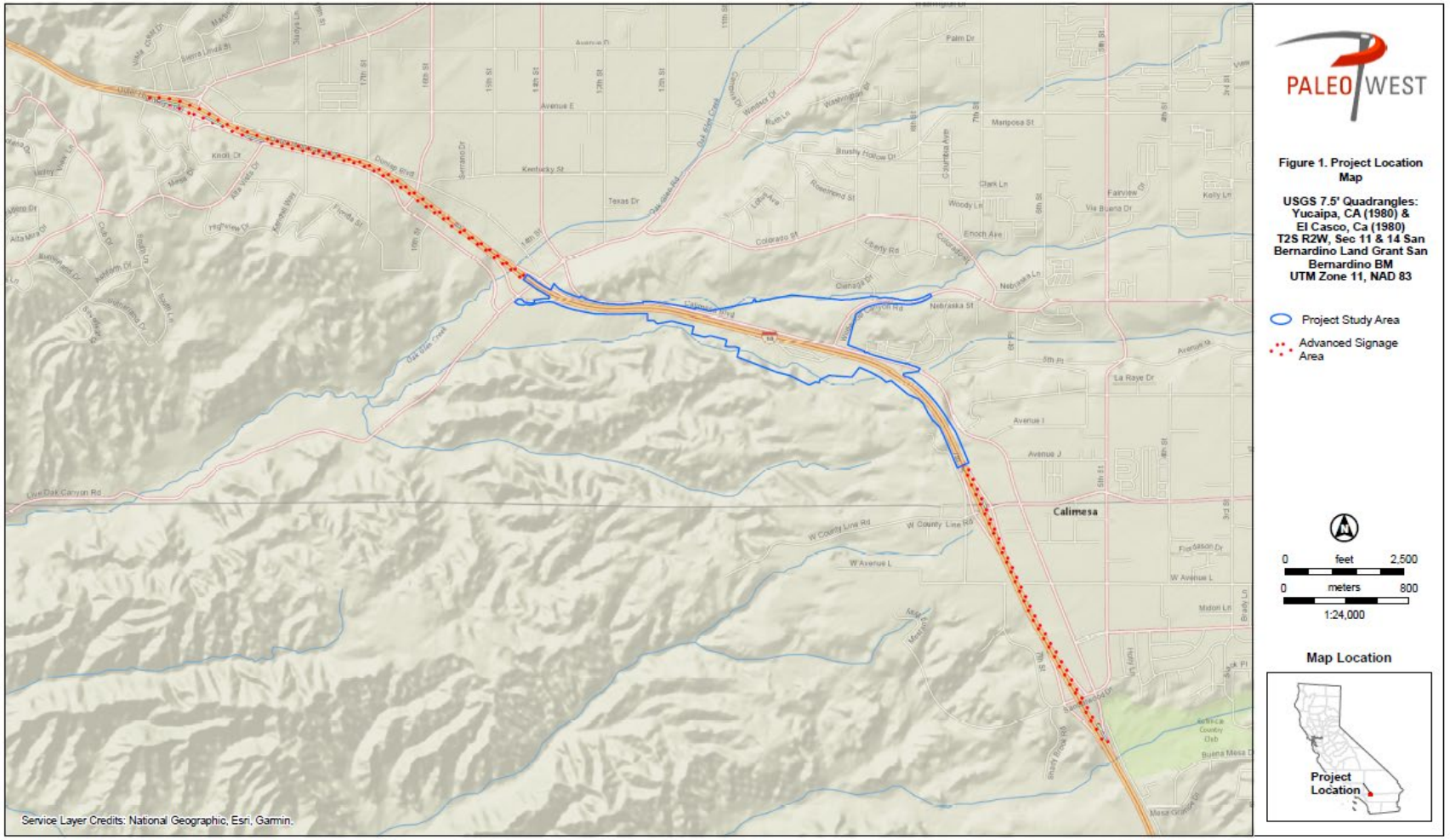

Figure 4.3-7. Supplemental Consultation Letter – Gabrieleño Band of Mission Indians (Sheet 3 of 3)

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CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

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April 14, 2023

Joseph Ontiveros
Tribal Historic Preservation Officer
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581

Interstate 10 Wildwood Canyon Road Interchange Project

EA 1K090
Project ID # 0818000181

Dear Mr. Ontiveros:

Subject: Continued Native American Consultation for the Interstate 10 Wildwood Canyon Road Interchange Project

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), and in cooperation with the City of Yucaipa (City) and San Bernardino County Transportation Authority (SBCTA), proposes to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R37.0) and the County Line Road Interchange (PM R39.0), in Yucaipa, San Bernardino County, California. The I-10 Wildwood Canyon Road Interchange Project (Project) would provide improved access to and from I-10 and accommodate future development. Additionally, the proposed Project will include areas between PM R35.3 and PM R37.0 as well as PM R1.1 and PM R39.0 that will contain proposed permanent advanced signage locations. The Project limits and immediately surrounding area is depicted on the attached updated Project Location Map (Figure 1).

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Figure 4.3-8. Supplemental Consultation Letter – Soboba Band of Luiseño Indians (Sheet 1 of 3)

April 14, 2023
Page 2

As indicated in the original letter, a Sacred Lands File (SLF) search was performed by the Native American Heritage Commission (NAHC). The results of the SLF search were positive for the immediate Project vicinity and the NAHC recommended contacting the San Manuel Band of Mission Indians for additional information.

Additional studies for the Project shall include cultural resources investigations and consultation with interested parties. On behalf of FHWA, the City, and SBCTA, Caltrans is interested in receiving input from your community regarding any concerns related to the proposed Project. If you know of any cultural resources that may be of religious or cultural significance to your community, or if you would like more information, please contact me at (909) 261-8157, or the above address, or my email at gary.jones@dot.ca.gov. In return correspondence, please refer to this Project by the EA number, EA 1K090.

Your time and involvement in this process is appreciated.

Respectfully,

Gary Jones

GARY JONES
Associate Environmental Planner, Archaeologist
District 8 Native American Coordinator
Environmental Support/Cultural Studies

Enclosure: Figure 1 – Project Location Map

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

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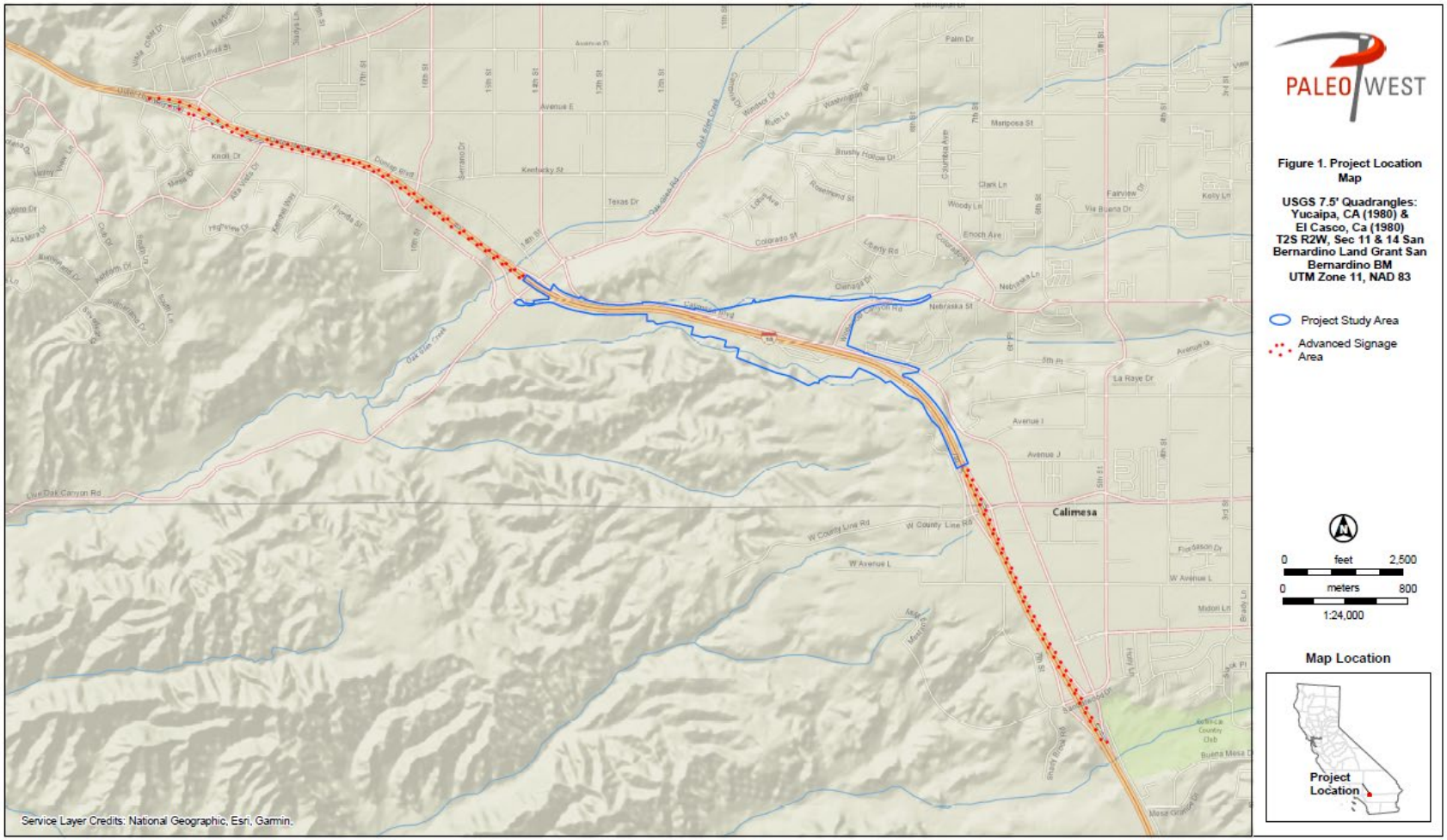

Figure 4.3-8. Supplemental Consultation Letter – Soboba Band of Luiseño Indians (Sheet 3 of 3)

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April 14, 2023

Ann Brierty
THPO
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220

Interstate 10 Wildwood Canyon Road Interchange Project

EA 1K090
Project ID # 0818000181

Dear Ms. Brierty:

Subject: Continued Native American Consultation for the Interstate 10 Wildwood Canyon Road Interchange Project

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), and in cooperation with the City of Yucaipa (City) and San Bernardino County Transportation Authority (SBCTA), proposes to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R37.0) and the County Line Road Interchange (PM R39.0), in Yucaipa, San Bernardino County, California. The I-10 Wildwood Canyon Road Interchange Project (Project) would provide improved access to and from I-10 and accommodate future development. Additionally, the proposed Project will include areas between PM R35.3 and PM R37.0 as well as PM R1.1 and PM R39.0 that will contain proposed permanent advanced signage locations. The Project limits and immediately surrounding area is depicted on the attached updated Project Location Map (Figure 1).

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Figure 4.3-9. Supplemental Consultation Letter – Morongo Band of Mission Indians (Sheet 1 of 3)

April 14, 2023
Page 2

As indicated in the original letter, a Sacred Lands File (SLF) search was performed by the Native American Heritage Commission (NAHC). The results of the SLF search were positive for the immediate Project vicinity and the NAHC recommended contacting the San Manuel Band of Mission Indians for additional information.

Additional studies for the Project shall include cultural resources investigations and consultation with interested parties. On behalf of FHWA, the City, and SBCTA, Caltrans is interested in receiving input from your community regarding any concerns related to the proposed Project. If you know of any cultural resources that may be of religious or cultural significance to your community, or if you would like more information, please contact me at (909) 261-8157, or the above address, or my email at gary.jones@dot.ca.gov. In return correspondence, please refer to this Project by the EA number, EA 1K090.

Your time and involvement in this process is appreciated.

Respectfully,

Gary Jones

GARY JONES
Associate Environmental Planner, Archaeologist
District 8 Native American Coordinator
Environmental Support/Cultural Studies

Enclosure: Figure 1 – Project Location Map

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

Figure 4.3-9. Supplemental Consultation Letter – Morongo Band of Mission Indians (Sheet 2 of 3)

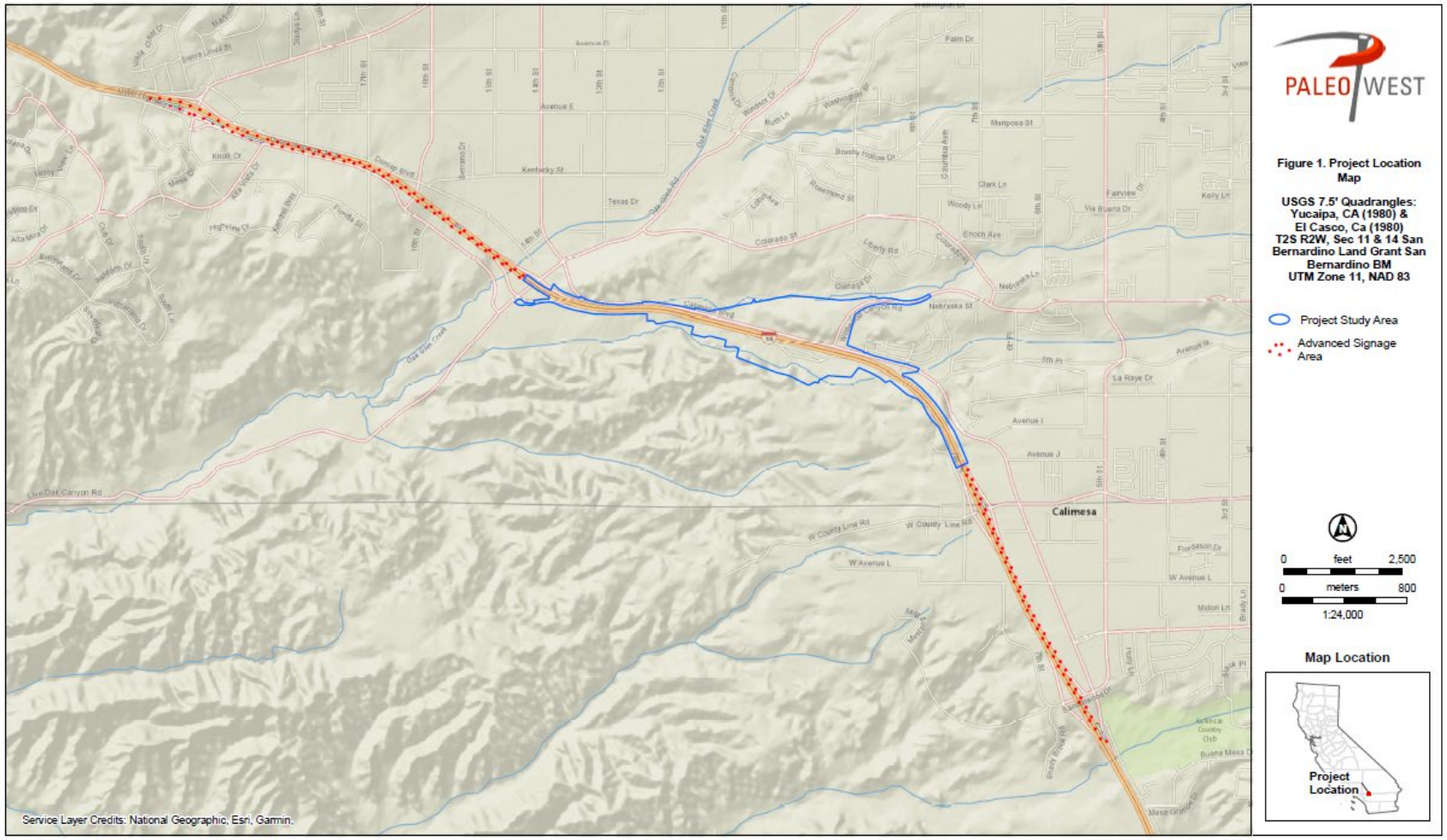

Figure 4.3-9. Supplemental Consultation Letter – Morongo Band of Mission Indians (Sheet 3 of 3)

Table 4.3-1. Summary of Native American Consultation

Tribal Government	Pont of Contact	Contact Info	Consultation	Comments/Notes
Native American Heritage Commission	N/A	California Native American Heritage Commission 1550 Harbor Blvd, Suite 100 West Sacramento, CA 95691	Letter received dated December 17, 2019.	Sacred Lands File was completed with positive results. Recommended contacting the San Manuel Band of Mission Indians and included a list of 21 tribal contacts representing 14 tribal groups for additional information.
Yuhaaviatam of San Manuel Nation (San Manuel Band of Mission Indians)	Jessica Mauck, Cultural Resources Director	26569 Community Center Drive Highland, CA, 92346	Initial consultation letter sent via email on April 1, 2022. Supplemental letter sent via email on April 14, 2023. Follow-up call on May 15, 2023.	Ryan Nordness, Cultural Resources Analyst, responded via email on May 6, 2022, stating that the project area has three known tribally affiliated cultural resources. Requested to review cultural resources reports, geotechnical reports (if required), and project plans showing the depth of disturbance. The tribe also elected to consult under the California Environmental Quality Act (Assembly Bill 52). During follow-up call on June 14, 2023, Mr. Nordness confirmed receipt of updated letter and stated that he would send an email response indicating that the tribe would like to continue consultation.
Gabrieleño Band of Mission Indians – Kizh Nation	Andrew Salas, Chairperson	P.O. Box 393 Covina, CA 91723	Initial consultation letter sent via email on April 1, 2022. Follow-up call on May 16. Supplemental letter sent on April 14, 2023. Follow-up calls on May 15, 2023, and June 14, 2023.	Brandy Salas, Administrative Specialist, responded via email on May 17, 2022, stating would like to set up a time to consult. Kizh Nation requested tribal Consultation and a copy of the Archaeological Survey Report once complete. During a follow-up call on June 14, 2023, Andy Salas, Chairperson, stated would like to move forward with consultation.

Tribal Government	Pont of Contact	Contact Info	Consultation	Comments/Notes
Soboba Band of Luiseño Indians	Joseph Ontiveros, Tribal Historic Preservation Officer (THPO)	P.O. BOX 487 San Jacinto, CA, 92581	Initial consultation letter sent via email on April 1, 2022. Follow-up calls on May 16 and June 17, 2022. The letter was resent via email on June 17, 2022. Supplemental letter sent on April 14, 2023. Follow-up calls on May 15. Follow-up email was sent on May 25, 2023. Follow-up call on June 14, 2023.	During call on June 17, 2022, Mr. Ontiveros requested the letters be resent and he indicated he would review early next week. During a follow-up call on June 14, 2023, Mr. Ontiveros. stated the Tribe is very interested in initiating Tribal Consultation as they are aware of several resources of traditional culture and traditional cultural properties with associated placenames in the area. He also stated they are willing to share that information with Caltrans during formal consultation.
Morongo Band of Mission Indians	Ann Brierty, THPO	12700 Pumarra Road Banning, CA, 92220	Initial consultation letter sent via email on April 1, 2022. Follow-up calls on May 16. Supplemental letter sent via email on April 14, 2023. Follow-up call on May 15, 2023.	Ann Brierty, THPO, responded via email on May 17, 2022, requesting project design and grading plans, record search results, tribal participation during surveys (if it hasn't taken place), shapefiles of the Area of Potential Effects, and geotechnical reports. During follow-up call and email on May 17, 2023, Ann Brierty stated she would directly reach out to Gary Jones at Caltrans District 8.

Source: (Caltrans 2025)
Notes:
THPO=Tribal Historic Preservation Officer

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Chapter 5 List of Preparers

The following California Department of Transportation staff, City of Yucaipa staff, and consultants contributed to the preparation of this Environmental Impact Report (EIR)/Environmental Assessment (EA).

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Clarendon, Shannon, Principal Investigator, Prehistoric Archaeology

Clark, Greg, District/Regional Design Storm Water Coordinator

Cheng, Donald, Transportation Civil Engineer, Environmental Engineering

Duff, Gabrielle, Senior Environmental Scientist, Branch Chief, Cultural Studies

Elgeziry, Maggi, Environmental Scientist, Biological Studies

Espejo, Alan, Transportation Engineer, Environmental Engineering

Islam, Fatima, Transportation Engineer, Environmental Engineering

Karimi, Bahram, Associate Environmental Planner, Paleontology Coordinator,

Magallanes, Steven, Landscape Architect

Odufalu, Olufemi, P.E., Branch Chief, Environmental Engineering

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CITY OF YUCAIPA

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Dhupar, Priya, Environmental Planner

Dong, Steven, Technical Editor

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Turner, Katherine, Technical Editor

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Li, George, Associate

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CHRONICLE HERITAGE

Chasteen, Carrie, Senior Architectural Historian

A/E TECH LLC

Farhang, Farshad, President, Owner

CHARLES ABBOTT ASSOCIATES, INC.

Podegracz, Mike, Director

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Chapter 6 Distribution List

The Draft Environmental Impact Report/Environmental Assessment and/or a Notice of Preparation were distributed to the following federal, State, regional, county, and local agencies; elected officials; public service providers; interested groups, organizations, and individuals; and Native American tribes in the vicinity of the Project Design Footprint. In addition, all property owners and resident/occupants located within 500 feet of the Project Design Footprint were provided with a Notice of Preparation.

6.1 FEDERAL AGENCIES

U.S. Fish and Wildlife Service 2800 Cottage Way, Room W-2605 Sacramento, CA 95825	U.S. Fish and Wildlife Service Attn: John M. Taylor 777 E. Tahquitz Canyon Way, Suite 208 Palm Springs, CA 92262
U.S. Fish and Wildlife Service 6010 Hidden Valley Road Carlsbad, CA 92011	U.S. Fish and Wildlife Service 3602 Inland Empire Boulevard Suite C-220 Ontario, CA 91764
U.S. Army Corps of Engineers Attn: David Castanon, Chief Regulatory Division 911 Wilshire Boulevard, Suite 911 Los Angeles, CA 90017	U.S. Army Corps of Engineers Attn: Corice Farrar, Chief Orange and Riverside Counties Section P.O. Box 532711 Los Angeles, CA 90017
U.S. Environmental Protection Agency Attn: Morgan Capilla 75 Hawthorne Street San Francisco, CA 94105	Federal Emergency Management Agency Attn: William Craig Fugate, Director 500 C Street, Southwest Washington DC 20472
U.S. Department of Homeland Security FEMA Region IX Attn: Alessandro Amiglio, Environmental Officer 111 Broadway, Suite 1200 Oakland, CA 94607	U.S. Environmental Protection Agency Attn: Susan East Bromm, Director Ariel Rios Building 1200 Pennsylvania Avenue, NW Mail Code 2251A Washington DC 20460
U.S. Environmental Protection Agency Region 9 Attn: Susan Sturges 75 Hawthorne Street, ENF 4-2 San Francisco, CA 94105	U.S. Department of the Interior Office of Environmental Policy and Compliance Attn: Willie R. Taylor, Director 1849 C Street, NW, MS 2462 Washington DC 20240
U.S. Department of the Interior Office of Environmental Policy and Compliance, Region IX Attn: Patricia Southport, Regional Environmental Officer 333 Bush Street, Suite 515 San Francisco, CA 94104	Advisory Council on Historical Preservation Attn: John M. Fowler, Executive Director Old P.O. Building 1100 Pennsylvania Avenue, NW Washington DC 20004

Bureau of Indian Affairs Division of Transportation Attn: Leroy Gishi, Chief 1849 C Street, NW MS-4141-MIB Washington DC 20240	

6.2 STATE AGENCIES

California Public Utilities Commission Attn: Alice Stebbins, Executive Director 505 Van Ness Avenue San Francisco, CA 94102	Native American Heritage Commission Attn: David Singleton, Program Analyst 915 Capitol Mall, Room 364 Sacramento, CA 95814
California Transportation Commission 1120 “N” Street, Room 2221 Sacramento, CA 95814	California Air Resources Board Air Quality & Transportation Planning Branch 1001 “I” Street, 7th Floor Sacramento, CA 95814
Office of Land Use and Climate Innovation State Clearinghouse Attn: Samuel Assefa, Director Office of Planning and Research 1400 10th Street Sacramento, CA 95814	California Energy Commission Attn: Shawn Pittard, Deputy Director Siting, Transmission and Env. Division 1516 Ninth Street, MS-39 Sacramento, CA 95814
Office of Historic Preservation Julianne Polanco, Pres. Officer 1725 23rd Street, Suite 100 Sacramento, CA 95816	Native American Heritage Commission Attn: Christina Snider, Ex. Secretary 1550 Harbor Boulevard, Suite 100 West Sacramento, CA 95691
Department of Water Resources Attn: Karia Nemeth, Director P.O. Box 942836 Sacramento, CA 94238	California Department of Conservation Office of Gov. & Env. Relations Attn: David Bunn, Director 801 “K” Street, MS 24-01 Sacramento, CA 95814
State Water Resources Control Board Attn: Phil Crader, Assistant Deputy Director 1001 “I” Street Sacramento, CA 95814	California Resources Agency Attn: Wade Crowfoot, California Secretary 1416 Ninth Street, Suite 1311 Sacramento, CA 95814
California Department of Fish and Wildlife Attn: Tiffany Ellis Inland Deserts Region (Region 6) 3602 Inland Empire Boulevard Suite C-220 Ontario, CA 91764	California Department of Forestry and Fire Protection Southern Region Operations 2524 Mulberry Street Riverside, CA 92501
California Public Utilities Commission Attn: Edward Randolph, Director 506 Van Ness Avenue San Francisco, CA 94102	California Highway Patrol, Inland Division Attn: Eric Phipps, Inland Div. Lt. 857 Brier Drive San Bernardino, CA 92408
California Highway Patrol (665) San Gorgonio Pass 195 Highland Springs Avenue Beaumont, CA 92223	Department of Toxic Substances Control P.O. Box 806 Sacramento, CA 95812

Department of Parks and Recreation 715 P Street Sacrament, Ca 95814	

6.3 REGIONAL/COUNTY/LOCAL AGENCIES

Southern California Association of Governments Intergovernmental Review 900 Wilshire Boulevard, Suite 1700 Los Angeles, CA 90017	Southern California Association of Governments Attn: Kome Ajise, Executive Director 1170 West 3rd Street, Suite 140 San Bernardino, CA 92410
Water Quality Control Board Santa Ana Region Attn: Glenn Robertson, Engineering Geologist/CEQA Coordinator 3737 Main Street, Suite 500 Riverside, CA 92501	Southern California Association of Governments San Bernardino County Regional Office Attn: Arnold San Miguel 1170 West 3rd Street, Suite 140 San Bernardino, CA 92410
City of Calimesa Department of Public Works Attn: Margaret Monson 908 Park Avenue Calimesa, CA 92320	Omnitrans Attn: Erin Rogers, CEO/General Manager 1700 W. Fifth Street San Bernardino, CA 92411
South Coast Air Quality Management District Attn: Daniel Wong, Riverside County Regional Contact 21865 East Copley Drive Diamond Bar, CA 91765	San Bernardino County Sheriff's Department Attn: Shannon D. Dicus, Sheriff-Coroner 655 E. Third Street San Bernardino, CA 92415
San Bernardino County Fire Protection District Attn: Daniel R. Munsey, Fire Chief/Fire Warden 157 W. 5th Street, 2nd Floor San Bernardino, CA 92415	Water Quality Control Board Santa Ana Region Attn: Mark Adelson, Chief Regional Planning Programs 3737 Main Street, Suite 500 Riverside, CA 92501
San Bernardino County Department of Public Works Transportation Planning Division Attn: Arlene Chun, Chief 825 E. Third Street San Bernardino, CA 92415	San Bernardino County Land Use Services 385 N. Arrowhead Avenue San Bernardino, CA 92415
San Bernardino County Department of Public Works Flood Control Division Attn: David Drake, Chief 825 E. Third Street San Bernardino, CA 92415	San Bernardino County Department of Public Works Environmental Management Division Attn: Anthony Pham, Chief 825 E. Third Street San Bernardino, CA 92415
San Bernardino County Department of Public Works Solid Waste Management Division Attn: Darren Meeka, Deputy Director 825 E. Third Street San Bernardino, CA 92415	San Bernardino County Attn: Leonard X. Hernandez, Chief Executive Officer 385 Arrowhead Avenue San Bernardino, CA 92415

San Bernardino County Fire Protection District Office of Emergency Services 157 W. 5th Street, 2nd Floor San Bernardino, CA 92415	San Bernardino County Attn: David Wert, Public Information Officer 385 Arrowhead Avenue San Bernardino, CA 92415
City of Yucaipa Chamber of Commerce Attn: Ellen Benefiel 12052 California Street Yucaipa, CA 92399	Yucaipa-Calimesa Joint Unified School District Attn: David Stevenson, Director of Facilities, Planning and Operations 12797 Third Street Yucaipa, CA 92399
City of Yucaipa Development Services Attn: Ferin Preciado, Director/City Engineer 34272 Yucaipa Boulevard Yucaipa, CA 92399	City of Yucaipa Attn: Jennifer Crawford, Assistant City Manager 34272 Yucaipa Boulevard Yucaipa, CA 92399
City of Yucaipa Development Services Attn: Ben Matlock, Planning Manager/City Planner 34272 Yucaipa Boulevard Yucaipa, CA 92399	City of Yucaipa Development Services Attn: Scott Washburn, Public Works Director 34272 Yucaipa Boulevard Yucaipa, CA 92399
City of Yucaipa Fire Department Attn: Grant Malinowski, Fire Chief 34259 Wildwood Canyon Road Yucaipa, CA 92399	City of Yucaipa Attn: Raymond Casey, City Manager 34272 Yucaipa Boulevard Yucaipa, CA 92399
City of Calimesa Community Development Department Attn: Kelly Lucia, Planning Director 908 Park Avenue Calimesa, CA 92320	Redlands Municipal Utilities and Engineering Department Attn: John R. Harris, Director 35 Cajon St Redlands, CA 92373
Redlands Facilities & Community Services Department Attn: Tabitha Crocker, Director Administration 35 Cajon St Suite 222 (2nd Floor) Redlands, CA 92373	Redlands Fire Department Attn: Richie Sessler, Fire Chief Fire Administration 35 Cajon St Suite 12 Redlands, Ca 92373
Redlands Police Department Attn: Rachel Tolber, Chief of Police Office of the Chief of Police 30 Cajon St. Redlands, CA 92373	Riverside County Sheriff's Department Attn: Alan Northrup, Captain 50290 Main Street Cabazon, CA 92230

6.4 ELECTED OFFICIALS

San Bernardino County Board of Supervisors Attn: Dawn Rowe, Third District Supervisor 385 N. Arrowhead Avenue, Fifth Floor San Bernardino, CA 92415	Office of United States Senator Senator Adam B. Schiff 2500 Tulare Street, Suite 4290 Fresno, CA 93721
Office of United States Senator Senator Alex Padilla 255 E. Temple Street, Suite 1860 Los Angeles, CA 90012	U.S. House of Representatives District 23 Attn: Congressman Jay Obernolte 9700 7th Avenue, Suite 201 Hesperia, CA 92345

U.S. House of Representatives District 41 Attn: Congressman Ken Calvert 400 S. Vicentia Avenue, Suite 125 Corona, CA 92882	Office of California Assembly District 47 Assemblyman Greg Wallis 41-608 Indian Trail Road, Suite D-1 Rancho Mirage, CA 92270
City of Yucaipa Mayor Jon Thorp 34272 Yucaipa Boulevard Yucaipa, CA 92399	City of Yucaipa Mayor Pro-Tem Chris Venable 34272 Yucaipa Boulevard Yucaipa, CA 92399
City of Yucaipa Attn: Bob Miller, Council Member, District 1 34272 Yucaipa Boulevard Yucaipa, CA 92399	City of Yucaipa Attn: Judy Woolsey, Council Member, District 3 34272 Yucaipa Boulevard Yucaipa, CA 92399
City of Yucaipa Attn: Justin Beaver, Council Member, District 4 34272 Yucaipa Boulevard Yucaipa, CA 92399	City of Calimesa Attn: Mayor Linda Molina 908 Park Avenue Calimesa, CA 92320
City of Calimesa Attn: Mayor Pro Tem Jeff Cervantez 908 Park Avenue Calimesa, CA 92320	City of Calimesa Attn: John Manly, Council Member 908 Park Avenue Calimesa, CA 92320
City of Calimesa Attn: Eric Cundieff, Council Member 908 Park Avenue Calimesa, CA 92320	City of Calimesa Attn: Edgar Garcie, Council Member 908 Park Avenue Calimesa, CA 92320

6.5 PUBLIC SERVICE PROVIDERS

Southern California Edison P.O. Box 300 Rosemead, CA 91772-0001	South Mountain Water Company Attn: Facilities Planning 101 East Olive Avenue Redlands, CA 92373
Southern California Gas Company Attn: Facilities Planning 211 N. Sunrise Way Palm Springs, CA 92262	Yucaipa Valley Water District Attn: Facilities Planning P.O. Box 730 Yucaipa, CA 92399
AT&T Attn: Facilities Planning 22311 Brookhurst Street, Ste. 203 Huntington Beach, CA 92646	Beaumont Cherry Valley Water District Attn: John Covington, Director 560 Magnolia Avenue Beaumont, CA 92223
Frontier Communications Attn: Facilities Planning 1919 McKinney Avenue Dallas, TX 75201	Charter Communications Attn: Facilities Planning 1205 Industry Street Garden Grove, CA 92841
Western Heights Water Company Attn: Duane Burk, President 32352 Ave D Yucaipa, CA 92399	South Mesa Water Company Attn: Dave Dutchover, President 391 West Avenue L Calimesa, CA 92320

Burrtec 5455 Industrial Parkway San Bernardino, CA 92407	CR&R Incorporated Attn: Clifford R. Ronnenberg, Chief Executive Officer 1706 Goetz Road Perris, CA 92570 PO Box 1208 Perris, CA 92572

6.6 INTERESTED GROUPS, ORGANIZATIONS, AND INDIVIDUALS

Bountiful Acres LLC 33328 Calimesa Boulevard Yucaipa, CA 92399	Wally's Carpet and Tile 33328 Calimesa Boulevard Yucaipa, CA 92399
Inland Empire Economic Partnership Attn: Paul Granillo, Executive Director 21160 Box Springs Road, Suite 102 Moreno Valley, CA 92557	County Line Service Station c/o J&R Oil Company, Inc. P.O. Box 1958 Corona, CA 92878
County Line Neighborhood Market P.O. Box 1958 Corona, CA 92878	Kevin Johnson 2288 Buena Vista Avenue Livermore, CA 94550
Acricast, Inc. c/o Robert B. Stuart P.O. Box 518 Calimesa, CA 92320	League of California Cities Attn: Laura Morales, Regional Public Affairs Manager Inland Empire/Desert Mountain Region 1400 K Street, Suite 400 Sacramento, CA 95814
Rivers and Land Conservancy Attn: Rebecca K. O'Connor, Co-Interim Executive Director/Development Director 6876 Indiana Avenue, Suite J2 Riverside, CA 92506	Rivers and Land Conservancy Attn: Nicole Padron, Co-Interim Executive Director/Stewardship Director 6876 Indiana Avenue, Suite J2 Riverside, CA 92506

6.7 NATIVE AMERICAN TRIBES

Morongo Band of Mission Indians Attn: Denisa Torres, Cultural Resources Manager 12700 Pumarra Road Banning, CA 92220	Soboba Band of Luiseño Indians Attn: Joseph Ontiveros, Tribal Historic Preservation Officer P.O. Box 487 San Jacinto, CA 92581
Gabrieleño Band of Mission Indians – Kizh Nation Attn: Andrew Salas, Chairperson P.O. Box 393 Covina, CA 91723	Yuhaaviatam of San Manuel Nation Attn: Director of Cultural Resources 26569 Community Center Drive Highland, CA 92346

6.8 PROPERTY OWNERS/OCCUPANTS LOCATED WITHIN A 500 FOOT RADIUS

SANCTUARY CHURCH 33700 WILDWOOD CANYON RD YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 2 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 3 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 4 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 20 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 21 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 22 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 23 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 24 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 25 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 26 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 27 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 28 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 29 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 31 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 32 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 33 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 34 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 35 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 36 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 37 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 38 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 39 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 40 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 41 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 42 YUCAIPA, CA 92399
HILLCREST MOBILE ESTATES 33600 CALIMESA BLVD OFC YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 43 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 44 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 45 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 46 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 47 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 48 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 49 YUCAIPA, CA 92399

RESIDENT 33600 CALIMESA BLVD SPC 50 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 51 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 52 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 53 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 54 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 55 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 56 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 57 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 58 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 59 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 60 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 61 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 62 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 63 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 64 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 65 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 66 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 67 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 68 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 69 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 70 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 71 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 72 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 73 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 74 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 75 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 76 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 78 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 79 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 80 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 81 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 82 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 83 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 84 YUCAIPA, CA 92399

RESIDENT 33600 CALIMESA BLVD SPC 85 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 86 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 87 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 88 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 89 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 90 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 91 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 92 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 93 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 94 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 95 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 96 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 97 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 98 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 99 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 100 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 101 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 102 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 103 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 104 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 105 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 106 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 107 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 108 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 109 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 110 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 111 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 112 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 113 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 114 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 115 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 116 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 117 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 118 YUCAIPA, CA 92399

RESIDENT 33600 CALIMESA BLVD SPC 120 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 121 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 122 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 122A YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 123 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 124 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 125 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 126 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 127 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 128 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 129 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 130 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 131 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 132 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 133 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 134 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 135 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 136 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 137 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 138 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 139 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 140 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 141 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 142 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 143 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 144 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 145 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 146 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 147 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 148 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 149 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 150 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 151 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 153 YUCAIPA, CA 92399

RESIDENT 33600 CALIMESA BLVD SPC 154 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 155 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 156 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 157 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 158 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 159 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 160 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 161 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 162 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 163 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 164 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 165 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 166 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 167 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 168 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 169 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 171 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 172 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 173 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 174 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 175 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 176 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 177 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 178 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 179 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 180 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 181 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 182 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 183 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 184 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 185 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 186 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 187 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 188 YUCAIPA, CA 92399

RESIDENT 33600 CALIMESA BLVD SPC 189 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 190 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 192 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 193 YUCAIPA, CA 92399
RESIDENT 33600 CALIMESA BLVD SPC 194 YUCAIPA, CA 92399	RESIDENT 33600 CALIMESA BLVD SPC 195 YUCAIPA, CA 92399
WALLY'S CARPET AND TILE 33328 CALIMESA BLVD YUCAIPA, CA 92399	YEAGER'S DIESEL AND AUTO INC 13394 CALIMESA BLVD YUCAIPA, CA 92399
OCCUPANT 13402 CALIMESA BLVD YUCAIPA, CA 92399	C & B CRUSHING INC 13552 CALIMESA BLVD YUCAIPA, CA 92399
RESIDENT 13670 CALIMESA BLVD YUCAIPA, CA 92399	RESIDENT 13672 CALIMESA BLVD YUCAIPA, CA 92399
RESIDENT 13676 CALIMESA BLVD YUCAIPA, CA 92399	RESIDENT 13678 CALIMESA BLVD YUCAIPA, CA 92399
RESIDENT 13530 7TH PL YUCAIPA, CA 92399	RESIDENT 13000 11TH ST YUCAIPA, CA 92399
RESIDENT 13000A 11TH ST YUCAIPA, CA 92399	RESIDENT 13001 11TH ST YUCAIPA, CA 92399
MCC PIPELINE INC 32389 DUNLAP BLVD YUCAIPA, CA 92399	AMPM 32460 OAK GLEN ROAD YUCAIPA, CA 92399
LA QUINTA HOTEL 12952 14TH ST YUCAIPA, CA 92399	ARCO 32460 OAK GLEN ROAD YUCAIPA, CA 92399
YUCAIPA GATEWAY CAR WASH 32460 OAK GLEN ROAD YUCAIPA, CA 92399	PALMER LAND CO 3233 S LIVE OAK CANYON RD REDLANDS, CA 92373
HOOVER EGG COMPANY 33700 NEBRASKA ST YUCAIPA, CA 92399	PRO COLLISION INC 13400 CALIMESA BLVD YUCAIPA, CA 92399
ADVANTAGE UNLIMITED PAVING INC 13433 CALIMESA BLVD YUCAIPA, CA 92399	U-HAUL NEIGHBORHOOD DEALER 13443 CALIMESA BLVD YUCAIPA, CA 92399
76 742 W COUNTY LINE RD CALIMESA, CA 92320	SET FREE CHRISTIAN FELLOWSHIP 13700 CALIMESA BLVD YUCAIPA, CA 92399
FASTRIP 13710 CALIMESA BLVD YUCAIPA, CA 92399	RESIDENT 33928 COUNTY LINE RD CALIMESA, CA 92320
RESIDENT 33940 COUNTY LINE RD CALIMESA, CA 92320	RESIDENT 499 SANDALWOOD DR CALIMESA, CA 92320
RESIDENT 1136 CALIMESA BLVD CALIMESA, CA 92320	RESIDENT 936 CALIMESA BLVD CALIMESA, CA 92320

RESIDENT 540 SANDALWOOD DR CALIMESA, CA 92320	RESIDENT 980 CALIMESA BLVD CALIMESA, CA 92320
RESIDENT 974 CALIMESA BLVD CALIMESA, CA 92320	RESIDENT 1060 CALIMESA BLVD CALIMESA, CA 92320
RESIDENT 1000 CALIMESA BLVD CALIMESA, CA 92320	RESIDENT 1078 S 7TH ST CALIMESA, CA 92320
RESIDENT 1071 S 7TH ST CALIMESA, CA 92320	RESIDENT 1088 7TH ST CALIMESA, CA 92320
RESIDENT 1079 S 7TH ST CALIMESA, CA 92320	RESIDENT 1091 7TH ST CALIMESA, CA 92320
RESIDENT 1089 7TH ST CALIMESA, CA 92320	RESIDENT 1105 7TH ST CALIMESA, CA 92320
RESIDENT 1104 CALIMESA BLVD CALIMESA, CA 92320	RESIDENT 1126 CALIMESA BLVD CALIMESA, CA 92320
RESIDENT 1115 S 7TH ST CALIMESA, CA 92320	RESIDENT 1166 CALIMESA BLVD CALIMESA, CA 92320
RESIDENT 1164 CALIMESA BLVD CALIMESA, CA 92320	RESIDENT 1186 CALIMESA BLVD CALIMESA, CA 92320
RESIDENT 1168 CALIMESA BLVD CALIMESA, CA 92320	RESIDENT 1198 CALIMESA BLVD CALIMESA, CA 92320
RESIDENT 1190 CALIMESA BLVD CALIMESA, CA 92320	RESIDENT 1216 CALIMESA BLVD CALIMESA, CA 92320
RESIDENT 1213 CALIMESA BLVD CALIMESA, CA 92320	RESIDENT 12655 18TH ST REDLANDS, CA 92373
RESIDENT 12487 GOLD HILL GRADE YUCAIPA, CA 92399	RESIDENT 12974 DALE EVANS CT YUCAIPA, CA 92399
RESIDENT 12691 16TH ST YUCAIPA, CA 92399	RESIDENT 12998 DALE EVANS CT YUCAIPA, CA 92399
RESIDENT 12982 DALE EVANS CT YUCAIPA, CA 92399	RESIDENT 33800 W COUNTY LINE RD CALIMESA, CA 92320
RESIDENT 13006 DALE EVANS CT YUCAIPA, CA 92399	RESIDENT 665 W COUNTY LINE RD CALIMESA, CA 92320
RESIDENT 742 W COUNTY LINE RD CALIMESA, CA 92320	RESIDENT 623 W AVENUE K CALIMESA, CA 92320

RESIDENT 625 W AVENUE K CALIMESA, CA 92320	RESIDENT 637 W AVENUE K CALIMESA, CA 92320
RESIDENT 654 W AVENUE K CALIMESA, CA 92320	RESIDENT 600 W AVENUE L CALIMESA, CA 92320
RESIDENT 616 W AVENUE L CALIMESA, CA 92320	RESIDENT 621 W AVENUE L CALIMESA, CA 9232
RESIDENT 630 AVENUE L CALIMESA, CA 92320	RESIDENT 642 W AVENUE L CALIMESA, CA 92320
RESIDENT 650 W AVENUE L CALIMESA, CA 92320	RESIDENT 656 W AVENUE L CALIMESA, CA 9232
RESIDENT 661 W AVENUE L CALIMESA, CA 92320	RESIDENT 670 W AVENUE L CALIMESA, CA 92320
RESIDENT 682 W AVENUE L CALIMESA, CA 92320	RESIDENT 690 W AVENUE L CALIMESA, CA 92320
RESIDENT 694 W AVENUE L CALIMESA, CA 92320	RESIDENT 639 E AVENUE L CALIMESA, CA 92320
RESIDENT 12487 GOLD HILL GRADE YUCAIPA, CA 92399	RESIDENT 12655 18TH ST REDLANDS, CA 92373
RESIDENT 12670 18TH ST REDLANDS, CA 92373	RESIDENT 12678 18TH ST REDLANDS, CA 92373
RESIDENT 12691 16TH ST YUCAIPA, CA 92399	RESIDENT 12720 17TH ST YUCAIPA, CA 92399
RESIDENT 12741 17TH ST YUCAIPA, CA 92399	RESIDENT 12742 17TH ST YUCAIPA, CA 92399
RESIDENT 12749 17TH ST YUCAIPA, CA 92399	RESIDENT 12761 17TH ST YUCAIPA, CA 92399
RESIDENT 12775 17TH ST YUCAIPA, CA 92399	RESIDENT 12860 16TH ST YUCAIPA, CA 92399
RESIDENT 12880 16TH ST YUCAIPA, CA 92399	RESIDENT 12967 16TH ST YUCAIPA, CA 92399
RESIDENT 12374 RIDGEWOOD DR YUCAIPA, CA 92399	RESIDENT 12386 RIDGEWOOD DR YUCAIPA, CA 92399
RESIDENT 12387 RIDGEWOOD DR YUCAIPA, CA 92399	RESIDENT 12394 CRESTWOOD DR YUCAIPA, CA 92399

RESIDENT 12403 RIDGEWOOD DR YUCAIPA, CA 92399	RESIDENT 12407 CRESTWOOD DR YUCAIPA, CA 92399
RESIDENT 12408 CRESTWOOD DR YUCAIPA, CA 92399	RESIDENT 12410 OVERCREST DR YUCAIPA, CA 92399
RESIDENT 12418 RIDGEWOOD DR YUCAIPA, CA 92399	RESIDENT 12419 RIDGEWOOD DR YUCAIPA, CA 92399
RESIDENT 12390 OVERCREST DR YUCAIPA, CA 92399	RESIDENT 31091 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31103 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31115 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31119 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31129 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31133 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31145 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31159 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31181 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31205 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31229 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31251 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31277 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31285 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31291 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31305 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31313 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31321 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31387 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31401 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31407 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31419 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31491 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31497 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31547 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31567 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31583 OUTER HWY 10 REDLANDS, CA 92373

RESIDENT 31587 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31597 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31629 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31631 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31643 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31653 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31697 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31731 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31743 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31763 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31775 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31779 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31789 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31805 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31843 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31909 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31925 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31933 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31937 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 31951 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 32007 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 32011 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 32019 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 32053 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 32083 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 32185 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 32194 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 32195 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 32199 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 32220 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 32300 OUTER HWY 10 S REDLANDS, CA 92373	RESIDENT 32319 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 32400 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 33632 OUTER HWY 10 REDLANDS, CA 92373

RESIDENT 33654 OUTER HWY 10 REDLANDS, CA 92373	RESIDENT 33676 OUTER HWY 10 REDLANDS, CA 92373
RESIDENT 31535 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32371 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 32363 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32389 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 32407 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32425 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 32207 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32215 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 32225 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32032 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 32271 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32291 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 31838 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32257 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 31772 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32367 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 31682 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32351 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 31875 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32247 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 32311 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32443 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 32367 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32147 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 32138 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32449 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 31950 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 31646 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 31650 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 31710 DUNLAP BLVD YUCAIPA, CA 92399
RESIDENT 31730 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 31740 DUNLAP BLVD YUCAIPA, CA 92399

RESIDENT 31535 DUNLAP BLVD YUCAIPA, CA 92399	RESIDENT 32250 LIVE OAK CANYON ROAD REDLANDS, CA 92373
RESIDENT 32303 LIVE OAK CANYON ROAD REDLANDS, CA 92373	RESIDENT 33551 GENE AUTRY CIRCLE YUCAIPA, CA 92399
RESIDENT 33541 GENE AUTRY CIRCLE YUCAIPA, CA 92399	RESIDENT 33580 GENE AUTRY CIRCLE YUCAIPA, CA 92399
RESIDENT 33561 GENE AUTRY CIRCLE YUCAIPA, CA 92399	

Appendix A Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determinations

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that "it is the policy of the U.S. Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project . . . "requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

There is no prudent and feasible alternative to using that land; and

The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use."

Section 4(f) further requires coordination with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

DESCRIPTION OF THE PROPOSED PROJECT

The California Department of Transportation (Caltrans), in cooperation with the City of Yucaipa (City) and San Bernardino County Transportation Authority, proposes to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road in the city of Yucaipa.

The No-Build Alternative (Alternative 1) and the following Build Alternatives are being evaluated in this environmental document: Diamond Interchange Overcrossing (Alternative 2), Skewed Diamond Interchange Overcrossing (Alternative 3), and Divergent Diamond Interchange Overcrossing (Alternative 4). These alternatives are

described further in Chapter 1 of the Draft Environmental Impact Report/Environmental Assessment (EIR/EA).

The purpose of the Project is to provide improved connectivity and increase multi-modal access for residents within Yucaipa and to accommodate the City's planned economic development around the area of proposed interchange, support efficient goods movement through the I-10 corridor, and improve emergency vehicle access and provide additional evacuation routes for the surrounding community.

The Project is needed to improve circulation and access for commuter vehicles and trucks at existing adjacent interchanges, in conjunction with the proposed interchange, which is identified as a primary access point for the Wildwood Safety Roadside Rest Area and local businesses, as well as improving the overall operations on the I-10 corridor.

SECTION 4(F) PROPERTIES

Parks, Recreation Areas, and Refuges

Section 4(f) properties include publicly owned parks, recreation areas, and wildlife and waterfowl refuges. To qualify as a Section 4(f) property, a park, recreation area, or refuge must meet all of the following criteria:

- It must be publicly owned.
- It must be open to the public (except in certain circumstances for refuges).
- Its major purpose must be for park, recreation, or refuge activity.
- It must be significant as a park, recreation area, or refuge.

To account for any potential proximity impacts, the Section 4(f) Study Area for parks, recreation areas, and refuges was defined as all properties within approximately 0.5 miles of the Project Design Footprint. This study area is shown on Figure 2.2.3-1, Parks and Recreational Facilities, in Section 2.2.3, *Parks and Recreational Facilities*.

The following existing recreational paths/trails and parks were identified as potential Section 4(f) properties within the Section 4(f) Study Area:

- Gold Hill/Panorama Point Trail
- Jacinto Loop Trail
- Dunlap Channel Trail
- Chapman Heights Trail
- Multipurpose Trail (Live Oak Canyon Road)
- Multipurpose Trail (Calimesa Boulevard)
- Cienaga Drive Trail

- Multipurpose Trail (7th Street)
- Wildwood Creek Trail
- Avenue I Park
- Creekside Park

Section 4(f) can also apply to planned parks and recreation areas if the planned facility is presently located on publicly owned land, presently formally designated for Section 4(f) purposes, and presently significant. The following planned paths/trails were identified as potential Section 4(f) properties within the Section 4(f) Study Area:

- Multipurpose Trail (Dunlap Boulevard)
- Multipurpose Trail (16th Street)
- Multipurpose Trail (Outer Highway 10S)
- Multipurpose Trail (Oak Glen Creek)
- Multipurpose Trail (Yucaipa Creek)
- Multipurpose Trail (Wildwood Creek Trail Extension)
- Multipurpose Trail (Calimesa Boulevard Trail Extension)
- Bike Trail (Calimesa; near I-10)

These properties are shown on Figure 2.2.3-1, Parks and Recreational Facilities, in Section 2.2.3, *Parks and Recreational Facilities*. No wildlife or waterfowl refuges were identified in the Section 4(f) Study Area.

Historical Sites

Section 4(f) also applies to a historic site when that site is listed or eligible for listing in the National Register of Historic Places, regardless of ownership. The Section 4(f) Study Area for historic sites is the Project's approved area of potential effects, as developed in accordance with 36 Code of Federal Regulations (CFR) 800.4(a)(1) and Caltrans' Section 106 Programmatic Agreement.

As described in Section 2.2.11, *Cultural Resources*, there are no historic properties within the area of potential effects. In accordance with 23 CFR 774.9(e) and 774.11(f), Caltrans would evaluate any additional archaeological resources that may be discovered or designated during construction.

USE OF THE SECTION 4(F) PROPERTY

There are three conditions under which "use" of a Section 4(f) property occurs:

- Permanent Incorporation – when the transportation agency or project sponsor purchases the property directly (e.g., fee simple acquisition) or acquires a permanent interest in the use or maintenance of the property (e.g., maintenance or utility easement).

- Temporary Occupancy – when there is a temporary use of a property that is adverse in terms of Section 4(f)'s preservationist purpose.

- Constructive Use – when a transportation project's proximity impacts on a Section 4(f) property, even without acquisition of the property, are so severe that the protected activities, features or attributes that qualify the resource for protection under Section 4(f) are "substantially impaired."

As described further below in *Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determinations*, none of the Build Alternatives would result in a permanent incorporation, temporary occupancy, or constructive use of any Section 4(f) property.

RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(F): NO-USE DETERMINATIONS

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the Project Design Footprint that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, or 4) the project does not permanently use the property and does not hinder the preservation of the property.

Multipurpose Trail (Live Oak Canyon Road)

The Live Oak Canyon Road trail is an approximately 0.35-mile, multipurpose trail that is located between the Outer Highway 10/Live Oak Canyon Road Intersection and the Calimesa Boulevard/Oak Glen Road Intersection. The trail crosses over I-10 on the Live Oak Canyon Road Overcrossing. There are existing sidewalks and landscaping along Live Oak Canyon Road/Oak Glen Canyon Road. Class II bike lanes are planned along this segment of the trail. The trail is adjacent to the privately-owned Live Oak Canyon Pumpkin Patch and Christmas Tree Farm, which is south of the Live Oak Canyon Road on-ramp.

All Build Alternatives would include roadwork on I-10 (e.g., striping and repaving) under the Live Oak Canyon Road Overcrossing. The Project would not require any permanent or temporary acquisition, easement, closure, or detour of the trail. Access to the trail would be maintained at all times during construction. Therefore, although the trail overlaps the Project Design Footprint, none of the Build Alternatives would result in a permanent incorporation or temporary occupancy of the trail.

All Build Alternatives would result in a temporary increase in noise and emissions in the vicinity of the intersection. Based on the analysis in Chapter 2 of the Draft EIR/EA, all Build Alternatives would not result in proximity impacts that are so severe that the activities, features, or attributes that potentially qualify the Live Oak Canyon Trail for

protection under Section 4(f) would be substantially impaired. Therefore, Caltrans has determined that the Project would not result in a use of the Live Oak Canyon Trail.

Multipurpose Trail (Calimesa Boulevard)

According to the *Yucaipa General Plan* (City of Yucaipa 2016), the Calimesa Boulevard Trail is an existing multipurpose trail located along Calimesa Boulevard from Wash Trail (west of 14th Street) to Wildwood Creek (Figure 1). The *Yucaipa General Plan* (City of Yucaipa 2016) also identifies planned bike lanes along Calimesa Boulevard (Figure 2).

All Build Alternatives would reconfigure and realign the Calimesa Boulevard roadway into four-lanes. A dirt pedestrian path would be constructed along the Calimesa Boulevard roadway and sidewalk facilities would be constructed at the Calimesa Boulevard and Wildwood Canyon Road intersection, which could be used to facilitate the development of a multi-use trail in the future. None of the Build Alternatives would require a permanent or temporary closure or detour of the Calimesa Boulevard roadway. Access to the Calimesa Boulevard roadway would be maintained at all times during construction. Pedestrians, bicyclists, and equestrians would be accommodated through construction work areas if necessary. There is also an Explore Yucaipa Sign for Wildwood Canyon State Park south of Wildwood Canyon Road (Figure 4), which would need to be relocated. In accordance with Measure **CIA-1**, all temporary construction areas would be returned to as good or better than existing conditions at the start of construction.

The regulations at 23 CFR 774.13 identify several exceptions to the requirements for Section 4(f) protection, including one applicable to bike routes and trails, under the following conditions:

> "Trails, paths, bikeways, and sidewalks that occupy a transportation facility ROW [right-of-way] without limitation to any specific location within that ROW, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained" (23 CFR 774.13[f][3]).

Although the *Yucaipa General Plan* (City of Yucaipa 2016) shows that an existing multipurpose trail is located along Calimesa Boulevard, there are currently no discernible designated pedestrian, bicycle, or equestrian facilities along Calimesa Boulevard.

Figure 3 and Figure 4 show a paved shoulder along Calimesa Boulevard (near Oak Glen Road) and a dirt shoulder along southbound I-680 (near Wildwood Canyon Road), respectively, which could be used by pedestrians and equestrians. However, there are no trails or dedicated bike lanes along Calimesa Boulevard. Calimesa Boulevard Trail would be excepted from Section 4(f) under 23 CFR 774.13(f)(3) because the trail currently occupies a transportation facility ROW without limitation to any specific location within that ROW, and the continuity of the trail would be maintained. Therefore, Caltrans has determined that the provisions of Section 4(f) do not apply to the Calimesa Boulevard Trail.

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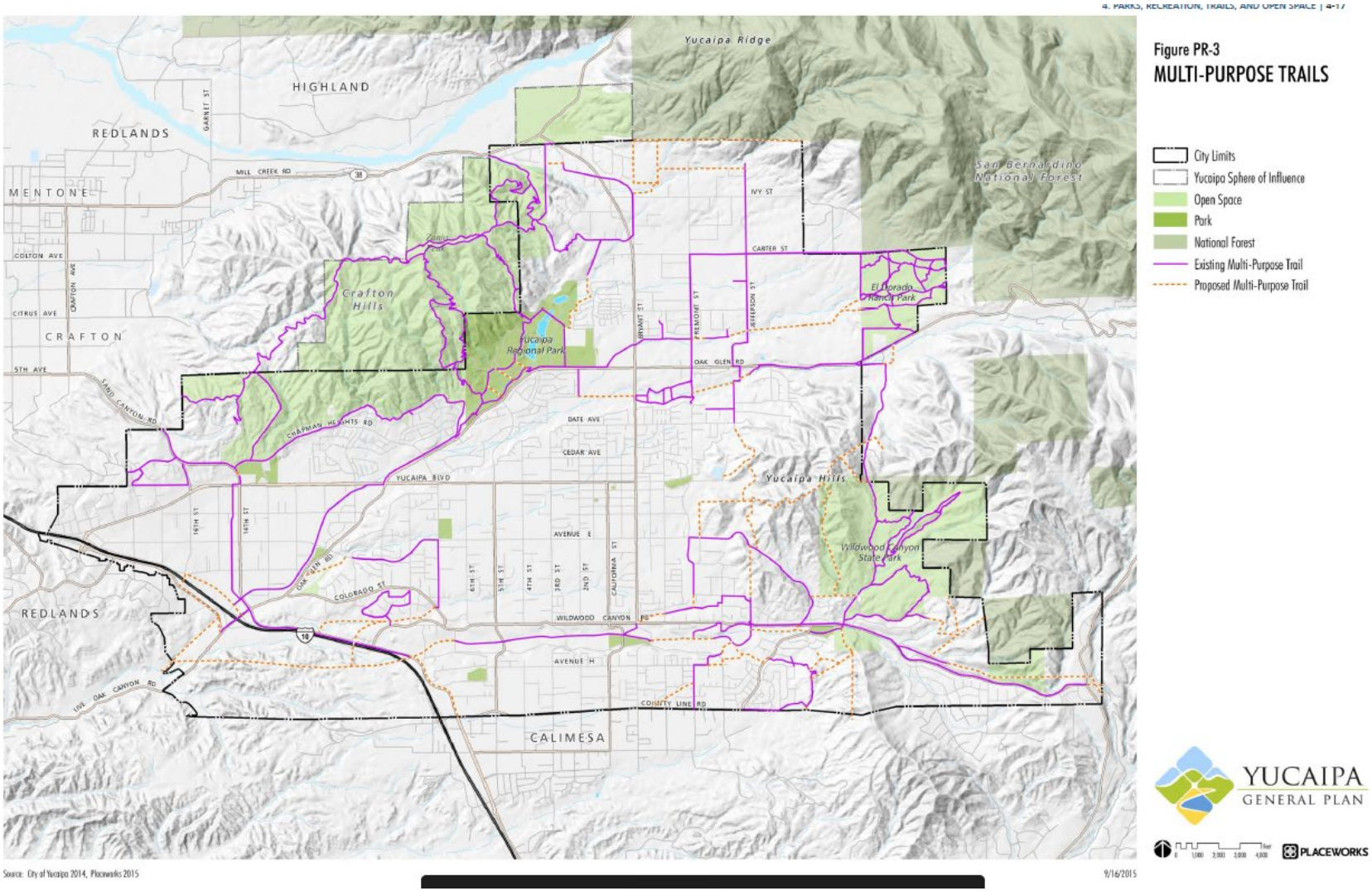
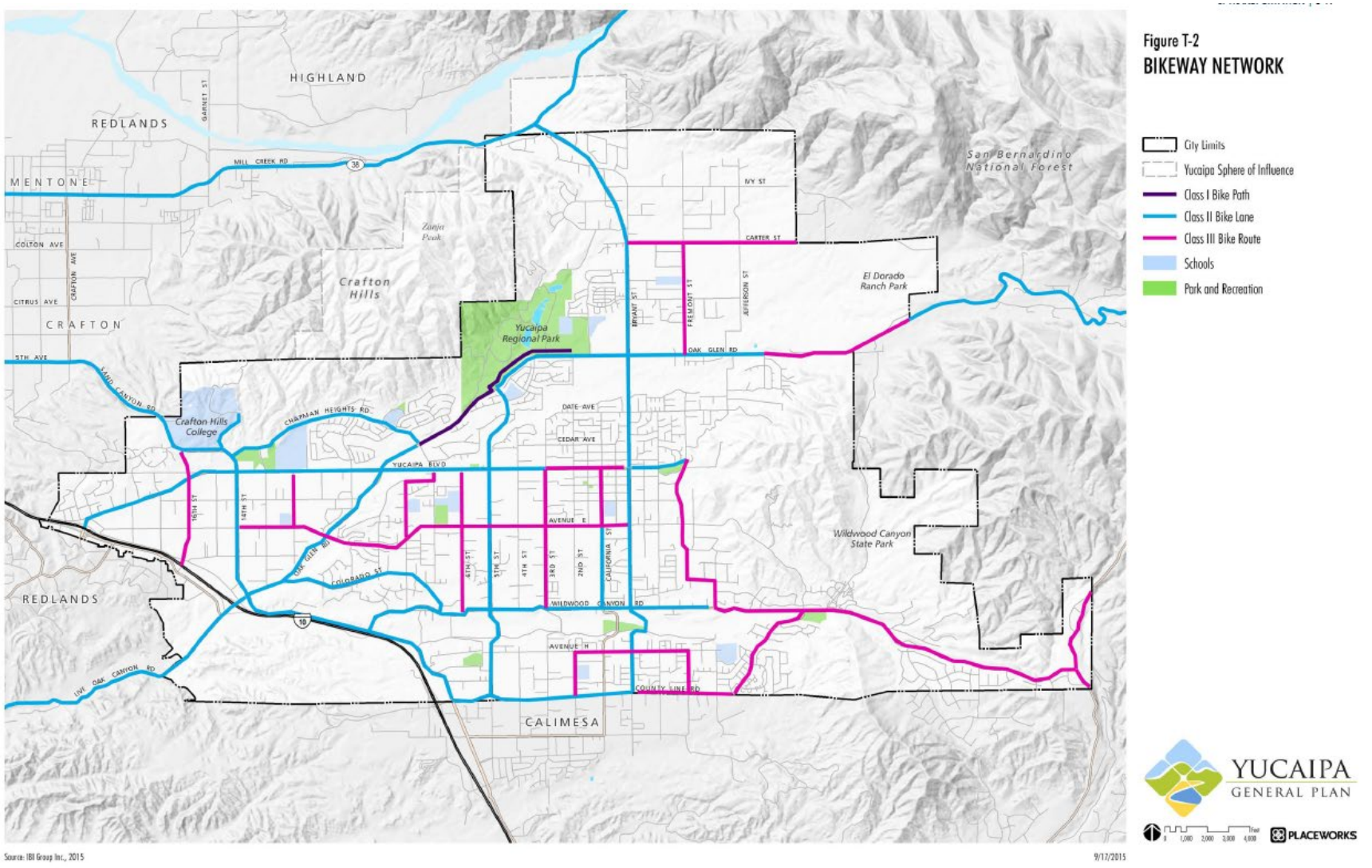


Source: (City of Yucaipa 2016)

Figure 1. Existing and Planned Multipurpose Trails in Yucaipa



Source: (City of Yucaipa 2016)

Figure 2. Bikeway Network in Yucaipa

Source: Google Maps (2024)

Figure 3. Calimesa Boulevard near Oak Glen Boulevard Intersection facing West

Source: Google Maps (2024)

Figure 4. Calimesa Boulevard Trail Approaching Wildwood Canyon Road Intersection facing West

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Cienaga Drive Trail

The Cienega Drive Trail is an existing 1.2-mile trail loop that begins at Cienaga Drive and John Wayne Way, traverses northeast toward 8th Street, south toward Liberty Road, and back west toward the trailhead. The trailhead at the intersection of Wildwood Canyon Road and John Wayne Way is located within the Project Design Footprint and is shown in Figure 5. The existing trail is a dirt trail that is fenced and landscaped in the vicinity of the Project Design Footprint. The *Yucaipa General Plan* (City of Yucaipa 2016) identifies the trail as a multi-use trail (Figure 1).

Source: Google Maps (2024)

Figure 5. Cienega Drive Trail at Wildwood Canyon Road/John Wayne Way Intersection

None of the Build Alternatives would require a permanent or temporary acquisition, easement, closure, or detour of the Cienega Drive Trail. Access to the trail and John Wayne Way would be maintained at all times. Construction activities at this location would be limited to work within the intersection and the immediate surrounding area. Therefore, although the trail overlaps the Project Design Footprint, none of the Build Alternatives would result in a permanent incorporation or temporary occupancy of the trail.

All Build Alternatives would result in a temporary increase in noise and emissions in the vicinity of the intersection. Based on the analysis in Chapter 2 of the Draft EIR/EA, all Build Alternatives would not result in proximity impacts that are so severe that the activities, features, or attributes that potentially qualify the Cienaga Drive Trail for protection under Section 4(f) would be substantially impaired. Therefore, Caltrans has determined the Project would not result in a use of the Cienaga Drive Trail.

Live Oak Canyon Pumpkin Patch and Christmas Tree Farm

This privately-owned pumpkin patch and Christmas tree farm is located south of the Outer Highway 10S and Live Oak Canyon Farm intersection. This farm offers pumpkins, Christmas trees, a petting zoo, field trips, snack bars, inflatable rides and slides, mechanical kiddie rides, games, pony rides, face painting, train rides, and photo opportunities. The property is not a Section 4(f) property because it is privately owned. Therefore, Caltrans had determined that the provisions of Section 4(f) do not apply to Live Oak Canyon Pumpkin Patch and Christmas Tree Farm.

SECTION 6(F)

The Land and Water Conservation Fund Act (LWCF) was established by Congress in 1964 to fulfill a bipartisan commitment to safeguard natural areas, water resources and cultural heritage, and to provide recreation opportunities to all Americans. The LWCF program provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. Section 6(f) of this Act prohibits the conversion of property acquired or developed with these grants to a non-recreational purpose without the approval of the Department of Interior's National Park Service.

Section 6(f): Property Conversion

Parklands receiving LWCF grants are considered Section 6(f) properties. Projects that result in private and/or non-recreational activities on Section 6(f) property, or impacts on its public recreation use, would trigger a "conversion." If a conversion of parkland developed with LWCF assistance occurs, the project sponsor is required to provide replacement recreational property. Situations that trigger a conversion include the following:

a) Property interests are conveyed for private use or non-public outdoor recreation uses.

b) Non-outdoor recreation uses (public or private) are made of the project area or a portion thereof, including those occurring on pre-existing rights-of-way and easements, or by a lessor.

c) Unallowable indoor facilities are developed within the project area without National Park Service concurrence, such as unauthorized public facilities and sheltering of an outdoor facility.

d) Public outdoor recreation use of property acquired or developed with LWCF assistance is terminated. (National Park Service 2023)

Situations that may not trigger a conversion if the National Park Service determines that certain criteria are met include underground utility easements, proposal to construct public facilities, proposals for temporary non-conforming use (less than 6 months),

proposal to build shelter facilities or shelter existing facilities, Proposals for changing the overall outdoor recreation use of an LWCF-assisted area from that intended in the original LWCF project agreement.

Data Sources

The following data sources were reviewed to identify any Section 6(f) properties within the Section 4(f) Study Area of the Project:

- LWCF grant projects list from 1964 to 2019 (California Department of Parks and Recreation 2020)
- LWCF Past Projects (LWCF 2022)

Summary of 6(f) Properties

One Section 4(f) Property was identified as potentially within the Section 4(f) Study Area according to LWCF Past Projects (LWCF 2022) — Dunlap Neighborhood Park. Upon further review, it was determined that this project is located outside the Section 4(f) Study Area at the intersection of Avenue E and Oak Glen Road. Therefore, no Section 6(f) properties were identified within the Section 4(f) Study Area, and the Project would not impact or convert a Section 6(f) property.

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Appendix B Title VI/Non-Discrimination Policy Statement

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September 2025

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. Caltrans will make every effort to ensure nondiscrimination in all of its services, programs, and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

Dina El-Tawansy (Sep 12, 2025 16:52:12 PDT)

DINA A. EL-TAWANSY
Director

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Appendix C Summary of Relocation Benefits

CALIFORNIA DEPARTMENT OF TRANSPORTATION RELOCATION ASSISTANCE PROGRAM

Declaration of Policy

"The purpose of this title is to establish a **uniform policy for fair and equitable treatment** of persons displaced as a result of federal and federally assisted programs in order that such persons **shall not suffer disproportionate injuries** as a result of programs designed for the benefit of the public as a whole."

The Fifth Amendment to the U.S. Constitution states, "No Person shall…be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation." The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 CFR 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and financial benefits, as discussed below.

Fair Housing

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the U.S. to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

Relocation Assistance Advisory Services

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the U.S. Caltrans will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by Caltrans.

Residential Relocation Financial Benefits

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until Caltrans obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date Caltrans takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to Caltrans’ initiation of negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

Nonresidential Relocation Assistance

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items identified as real property may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to $2,500, for reasonable expenses actually incurred.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to $25,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $40,000.

Additional Information

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any federal law providing local “Section 8” Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Caltrans relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans’ Division of Right of Way and Land Surveys. California’s law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

Additional information can be found on the Caltrans Division of Right of Way’s Relocation Assistance Program.

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Appendix D Avoidance, Minimization and/or Mitigation Summary

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

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Permit Type	Agency	Date Received	Expiration	Notes
1602	California Department of Fish & Wildlife	TBD	TBD	Prepare application during the design phase (if required).
404	United States Army Corps of Engineers (USACE)	TBD	TBD	Preliminary jurisdictional delineation (PJD) submitted to USACE on October 12, 2023, and resubmitted on February 15, 2024. Prepare preconstruction notification during the design phase
401	Regional Water Quality Control Board (RWQCB)	TBD	TBD	Prepare application during the design phase.
Section 106	State Historic Preservation Office (SHPO)	TBD	TBD	To be completed prior to FED

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(35.3/39.2) / (R0.0/R1.1)

EA 08-1K090
PN 0818000181
Generalist: Amy Lee
ECL:

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							Date / Initials	YES	NO
CULTURAL RESOURCES									
CUL-1: In accordance with Caltrans' Standard Specification 14-2, if archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately: 1. Stop all work	2.2.1 1-16	Environmental Impact Report/Environmental Assessment	District Cultural Studies / District Design / Resident Engineer / Contractor	Construction					x

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within a 60-foot radius of the discovery 2. Secure the area 3. Notify the Engineer Caltrans investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work.									
CUL-2: 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	2.2.1 1-16	Environmental Impact Report/Environmental Assessment	District Cultural Studies / District Design / Resident Engineer / Contractor	Construction					x

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County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission, who, pursuant to PRC Section 5097.98, will then notify the most likely descendent. At this time, the person who discovered the remains will contact Gabrielle Duff, Senior Environmental Branch Chief, (909) 501-5142, so that they may work with the most likely descendent on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.									

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BIOLOGICAL RESOURCES									
BIO-1: During construction, the City's Resident Engineer or designated contractor will ensure that a qualified biologist (Project Biologist) oversees compliance with protective measures for biological resources during clearing and work activities within and adjacent to areas of native habitat and jurisdictional aquatic resources. The Project Biologist will designate areas that require temporary fencing and monitor construction, monitor activities during critical times such as vegetation removal, monitor the installation and maintenance of Best	69	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident Engineer / Contractor	Pre-Construction, Construction	2025 SSP Section 14-6.03D(1) 2025 SSP Section 14-1.02 2025 SSP Section 14-6.03A				x

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Management Practices (BMPs) and environmentally sensitive area (ESA) fencing, and ensure that all avoidance and minimization measures are properly followed. The Project Biologist will conduct site visits a minimum of once weekly throughout construction to verify that ESA fencing is intact and required biological resources protections are in place.									
BIO-2: Prior to construction, the City's Resident Engineer or designated contractor will ensure that the Project Biologist conducts Work Environmental Awareness Program training for all project employees and contractors that will be on site. The training will advise workers of	69	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident Engineer / Contractor	Pre-Construction, Construction	2025 SSP Section 14-6.03D(3)				x

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potential impacts to sensitive habitat and listed species and the potential penalties for impacts to such habitat and species. Included in this program will be color photos of the listed species, which will be shown to the employees. Following the education program, the photos will be posted in the contractor and resident engineer's office, where they will remain through the duration of the work. The contractor will be required to provide the County with evidence of the employee training (e.g., sign-in sheet or stickers) upon request.									

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BIO-3: Prior to construction, the City's Resident Engineer or designated contractor will ensure that non-impacted native habitat located outside of the Project Design Footprint be demarcated as ESAs by the Project Biologist. Native habitat located in laydown and construction access areas that can be avoided will be demarcated as ESAs. No grading or fill activity of any type will be permitted within designated ESAs. Prior to construction, exclusionary fencing will be installed around all ESAs under supervision of the Project Biologist. ESA fencing will remain in place throughout the duration of construction. All construction	69	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident Engineer / Contractor	Final Design, Pre-Construction, Construction	2025 SSP Section 14-1.02				x

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equipment will be operated in a manner to prevent accidental encroachment into or damage of ESAs. The biological monitor will conduct at a minimum, once weekly inspections of the ESA fencing to ensure that it is in place and properly maintained throughout the duration of construction. The contractor will be responsible for maintaining the ESA fencing per the biological monitor's direction. Non-impacted coast live oak woodland, California buckwheat scrub, disturbed California buckwheat scrub, and ephemeral drainage habitat within the BSA that is outside of the Project Design Footprint will be identified as ESAs. Prior to construction,									

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exclusionary fencing will be installed around all ESAs under the supervision of a qualified biologist familiar with the biological resources in the BSA to prevent accidental encroachment into these areas.									
BIO-4: During construction, the City's Resident Engineer or designated contractor will ensure that all equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located so as to prevent runoff from any spills from entering waters of the U.S. or CDFW-regulated streambed.	70	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident Engineer / Contractor	Final Design, Construction	2025 SSP Section 14-6.03A				x

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BIO-5: During construction, the City's Resident Engineer or designated contractor will ensure that the introduction and spread of invasive species to and from the job site into sensitive habitat be prevented through the implementation of Caltrans Standard Special Provision 14-6.05 Invasive Species Control during any construction work adjacent to native habitats and aquatic resources.	70	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident Engineer / Contractor	Construction	2025 SSP Section 14-6.05				x
BIO-6: During construction, the City's Resident Engineer or designated contractor will ensure that any temporarily impacted areas that contain existing native habitats be restored upon Project completion. Restoration will	70	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident	Final Design, Construction	2025 SSP Section 14-6.03A				x

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include revegetating the temporarily impacted communities with cuttings, hydroseeding, and/or container stock upon Project completion. A Habitat Restoration Plan will be developed that includes restoration implementation guidance, maintenance and monitoring requirements, and performance standards. Performance standards will require that the restored areas not support perennial invasive species (those rated as high or moderate on the California Invasive Pest Council inventory) and exhibit a minimum of 80 percent native cover relative to an unimpacted reference site			Engineer / Contractor						

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adjacent to the Project Design Footprint.									
BIO-7: Prior to construction, the City's Resident Engineer or designated contractor will ensure that an oak tree report be prepared and submitted to the City of Yucaipa's Community Development Department for review. The oak tree report will include information on the oak trees that would be impacted, including location, diameter of trunk, diameter of canopy, height, and the health and condition of the subject oak trees. In addition, a site plan map must be submitted during the City's application process to obtain an oak tree permit. The oak tree report will include the site plan map	72	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident Engineer / Contractor / City of Yucaipa	Pre-Construction	2025 SSP Section 14-6.03A				x

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to show proposed grading and construction areas, oak tree locations, and the exact location of the dripline of any oak trees. Oak trees will not be removed until an oak tree permit from the City of Yucaipa has been obtained.									
BIO-8: During and after construction, the City's Resident Engineer will ensure that compensatory mitigation will be implemented to address effects to oak trees (excluding California scrub oaks) consistent with the City's most current adopted resolution for Oak Tree Preservation (Resolution No. 96-03). It is anticipated that mitigation will be implemented to address effects to oak trees (excluding California scrub	72	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident Engineer / Contractor / City of Yucaipa	Construction, Post-Construction	2025 SSP Section 14-6.03A			x	

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oaks) with trunk sizes above 8 inches in diameter at breast height (dbh) and will involve replacement on-site at a mitigation-to-effect ratio of 3:1. For heritage oaks (oaks with a greater than 36-inch dbh), it is anticipated that a mitigation-to-effect ratio will be 6:1, if feasible. If the replacement trees cannot be planted in the immediate vicinity of where the previous trees were located, they may be planted elsewhere in the Project Design Footprint. Any replacement trees from a nursery must be coast live oak (*Quercus agrifolia*). Other oak tree varieties must be approved in advance by the City of Yucaipa Community Development Department. All									

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relocated or replaced trees will be monitored and maintained by a qualified biologist for five years or until the plants have become fully established and can survive without supplemental irrigation.									
BIO-9: Prior to construction, the City's Resident Engineer or designated contractor will ensure that a qualified bat biologist familiar with crevice-dwelling bat species conduct a presence/absence survey of the Interstate 10 culverts for Wildwood Wash and Yucaipa Creek within the Impact Area during the bat maternity season (May 1 through August 31) to assess the potential for use for bat roosting. The survey will be	77	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident Engineer / Contractor	Pre-Construction	2025 SSP Section 14-6.03A				x

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conducted at least one maternity season prior to construction to allow enough time for implementation of temporary exclusion measures if deemed necessary based on the results of the survey. If signs of bats are present, additional surveys including a combination of structure inspections, exit counts, and acoustic surveys will be conducted to ensure detection of day- and night- roosting bats. The qualified bat biologist will also perform preconstruction surveys or temporary exclusion within two weeks prior to construction, as bat and bird roosts can change seasonally.									

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BIO-10: Prior to construction, if an active bat maternity roost is detected where construction activities would cause disturbance to roosting, the City's Resident Engineer or designated contractor will ensure that a bat management plan be prepared. The bat management plan will be submitted to CDFW prior to implementation and will include appropriate avoidance and minimization efforts such as: • **Daytime Work Hours.** All work conducted on or under the Interstate 10 culverts at Yucaipa Creek and Wildwood Wash will take place during the day. If this is not feasible,	77	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident Engineer / Contractor	Pre-Construction	2025 SSP Section 14-6.03A				x

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Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
lighting and noise will be directed away from night roosting and foraging areas. • **Temporary Exclusion.** The need for temporary exclusion devices will be determined by a qualified and permitted bat biologist. This biologist will also supervise installation of all temporary exclusion devices. Prior to the initiation of construction activities, to avoid indirect disturbance of bats and birds while roosting in areas that would be adjacent to construction activities, any portion of the structure to have potential bat or bird									

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08-SBD-10/08-RIV-10
(35.3/39.2) / (R0.0/R1.1)

EA 08-1K090
PN 0818000181
Generalist: Amy Lee
ECL:

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roosting habitat that may be affected during construction will have temporary bat and bird eviction and exclusion devices installed. Eviction and subsequent exclusion will be conducted during the fall (September or October) to avoid trapping flightless young bats inside during the summer months or hibernating/overwintering individuals during the winter. Such exclusion efforts are dependent on weather conditions, take a minimum of two weeks to implement, and must be continued to keep the structures free of bats and birds until the									

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completion of construction. All eviction and/or exclusion techniques will be coordinated between the qualified bat biologist and CDFW if the structure is occupied by bats. If deemed appropriate, the biologist may recommend installation of temporary bat panels during construction.									
BIO-11: Prior to construction, the City's Resident Engineer or designated contractor will ensure that impacts on nesting birds be avoided by requiring that any native vegetation removal or tree (native or exotic) trimming activities occur outside of the nesting bird season. In the	77	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident Engineer / Contractor	Pre-Construction, Construction	2025 SSP Section 14-6.03A				x

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							Date / Initials	YES	NO
event that vegetation clearing is necessary during the nesting season (i.e., February 1 through September 30), a qualified biologist will conduct a preconstruction survey to identify the locations of nests. Should nesting birds be found, an exclusionary buffer will be established by the biologist. This buffer should be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this buffer zone until the biologist determines that the young have fledged or the nest is no longer active.									

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							Date / Initials	YES	NO
BIO-12: This measure will only be implemented should Crotch's bumble bee remain a candidate for listing or become a State-listed species prior to construction. Within one year prior to construction, the City's Resident Engineer or designated contractor will ensure that a habitat assessment for Crotch's bumble bee be conducted within impact areas and an appropriate survey buffer be established by a qualified biologist with experience surveying for and observing Crotch's bumble bee. If the qualified biologist determines that suitable habitat is present, surveys will be conducted to determine the presence/absence of Crotch's	80	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident Engineer / Contractor	Pre-Construction	2025 SSP Section 14-6.03A				x

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bumble bee. Surveys will be conducted during flying season when the species is most likely to be detected above ground, between March 1 to September 1 (Thorp, Horning, Jr. and Dunning 1983). Survey results, including negative findings, will be submitted to the CDFW prior to implementing Project-related ground-disturbing activities and/or vegetation removal where there may be impacts to Crotch's bumble bee. At minimum, a survey report should provide the following: a) A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch's bumble bee; b) Field survey									

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conditions that should include name(s) of qualified entomologist(s) and brief qualifications; date and time of survey; survey duration; general weather conditions; survey goals, and species searched; c) Map(s) showing the location of nests/colonies; and, d) A description of physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found. A sufficient description of biological conditions, primarily impacted habitat, should include native plant composition (e.g., density, cover, and abundance) within impacted habitat (e.g., species list separated by vegetation class; density,									

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							Date / Initials	YES	NO
cover, and abundance of each species).									
BIO-13: This measure will only be implemented should Crotch's bumble bee remain a candidate for listing or become a State-listed species prior to construction. If Crotch's bumble bee is detected during the Crotch's bumble bee survey conducted prior to construction, the City's Resident Engineer or designated contractor will ensure that a plan to fully avoid impacts to Crotch's bumble bee be developed in consultation with a qualified entomologist during final design. The plan shall include effective, specific, enforceable, and feasible measures. An avoidance plan	81	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident Engineer / Contractor	Pre-Construction	2025 SSP Section 14-6.03A				x

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							Date / Initials	YES	NO
should be submitted to CDFW prior to implementing project-related ground-disturbing activities and/or vegetation removal where there may be impacts to Crotch's bumble bee. If Crotch's bumble bees are determined to be present and it is determined the species will be impacted, appropriate mitigation will be determined in consultation with CDFW.									
BIO-14: This measure will only be implemented should Crotch's bumble bee remain a candidate for listing or become a State-listed species prior to construction. If Crotch's bumble bee is detected during the survey conducted prior to construction, and if impacts to	85	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Contractor	Pre-Construction, Construction	2025 SSP Section 14-6.03A			x	

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Crotch's bumble bee cannot be feasibly avoided during construction activities, the City's Resident Engineer or designated contractor will ensure that the designated qualified entomologist coordinate with CDFW to obtain appropriate permit for incidental take of Crotch's bumble bee prior to commencement of construction activities in habitat occupied by Crotch's bumble bee. The incidental take permit would quantify and provide appropriate mitigation for impacts on Crotch's bumble bee habitat. Mitigation for impacts to Crotch's bumble bee habitat would be at a ratio									

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comparable to the level of impact.									
BIO-15: During construction, the City's Resident Engineer or designated contractor will ensure that prior to initiation of construction in areas within 500 feet of suitable southwestern willow flycatcher or least Bell's vireo foraging habitat (mule fat thickets and black willow woodland), three separate days of pre-construction surveys will be conducted within suitable habitat, where accessible, within 7 days of construction.	88	Natural Environment Study (August 2023)	District Environmental Planning / Qualified Biologist / Resident Engineer / Contractor	Construction	2025 SSP Section 14-6.03A				x
BIO-16: Prior to construction, the City's Resident Engineer or designated contractor will ensure that a preconstruction survey for burrowing owl be	89	Natural Environment Study	District Environmental Planning / Qualified	Pre-Construction	2025 SSP Section 14-6.03A				x

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conducted in all suitable habitat areas within 500 feet of the Project Study Area by a qualified biologist within 30-days prior to vegetation clearing/grading. If burrowing owl are found within 500-feet of the Project Study Area during the preconstruction survey, the biologist will determine appropriate measures necessary to ensure there is no take of active burrowing owl nests and California Department of Fish and Wildlife conservation requirements with regards to burrowing owl are met.		(August 2023)	Biologist / Contractor						
TRANSPORTATION									
TR-1: During the final design phase, a detailed Transportation Management	5-7	Community Impact	District Design / District Traffic	Final Design, Pre-					x

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							Date / Initials	YES	NO
Plan (TMP) will be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts by applying a variety of traffic management techniques including, but not limited to, the following: • Traffic controls. • Transportation demand management. • Public awareness measures (including signing, mailers, brochures, newspaper articles,		Assessment (June 2025)	Management / District Environmental Planning / Resident Engineer / Contractor	Construction, Construction					

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and internet resources). • Motorist information strategies. • Incident management. • Construction strategies. • Alternative route strategies.									
VISUAL RESOURCES									
VIS-1: During final design, the City of Yucaipa will prepare a plan to implement an attractive bridge, medians, retaining walls, and other aesthetic hardscapes. This plan will be prepared consistent with the I-10 EB Truck Climbing Lane aesthetics, the *Caltrans I-10 Corridor Master Plan*,	49	Visual Impact Assessment (November 2023)	District Design / District Landscape Architecture / Resident Engineer / Contractor / City of Yucaipa	Final Design					x

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Riverside County and applicable goals and policies in the *Yucaipa General Plan* (City of Yucaipa 2016) and applicable specific plans. All designs are required to co mply with Caltrans safety requirements and other pertinent standards. To deter graffiti, textures will be included on walls, surfaces, barriers and bridges. Special architectural details and aesthetic treatments that promote regional identity in terms of material, color, texture, and pattern are encouraged to be incorporated into the Project and shall be reviewed and approved by the City and the Caltrans District 8 Landscape Architect.									

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VIS-2: During final design, lighting fixtures would be selected to minimize glare on adjacent properties and into the night sky. Lighting would be shielded with non-glare hoods and focused within the project ROW. The lighting plan would be reviewed and approved by the City Resident Engineer and the Caltrans District 8 Landscape Architect prior to construction to ensure compliance with these criteria.	49	Visual Impact Assessment (November 2023)	District Design / District Landscape Architecture / Resident Engineer / Contractor / City of Yucaipa	Final Design					x
VIS-3: During final design, the City Resident Engineer would verify that design elements are consistent with the vision for the City regarding aesthetic enhancements, scenic corridors, landscaping, streetscapes, materials, and colors.	50	Visual Impact Assessment (November 2023)	District Design / District Landscape Architecture / Resident Engineer / Contractor /	Final Design					x

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							Date / Initials	YES	NO
			City of Yucaipa						
VIS-4: During final design, a highway landscape plan shall be prepared that identifies all opportunities to use areas within the State ROW for full landscaping consistent with the *Caltrans Highway Design Manual*, the *Project Development Procedures Manual*, the *Caltrans District 8 - Interstate 10 Corridor Master Plan*, *Riverside County*, and with guidance and approval by the Caltrans District 8 Landscape Architect. This would include landscaping for graded areas with plant species consistent with adjacent vegetation, and enhancement of new project features to the extent feasible.	50	Visual Impact Assessment (November 2023)	District Design / District Landscape Architecture / Resident Engineer / Contractor	Final Design, Construction					x

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For reference, the *Visual Impact Assessment for I-10 EB TCL Improvement Project,* page 24, states: This plan would incorporate all applicable procedures and requirements detailed in the *Caltrans Highway Design Manual*, Section 902.1, Planting Guidelines (December 2020), and policies of the *Yucaipa General Plan* (City of Yucaipa 2016) and Municipal Code as applicable. During final design, the Caltrans District 8 Landscape Architect would verify that the design minimizes removal of existing mature trees. If removal of mature trees cannot be avoided, additional landscape improvements would be									

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incorporated into the final design for these areas. In the event that trees from the Caltrans Rehabilitation Project are removed as a result of the project, the trees would be replaced at a ratio, size, and location as determined by the Caltrans District 8 Landscape Architect.									
VIS-5: During final design, a Tree Protection Plan will be prepared and implemented to minimize damage to native and existing trees. Trees shall be protected at their drip zone with temporary fencing where feasible. All trees over two inches caliper at six inches from ground shall be identified in the plan.	2.2.10-29	Environmental Impact Report/Environmental Assessment	District Design / District Landscape Architecture / Resident Engineer / Contractor	Final Design				x	

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Temporary fencing will be added along the perimeter of the construction area.									
VIS-6: Grading shall use land forming also known as Contour Grading and Slope rounding for all earthwork to help visually integrate construction activities into the rural setting.	2.2.10-29	Environmental Impact Report/Environmental Assessment	District Design / District Landscape Architecture / Resident Engineer / Contractor	Final Design				x	
HYDROLOGY									
HYD-1: During final design, a hydraulic analysis will be prepared to confirm the new inlets and storm drain connections would not create adverse conditions in existing storm drain facilities.	31	Location Hydraulic Study (September 2023)	District Design / District Hydraulics / Resident Engineer / Contractor	Final Design					x
HYD-2: During final design, an Encroachment Permit will be obtained by the City	31	Location Hydraulic	District Design / District	Final Design					x

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							Date / Initials	YES	NO
Resident Engineer or designated contractor from the San Bernardino County Flood Control District.		Study (September 2023)	Hydraulics / Resident Engineer / Contractor						
WATER QUALITY									
WQ-1: The Project will comply with the requirements prescribed in the Caltrans National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit (Order WQ 2022-0033-DWQ, NPDES No. CAS000003) and the NPDES General Permit for Storm Water Discharges of Stormwater Runoff Associated with Construction Activities (Order 2022-0057-DWQ, NPDES No. CAS000002), and any	62	Water Quality Assessment Report (May 2024)	District Design / District Storm Water / Resident Engineer / Contractor	Construction					x

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							Date / Initials	YES	NO
subsequent permit in effect at the time of construction.									
WQ-2: A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential to impact water quality. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and include the construction site Best Management Practices (BMPs) to control pollutants such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater BMPs. Additional BMP reference material is contained in the Caltrans	62	Water Quality Assessment Report (May 2024)	District Design / District Storm Water / Resident Engineer / Contractor	Pre-Construction, Construction					x

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(35.3/39.2) / (R0.0/R1.1)

EA 08-1K090
PN 0818000181
Generalist: Amy Lee
ECL:

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
Project Planning and Design Guide (2023) and Caltrans *Construction Manual* (2018). These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-stormwater BMPs.									
WQ-3: If dewatering is required, construction site dewatering must comply with the General Waste Discharge Requirements for Discharges to Surface Waters That Pose an Insignificant (De minimis) Threat to Water Quality (Order No. R8-2015-0004, National Pollutant Discharge Elimination System No. CAG998001) and any subsequent updates to the	62	Water Quality Assessment Report (May 2024)	District Design / District Storm Water / Resident Engineer / Contractor	Pre-Construction, Construction					x

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							Date / Initials	YES	NO
permit at the time of construction. This Permit addresses temporary dewatering operations during construction. Dewatering BMPs must be used to control sediment and pollutants, and the discharges must comply with the WDRs issued by the Santa Ana Regional Water Quality Control Board.									
WQ-4: Caltrans-approved treatment Best Management Practices (BMPs) will be implemented by the contractor throughout construction consistent with the requirements of National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the State of California, Department of	63	Water Quality Assessment Report (May 2024)	District Design / District Storm Water / Resident Engineer / Contractor	Construction					x

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							Date / Initials	YES	NO
Transportation, Order WQ 2022-0033-DWQ, NPDES No. CAS000003 and any subsequent permits in effect at the time of construction. Treatment BMPs may include Design Pollution Prevention (DPP) Infiltration Areas, Infiltration Devices, Biofiltration Strips and Swales, Trash Capture Devices, Detention Devices, Media Filters, Multi-Chamber Treatment Train, Wet Basin, Open Graded Friction Course, and Pervious Pavement.									
WQ-5: Design Pollution Prevention Best Management Practices (BMPs) will be implemented, such as preservation of existing vegetation and slope/surface protection systems	63	Water Quality Assessment Report (May 2024)	District Design / District Storm Water / Resident Engineer / Contractor	Final Design					x

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							Date / Initials	YES	NO
(benching/terracing, slope rounding, and reducing gradients [incorporate 4:1 slopes or flatter]).									
WQ-6: Post-construction maintenance of treatment Best Management Practices (BMPs) within State right-of-way (ROW) will be performed by Caltrans, after final contract acceptance. Outside State ROW, the maintenance will be performed by the City of Yucaipa. If the City of Yucaipa is unable to maintain the post-construction treatment BMPs, the City of Yucaipa will establish an agreement with Caltrans to perform the required maintenance. During construction, the Project sponsor and contractor will be	64	Water Quality Assessment Report (May 2024)	District Design / District Storm Water / Resident Engineer / Contractor	Post-Construction					x

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responsible for temporary construction BMPs and a Stormwater Pollution Prevention Plan per the Construction General Permit.									
PALEONTOLOGY									
PAL-1: The PMP should be prepared by a qualified Principal Paleontologist following the requirements outlined in Caltrans' Standard Environmental Reference Environmental Handbook, Volume 1, Chapter 8 (Caltrans 2014). The PMP should include the following: • A required preconstruction Workers Environmental Awareness Program for all earthmoving	38	Combined Paleontological Identification Report/Paleontological Evaluation Report (June 2023)	District Design / District Paleontological Studies / Resident Engineer / Contractor	Final Design	2025 SSP Section 14-7.04				x

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personnel, with documentation of training (such as sign in sheets or hardhat stickers). • A signed curation or repository agreement, prior to the start of the project. • Proposed field and laboratory methods that are consistent with the curation or repository agreement. Required completion of a Paleontological Mitigation Report upon completion of ground-disturbing activities, following the requirements of Caltrans (Caltrans 2014).									

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							Date / Initials	YES	NO
NOISE									
NOI-1: All equipment will have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.	81	Noise Study Report (April 2025)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Construction					x
NOI-2: The contractor will implement appropriate additional noise measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers	81	Noise Study Report (April 2025)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Construction					x

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							Date / Initials	YES	NO
around stationary construction noise sources.									
NOI-3: Noise associated with construction would be controlled by Caltrans Standard Specification Section 14-8.02, "Noise Control," which states the following: • Do not exceed 86 dBA Lmax at 50 feet from the job site activities from 9 p.m. to 6 a.m. Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.	81	Noise Study Report (April 2025)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Construction	2025 SSP Section 14-8.02				x

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							Date / Initials	YES	NO
HAZARDOUS WASTE									
HW-1: Based on ADL surveys that were conducted between 2005 and 2007 along I-10 under EA 08-0K293, which overlaps with the I-10 Wildwood Canyon Road Interchange Project, concentrations of lead exceeding the United States Environmental Protection Agency Regional Screening Levels for unrestricted land use were not found along the Project corridor and are not anticipated to be encountered. Such soils may be reused on site within the Project Design Footprint without restriction, as long as all requirements of the July 1, 2016, ADL Agreement	12-1	Initial Site Assessment (April 2023)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Pre-Construction	2025 SSP Section 7-1.02k6j(iii)				x

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							Date / Initials	YES	NO
between Caltrans and the Department of Toxic Substances Control are met. Per the soil reuse agreement, a Lead Compliance Plan (LCP) is required for worker safety. Prior to construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure that an LCP is developed by a Certified Industrial Hygienist, to protect workers from exposure to lead associated with ADL, as well as lead-based paint (LBP), traffic striping, and pavement makings. The LCP will include procedures for the handling, management, sampling, and disposal of material containing lead. ADL and LBP investigations and traffic									

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							Date / Initials	YES	NO
striping removal are separate tasks usually conducted by separate contractors, which each require a separate LCP.									
HW-2: All Build Alternatives would include the acquisition and demolition of building structures associated with a single-family home located on Assessor's Parcel Number (APN) 031811109 and Wally's Carpet & Tile located on APN 031811110, which may contain asbestos-containing materials (ACM) and lead-based paint (LBP). The City of Yucaipa's Resident Engineer or designated contractor will ensure that ACM and LBP content will be sampled for building and bridge structures that will be disturbed by the Project during final design,	12-1	Initial Site Assessment (April 2023)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design					x

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							Date / Initials	YES	NO
prior to any demolition or disturbance activities. The City of Yucaipa's Resident Engineer or designated contractor will ensure that the survey will be conducted in conformance with the United States Environmental Protection Agency National Emission Standards for Hazardous Air Pollutants 40 Code of Federal Regulations, South Coast Air Quality Management District Rule 1403.									
HW-3: Pole- and pad-mounted electrical transformers may contain polychlorinated biphenyls (PCBs). Soil in unpaved locations surrounding the transformers may also contain PCBs. During final design and	12-1	Initial Site Assessment (April 2023)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Pre-Construction					x

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							Date / Initials	YES	NO
prior to construction activities, the City of Yucaipa's Resident Engineer or designated contractor will ensure that any affected electrical transformers and soil in unpaved locations surrounding the transformers that would be disturbed as a result of the Project be sampled for PCBs.									
HW-4: Wooden utility poles may contain creosote and pentachlorophenol. During construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure that treated wood objects are handled as treated wood waste (TWW) and managed per Chapter 34, Title 22 California Code of Regulations Sections 67386.1	12-2	Initial Site Assessment (April 2023)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	2025 SSP Section 14-11.14				x

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through 67386.12, "Alternative Management Standards for Treated Wood Waste," and in accordance with Caltrans Standard Specifications, Section 14-11.14 Treated Wood Waste. All TWW should be properly disposed of at a landfill permitted to accept TWW.									
HW-5: Paint used for traffic striping and pavement marking may contain lead chromate. During construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure that sampling, analysis, removal, and disposal of any traffic striping and pavement materials will be completed in accordance with Construction Program	12-2	Initial Site Assessment (April 2023)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	2025 SSP Section 14-11.12 2025 SSP Section 84-9.03B 2025 SSP Section 36-4				x

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							Date / Initials	YES	NO
Procedure Bulletin 99-2, and Caltrans Standard Specifications, Section 14-11.12. Any handling of leaded paint and thermoplastic resulting from cold planing shall be in accordance with Caltrans' Standard Specifications Section 36-4 and comply with Health and Safety Code 22 CA Code of Regs. Management of this material exposes works to health hazards that must be addressed in the Lead Compliance Plan (LCP).									
HW-6: Soil within the Project Design Footprint that has not been disturbed may contain pesticides and herbicides from adjacent agricultural land uses. The City of Yucaipa's Resident Engineer or	12-2	Initial Site Assessment (April 2023)	District Design / District Environmental Engineering / Resident	Final Design					x

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							Date / Initials	YES	NO
designated contractor will ensure that undisturbed soil located adjacent to agricultural land uses that may be disturbed by the Project will be sampled for pesticides and herbicides during final design.			Engineer / Contractor						
HW-7: Prior to construction, the City of Yucaipa's Resident Engineer will ensure the preparation of a Construction Contingency Plan, in accordance with the guidance provided in Chapter 7-107 of the Caltrans Construction Manual for handling and dealing with unknown hazards (see Appendix G for Caltrans Unknown Hazards Procedure). This plan will include provisions for responding to events such as	12-2	Initial Site Assessment (April 2023)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Pre-Construction					x

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							Date / Initials	YES	NO
the discovery of unidentified underground storage tanks, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes during construction. This plan will also address underground storage tank decommissioning, field screening, and material testing methods; mitigation and contaminant management requirements; and health and safety requirements for construction workers. If an unexpected release of hazardous substances is found in reportable quantities, the National Response Center must be notified by calling 1-800-424-8802, and cleanup must be coordinated with									

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environmental agencies. The designated contractor will be responsible for preparing the Construction Contingency Plan before the start of construction.									
HW-8: Prior to construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure the development of a Health and Safety Plan to guide all construction activities. A Certified Industrial Hygienist will review this plan, based on evaluations of construction activities, the potential hazards identified in this report, and any future assessment prepared for the Project. This plan will contain specific procedures for encountering expected and	12-2	Initial Site Assessment (April 2023)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Pre-Construction					x

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unexpected contaminants. It will prescribe safe work practices, contaminant monitoring, personal protective equipment, emergency response procedures, and safety training requirements to protect construction workers and third parties. The plan will meet the requirements of 29 Code of Federal Regulations 1910 and 1926, and all other applicable federal, State, and local regulations and requirements. The designated contractor will be responsible for preparing the Health and Safety Plan before the start of construction.									

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							Date / Initials	YES	NO
HW-9: Prior to construction, the City of Yucaipa's Resident Engineer or designated contractor will ensure the preparation of a Contaminated Media Management Plan. This plan will include procedures for contaminant monitoring and identification, temporary storage, handling, treatment, and disposal of waste and materials (including soil), in accordance with applicable federal, State, and local regulations and requirements. The designated contractor will be responsible for preparing the Contaminated Media Management Plan before the start of construction.	12-3	Initial Site Assessment (April 2023)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Pre-Construction					x

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AIR QUALITY									
AQ-1: The construction contractor must comply with Caltrans Standard Specifications, Section 14-9 Air Quality (2022). Section 14-9.02 Air Pollution Control specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.	80	Supplemental Air Quality Report (May 2026)	Resident Engineer / Contractor	Construction					x
AQ-2: Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.	80	Supplemental Air Quality Report (May 2026)	Resident Engineer / Contractor	Construction					x

Date of ECR: July 2026

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD (Interstate 10 Wildwood Canyon Road Interchange Project)

08-SBD-10/08-RIV-10
(35.3/39.2) / (R0.0/R1.1)

EA 08-1K090
PN 0818000181
Generalist: Amy Lee
ECL:

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
AQ-3: Soil binder will be spread on any unpaved roads used for construction purposes and on all project construction parking areas.	80	Supplemental Air Quality Report (May 2026)	Resident Engineer / Contractor	Construction					x
AQ-4: Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.	80	Supplemental Air Quality Report (May 2026)	Resident Engineer / Contractor	Construction					x
AQ-5: Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low-sulfur fuel, as required by California Code of Regulations Title 17, Section 93114.	80	Supplemental Air Quality Report (May 2026)	Resident Engineer / Contractor	Construction					x
AQ-6: A dust control plan will be developed, documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize	80	Supplemental Air Quality Report (May 2026)	District Design / District Environmental Engineering / Resident	Pre-Construction, Construction					x

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							Date / Initials	YES	NO
construction impacts on existing communities.			Engineer / Contractor						
AQ-7: Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.	80	Supplemental Air Quality Report (May 2026)	Resident Engineer / Contractor	Construction					x
AQ-8: Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving extended idling by diesel equipment or vehicles will be prohibited to the extent feasible.	80	Supplemental Air Quality Report (May 2026)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction					x
AQ-9: Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by	80	Supplemental Air Quality Report (May 2026)	Resident Engineer / Contractor	Construction					x

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							Date / Initials	YES	NO
construction traffic, will be used.									
AQ-10: All transported loads of soil and wet material will be covered before transport or adequate freeboard (i.e., space from the top of the material to the top of the truck) will be provided to minimize emissions of dust during transportation.	80	Supplemental Air Quality Report (May 2026)	Resident Engineer / Contractor	Construction					x
AQ-11: Dust and mud deposited on paved public roads due to construction activity and traffic will be promptly and regularly removed to reduce particulate matter (PM) emissions.	80	Supplemental Air Quality Report (May 2026)	Resident Engineer / Contractor	Construction					x
AQ-12: To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts	81	Supplemental Air Quality Report (May 2026)	Resident Engineer / Contractor	Construction					x

Date of ECR: July 2026

Project Phase:
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							Date / Initials	YES	NO
caused by idling vehicles along local roads during peak travel times.									
AQ-13: Mulch will be installed, or vegetation planted as soon as practical after grading to reduce windblown PM in the area.	81	Supplemental Air Quality Report (May 2026)	Resident Engineer / Contractor	Construction					x
AQ-14: ACM and lead-based paint content shall be sampled and analyzed for structures, including buildings, that will be disturbed by the proposed Project. The sampling work shall be conducted prior to any demolition or disturbance activity and prior to the completion of the Plans, Specifications and Estimate phase. The ACM survey shall be conducted in conformance with the EPA National	81	Supplemental Air Quality Report (May 2026)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design					x

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							Date / Initials	YES	NO
Emission Standard for Hazardous Air Pollutants, 40 CFR Part 61 and SCAQMD Rule 1403.									
GEOLOGY									
GEO-1: During final design, a Final Geotechnical Report will be prepared to summarize the Project-specific findings from a detailed geotechnical investigation. The investigation will be conducted by qualified geotechnical personnel to assess geotechnical conditions of the Project Design Footprint. The report will be submitted to Caltrans for review and approval. The findings of the final report will be incorporated into the final design.	19	Preliminary Geotechnical Report (November 2023)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design					x

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							Date / Initials	YES	NO
UTILITIES									
UT-1: All public utility lines, pipes, and cables disturbed or removed to accommodate the Project must be replaced or relocated within the Project Design Footprint to continue to meet the needs of residents and businesses in the community. In addition, arrangements must be made to avoid disruption of the service provided. If interruption in service is unavoidable, notice must be given, and proper arrangements will be made with residents and businesses.	4-45	Community Impact Assessment (June 2025)	District Design / Resident Engineer / Contractor	Final Design, Construction					x
UT-2: Underground Service Alert (USA) will be notified at	4-45	Community Impact	District Design / Resident	Pre-Construction,					x

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							Date / Initials	YES	NO
least 2 days prior to ground or vegetation disturbance.		Assessment (June 2025)	Engineer / Contractor	Construction					
UT-3: The construction contractor will perform the following tasks: a. Coordinate with CALFIRE and local fire departments to identify and maintain defensible spaces around active construction areas. b. Coordinate with CALFIRE and local fire departments to identify and maintain firefighting equipment (e.g., extinguishers, shovels, water tankers) in active construction areas. C. Post emergency services phone numbers (i.e., fire, emergency medical, and police) in visible	4-45	Community Impact Assessment (June 2025)	Resident Engineer / Contractor	Pre-Construction, Construction	2025 SSP Section 7-1.02M(2)				x

Date of ECR: July 2026

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							Date / Initials	YES	NO
locations in all active construction areas.									
COMMUNITY IMPACT ASSESSMENT									
CIA-1: Bicycle and pedestrian access will be maintained at all times and flaggers will be used as necessary.	2-54	Community Impact Assessment (June 2025)	District Design / Resident Engineer / Contractor	Final Design, Construction					x
CIA-2: Temporary construction areas, including temporary construction easements and staging areas, will be returned to as good a condition or better than the existing conditions at the start of construction.	2-54	Community Impact Assessment (June 2025)	Project Sponsor / Contractor	Post-Construction					x
CLIMATE CHANGE									
GHG-1: During the design phase, long-life pavement design will be used for all new pavement construction	3.3-10	Environmental Impact Report/Enviro	District Design / Resident Engineer / Contractor	Final Design				x	

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							Date / Initials	YES	NO
consistent with the Caltrans Highway Design Manual. The long-life pavement will reduce life cycle costs, minimize maintenance, and improve fuel efficiency. Concrete pavement would be designed to be more heat tolerant.		nmental Assessment							
GHG-2: During final design (PS&E), the City's Resident Engineer will ensure that project features that minimize the need for irrigation and nonnative plants will be incorporated into the Project design. Drought-resistant landscaping will be used where feasible.	3.3-10	Environmental Impact Report/Environmental Assessment	District Design / Resident Engineer / Contractor	Final Design				x	
GHG-3: During construction, the City's Resident Engineer will ensure that the need for the transport of earthen materials is reduced by	3.3-10	Environmental Impact Report/Environmental Assessment	Resident Engineer / Contractor	Construction					x

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							Date / Initials	YES	NO
balancing cut and fill quantities on-site.									
GHG-4: During construction, the City's Resident Engineer will ensure that lighting needs will be replaced with ultra-reflective sign materials that will be illuminated by headlights. LED street lights will be used along the roadway.	3.3-10	Environmental Impact Report/Environmental Assessment	District Design / Resident Engineer / Contractor	Final Design, Construction				x	
WETLANDS									
WET-1: The following regulatory approvals shall be obtained prior to commencement of any construction activities within the identified jurisdictional areas: 1) U.S. Army Corp of Engineers Section 404 Nationwide Permit 14; 2) Regional Water Quality	2.4.2-19	Environmental Impact Report/Environmental Assessment	District Environmental Planning / District Design / Resident Engineer / Contractor	Final Design, Pre-Construction				x	

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							Date / Initials	YES	NO
Control Board Clean Water Act Section 401 Water Quality Certification or a Waste Discharge Requirements; and 3) California Department of Fish and Wildlife (CDFW) Section 1602 Streambed Alteration Agreement. No compensatory mitigation is proposed for waters of the U.S. As part of the regulatory approval process with CDFW during final design, permanent impacts on water of State will be mitigated at a minimum ratio of 2:1 at an approved mitigation bank, applicant-sponsored mitigation area, or on site, in consultation with the resource agencies.									

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							Date / Initials	YES	NO
RELOCATION									
RIM-1: All relocations and real property acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (Uniform Act) and the Caltrans ROW Manual (Caltrans 2025). Relocation plans will be prepared with consideration of the timing required for relocation and market availability for property acquisitions during final design.	5	Relocation Impact Memorandum (April 2023)	Design Engineer / Resident Engineer / Project Sponsor / ROW agent	ROW/Purchasing					x

Appendix E Public Scoping Summary Report

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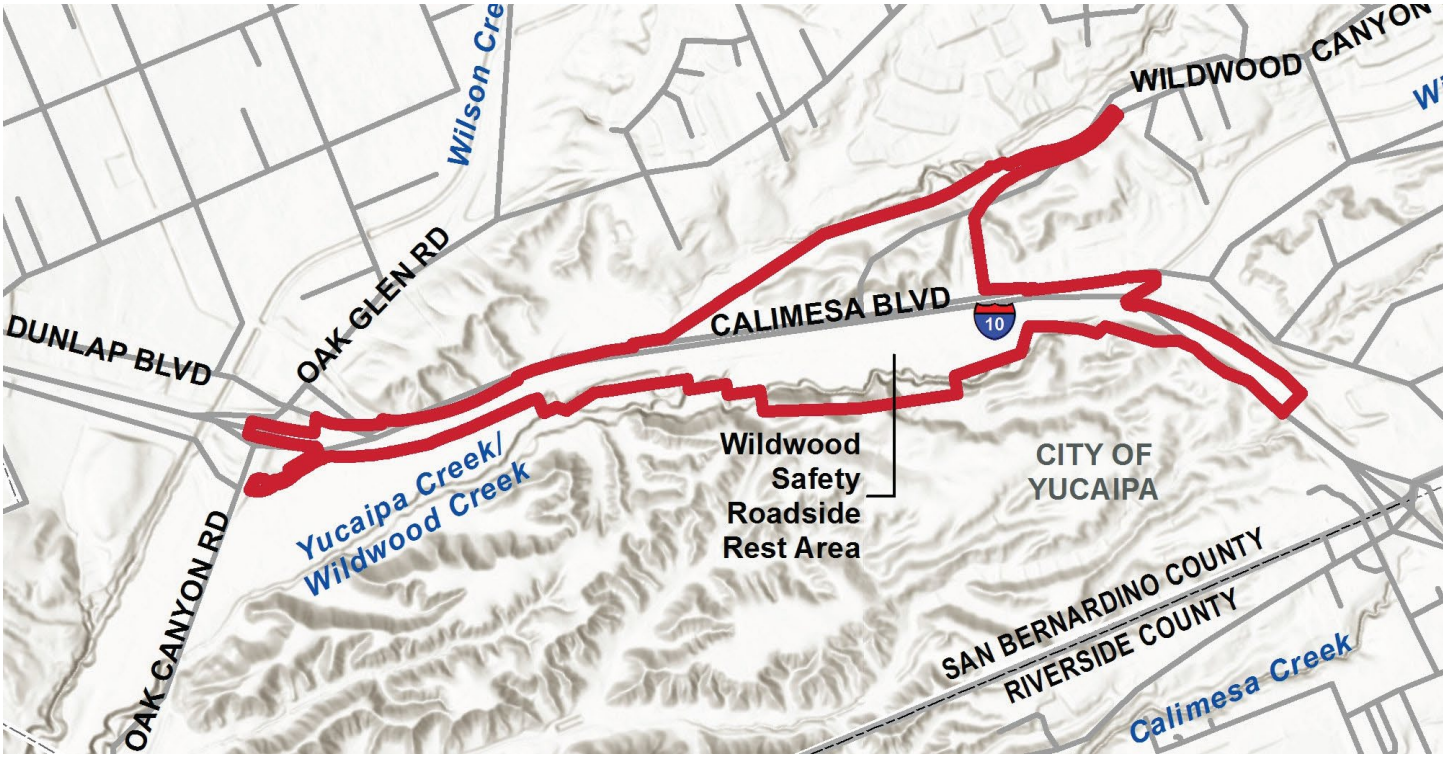
INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Interstate 10/Wildwood Canyon Road Interchange Project (EA: 1K090)

Public Scoping Summary Report



Public Scoping Period
March 25, 2022 to May 4, 2022

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INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

EXECUTIVE SUMMARY

In 2008, the City of Yucaipa (City) adopted the Freeway Corridor Specific Plan (Plan) which encompasses 1,242 acres located in the southwest portion of the City. This Plan, which is bisected by Interstate 10 (I-10), had carefully studied and reviewed the increase in economic development and population growth occurring within the City, eastern San Bernardino County, as well as Riverside County. The findings of the Plan had identified the need for a new interchange between Live Oak Canyon/Oak Glen Road and County Line Road: The Wildwood Canyon Road Interchange. The proposed interchange will mitigate local and regional traffic congestion and help the City secure long-term economic sustainability while incorporating community amenities such as trails and open spaces, creating a cohesive area where residents can live, work, shop, and play.

In 2018, the City and the San Bernardino County Transportation Authority (SBCTA) initiated the Interstate 10 (I-10)/Wildwood Canyon Road Interchange Project (Project). The proposed Project is part of an effort to provide better access to the City of Yucaipa and I-10 for commuter vehicles and trucks and address future traffic volumes and travel demands.

A Project Study Report (PSR) studied traffic impacts, environmental constraints, and Project costs. The PSR evaluated various design concepts for a new interchange at I-10 and Wildwood Canyon Road with three being further evaluated in the Project Approval and Environmental Document (PA&ED) phase (*current phase*). During the PA&ED phase, a total of four alternatives will be evaluated, one “No-Build” alternative and the three “Build” alternatives identified in the PSR. The No-Build and Build Alternatives will be further studied and evaluated for planning, design, and construction.

SCOPING PERIOD

In compliance with the California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA), the City, in cooperation with the California Department of Transportation (Caltrans) and the San Bernardino County Transportation Authority (SBCTA), held a 40-day public scoping period between March 25 and May 4, 2022, to inform the public of the initiation of environmental studies and to allow the public an opportunity to ask questions, express concerns and preferences, and comment on the proposed Project. Comments received during this time period became part of the public record and will be considered in defining the Project scope and developing the Environmental Impact Report/Environmental Assessment (EIR/EA).

The following methods were used for notification and promotion of the scoping period:

- **Advertisements** – English and Spanish advertisements promoting the Public Scoping Period were published on March 25, 2022 in newspapers that cover the Project limits, including: The San Bernardino Sun; The Daily Bulletin; Redlands Daily Fact; Riverside Press Enterprise; News Mirror; and La Prensa Hispana (Spanish).
- **Business Community** – The City of Yucaipa Chamber of Commerce was mailed a scoping meeting notice.
- **Certified Mail** – 105 agency contacts were mailed a hard copy of the complete Notice of Preparation (NOP) package which included the NOP, Notice of Completion (NOC), Public Notice, and Project Description.
- **Digital Methods** – Digital versions of the newspaper ads were used by the City of Yucaipa to promote the scoping meeting through their social media channels including Facebook and Twitter, and the Project's website (https://yucaipa.org/wildwoodcanyonrdinterchange/) served as an information hub to keep the community informed.
- **Direct Mail Postcards** – 500 property owners/tenants along the Project limits were mailed a scoping meeting notice.
- **Elected Officials Outreach** – 12 elected officials representing constituents through the I-10 Project limits at the city, county, state, and federal levels were mailed the formal scoping notice (English and Spanish).

PUBLIC SCOPING MEETING

The City held one public in-person scoping meeting. The meeting was held in an open house format on the following date, time, and location:

Wednesday, April 13, 2022
5:30 to 7:00 p.m.
Yucaipa Performing Arts Center
12062 California Street
Yucaipa, CA 92399

The meeting included 11 stations covering the following Project information:

- Welcome
- Project Background
- Project Benefits
- Project Study Area
- Alternative 1 – No-Build Alternative
- Alternative 2 – Diamond Interchange Overcrossing
- Alternative 3 – Skewed Diamond Interchange Overcrossing
- Alternative 4 – Diverging Diamond Interchange Overcrossing
- Environmental Process
- Anticipated Schedule
- Contact Us

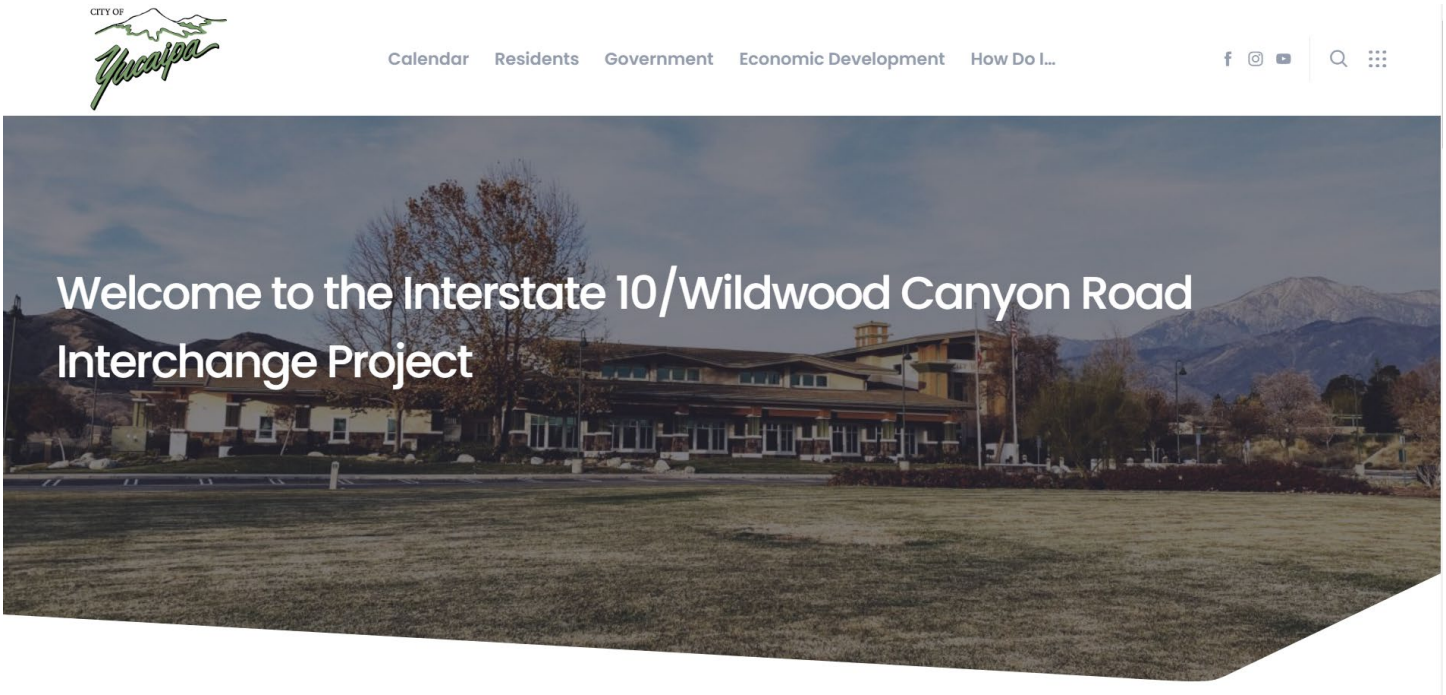
To view additional meeting materials, such as exhibit boards and the Project fact sheet, see Appendix D.

The City, SBCTA and Caltrans specialists in engineering, environmental, traffic, noise, and right of way were available to address concerns and answer questions. Twenty-four individuals attended the in-person meeting, and two written comments were left at the meeting, one focusing on the environmental impacts of the project, and the other focused on relief structures throughout the project. For the full list of comment themes, please see page 11. All comments are recorded in Appendix E.

PROJECT WEBSITE

A specific Project website was developed for the Interstate 10/Wildwood Canyon Road Interchange Project and was housed on the City's website (https://yucaipa.org/wildwoodcanyonrdinterchange/). The Project website provided 24-hour access to Project materials such as Project history, frequently asked questions (FAQs), the NOP, and contact information of key project members. The Project website will continue to house information and updates as necessary. Constituents and stakeholders were encouraged to view the Project website for more information. Additionally, the City created and circulated digital and print advertisements showcasing the Project website.

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT



NOTICE OF PREPARATION

A NOP was prepared and sent to the required public agencies via certified mail on March 22, 2022. A list of public agencies' representatives who were sent the NOP can be found in Appendix A. The NOP package included the NOP, NOC, Public Notice, and Project Description.

SCH NO _____

NOTICE OF PREPARATION

To. (Leave blank – will be filled in with Responsible/Trustee Agency)

From: California Dept. of Transportation, Dist. 8
464 West 4th Street, 6th Floor MS 820
San Bernardino, CA 92401-1400

Subject: Notice of Preparation of a Draft Environmental Impact Report

The California Department of Transportation (Caltrans) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

Project Title: Interstate 10 Wildwood Canyon Road Interchange Project

Project Description: The proposed Interstate 10 (I-10) Wildwood Canyon Road Interchange Project (Project) would construct a new interchange on I-10 at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R36.8) and the County Line Road Interchange (PM R39.2), in the City of Yucaipa. Associated improvements include new connecting roadways and/or realignment of existing local roadways, overcrossing bridge structures, signage, and the protection or relocation of utilities. The Wildwood Safety Roadside Rest Area would remain in place.

A more detailed project description, location map, and the potential environmental effects are contained in the attached materials.

A copy of the Initial Study is not attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please direct your response to Antonia Toledo, Senior Environmental Planner, California Department of Transportation, District 8, at the address shown above or e-mail: D8.1K090.Comments@dot.ca.gov Please supply us with the name for a contact person in your agency.

Date 2/24/2022

Signature _____
Title Senior Environmental Planner
Telephone (909) 501-5741

Attachment: Project Information

PROJECT DATABASE

Two databases were built at the start of the proposed Project. One of the databases contained contacts for federal agencies, state agencies, regional/local/county agencies, elected officials, and interested groups. The other database contained contact information for members of the public that live, serve, or operate within or in close proximity to the Project. For Project purposes, “close proximity” was considered to be a 500-foot buffer from the Project limits. These databases were used as a starting point for building contact-specific lists for the following activities:

- Certified mailings of the NOP
- Regular mailings to elected and organization contacts
- Scoping meeting notice mailing

The contact list used for disseminating the notification materials can be found in Appendix B. The Project databases will continue to be populated as the proposed Project moves forward and contact information is collected from sign-in sheets at public meetings, general outreach efforts, and ongoing public inquiries.

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

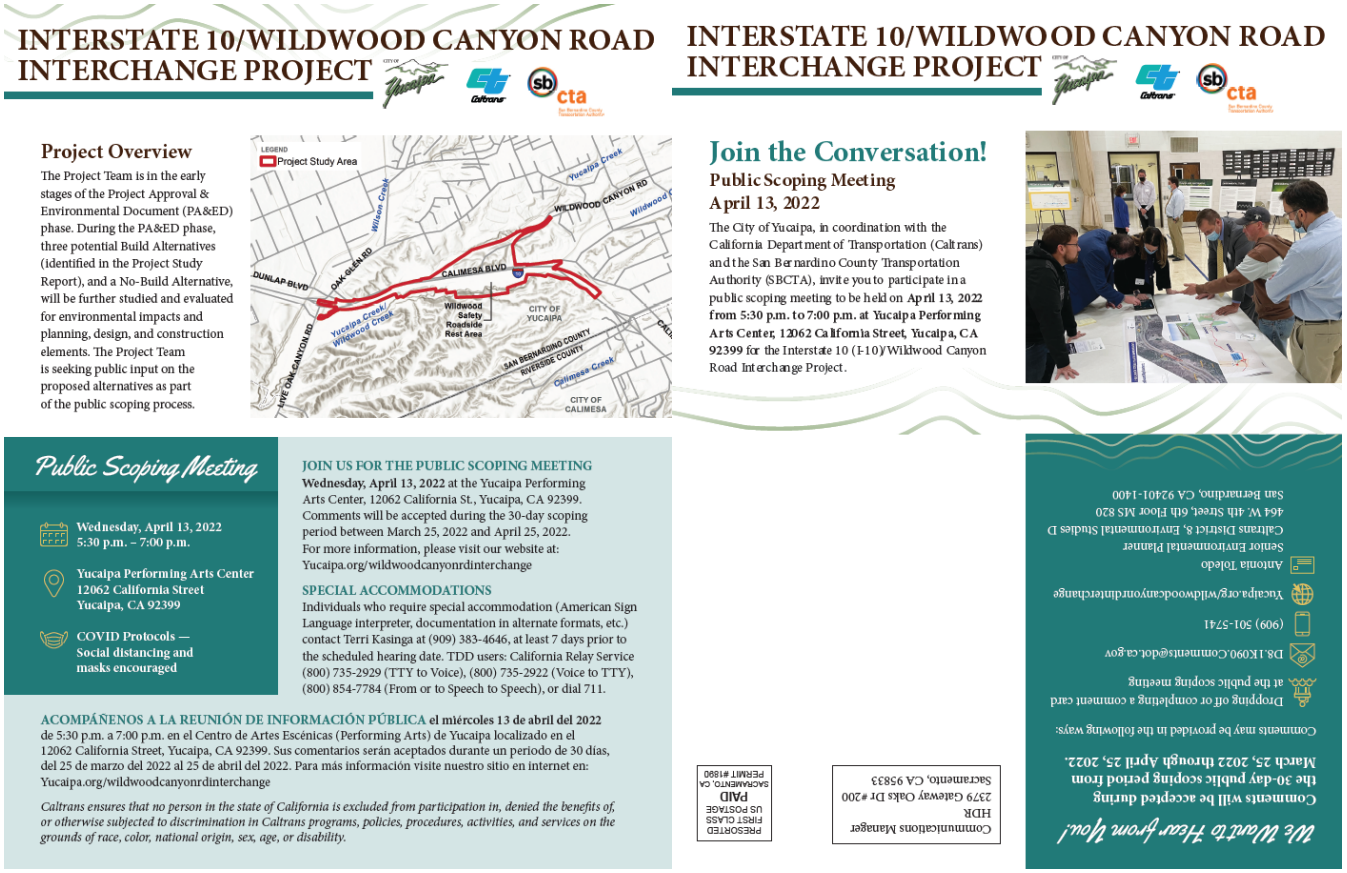
MEETING NOTIFICATION

An outreach notification plan was developed to inform the community and encourage its participation in the scoping period, public scoping meeting, and the overall review and feedback process for the proposed Project. The notification and engagement methods included direct mail, print and online advertisements, electronic meeting notices, and communication/distribution of information with key organizations and elected officials representing the Project's community.

POSTCARD SCOPING MEETING NOTICE

A bilingual (English and Spanish), 8.5"x11", double-sided postcard was developed to inform the public of the scoping period, specifically inviting the community to attend the in-person scoping meeting and submit their comments.

A mail house service (Automate Mailing, Sacramento, CA) was contracted to ascertain the correctness of property owner and tenant data corresponding to mailing addresses for residents and businesses in the coverage area. This resulted in a March 17, 2022 mailing of 500 postcard scoping meeting notices. The postcard can be found in Appendix C-1.



NEWSPAPER ADVERTISEMENTS

Newspaper advertisements were published in local and regional newspapers to inform the public of the proposed Project and scoping period and to invite them to attend the scoping meeting. Print ads ran in The San Bernardino Sun serving San Bernardino County, Redlands Daily Facts serving Redlands and surrounding communities, The Daily Bulletin serving Inland and surrounding communities, Riverside Press Enterprise serving Riverside and the surrounding communities, weekly La Prensa Hispana (Spanish) serving in the Riverside County and Orange County zones, and News Mirror serving Yucaipa and surrounding communities.

Below is a table detailing the publications and run dates for each advertisement. Tear sheets for these publications can be found in Appendix C-2.

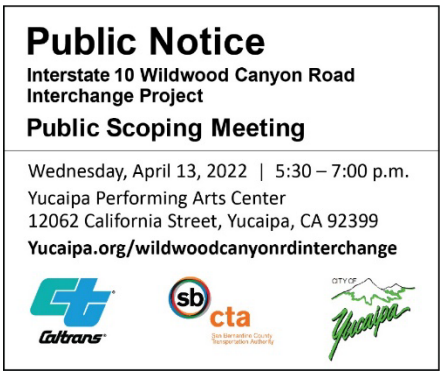
MEDIA OUTLET	RUN DATES	DIMENSIONS
The San Bernardino Sun	3/25/22	9.89 x 10.5
Redlands Daily Facts	3/25/22	9.89 x 10.5
The Daily Bulletin	3/25/22	9.89 x 10.5
Riverside Press Enterprise	3/25/22	9.89 x 10.5
La Prensa Hispana	3/25/22-3/31/22	12 x 10.5
News Mirror	3/25/22	9.833 x 7

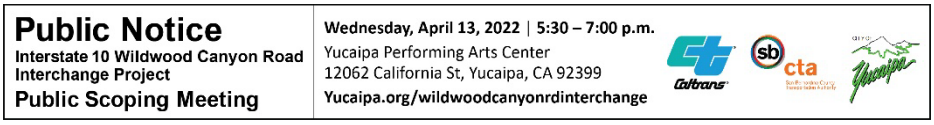
Additionally, digital ad banners were created and ran on The San Bernardino Sun, Redlands Daily Facts, The Daily Bulletin, and Press Enterprise websites. The table below outlines the circulation data for each newspaper (the number of copies each paper distributes on a given day).

MEDIA OUTLET	CIRCULATION
The San Bernardino Sun	41,500
Redlands Daily Facts	3,100
The Daily Bulletin	85,000

Riverside Press Enterprise	92,000
La Prensa Hispana	No Available Information
News Mirror	14,000

DIGITAL ADVERTISEMENTS

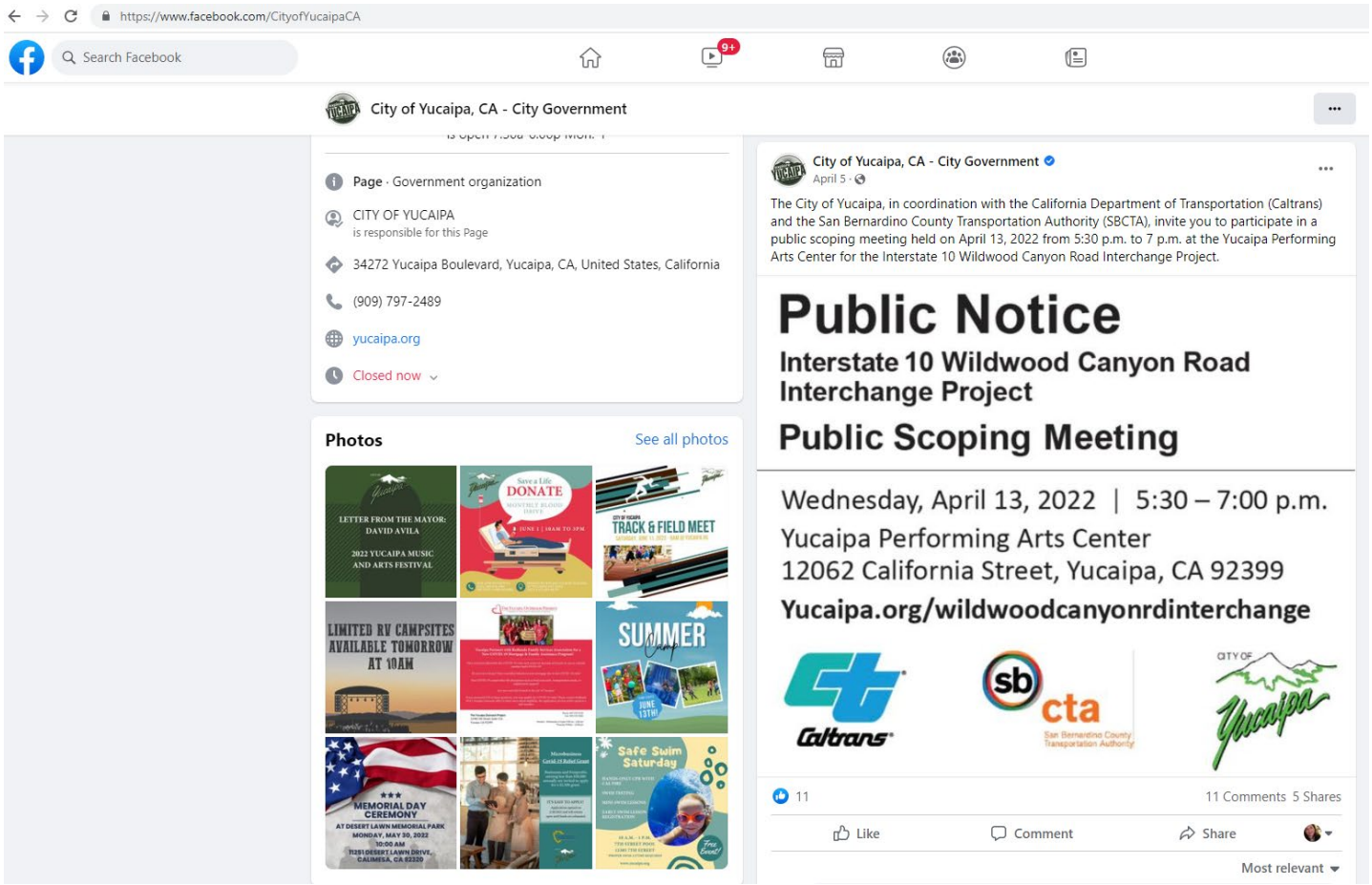




SOCIAL MEDIA

Social media advertisements were created and shared via the City's Facebook and Twitter pages. A Facebook advertisement from April 5, 2022 is below, along with a Twitter advertisement from April 5, 2022.

Facebook



INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Twitter

PUBLIC SCOPING MEETING SUMMARY

The City, SBCTA, and Caltrans hosted a public scoping meeting on Wednesday, April 13, 2022, at the Yucaipa Performing Arts Center. The meeting was held in an open house meeting format from 5:30 to 7:00 PM.

The purpose of the scoping meeting was to inform the public about the proposed Project, make the Project team subject-matter experts available to the public to answer questions, and to encourage the public to provide formal written comments to be considered during the development of the EIR/EA.

A total of 24 people signed in at the meeting and two hand written comment cards were submitted by attendees. Attendees had the option to fill out comment cards in person or submit comments after the meeting via email or U.S Mail. Nine additional comments were sent to the Project team via email. No comments were sent to the project team via U.S. Mail.

PUBLIC COMMENTS

A total of 11 written comments were collected through the public scoping meeting, emails to the Caltrans Project email at D8.1K090.Comments@dot.ca.gov, and through U.S. postal service mail. Comments were received from agencies, organizations, and individuals. Copies of the public comments received are located in Appendix E.

Comments received included the following themes:

Safety	Construction	Property Values
Fish and Wildlife	Homelessness	Noise
Traffic	Pedestrian Access	Relief Walls/Structures
Right of Way	Community Impacts	Through Traffic on Residential Streets
Flooding and Storm Drains	Consistency with Connect SoCal (Comment made by SCAG)	Air Quality
Environmental Impacts	Population Growth	Public Lands

NEXT STEPS

All public comments received during the scoping period become part of the public record for the proposed Project. Current environmental laws, under CEQA and NEPA, do not require formal responses to public comments made during the scoping period. However, each of the comments will be considered by the Project team as the project development process continues.

The next official opportunity to provide feedback will be during the future public circulation of the Draft EIR/EA, which will occur in 2024 as part of the PA&ED phase. Responses to comments received during the public circulation period will be provided.

Additional steps in the project development process include:

- Acknowledgement of receipt of public comments sent by email 5/24/2022
- Technical studies 2022 – 2023
- Public circulation of the Draft EIR/EA – 2024
- Complete Final EIR/EA – 2025

APPENDICES

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APPENDIX A: NOTICE OF PREPARATION (NOP) PACKET

SCH NO _____

NOTICE OF PREPARATION

To. (Leave blank – will be filled in with Responsible/Trustee Agency)

From: California Dept. of Transportation, Dist. 8
464 West 4th Street, 6th Floor MS 820
San Bernardino, CA 92401-1400

Subject: Notice of Preparation of a Draft Environmental Impact Report

The California Department of Transportation (Caltrans) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

Project Title: Interstate 10 Wildwood Canyon Road Interchange Project

Project Description: The proposed Interstate 10 (I-10) Wildwood Canyon Road Interchange Project (Project) would construct a new interchange on I-10 at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R36.8) and the County Line Road Interchange (PM R39.2), in the City of Yucaipa. Associated improvements include new connecting roadways and/or realignment of existing local roadways, overcrossing bridge structures, signage, and the protection or relocation of utilities. The Wildwood Safety Roadside Rest Area would remain in place.

A more detailed project description, location map, and the potential environmental effects are contained in the attached materials.

A copy of the Initial Study is not attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please direct your response to Antonia Toledo, Senior Environmental Planner, California Department of Transportation, District 8, at the address shown above or e-mail: D8.1K090.Comments@dot.ca.gov Please supply us with the name for a contact person in your agency.

Date 2/24/2022

Signature _____
Title Senior Environmental Planner
Telephone (909) 501-5741

Attachment: Project Information

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Interstate 10 Wildwood Canyon Road Interchange Project

Lead Agency: California Department of Transportation, District 8 — Contact Person: Antonia Toledo
Mailing Address: 464 West 4th Street, 6th Floor MS 820 — Phone: (909) 501-5741
City: San Bernardino — Zip: 92401-1400 — County: San Bernardino

Project Location: County: San Bernardino — City/Nearest Community: Yucaipa
Cross Streets: I-10 and Wildwood Canyon Road — Zip Code: 92399
Longitude/Latitude (degrees, minutes and seconds): 34 ° 00 ′ 40 ″ N / 117 ° 04 ′ 13 ″ W Total Acres:
Assessor's Parcel No.: Multiple — Section: 11 — Twp.: 2S — Range: 2W — Base: Sbd
Within 2 Miles: State Hwy #: I-10 — Waterways: Wilson Creek, Wildwood Wash, and Yucaipa Creek
Airports: N/A — Railways: N/A — Schools: Multiple

Document Type:

CEQA: ☒ NOP ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ☐ Other:
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI Other: ☐ Joint Document ☐ Final Document ☐ Other:

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☒ Other: Transportation

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational:
☐ Recreational:
☐ Water Facilities: Type ____ MGD ____
☒ Transportation: Type Interchange
☐ Mining: Mineral
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☒ Agricultural Land ☒ Air Quality ☒ Archeological/Historical ☒ Biological Resources ☐ Coastal Zone ☒ Drainage/Absorption ☐ Economic/Jobs
☐ Fiscal ☒ Flood Plain/Flooding ☐ Forest Land/Fire Hazard ☒ Geologic/Seismic ☐ Minerals ☒ Noise ☒ Population/Housing Balance ☒ Public Services/Facilities
☒ Recreation/Parks ☒ Schools/Universities ☐ Septic Systems ☐ Sewer Capacity ☒ Soil Erosion/Compaction/Grading ☒ Solid Waste ☒ Toxic/Hazardous ☒ Traffic/Circulation
☒ Vegetation ☒ Water Quality ☒ Water Supply/Groundwater ☒ Wetland/Riparian ☒ Growth Inducement ☒ Land Use ☒ Cumulative Effects ☒ Other: GHG

Present Land Use/Zoning/General Plan Designation:

Transportation

Project Description: *(please use a separate page if necessary)*

The proposed Project would construct a new interchange on I-10 at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R36.8) and the County Line Road Interchange (PM 39.2), in the City of Yucaipa, County of San Bernardino, California. Associated improvements include new connecting roadways and/or realignment of existing local roadways, overcrossing bridge structures, signage, and the protection or relocation of utilities. The Wildwood Safety Roadside Rest Area would remain in place. (See attached Notice of Preparation for further information.)

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

X	Air Resources Board	X	Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency	X	Parks & Recreation, Department of
X	California Highway Patrol		Pesticide Regulation, Department of
S	Caltrans District # 8	X	Public Utilities Commission
	Caltrans Division of Aeronautics	X	Regional WQCB # 8
S	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
X	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of	X	SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region # 6		Tahoe Regional Planning Agency
	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of	X	Water Resources, Department of
	General Services, Department of		
	Health Services, Department of	X	Other: South Coast Air Quality Management District
	Housing & Community Development	X	Other: U.S. Fish and Wildlife Services
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date March 25, 2022 Ending Date April 25, 2022

Lead Agency (Complete if applicable):

Consulting Firm: HDR Engineering, Inc.
Address: 2280 Market Street, Suite 100
City/State/Zip: Riverside, CA 92501
Contact: Angie Kung
Phone: 714-730-2395

Applicant: California Department of Transportation, District 8
Address: 464 West 4th Street, 6th Floor MS 820
City/State/Zip: San Bernardino, CA 92401-1400
Phone: (909) 501-5741

Signature of Lead Agency Representative: _____ **Date:** 2/24/2022

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

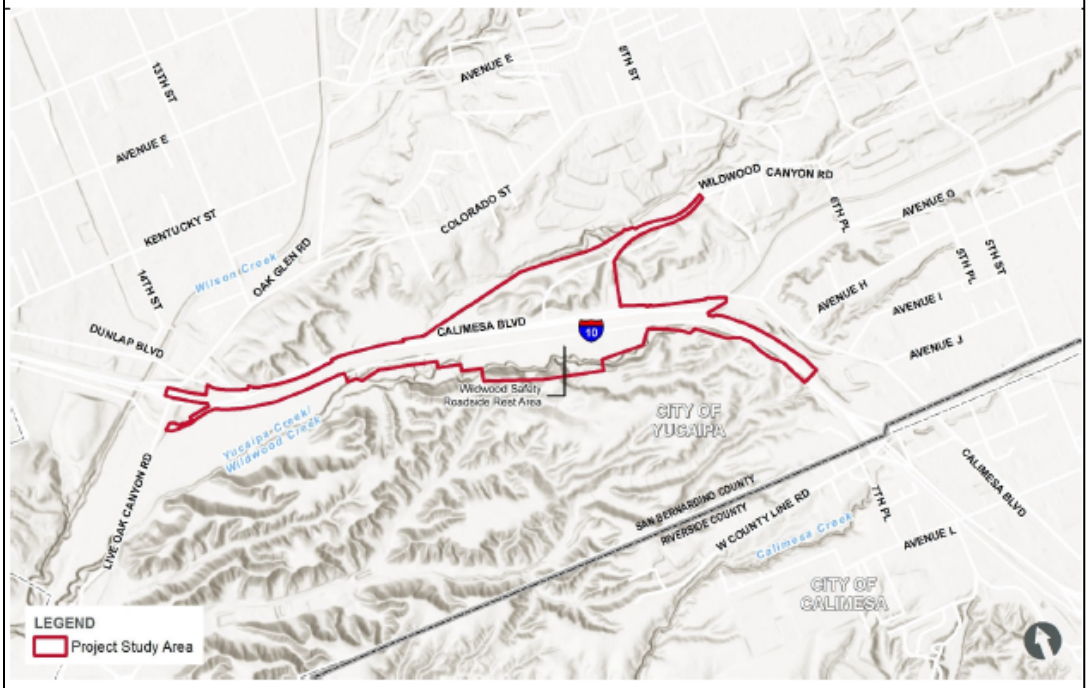
Revised 2010

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Public Notice

Interstate 10 Wildwood Canyon Road Interchange Project

Announcement of Public Scoping Meeting



WHAT IS BEING PLANNED?

The City of Yucaipa, in cooperation with the California Department of Transportation (Caltrans) and San Bernardino County Transportation Authority (SBCTA), is proposing to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange and the County Line Road Interchange, in City of Yucaipa, County of San Bernardino, California. The I-10 Wildwood Canyon Road Interchange Project (Project) would provide improved access to and from I-10 and accommodate future development. Associated improvements for the Project include new connecting roadways and/or realignment of existing local roadways, overcrossing bridge structures, signage, and the protection or relocation of utilities. The Wildwood Safety Roadside Rest Area would remain in place. A joint Environmental Impact Report (EIR) and Environmental Assessment (EA) will be prepared to comply with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), respectively. The EIR/EA will evaluate proposed alternatives, as well as potential environmental impacts that could result from the proposed Project.

WHY THIS NOTICE?

To inform you of the initiation of studies and give you the opportunity to comment on the proposed Project. The Public Scoping Meeting (listed below) will be held to provide an early exchange of information and ideas, with the opportunity for the public to ask questions or express concerns. Comments will become part of the public record, as part of the Draft EIR/EA, and will be considered in defining the Project scope and developing the EIR/EA.

WHEN AND WHERE?

An in-person public scoping meeting (open house format) will be held on Wednesday, April 13, 2022, from 5:30 p.m. to 7:00 p.m. The public scoping meeting will be held at the Yucaipa Performing Arts Center located at 12062 California Street, Yucaipa, CA 92399.

Caltrans ensures that no person in the state of California is excluded from participation in, denied the benefits of, or otherwise subjected to discrimination in Caltrans programs, policies, procedures, activities, and services on the grounds of race, color, national origin, sex, age, or disability.

WHAT IS AVAILABLE AT THE PUBLIC SCOPING MEETING?

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Introduction

The City of Yucaipa (City), in cooperation with the California Department of Transportation (Caltrans) and San Bernardino County Transportation Authority (SBCTA), is proposing to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R36.8) and the County Line Road Interchange (PM R39.2), in Yucaipa, San Bernardino County, California. The City has identified the need for a new interchange connection on I-10 at Wildwood Canyon Road to provide improved access to and from I-10 and accommodate future development. Associated improvements include new connecting roadways and/or realignment of existing local roadways, overcrossing bridge structures, signage, and the protection or relocation of utilities.

Project Location and Description

The proposed I-10 Wildwood Canyon Road Interchange Project (Project) is located approximately 1.0 mile east of Live Oak Canyon Road/Oak Glen Road Interchange and 1.0 mile west of County Line Road Interchange (Figure 1, Project Study Area). The Project is generally bounded by Calimesa Boulevard and Yucaipa Creek to the north, and Wildwood Creek and the Wildwood Safety Roadside Rest Area (Wildwood SRRA) to the south. The land uses within and surrounding the Project Study Area consists primarily of open space and agricultural land interspersed with commercial/retail uses, Wildwood SRRA, and residential uses along both sides of the freeway corridor.

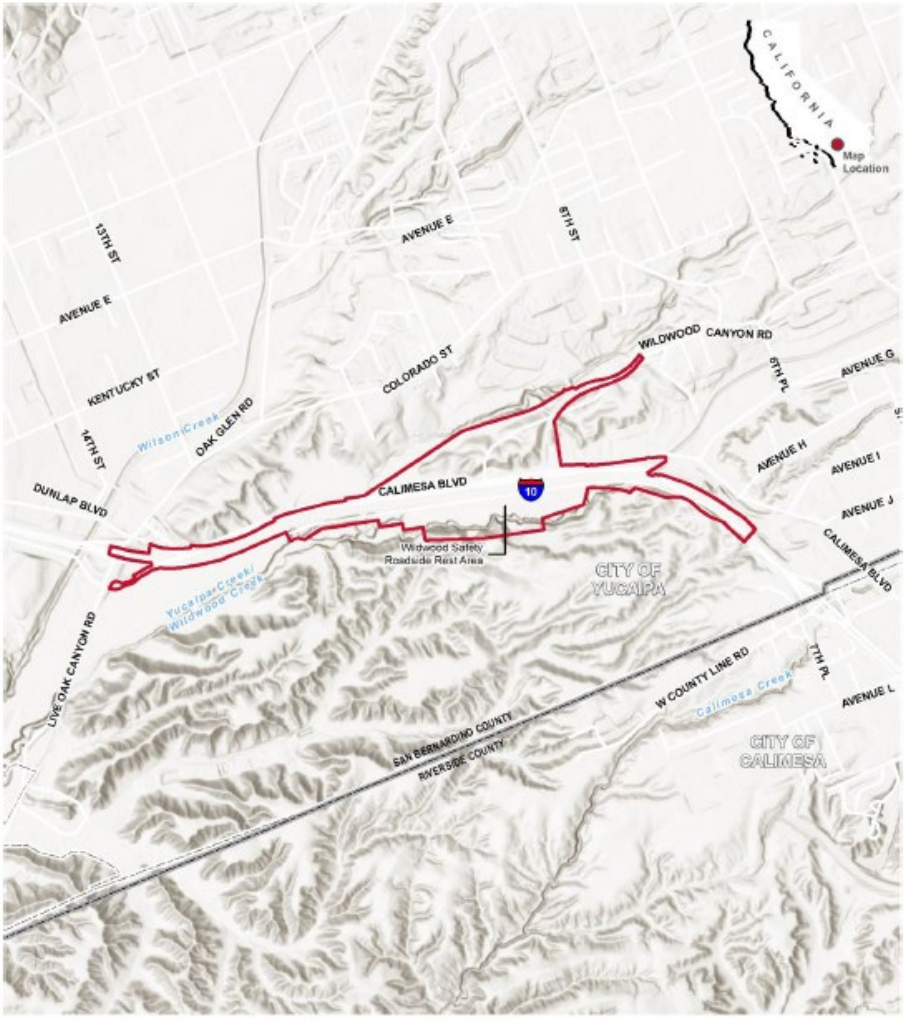
I-10 is a major east-west transportation route that connects the City of Yucaipa to Los Angeles County to the west and Riverside County to the east. The segment of I-10 within the Project Study Area is a six-lane freeway that is used by local and commuter vehicles and oversized trucks.

According to the Transportation Element in the City of Yucaipa General Plan (April 2016), Wildwood Canyon Road and Calimesa Boulevard are classified as modified secondary highways (arterial). Calimesa Boulevard is also classified as a truck route, as it is the only local road that runs parallel on the north side of I-10 within the Project Study Area, providing a connection between local roads such as Live Oak Canyon Road/Oak Glen Road and County Line Road.

Wildwood Canyon Road currently consists of one lane in each direction of travel and meets Calimesa Boulevard at a T-intersection on the north side of I-10, across from the Wildwood SRRA. Calimesa Boulevard also consists of one lane in each direction of travel with turn pockets provided at the intersections with Live Oak Canyon Road/Oak Glen Road, Wildwood Canyon Road, and County Line Road. The Transportation Element in the City of Yucaipa General Plan (April 2016) also identifies the Wildwood Canyon Road Overcrossing at I-10 as a future planned project.

The proposed interchange and improvements to Wildwood Canyon Road are listed in the 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) as Project ID 4M04033.

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT



LEGEND

Project Study Area

0 Feet 1,000

08-SBD-10 PM R36.8 TO R39.2
EA 1K090

I-10 Wildwood Canyon Road Interchange Project

Figure 1. Project Study Area

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Alternatives

A No-Build Alternative and three Build Alternatives are being evaluated.

Alternative 1 – No-Build

Under Alternative 1, the proposed Project would not be constructed. This alternative does not meet the Project purpose and need since it would not address or alleviate the forecasted operational issues on this highway segment of I-10 in the City; however, it would not preclude the construction of future improvements or general maintenance activities. Describing and analyzing a No-Build Alternative helps both decision-makers and the public to compare the impacts of approving the proposed project with the consequences of not approving the proposed Project.

Alternative 2 – Diamond Interchange Overcrossing

Alternative 2 proposes a new diamond interchange overcrossing with a centerline alignment perpendicular to I-10, that would be located on the west side of the Wildwood SRRA. The overcrossing would be located on the west side of the Wildwood SRRA and would provide the minimum one-mile interchange spacing to adjacent interchanges. The proposed Project under Alternative 2 would reconfigure and realign portions of Wildwood Canyon Road and Calimesa Boulevard into four-lane local roadways with signalized intersections. A striped median lane would also be proposed to allow vehicles to make left turns into private properties located on either side of Wildwood Canyon Road. Additional improvements include Americans with Disabilities Act (ADA) compliant sidewalks, curb ramps, and crosswalks; parkways; and two new bridge structures over I-10 and Calimesa Boulevard. Alternative 2 would require right of way (ROW) acquisition to accommodate the Project alignment and graded slopes.

Alternative 3 – Skewed Diamond Interchange Overcrossing

Alternative 3 proposes a new diamond interchange overcrossing with a skewed centerline alignment over I-10 that would be located further west of the Wildwood SRRA compared to the proposed Project under Alternative 2. In this case the spacing to the Live Oak Canyon Road interchange would be slightly less than 1.0 mile and the spacing to the County Line Road interchange would increase compared to Alternative 2. Similar to Alternative 2, the new four-lane roadway alignment for Wildwood Canyon Road would have signalized intersections. A striped median lane is also proposed to allow vehicles to make left turns into private properties located on either side of Wildwood Canyon Road. Alternative 3 would also reconfigure and realign portions of Calimesa Boulevard into a four-lane local roadway. Additional improvements include ADA compliant sidewalks, curb ramps, and crosswalks; parkways; and two new bridge structures over I-10 and Calimesa Boulevard. Alternative 3 would require ROW acquisition to accommodate the Project alignment and graded slopes.

Alternative 4 – Diverging Diamond Interchange Overcrossing

The roadway alignments for Alternative 4 are similar to those proposed in Alternative 2, the primary difference is that a diverging diamond interchange (DDI) overcrossing is proposed under this alternative. The proposed centerline alignment would be perpendicular to I-10 and would be located on the west side of the Wildwood SRRA, providing the minimum 1.0-mile interchange spacing from adjacent interchanges. The proposed Project under Alternative 4 would reconfigure and realign portions of Wildwood Canyon Road and Calimesa Boulevard into four-lane local roadways. A striped median lane is also proposed to allow vehicles to make left turns into private properties located on either side of Wildwood Canyon Road. Additional improvements include ADA compliant sidewalks, curb ramps, and crosswalks; parkways; and two new bridge structures over I-10 and

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Calimesa Boulevard. Alternative 4 would require ROW acquisition to accommodate the Project alignment and graded slopes.

Probable Environmental Effects

The proposed project could result in the environmental effects on the following resources, which will be fully evaluated in the EIR/EA:

Preliminary assessment of the Build Alternatives has identified a number of potential environmental impacts that may require special considerations. The following environmental topics have been identified:

- Aesthetics/Visual
- Air Quality
- Biological resoruces
- Community Impacts
- Cultural Resources
- Energy Resources
- Geology and Soils
- Paleontological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Growth
- Public Services
- Recreation
- Traffic/Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Cumulative Impacts

APPENDIX B: PROJECT DATABASE

B-1: Certified Mailing List – agencies, key stakeholders, elected officials, city, & county staff

Notice of Preparation Distribution List

Federal Agencies

US Fish and Wildlife Service 2800 Cottage Way Room W-2605 Sacramento, CA 95825	US Fish and Wildlife Service Attn: John M. Taylor 777 E. Tahquitz Canyon Way Suite 208 Palm Springs, CA 92262	US Fish and Wildlife Service 6010 Hidden Valley Road Carlsbad, CA 92011
US Fish and Wildlife Service 3602 Inland Empire Blvd. Suite C-220 Ontario, CA 91764	US Army Corps of Engineers Attn: David Castanon, Chief Regulatory Division 911 Wilshire Blvd., Suite 980 Los Angeles, CA 90017	US Army Corps of Engineers Attn: Corice Farrar, Chief Orange and Riverside Counties Section P.O. Box 532711 Los Angeles, CA 90017
US EPA Attn: Morgan Capilla 75 Hawthorne St. San Francisco, CA 94105	FEMA Attn: William Craig Fugate, Director 500 C Street, Southwest Washington DC 20472	U.S. Dept. of Homeland Security FEMA Region IX Attn: Alessandro Amaglio, Environmental Officer 1111 Broadway, Suite 1200 Oakland, CA 94607
US EPA Attn: Susan East Bromm, Director Ariel Rios Building 1200 Pennsylvania Avenue NW Mail Code: 2251A Washington DC 20460	US EPA, Regional 9 Attn: Susan Sturges 75 Hawthorne St., ENF 4-2 San Francisco, CA 94105	US Department of the Interior Office of Environmental Policy and Compliance Attn: Willie R. Taylor, Director 1849 C Street, NW, MS 2462 Washington DC 20240
US Department of the Interior Office of Environmental Policy and Compliance, Region IX Attn: Patricia Southport Regional Environmental Officer 333 Bush Street, Suite 515 San Francisco, CA 94104	Advisory Council on Historic Preservation Attn: John M. Fowler, Exec. Director Old Post Office Building, 1100 Pennsylvania Avenue, NW Washington DC 20004	Bureau of Indian Affairs Division of Transportation Attn: Leroy Gishi, Chief 1849 C Street, NW MS-4141-MIB Washington D 20240

State Agencies

California Public Utilities Commission Attn: Alice Stebbins, Exec. Director 505 Van Ness Avenue San Francisco, CA 94102	Native American Heritage Commission Attn: David Singleton, Program Analyst 915 Capitol Mall, Room 364 Sacramento, CA 95814	California Transportation Commission 1120 "N" Street, Room 2221 Sacramento, CA 95814
California Air Resources Board Air Quality & Transportation Planning Branch 1001 "I" Street, 7th Floor Sacramento, CA 95814	Office of Planning and Research (OPR) State Clearinghouse Attn: Kate Gordon, Director Office of Planning and Research 1400 Tenth Street Sacramento, CA 95814	California Energy Commission Attn: Shawn Pittard, Deputy Director Siting, Transmission, and Env. Division 1516 Ninth Street, MS-39 Sacramento, CA 95814
Office of Historic Preservation Julianne Polanco, Pres. Officer 1725 23rd Street, Ste. 100 Sacramento, CA 95816	Native American Heritage Commission Attn: Christina Snider, Ex. Secretary 1550 Harbor Boulevard, Suite 100 West Sacramento, CA 95691	California Department of Fish and Wildlife Attn: Heather Pert 3883 Ruffin Road San Diego, CA 92123
California Department of Conservation Office of Govt. & Env. Relations Attn: David Bunn, Director 801 "K" Street, MS 24-01 Sacramento, CA 95814	State Water Resources Control Board Attn: Phil Crader, Asst. Dep. Dir. 1001 "I" Street Sacramento, CA 95814	California Resources Agency Attn: Wade Crowfoot, California Secretary 1416 Ninth Street, Ste. 1311 Sacramento, CA 95814
California Department of Fish and Wildlife Attn: Tiffany Ellis Inland Deserts Region (Region 6) 3602 Inland Empire Boulevard, Suite C-220 Ontario, CA 91764	California Department of Forestry and Fire Protection Southern Region Operations 2524 Mulberry Street Riverside, California 92501	California Public Utilities Commission Attn: Edward Randolph, Director 505 Van Ness Avenue San Francisco, CA 94102
California Highway Patrol Inland Division Attn: Eric Phipps, Inland Div. Lt. 847 E. Brier Dr. San Bernardino, CA 92408	California Highway Patrol (665) San Gorgonio Pass 195 Highland Springs Avenue Beaumont, CA 92223	League of California Cities Attn: Laura Morales Regional Public Affairs Manager Inland Empire/Desert Mtn. Region 1400 K Street, Ste. 400 Sacramento, CA 95814

Department of Parks & Recreation 715 P Street Sacramento, CA 95814	Department of Water Resources Attn: Karla Nemeth, Director P.O. Box 942836 Sacramento, CA 94236	Department of Toxic Substances Control P.O. Box 806 Sacramento, CA 95812

Regional/County/Local Agencies

Southern California Association of Governments Intergovernmental Review 900 Wilshire Blvd., Suite 1700 Los Angeles, CA 90017	Southern California Association of Governments Attn: Kome Ajise, Exec. Dir. 1170 West 3rd Street, Suite 140 San Bernardino, CA 92410	Water Quality Control Board Santa Ana Region Attn: Glenn Robertson Engineering Geologist/CEQA Coordinator 3737 Main Street, #500 Riverside, CA 92501
Southern California Association of Governments San Bernardino County Regional Office Attn: Arnold San Miguel 1170 West 3rd Street, Suite 140 San Bernardino, CA 92410	City of Calimesa Department of Public Works Attn: Margaret Monson 908 Park Avenue Calimesa, CA 92320	Omnitrans Attn: Shawn Brophy Operations Director 1700 W. Fifth Street San Bernardino, CA 92411
South Coast Air Quality Management District Attn: Daniel Wong Riverside County Regional Contact 21865 East Copley Drive Diamond Bar, CA 91765	San Bernardino County Sheriff's Department Attn: Shannon D. Dicus Sheriff-Coroner 655 E. Third Street San Bernardino, CA 92415	San Bernardino County Fire Protection District Attn: Daniel R. Munsey Fire Chief/Fire Warden 157 W. 5th Street, 2nd Floor San Bernardino, CA 92415
Water Quality Control Board Santa Ana Region Attn: Mark Adelson Chief Regional Planning Programs 3737 Main Street, #500 Riverside, CA 92501	Rivers and Land Conservancy Attn: Rebecca K. O'Connor Co-Interim Executive Director/Development Director 6876 Indiana Ave., Ste. J2 Riverside, CA 92506	Rivers and Land Conservancy Attn: Nicole Padron Co-Interim Executive Director/Stewardship Director 6876 Indiana Ave., Ste. J2 Riverside, CA 92506
San Bernardino County Department of Public Works Transportation Planning Division Attn: Arlene Chun, Chief 825 E. Third Street San Bernardino, CA 92415	San Bernardino County Land Use Services 385 N. Arrowhead Ave. San Bernardino, CA 92415	San Bernardino County Department of Public Works Flood Control Division Attn: David Drake, Chief 825 E. Third Street San Bernardino, CA 92415

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San Bernardino County Department of Public Works Environmental Management Division Attn: Anthony Pham, Chief 825 E. Third Street San Bernardino, CA 92415	San Bernardino County Department of Public Works Solid Waste Management Division Attn: Darren Meeka, Dep. Director 825 E. Third Street San Bernardino, CA 92415	San Bernardino County Attn: Leonard X. Hernandez Chief Executive Officer 385 N. Arrowhead Avenue San Bernardino, CA 92415
San Bernardino County Fire Protection District Office of Emergency Services 157 W. 5th Street, 2nd Floor San Bernardino, CA 92415	San Bernardino County Attn: David Wert Public Information Officer 385 N. Arrowhead Avenue San Bernardino, CA 92415	City of Yucaipa Chamber of Commerce Attn: Ellen Benefiel 12052 California St. Yucaipa, CA 92399
Yucaipa-Calimesa Joint Unified School District Attn: David Stevenson Dir. of Facilities, Planning & Ops. 12797 Third Street Yucaipa, CA 92399	City of Yucaipa Development Services Attn: Ferin Preciado Director/City Engineer 34272 Yucaipa Blvd. Yucaipa, CA 92399	City of Yucaipa Attn: Jennifer Crawford Assistant City Manager 34272 Yucaipa Blvd. Yucaipa, CA 92399
City of Yucaipa Development Services Attn: Ben Matlock Planning Mngr./City Planner 34272 Yucaipa Blvd. Yucaipa, CA 92399	City of Yucaipa Development Services Attn: Scott Washburn Public Works Director 34272 Yucaipa Blvd. Yucaipa, CA 92399	City of Yucaipa Fire Department Attn: Grant Malinowski, Fire Chief 34259 Wildwood Canyon Road Yucaipa, CA 92399
Omnitrans Attn: Erin Rogers CEO/General Manager 1700 W. Fifth Street San Bernardino, CA 92411	Omnitrans Attn: Jeremiah Bryan Strategic Development Director 1700 W. Fifth Street San Bernardino, CA 92411	City of Yucaipa Attn: Raymond Casey City Manager 34272 Yucaipa Blvd. Yucaipa, CA 92399
City of Calimesa Community Development Dept. Attn: Kelly Lucia 908 Park Avenue Calimesa, CA 92320		

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Elected Officials

San Bernardino County Board of Supervisors Attn: Dawn Rowe Third District Supervisor 385 N. Arrowhead Ave., Fifth Floor San Bernardino, CA 92415	Office of United States Senator Senator Diane Feinstein 11111 Santa Monica Blvd., Ste 915 Los Angeles, CA 90025	Office of United States Senator Senator Alex Padilla 255 E. Temple St., Ste. 1860 Los Angeles, CA 90012
US House of Representatives District 8 Attn: Congressman Jay Obernolte 9700 7th Ave., Suite 201 Hesperia, CA 92345	US House of Representatives District 36 Attn: Congressman Raul Ruiz 445 East Florida Ave., 2nd Floor Hemet, CA 92543	Office of California Assembly District 42 Assemblyman Chad Mayes 41608 Indian Trail, Suite D-1 Rancho Mirage, CA 92270
California State Assembly, District 23 Assembly Member Rosilicie Ochoa Bogh 1758 Orange Tree Lane, Suite B Redlands, CA 92374	City of Yucaipa Attn: John Thorp Council Member, District 5 34272 Yucaipa Blvd. Yucaipa, CA 92399	City of Yucaipa Mayor David Avila 34272 Yucaipa Blvd. Yucaipa, CA 92399
City of Yucaipa Mayor Pro-Tem Justin Beaver 34272 Yucaipa Blvd. Yucaipa, CA 92399	City of Yucaipa Attn: Greg Bogh Council Member, District 2 34272 Yucaipa Blvd. Yucaipa, CA 92399	City of Yucaipa Attn: Bobby Duncan Council Member, District 3 34272 Yucaipa Blvd. Yucaipa, CA 92399

Interested Groups, Organizations, and Individuals

Morongo Band of Mission Indians Attn: Denisa Torres Cultural Resources Manager 12700 Pumarra Road Banning, CA 92220	Soboba Band of Luiseno Indians Attn: Joseph Ontiveros P.O. Box 487 San Jacinto, CA 92581	Gabrieleno Band of Mission Indians – Kizh Nation Attn: Andrew Salas, Chairperson P.O. Box 393 Covina, CA 91723
San Manuel Band of Mission Indians Attn: Lee Claus Director Of Cultural Resources 26569 Community Center Drive Highland, CA 92346	Inland Empire Economic Partnership Attn: Paul Granillo Executive Director 21160 Box Springs Road, Ste. 102 Moreno Valley, CA 92557	County Line Service Station c/o J&R Oil Co. Inc. P.O. Box 1958 Corona, CA 92878
County Line Neighborhood Market P.O. Box 1958 Corona, CA 92878	Acricast, Inc. c/o Robert B. Stuart P.O. Box 518	Kevin Johnston 2288 Buena Vista Ave Livermore, CA 94550

B-2: NOP Regular Mailing List – constituents within 500 feet of the Project limits

Name	Mailing Address	City	St	ZIP Code
SANCTUARY CHURCH	33700 WILDWOOD CANYON RD	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 2	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 3	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 4	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 20	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 21	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 22	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 23	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 24	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 27	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 28	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 29	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 31	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 32	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 33	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 34	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 35	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 36	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 37	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 38	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 39	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 40	YUCAIPA	CA	92399

RESIDENT	33600 CALIMESA BLVD SPC 41	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 42	YUCAIPA	CA	92399
HILLCREST MOBILE ESTATES	33600 CALIMESA BLVD OFC	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 43	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 44	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 45	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 46	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 47	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 48	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 49	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 50	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 51	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 52	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 53	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 54	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 56	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 55	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 26	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 25	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 81	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 82	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 83	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 84	YUCAIPA	CA	92399

RESIDENT	33600 CALIMESA BLVD SPC 85	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 86	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 87	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 88	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 89	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 90	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 91	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 57	YUCAIPA	CA	92399
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RESIDENT	33600 CALIMESA BLVD SPC 68	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 69	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 70	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 71	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 72	YUCAIPA	CA	92399

RESIDENT	33600 CALIMESA BLVD SPC 73	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 74	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 75	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 76	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 78	YUCAIPA	CA	92399
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RESIDENT	33600 CALIMESA BLVD SPC 105	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 106	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 107	YUCAIPA	CA	92399

RESIDENT	33600 CALIMESA BLVD SPC 108	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 109	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 110	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 111	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 112	YUCAIPA	CA	92399
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RESIDENT	33600 CALIMESA BLVD SPC 117	YUCAIPA	CA	92399
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RESIDENT	33600 CALIMESA BLVD SPC 120	YUCAIPA	CA	92399
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RESIDENT	33600 CALIMESA BLVD SPC 122A	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 126	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 125	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 124	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 130	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 129	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 128	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 127	YUCAIPA	CA	92399

RESIDENT	33600 CALIMESA BLVD SPC 134	YUCAIPA	CA	92399
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RESIDENT	33600 CALIMESA BLVD SPC 174	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 175	YUCAIPA	CA	92399
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RESIDENT	33600 CALIMESA BLVD SPC 178	YUCAIPA	CA	92399

RESIDENT	33600 CALIMESA BLVD SPC 179	YUCAIPA	CA	92399
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RESIDENT	33600 CALIMESA BLVD SPC 193	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 194	YUCAIPA	CA	92399
RESIDENT	33600 CALIMESA BLVD SPC 195	YUCAIPA	CA	92399
WALLYS CARPET AND TILE	33328 CALIMESA BLVD	YUCAIPA	CA	92399
YEAGER'S DIESEL AND AUTO INC	13394 CALIMESA BLVD	YUCAIPA	CA	92399
OCCUPANT	13402 CALIMESA BLVD	YUCAIPA	CA	92399
C & B CRUSHING INC	13552 CALIMESA BLVD	YUCAIPA	CA	92399
RESIDENT	13670 CALIMESA BLVD	YUCAIPA	CA	92399
RESIDENT	13672 CALIMESA BLVD	YUCAIPA	CA	92399
RESIDENT	13676 CALIMESA BLVD	YUCAIPA	CA	92399

RESIDENT	13678 CALIMESA BLVD	YUCAIPA	CA	92399
RESIDENT	13530 7TH PL	YUCAIPA	CA	92399
RESIDENT	13000 11TH ST	YUCAIPA	CA	92399
RESIDENT	13000A 11TH ST	YUCAIPA	CA	92399
RESIDENT	13001 11TH ST	YUCAIPA	CA	92399
MCC PIPELINE INC	32389 DUNLAP BLVD	YUCAIPA	CA	92399
AMPM	32460 OAK GLEN ROAD	YUCAIPA	CA	92399
LA QUINTA HOTEL	12952 14TH ST	YUCAIPA	CA	92399
ARCO	32460 OAK GLEN ROAD	YUCAIPA	CA	92399
YUCAIPA GATEWAY CAR WASH	32460 OAK GLEN ROAD	YUCAIPA	CA	92399
PALMER LAND CO	3233 S LIVE OAK CANYON RD	REDLANDS	CA	92373
HOOVER EGG COMPANY	33700 NEBRASKA ST	YUCAIPA	CA	92399
PRO COLLISION INC	13400 CALIMESA BLVD	YUCAIPA	CA	92399
ADVANTAGE UNLIMITED PAVING INC	13433 CALIMESA BLVD	YUCAIPA	CA	92399
U-HAUL NEIGHBORHOOD DEALER	13443 CALIMESA BLVD	YUCAIPA	CA	92399
76	742 W COUNTY LINE RD	CALIMESA	CA	92320
SET FREE CHRISTIAN FELLOWSHIP	13700 CALIMESA BLVD	YUCAIPA	CA	92399
FASTRIP	13710 CALIMESA BLVD	YUCAIPA	CA	92399
RESIDENT	32611 FAIRMONT LN	YUCAIPA	CA	92399
RESIDENT	32615 FAIRMONT LN	YUCAIPA	CA	92399
RESIDENT	32617 FAIRMONT LN	YUCAIPA	CA	92399
RESIDENT	32649 FAIRMONT LN	YUCAIPA	CA	92399
RESIDENT	32671 FAIRMONT LN	YUCAIPA	CA	92399
RESIDENT	32658 OAK GLEN RD	YUCAIPA	CA	92399
RESIDENT	32640 OAK GLEN RD	YUCAIPA	CA	92399
RESIDENT	32620 OAK GLEN RD	YUCAIPA	CA	92399
OCCUPANT	32598 OAK GLEN RD	YUCAIPA	CA	92399
RESIDENT	32580 OAK GLEN RD	YUCAIPA	CA	92399
RESIDENT	32570 OAK GLEN RD APT C	YUCAIPA	CA	92399
RESIDENT	32570 OAK GLEN RD APT B	YUCAIPA	CA	92399

RESIDENT	32570 OAK GLEN RD APT A	YUCAIPA	CA	92399
RESIDENT	12918 11TH ST	YUCAIPA	CA	92399
RESIDENT	12956 11TH ST	YUCAIPA	CA	92399
RESIDENT	12978 11TH ST	YUCAIPA	CA	92399
RESIDENT	32611 FAIRMONT LN	YUCAIPA	CA	92399
RESIDENT	32615 FAIRMONT LN	YUCAIPA	CA	92399
RESIDENT	32617 FAIRMONT LN	YUCAIPA	CA	92399
RESIDENT	32649 FAIRMONT LN	YUCAIPA	CA	92399
RESIDENT	32671 FAIRMONT LN	YUCAIPA	CA	92399
RESIDENT	32658 OAK GLEN RD	YUCAIPA	CA	92399
RESIDENT	32640 OAK GLEN RD	YUCAIPA	CA	92399
RESIDENT	32620 OAK GLEN RD	YUCAIPA	CA	92399
OCCUPANT	32598 OAK GLEN RD	YUCAIPA	CA	92399
RESIDENT	32580 OAK GLEN RD	YUCAIPA	CA	92399
RESIDENT	32570 OAK GLEN RD APT C	YUCAIPA	CA	92399
RESIDENT	32570 OAK GLEN RD APT B	YUCAIPA	CA	92399
RESIDENT	32570 OAK GLEN RD APT A	YUCAIPA	CA	92399
RESIDENT	12918 11TH ST	YUCAIPA	CA	92399
RESIDENT	12956 11TH ST	YUCAIPA	CA	92399
RESIDENT	12978 11TH ST	YUCAIPA	CA	92399
RESIDENT	12977 11TH ST	YUCAIPA	CA	92399
RESIDENT	12975 11TH ST	YUCAIPA	CA	92399
RESIDENT	12929 11TH ST	YUCAIPA	CA	92399
RESIDENT	32407 DUNLAP BLVD	YUCAIPA	CA	92399
OCCUPANT	32425 DUNLAP BLVD	YUCAIPA	CA	92399
RESIDENT	12822 14TH ST	YUCAIPA	CA	92399
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RESIDENT	12826 14TH ST	YUCAIPA	CA	92399
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RESIDENT	12836 14TH ST	YUCAIPA	CA	92399
RESIDENT	12842 14TH ST	YUCAIPA	CA	92399
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OCCUPANT	13687 CALIMESA BLVD	YUCAIPA	CA	92399
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OCCUPANT	13553 CALIMESA BLVD	YUCAIPA	CA	92399
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RESIDENT	34089 AVENUE I	YUCAIPA	CA	92399

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RESIDENT	34025 AVENUE J	YUCAIPA	CA	92399
Lorne S. Shutt	625 W Avenue K	Calimesa	CA	92320
Troyce L. Gayle	12151 Fremont Street, No. 91	Yucaipa	CA	92399
Leroy David Burris & Hazel Marie Burris	32419 Avenue E	Yucaipa	CA	92399
Kenneth R. Stuart	P.O. Box 423	Calimesa	CA	92320
Barbara A. Miller	642 W Avenue L	Calimesa	CA	92320
Kenneth R. Stuart	P.O. Box 518	Calimesa	CA	92320
Taya Barron	670 W Avenue L	Calimesa	CA	92320

Mark W. Reeder	682 W Avenue L	Calimesa	CA	92320
Jeffrey A. Noah	694 W Avenue L	Calimesa	CA	92320
Betty Jean Holcomb	35355 Panorama Drive	Yucaipa	CA	92399
Patrick Edward McEnroe	991 7th Street	Calimesa	CA	92320
Stephen A. Matich & Delgado-Matich	12624 17th Street	Yucaipa	CA	92399
Michael Alverson	13033 Connor Court	Yucaipa	CA	92399
James A. Poss	12671 16th Street	Yucaipa	CA	92399
Amanda Rose Brock	12609 17th Street	Yucaipa	CA	92399
Edward R. Shinault	12685 16th Street	Yucaipa	CA	92399
Wayside Properties, LLC	32032 Dunlap Boulevard	Yucaipa	CA	92399
Robert Delgado	32150 Kentucky Street	Yucaipa	CA	92399
Paul John Delgado	32140 Kentucky Street	Yucaipa	CA	92399
Michael D. Myhre	12619 17th Street	Yucaipa	CA	92399
Raymond L. Deaton	12259 Bryant Street	Yucaipa	CA	92399
Salvador Medina	12621 17th Street	Yucaipa	CA	92399
Dunlap & 17th, LLC	32032 Dunlap Boulevard	Yucaipa	CA	92399
Alpine Storage, LLC	31838 Dunlap Boulevard	Yucaipa	CA	92399
Greenhalgh Family Trust	33745 Fairview Drive	Yucaipa	CA	92399
McFayden Properties, LLC	13217 Oak Crest Drive	Yucaipa	CA	92399
County of San Bernardino	825 E. Third Street	San Bernardino	CA	92415
David Nicoara	38433 Potato Canyon Road	Yucaipa	CA	92399
Hal Arthur Hays	2301 Arroyo Drive	Riverside	CA	92506
BMK, LLC	998 Bellingham Drive	Oceanside	CA	92057
ACAA Limited Partnership	29848 Live Canyon Road	Redlands	CA	92373
Harold W. Anderson	13060 2nd Street, Spc 65	Yucaipa	CA	92399
Isabelle M. Ward	32083 Outer Highway 10 S	Redlands	CA	92373
Robinson Properties	130 E Montecito Avenue, #246	Sierra Madre	CA	91024
Giacona Living Trust	35080 Buena Mesa Drive	Calimesa	CA	92320
David A. Swantek	12863 17th Street	Redlands	CA	92373
H & E, LLC	4181 Latham Street	Riverside	CA	92501
Palmer General Corp.	32335 Live Oak Canyon Road	Redlands	CA	92373

JNKPB Inc.	10660 Heather Street	Rancho Cucamonga	CA	91737
Robinson Ranch Investment Co.	130 E Montecito Avenue, #246	Sierra Madre	CA	91024
Gary Prior	1946 Country Club Drive	Redlands	CA	92373
Matt Franich Enterprises	2133 Paseo Del Mar	Palos Verdes Estates	CA	90274
Cheesman Trust	12192 17th Street	Yucaipa	CA	92399
Alvaro L. Duran	32742 Kentucky Street	Yucaipa	CA	92399
TLC Properties Inc.	24541 Redlands Boulevard	Loma Linda	CA	92354
Globe Design Build, LLC	17284 New Hope Street, Ste 215	Fountain Valley	CA	92708
Charles W. Lesondak	P.O. Box 594	Calimesa	CA	
Richard G. Whitlock	4 E. Palm Avenue	Redlands	CA	92373
Ramon R. Acosta	33078 Bradcliff Court	Yucaipa	CA	92399
George & Darlene Morris	12835 17th Street	Redlands	CA	92373
Sara Pote	12795 17th Street	Redlands	CA	92373
Ben Clymer The Bodyshop Yuc, LLC	12295 Magnolia Avenue	Riverside	CA	92503
Outer Hwy 10 Corp.	P.O. Box 8280	Redlands	CA	92375
John R. Whittam, Sr.	12918 14th Street	Yucaipa	CA	92399
Ephrem Williams	32371 Dunlap Boulevard	Yucaipa	CA	92399
Jack D. Patrick	12804 16th Street	Redlands	CA	92373
Dennis J. Miller	P.O. Box 427	Yucaipa	CA	92399
George R. King	12833 Seventeenth Street	Redlands	CA	92373
Thomas R. Gleisberg	31498 Knoll Drive	Redlands	CA	92373
H & E, LLC	2301 Arroyo Drive	Riverside	CA	92506
Munoz Family Trust	12429 Cape Lane	Yucaipa	CA	92399
Wayne C. Beaman	12940 14th Street	Yucaipa	CA	92399
ACAA Limited Partnership	422 Wier Road	San Bernardino	CA	92408
Jeffrey Betcher, Sr.	12825 17th Street	Redlands	CA	92373
Lupoid, LLC	P.O. Box 457	Calimesa	CA	
Thomas A. Greve	31777 Highview Drive	Redlands	CA	92373
Watts Management, LLC	7305 E. Greenway Road	Scottsdale	AZ	85260
Linda L. King and George R. Morris	12835 Seventeenth Street	Redlands	CA	92373
Larry N. Guyer	12852 Clover Court	Yucaipa	CA	92399

Robinson Ranch-North	130 E Montecito Avenue, #246	Sierra Madre	CA	91024
Hillcrest Mobile Estates Inc.	306 S. Commonwealth Avenue	Los Angeles	CA	90026
Da Viega Family Trust	13551 Calimesa Boulevard	Yucaipa	CA	92399
Harold Willis	P.O. Box 11057	San Bernardino	CA	92423
O K Service Sales, Inc.	5962 Priestly Drive	Carlsbad	CA	92008
William V. Lesondak	12741 Third Street	Yucaipa	CA	92399
Michael Garduno	13185 Vita Lane	Yucaipa	CA	92399
Yale Commercial Real Estate LP	2200 S. Yale Street	Santa Ana	CA	92704
Ronald H. Voyles	13400 Calimesa Boulevard	Yucaipa	CA	92399
Skeffington Enterprises Inc.	2200 S. Yale Street	Santa Ana	CA	92705
John Skeffington	2200 S. Yale Street	Santa Ana	CA	92704
Robert E. & Zelia Chagolla	35545 Balsa Street	Yucaipa	CA	92399
South Mountain Water Co.	101 E. Olive Avenue	Redlands	CA	92373
Linda Lydia Jeffries	13682 Calimesa Boulevard	Yucaipa	CA	92399
Duden Family	13631 Oak Mt Drive	Yucaipa	CA	92399
Bountiful Acres, LLC	1255 E Highland Avenue, #103	San Bernardino	CA	92404
Kenneth C. Asmus	243 Broadway Street	Lake Elsinore	CA	92530
James Ramos	3275 Amberhill Drive	Highland	CA	92346
Set Free Christian Fellowship	13700 Calimesa Boulevard	Yucaipa	CA	92399
John T. Macquiddy	13510 Oak Hill Court	Yucaipa	CA	92399
Kevin Brown	10844 Edison Ct	Rancho Cucamonga	CA	91730
Kevin Vargas	17010 Farwell Street	Fontana	CA	92336
Rowland Heights Mobile Estates Ltd Partners	P.O. Box 8397	Rowland Heights	CA	92660
Acricast Inc.	P.O. Box 518	Calimesa	CA	92320
Hillcrest Mobile Estates Inc.	2543 W 6th Street	Los Angeles	CA	90057

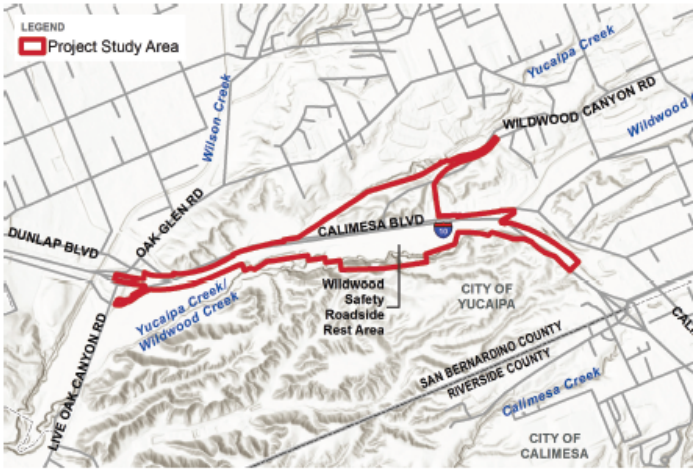
APPENDIX C: NOTIFICATION

C-1: Postcard Notice – English and Spanish

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Project Overview

The Project Team is in the early stages of the Project Approval & Environmental Document (PA&ED) phase. During the PA&ED phase, three potential Build Alternatives (identified in the Project Study Report), and a No-Build Alternative, will be further studied and evaluated for environmental impacts and planning, design, and construction elements. The Project Team is seeking public input on the proposed alternatives as part of the public scoping process.



Public Scoping Meeting

Wednesday, April 13, 2022
5:30 p.m. – 7:00 p.m.

Yucaipa Performing Arts Center
12062 California Street
Yucaipa, CA 92399

COVID Protocols — Social distancing and masks encouraged

JOIN US FOR THE PUBLIC SCOPING MEETING

Wednesday, April 13, 2022 at the Yucaipa Performing Arts Center, 12062 California St., Yucaipa, CA 92399. Comments will be accepted during the 30-day scoping period between March 25, 2022 and April 25, 2022. For more information, please visit our website at: Yucaipa.org/wildwoodcanyonrdinterchange

SPECIAL ACCOMMODATIONS

Individuals who require special accommodation (American Sign Language interpreter, documentation in alternate formats, etc.) contact Terri Kasinga at (909) 383-4646, at least 7 days prior to the scheduled hearing date. TDD users: California Relay Service (800) 735-2929 (TTY to Voice), (800) 735-2922 (Voice to TTY), (800) 854-7784 (From or to Speech to Speech), or dial 711.

ACOMPÁÑENOS A LA REUNIÓN DE INFORMACIÓN PÚBLICA el miércoles 13 de abril del 2022 de 5:30 p.m. a 7:00 p.m. en el Centro de Artes Escénicas (Performing Arts) de Yucaipa localizado en el 12062 California Street, Yucaipa, CA 92399. Sus comentarios serán aceptados durante un periodo de 30 días, del 25 de marzo del 2022 al 25 de abril del 2022. Para más información visite nuestro sitio en internet en: Yucaipa.org/wildwoodcanyonrdinterchange

Caltrans ensures that no person in the state of California is excluded from participation in, denied the benefits of, or otherwise subjected to discrimination in Caltrans programs, policies, procedures, activities, and services on the grounds of race, color, national origin, sex, age, or disability.

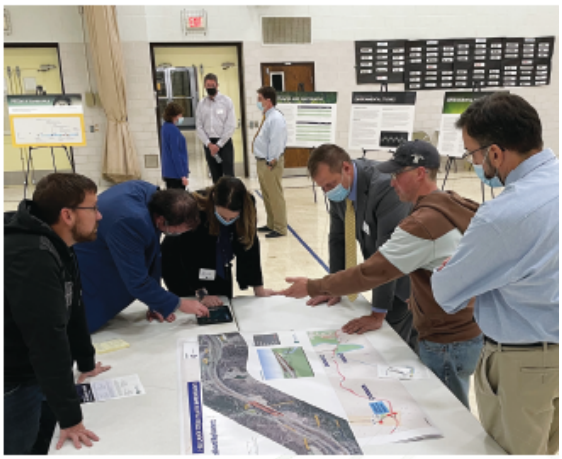
INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Join the Conversation!

Public Scoping Meeting
April 13, 2022

The City of Yucaipa, in coordination with the California Department of Transportation (Caltrans) and the San Bernardino County Transportation Authority (SBCTA), invite you to participate in a public scoping meeting to be held on **April 13, 2022 from 5:30 p.m. to 7:00 p.m. at Yucaipa Performing Arts Center, 12062 California Street, Yucaipa, CA 92399** for the Interstate 10 (I-10)/Wildwood Canyon Road Interchange Project.



We Want to Hear from You!

Comments will be accepted during the 30-day public scoping period from March 25, 2022 through April 25, 2022.

Comments may be provided in the following ways:

- Dropping off or completing a comment card at the public scoping meeting
- D8.1K090.Comments@dot.ca.gov
- (909) 501-5741
- Yucaipa.org/wildwoodcanyonrdinterchange
- Antonia Toledo
  Senior Environmental Planner
  Caltrans District 8, Environmental Studies D
  464 W. 4th Street, 6th Floor MS 820
  San Bernardino, CA 92401-1400

Communications Manager
HDR
2379 Gateway Oaks Dr #200
Sacramento, CA 95833

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APPENDIX C: NOTIFICATION

C-2: Newspaper Tear Sheets

The San Bernardino Sun, Riverside Press Enterprise, Redlands Daily Facts, and The Daily Bulletin are all owned by the Southern California News Group. The tear sheet for these four publications is below.

Public Notice

Interstate 10 Wildwood Canyon Road Interchange Project

Announcement of Public Scoping Meeting

WHAT'S BEING PLANNED?

The City of Yucaipa, in cooperation with the California Department of Transportation (Caltrans) and San Bernardino County Transportation Authority (SBCTA), is proposing to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange and the County Line Road Interchange, in City of Yucaipa, County of San Bernardino, California. The I-10 Wildwood Canyon Road Interchange Project (Project) would provide improved access to and from I-10 and accommodate future development. Associated improvements for the Project include new connecting roadways and/or realignment of existing local roadways, overcrossing bridge structures, signage, and the protection or relocation of utilities. The Wildwood Safety Roadside Rest Area would remain in place. A joint Environmental Impact Report (EIR) and Environmental Assessment (EA) will be prepared to comply with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), respectively. The EIR/EA will evaluate proposed alternatives, as well as potential environmental impacts that could result from the proposed Project.

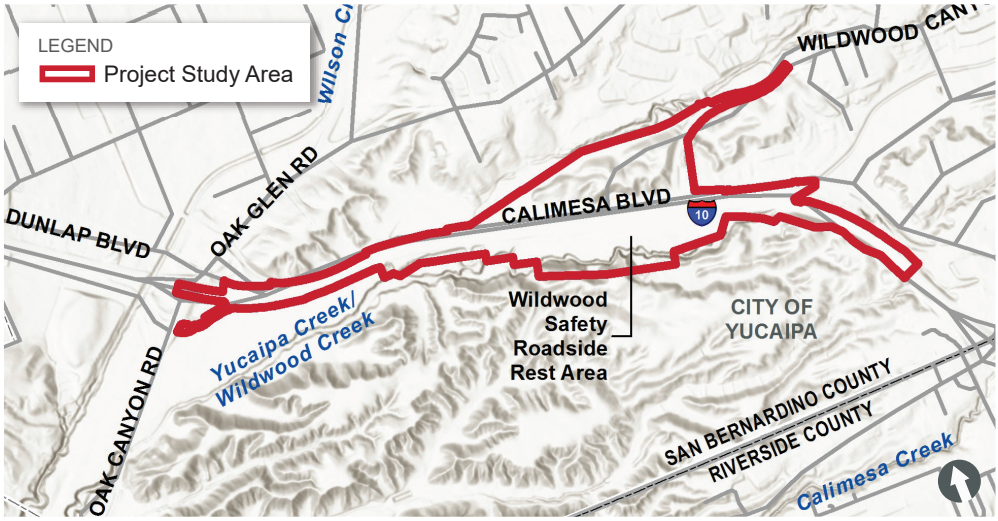
WHY THIS NOTICE?

To inform you of the initiation of studies and give you the opportunity to comment on the proposed Project. The Public Scoping Meeting (listed below) will be held to provide an early exchange of information and ideas, with the opportunity for the public to ask questions or express concerns. Comments will become part of the public record, as part of the Draft EIR/EA, and will be considered in defining the Project scope and developing the EIR/EA.

WHEN AND WHERE?

An in-person public scoping meeting (open house format) will be held on Wednesday, April 13, 2022, from 5:30 p.m. to 7:00 p.m. The public scoping meeting will be held at the Yucaipa Performing Arts Center located at 12062 California Street, Yucaipa, CA 92399.

Caltrans ensures that no person in the state of California is excluded from participation in, denied the benefits of, or otherwise subjected to discrimination in Caltrans programs, policies, procedures, activities, and services on the grounds of race, color, national origin, sex, age, or disability.



WHAT IS AVAILABLE AT THE PUBLIC SCOPING MEETING?

The purpose and need for the proposed Project, preliminary alternative concepts, schedule and costs, and other exhibits will be available for viewing. Caltrans and City of Yucaipa specialists in engineering, planning, traffic, and environmental will be available to discuss your individual concerns and respond to your questions. The meeting will be held in an open house format with no formal presentation. Public comments are encouraged in written format (see below). You are invited to attend any time between the hours of 5:30 p.m. and 7:00 p.m.

WHERE YOU COME IN

Comments about the project may be submitted in person at the Public Scoping Meeting on Wednesday, April 13, 2022 or via mail by April 25, 2022 addressed to: Antonia Toledo, Senior Environmental Planner, California Department of Transportation, District 8, Environmental Studies D, 464 West 4th Street, 6th Floor MS 820, San Bernardino, CA 92401-1400 or email to: D8.1K090.Comments@dot.ca.gov

For more information about this Project, visit the I-10 Wildwood Canyon Road Interchange Project website at: Yucaipa.org/wildwoodcanyonrdinterchange

SPECIAL ACCOMMODATIONS

For individuals with sensory disabilities, this document may be made available in Braille, large print, audiocassette, or a computer disk. To obtain a copy in one of these formats, please write to Terri Kasinga, Chief, Public and Media Affairs, 464 W. 4th Street, MS 1247, San Bernardino, CA 92401 (909) 383-4646 or you may contact the California Relay Service at 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 854-7784 (From or to Speech to Speech) or dial 711.

News Mirror

Public Notice

Interstate 10 Wildwood Canyon Road Interchange Project

Announcement of Public Scoping Meeting

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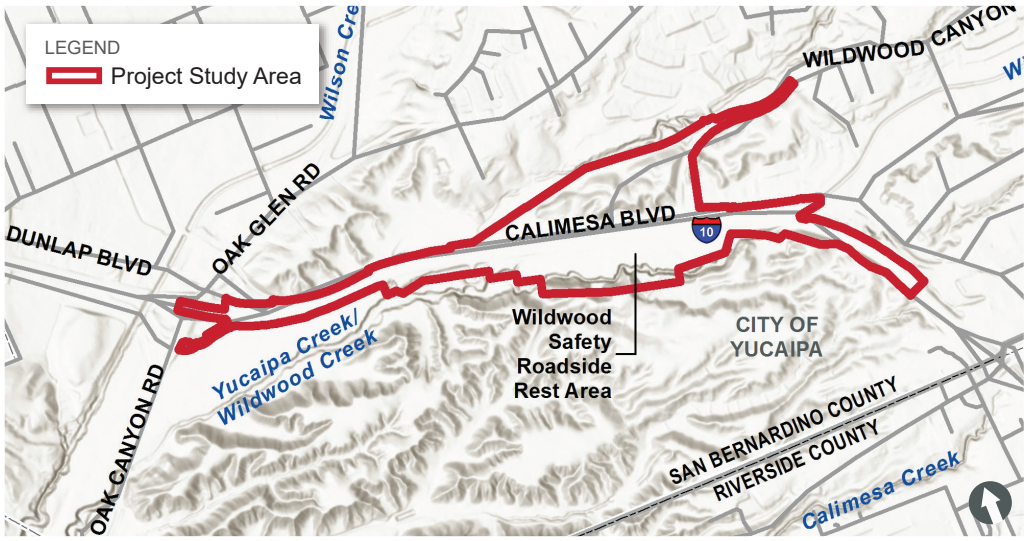

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La Prensa Hispana

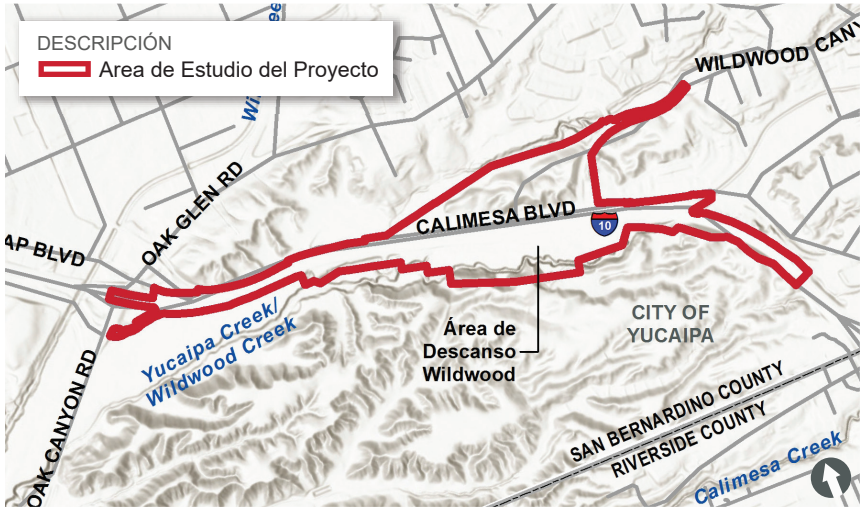
Aviso Público

Proyecto de intercambio en la Interestatal 10 y Wildwood Canyon Road

Anuncio para reunión de alcance

¿QUE SE PLANIFICA?

La Ciudad de Yucaipa, en cooperación con el Departamento del Transporte de California (Caltrans por sus siglas en Inglés) y la Autoridad del Transporte del Condado de San Bernardino (SBCTA por sus siglas en Inglés), propone la construcción de un nuevo intercambio carretero de conexión en la Interestatal 10 (I-10) y Wildwood Canyon Road, el cual estaría localizado entre los intercambios de Live Oak Canyon Road/Oak Glen Road y County Line Road, en la ciudad de Yucaipa, Condado de San Bernardino, California. El proyecto del intercambio de la I-10 y Wildwood Canyon Road (Proyecto) mejoraría el acceso desde y hacia la I-10, y daría cabida al desarrollo del área local en el futuro. Otros beneficios del Proyecto incluyen nuevas conexiones y/o realineación de las calles locales, estructuras de puente de cruce, señalamiento, y la protección o reubicación de líneas de servicios públicos. El área de descanso Wildwood, localizada a la orilla de la carretera I-10, permanecería intacta. Un Reporte de Impacto Ambiental (EIR por sus siglas en Inglés) en conjunto con una Evaluación Ambiental (EA por sus siglas en Inglés) será preparado para cumplir con lo establecido por la Ley de Calidad Ambiental de California (CEQA por sus siglas en inglés) y por la Ley de Política Ambiental Nacional (NEPA por sus siglas en inglés), respectivamente. Este documento evaluará las alternativas que se proponen y sus posibles impactos al medio ambiente.



¿POR QUÉ ESTE AVISO?

Para informar al público sobre el inicio de los estudios y darle la oportunidad de comentar sobre lo que se propone con el Proyecto. La reunión de alcance (descrita abajo) se llevará a cabo para proporcionar un intercambio preliminar de información e ideas, donde el público tendrá la oportunidad de hacer preguntas o expresar sus inquietudes. Sus comentarios pasarán a formar parte del registro público, que forma parte del borrador del EIR/EA, y serán considerados en la definición de los objetivos del Proyecto y la redacción del EIR/EA.

¿DÓNDE Y CUÁNDO?

Una reunión de alcance en persona (con formato abierto) se llevará a cabo el miércoles 13 de abril del 2022, de 5:30 p.m. a 7:00 p.m. en el Centro de Artes Escénicas (Performing Arts Center) de Yucaipa localizado en el 12062 California Street, Yucaipa, CA 92399.

Caltrans se asegura de que ninguna persona en el estado de California sea excluida de participar, se le niegue los beneficios de, o sea sujeta a discriminación en los programas de Caltrans, pólizas, procedimientos, actividades, y servicios basados en la raza, color, nacionalidad, sexo, edad, o discapacidad.

¿QUÉ MATERIAL ESTARÁ DISPONIBLE EN LA REUNIÓN DE ALCANCE?

Información sobre el propósito y la necesidad del Proyecto, conceptos de diseño preliminar de las alternativas, cronograma y costo del proyecto, y otros documentos ilustrativos estarán disponibles. Representantes de Caltrans y de la Ciudad de Yucaipa quienes se especializan en ingeniería, planificación, tráfico, y medio ambiente estarán disponibles para conversar sobre sus inquietudes y responder a sus preguntas. La reunión se llevará a cabo en formato abierto sin presentación formal. Se le sugiere entregar sus comentarios por escrito (vea abajo para más detalles). Está invitado para presentarse en la reunión en cualquier momento entre las 5:30 p.m. y las 7:00 p.m.

CÓMO PROVEER SUS COMENTARIOS

Comentarios sobre el Proyecto podrán ser entregados en persona durante la reunión de alcance el miércoles 13 de abril del 2022, o por correo a más tardar el 25 de abril del 2022 dirigido a: Antonia Toledo, Senior Environmental Planner, California Department of Transportation, District 8, Environmental Studies D, 464 West 4th Street, 6th Floor MS 820, San Bernardino, CA 92401-1400, o por correo electrónico a D8.1K090.Comments@dot.ca.gov

Para más información acerca de este estudio, contacte a Antonia Toledo al (909) 501-5741, o visite el sitio web del Proyecto del intercambio I-10 Wildwood Canyon Road en: Yucaipa.org/wildwoodcanyonrdinterchange

PROVISIONES PARA PERSONAS CON NECESIDADES ESPECIALES

Para individuos con discapacidad sensorial, este documento podría imprimirse en grande, hacerse disponible en Braille, casetes de audio, o en un disco de computadora. Para obtener una copia en alguno de esos formatos favor de contactar a Terri Kasinga, Representante de Medios y Relaciones Públicas, 464 W. 4th Street, MS 1247, San Bernardino, CA 92401 (909) 383-4646, o puede contactar al California Relay Service al 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 854-7784 (From or to Speech to Speech) o marque 711.

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APPENDIX D: MEETING MATERIALS

D-1: Sign-In Sheets

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

PUBLIC SCOPING MEETING — APRIL 13, 2022

NAME	EMAIL	PHONE
MARTYN Chavrun	mchavron12e gmail.com	951-202-4232
Marilyn Day	rdaym@verizon.net	
Sheryl Stanfill	Sheryl5546@Verizon.net	
Richard Day		
David Avila	DAvila@yucaipa.org	909 797 2489
Richard & Alaina Rice	whatprice@msn.com	
Mike & Patti Winslow	mpwins2092@gmail.com	909 907-2559

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INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

NAME	EMAIL	PHONE
Lorrie Hutchison	hutch_klm@gmail.com	(909) 844-5188
Jeanine Gray	jeanine.gray@dot.ca.gov	909
Joe & Robyn Marroquin	escrowjoe@gmail.com	909-557-3802
Perry and Francie Pollick	francie_wb@yahoo.com	951-833-5532
Charles & Sue Baxter	Baxter_Charles@Rocketmail.com	909-801-1972
Amber & Gianna Lapi	amberlara@msn.com	909-289-9601
Steve McClaurey	Steve_ANiwe@Yahoo.com	909-534-5363
Gerald Rubin	richard@jacklyncorp.com	
Richard Rubio	richard@jacklyncorp.com	818 634 1333

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

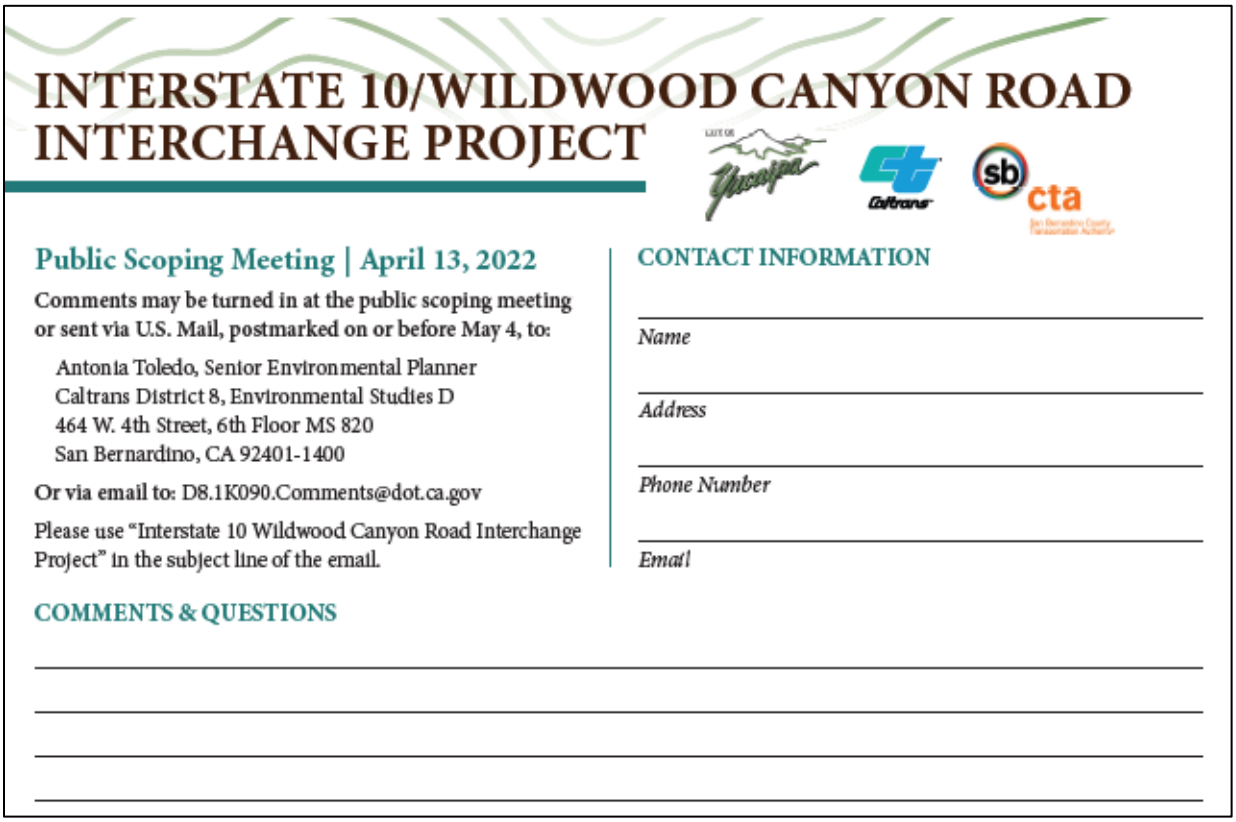
PUBLIC SCOPING MEETING

APRIL 13, 2022

NAME	EMAIL	PHONE
Nichoel Kimmerle	nichoelk@aol.com	951-858-8416
BRIAN PORTER	BPORTER120MM@GMAIL.COM	909 478 4590

D-2: Blank Comment Card – English and Spanish

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT



INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Public Scoping Meeting | April 13, 2022

Comments may be turned in at the public scoping meeting or sent via U.S. Mail, postmarked on or before May 4, to:

Antonia Toledo, Senior Environmental Planner
Caltrans District 8, Environmental Studies D
464 W. 4th Street, 6th Floor MS 820
San Bernardino, CA 92401-1400

Or via email to: D8.1K090.Comments@dot.ca.gov

Please use "Interstate 10 Wildwood Canyon Road Interchange Project" in the subject line of the email.

CONTACT INFORMATION

Name

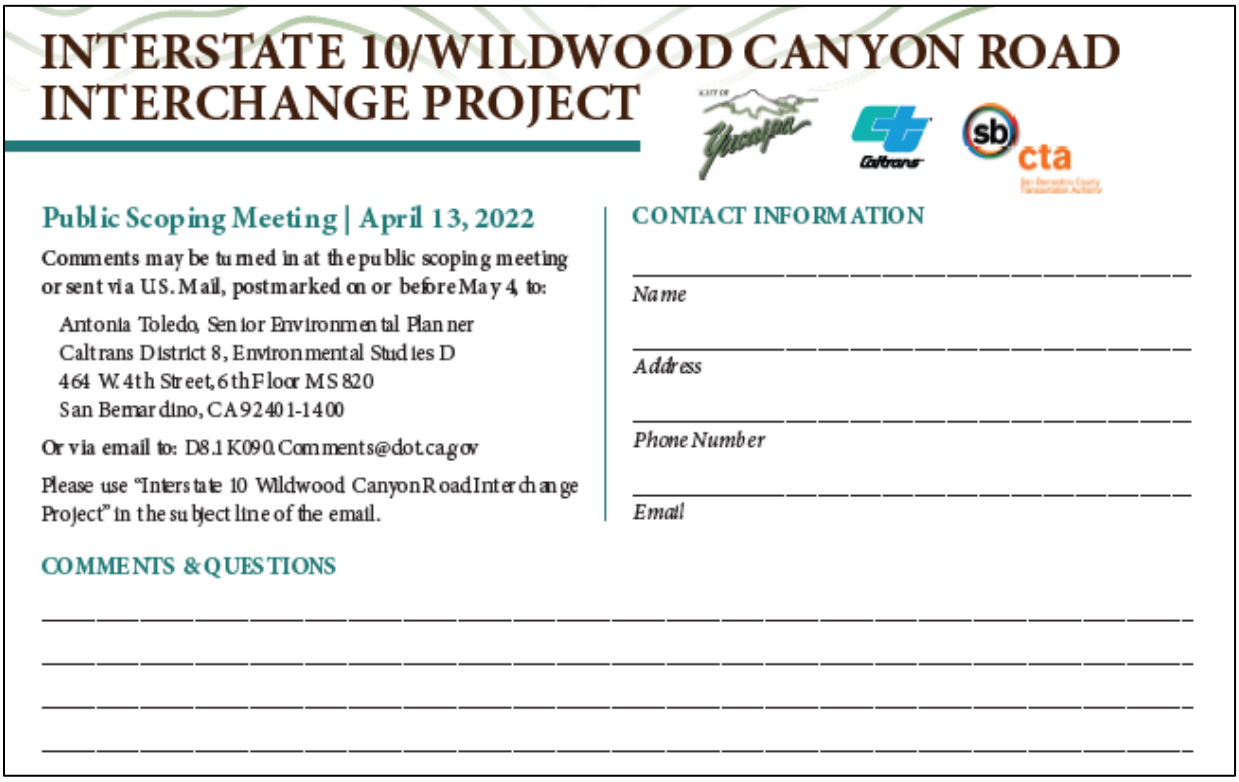
Address

Phone Number

Email

COMMENTS & QUESTIONS

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT



INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

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Or via email to: D8.1K090.Comments@dot.ca.gov

Please use "Interstate 10 Wildwood Canyon Road Interchange Project" in the subject line of the email.

CONTACT INFORMATION

_____
Name

_____
Address

_____
Phone Number

_____
Email

COMMENTS & QUESTIONS

_____

_____

_____

_____

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

D-3: Fact Sheet – English and Spanish

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Background & Benefits

In 2018, the City of Yucaipa (City) and the San Bernardino County Transportation Authority (SBCTA) agreed to initiate the Interstate 10 (I-10)/ Wildwood Canyon Road Interchange Project (Project). The proposed Project is part of an effort to alleviate local and regional traffic congestion and support the City's long-term economic sustainability while incorporating community amenities like trails and open spaces. Connecting local traffic to a regional network, relieving road congestion, and accommodating future freeway operations and growth are additional Project benefits.

As part of the Project Initiation Document phase, a Project Study Report (PSR) was approved by the California Department of Transportation (Caltrans) in October 2021 that studied:

- Traffic Conditions
- Environmental Constraints
- Project Costs

The PSR study proposed interchange build alternatives consistent with the City's Freeway Corridor Specific Plan. Three Build Alternatives were developed.

What's Happening Now

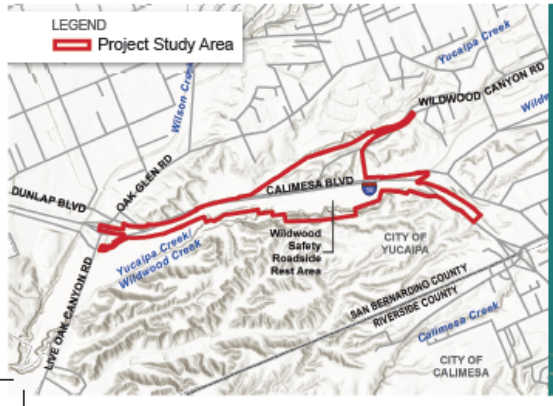
The proposed Project is now in the early stages of the Project Approval & Environmental Document phase (PA&ED).

During the PA&ED phase, three potential Build Alternatives (identified in the PSR), and a No-Build Alternative, will be further studied and evaluated for planning, design, and construction.

It is anticipated that an Environmental Impact Report/Environmental Assessment (EIR/EA), consistent with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), will be required.

What this Means for You

You are invited to participate in a public scoping meeting April 13, 2022. The public scoping meeting will be held to provide an early exchange of information and ideas, with the opportunity for the public to ask questions or express concerns. Public scoping meeting details can be found at: Yucaipa.org/wildwoodcanyonrdinterchange. Comments will be accepted during the public scoping period from March 25, 2022 through May 4, 2022.



Need More Information?

Yucaipa.org/wildwoodcanyonrdinterchange

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Senior Environmental Planner
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464 West 4th Street, 6th Floor MS 820
San Bernardino, CA 92401-1400

(909) 501-5741

D8.1K090.Comments@dot.ca.gov

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

PROYECTO DE INTERCAMBIO EN LA INTERESTATAL 10 Y WILDWOOD CANYON ROAD

Información general & beneficios

En el 2018, la Ciudad de Yucaipa (Ciudad) y La Autoridad de Transporte del Condado de San Bernardino (SBCTA) acordaron iniciar el Proyecto para un nuevo intercambio de conexión entre la Interestatal 10 (I-10) y Wildwood Canyon Road (Proyecto). El Proyecto propuesto es parte de un esfuerzo para aliviar la congestión de tráfico local y regional, el cual apoya la sustentabilidad económica de la Ciudad a largo plazo y al mismo tiempo incorpora servicios comunitarios como senderos y espacios abiertos. Proveer una conexión entre el tráfico local y la red regional, aliviar la congestión vial, y acomodar la operabilidad y expansión de la autopista a futuro son beneficios adicionales del Proyecto.

Como parte de la etapa para inciar el Proyecto se preparó un Reporte de estudio del Proyecto (PSR), el cual fue aprobado por el Departamento de Transporte de California (Caltrans) en octubre del 2021 y el cual estudió:

- Las condiciones del tráfico
- Restricciones ambientales
- Costo del Proyecto

En el PSR se propusieron tres alternativas para el intercambio que son consistentes con el Plan específico de la Ciudad para el corredor.

Que está sucediendo ahora

El Proyecto propuesto se encuentra en las primeras etapas de la fase de preparación del Documento Ambiental y Aprobación del Proyecto (PA&ED).

Durante esta fase, las tres alternativas para construir el intercambio (identificadas en el PSR) y una alternativa donde no se construiría nada, se estudiarán y serán evaluadas más a fondo para la planificación, diseño y construcción.

Se anticipa que el Proyecto requerirá un Informe de impacto ambiental/Informe de evaluación ambiental (EIR/EA), consistente con los requisitos de la Ley de Calidad Ambiental de California (CEQA) y de la Ley de Política Ambiental Nacional (NEPA).

Lo que esto significa para usted

Está invitado a participar en la reunión de alcance el 13 de abril del 2022. La reunión se llevará a cabo para proporcionar el intercambio de ideas e información, con la oportunidad para que el público haga preguntas o exprese inquietudes. Para más detalles sobre la reunión de alcance visite: Yucaipa.org/wildwoodcanyonrdinterchange.

Se aceptarán comentarios durante el período de alcance público, a partir del 25 de marzo del 2022 al 4 de mayo del 2022.

¿Necesita más información?

Yucaipa.org/wildwoodcanyonrdinterchange

Antonia Toledo
Senior Environmental Planner
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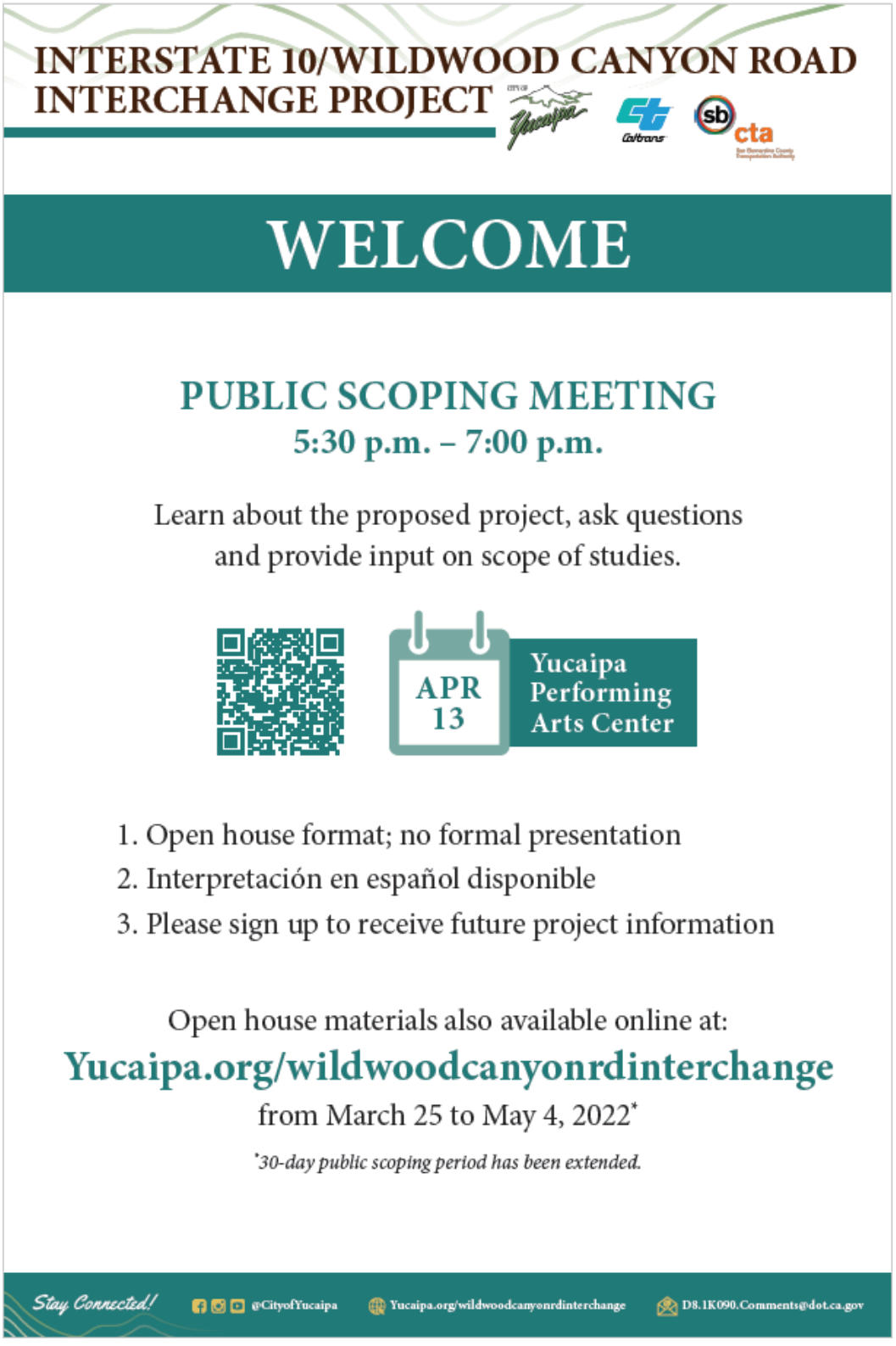
D-4: Exhibits

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT



INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

PROJECT BACKGROUND

- Project is in the early stages of the Project Approval and Environmental Document (PA&ED) phase.
- Three potential Build Alternatives and a No-Build Alternative will be further studied and evaluated during the PA&ED phase.
- The Project Team is seeking public input on the Project as part of the scoping process.

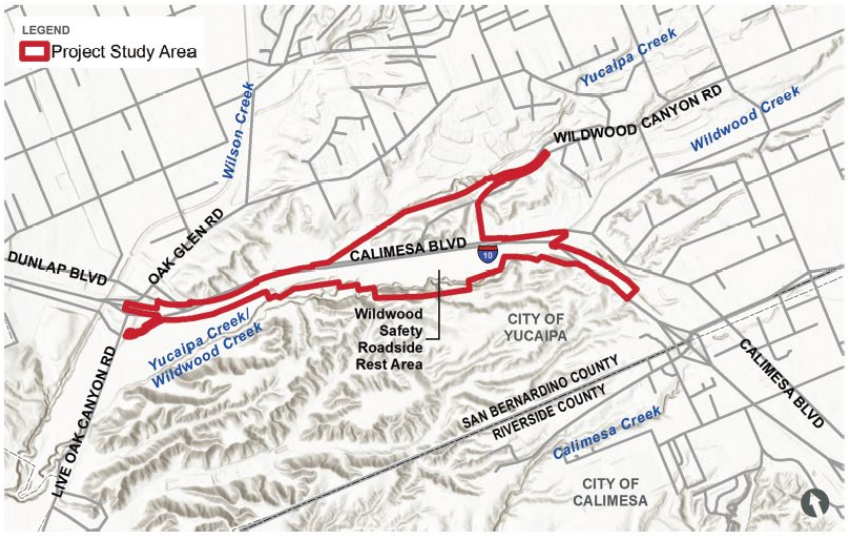
Stay Connected! @CityofYucaipa Yucaipa.org/wildwoodcanyonrdinterchange D8.1K090.Comments@dot.ca.gov

INTERSTATE 10/WILDWOOD CANYON ROAD
INTERCHANGE PROJECT
PROJECT BENEFITS
The Project proposes to:
Alleviate local and regional traffic congestion.
Connect local traffic to the regional network.
Accommodate future freeway operations and planned growth in the area.
Support the City's long-term economic sustainability.
Stay Connected!
@CityofYucaipa
Yucaipa.org/wildwoodcanyonrdinterchange
D8.IK090.Comments@dot.ca.gov

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

PROJECT STUDY AREA



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INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

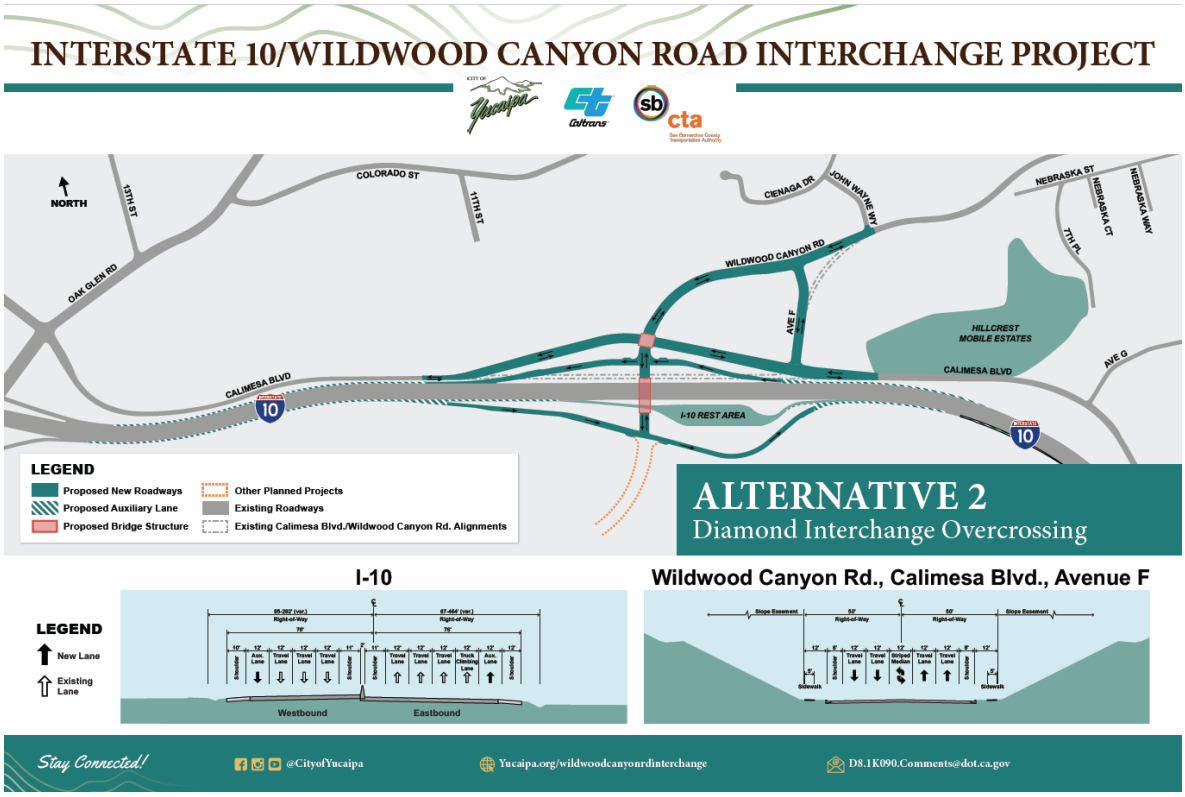
INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

ALTERNATIVE 1 — No-Build Alternative

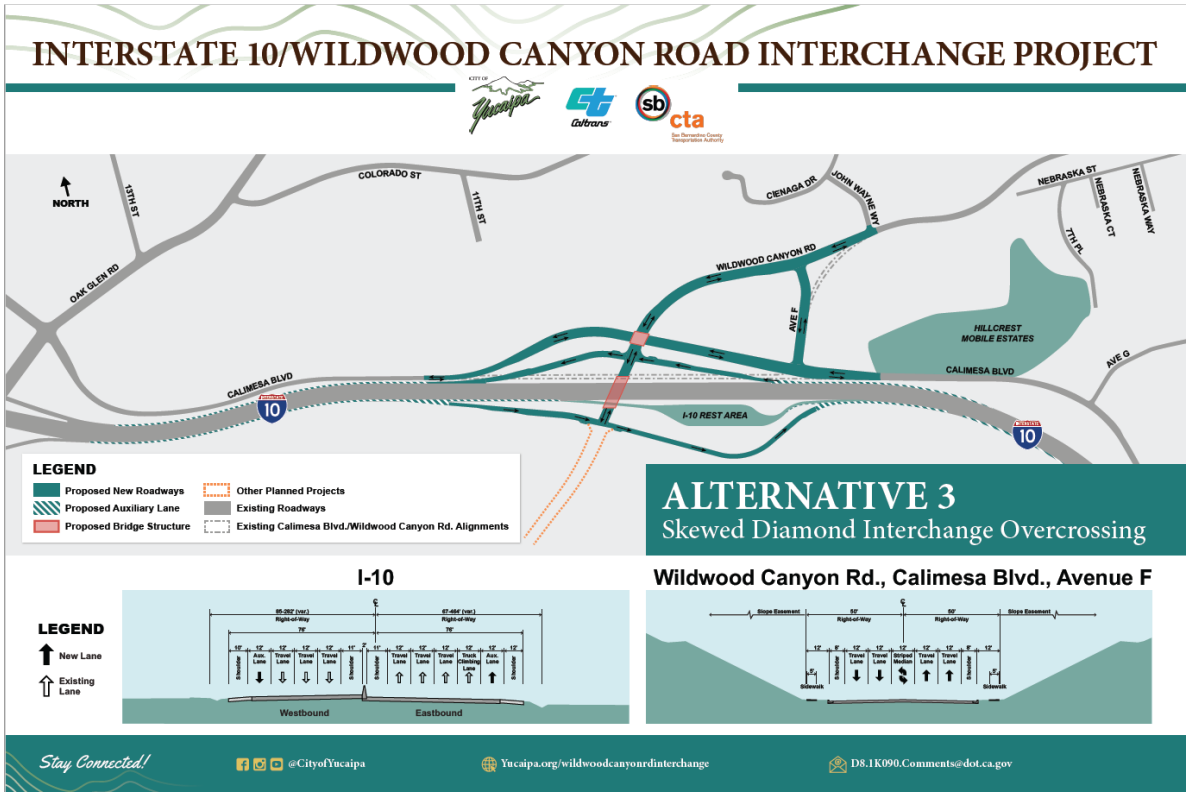
- The proposed Project would not be constructed.
- This alternative does not meet the Project purpose and need by not addressing or alleviating the forecasted operational issues on this segment of I-10.
- It would not preclude construction of future improvements or general maintenance activities.

Stay Connected! @CityofYucaipa Yucaipa.org/wildwoodcanyonrdinterchange D8.1K090.Comments@dot.ca.gov

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT



INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT



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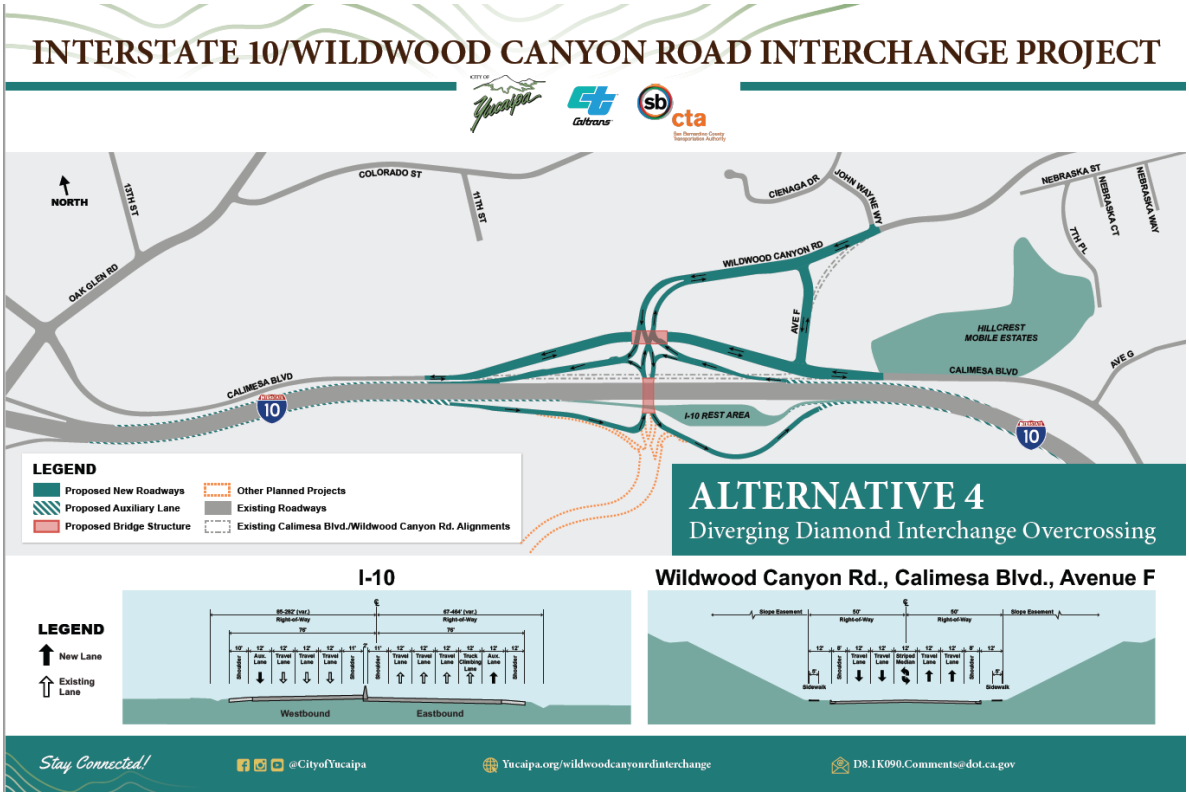


INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

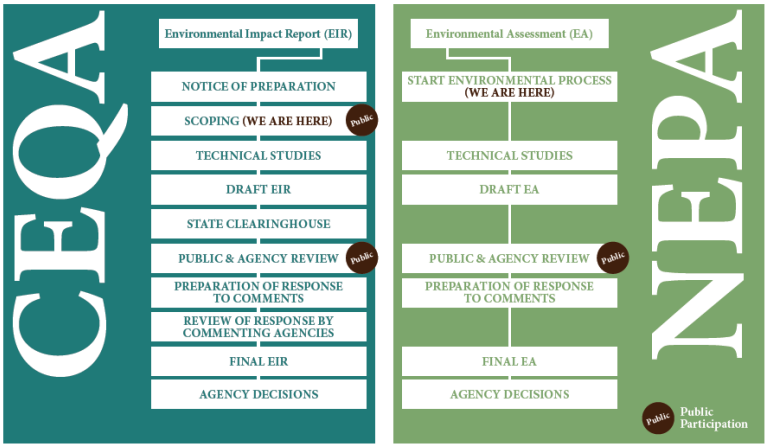
ENVIRONMENTAL PROCESS

PROCESS OVERVIEW

Lead agencies must identify, avoid, minimize, and/or mitigate potential environmental impacts. Members of the public are invited to participate in this process.

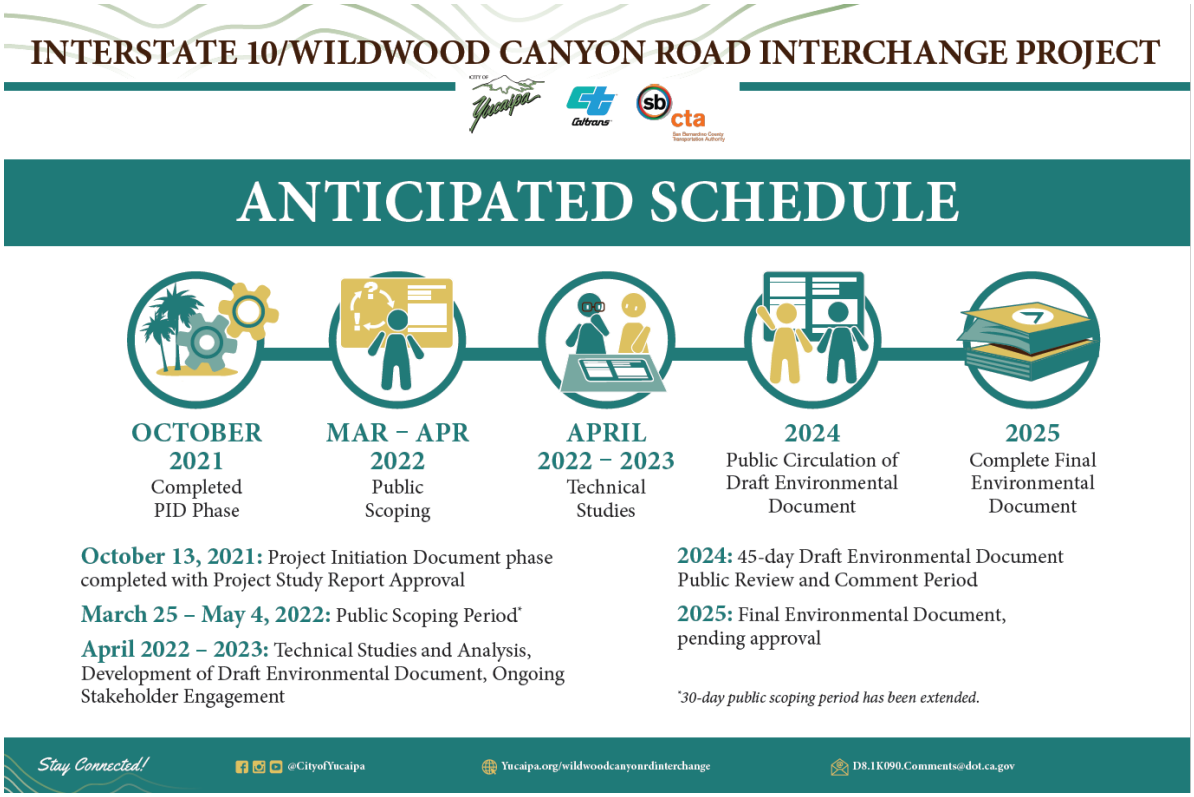
California Environmental Quality Act (CEQA) and **National Environmental Policy Act (NEPA)** Lead:
California Department of Transportation (Caltrans) District 8

Project Sponsor:
City of Yucaipa



Stay Connected! @CityofYucaipa Yucaipa.org/wildwoodcanyonrdinterchange D8.1K090.Comments@dot.ca.gov

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT



INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

CONTACT US!

We welcome your comments! Please provide input during our public scoping period from March 25 through May 4, 2022.

SUBMIT YOUR COMMENTS USING ANY OF THE FOLLOWING METHODS

Email comments to
D8.1K090.Comments@dot.ca.govVisit Yucaipa.org/wildwoodcanyonrdinterchange

Fill out a comment card and submit it tonight or by mail on or before May 4, 2022*

*30-day public scoping period has been extended.

Mail written comments to:
Antonia Toledo, Senior Environmental Planner
Caltrans District 8, Environmental Studies D
464 W. 4th Street, 6th Floor, MS 820
San Bernardino, CA 92401-1400

Stay Connected! @CityofYucaipa Yucaipa.org/wildwoodcanyonrdinterchange D8.1K090.Comments@dot.ca.gov

APPENDIX E: COMMENTS RECEIVED DURING INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT PUBLIC SCOPING PERIOD

- Emailed comments from individuals and representatives of organizations in the project area

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

From: Duarte, Hannah@DOT on behalf of D8 1K090 Comments@DOT
To: Hager, Mark; Habbek, Ashraf A@DOT; Emily.Leinen; Habib, Aysha@DOT; Landon Kern; "Paul Melocoton"; "Dennis Saylor (dsaylor@gosbcta.com)"; Brim, Natalie; Hernandez, Julian; Kung, Angie; Vu, Uyenlan
Cc: Toledo, Antonia@DOT
Subject: FW: Interstate 10 Wildwood Canyon Road Interchange Project
Date: Tuesday, May 3, 2022 9:29:33 AM
Attachments: image001.png

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi All,

Please see the comment below.

Best,

Hannah Duarte
Associate Environmental Planner
(909) 472-5756
464 W. 4th Street, MS 820
San Bernardino, CA 92401-1400

From: Kirsten Ryn <pjnkir@att.net>
Sent: Monday, May 2, 2022 6:56 PM
To: D8 1K090 Comments@DOT <D8.1K090.Comments@dot.ca.gov>
Subject: Interstate 10 Wildwood Canyon Road Interchange Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,

We were unable to make the meeting due to work schedules, however, after speaking to our neighbors, we were told it was brought up that there was a possibility of gating the Wildwood Estates II neighborhood. As a property owner at 33513 Liberty Rd, we have a huge amount of people who fly through the neighborhood coming from Wildwood through John Wayne to Cienaga to Liberty to cut through the city....Our neighbors who attended the meeting were told there was enough money to fund gating our community at John Wayne and Wildwood as well Liberty Rd and 8th street. This would be the only way we would not oppose the project from proceeding. Our concerns are also regarding additional freeway homeless encampments that the state and county and city can't or don't control. Don't misunderstand me as a law enforcement officer in a large city nearby, I deal with these issues constantly. Homeless encampments have already taken over County Line Road underpass. I constantly have to check under John Wayne for encampments as there is a wash/bridge there that we've seen people hanging out underneath on occasion. Not sure if gating our community is possible as we were told. Any information would be appreciated.

Kirsten Ryn

From: Duarte, Hannah@DOT on behalf of D8 1K090 Comments@DOT
To: Hager, Mark; Habbak, Ashraf A@DOT; Emily.Leinen; Habib, Aysha@DOT; Landon Kern; "Paul Melocoton"; "Dennis Saylor (dsaylor@gosbcta.com)"; Brim, Natalie; Hernandez, Julian; Kung, Angie; Vu, Uyenlan
Cc: Toledo, Antonia@DOT
Subject: FW: Please see attached comment letter from CDFW R6.
Date: Thursday, April 21, 2022 12:28:37 PM
Attachments: image001.png
2022030637_NOP_I10Wildwood.pdf

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi All,

Please see the comment from CDFW.

Best,

Hannah Duarte
Associate Environmental Planner
(909) 472-5756
464 W. 4th Street, MS 820
San Bernardino, CA 92401-1400

From: Bill, Christopher(Jason)@Wildlife <Christopher.Bill@Wildlife.ca.gov>
Sent: Wednesday, April 20, 2022 4:29 PM
To: D8 1K090 Comments@DOT <D8.1K090.Comments@dot.ca.gov>
Subject: Please see attached comment letter from CDFW R6.

EXTERNAL EMAIL. Links/attachments may not be safe.

Please see attached comment letter from CDFW R6 regarding the Notice of Preparation for Interstate 10 Wildwood Canyon Road Interchange Project (State Clearinghouse No. 2022030637)

Thank you,

Jason Bill
Senior Environmental Scientist Specialist
CDFW Inland Deserts Region
Pronouns: he, him, his

(909) 549-5878
christopher.bill@wildlife.ca.gov

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

April 20, 2022
Sent via email

Ms. Antonio Toledo
Senior Environmental Planner
California Department of Transportation, District 8
D8.1K090.Comments@dot.ca.gov

Subject: Notice of Preparation of a Draft Environmental Impact Report
Interstate 10 Wildwood Canyon Road Interchange Project
State Clearinghouse No. 2022030637

Dear Ms. Toledo:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the California Department of Transportation, District 8 (Caltrans)for the Interstate 10 Wildwood Canyon Road Interchange Project (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

1 CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

The proposed Project includes establishing a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange and the County Line Road Interchange, in the City of Yucaipa, County of San Bernardino, California. The I-10 Wildwood Canyon Road Interchange Project (Project) will provide improved access to and from I-10 and accommodate future development. Associated improvements for the Project include new connecting roadways, realignment of existing roadways overcrossing bridge structures, signage, and the protection of relocation of utilities. The Wildwood Safety Roadside Rest Area would remain in place.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist Caltrans in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

CDFW recommends that the forthcoming DEIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats.

The CDFW recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association-based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009).

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Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the project. CDFW's California Natural Diversity Database (CNDDB) in Sacramento should be contacted at (916) 322-2493 or CNDDB@wildlife.ca.gov to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed Project.

   Please note that CDFW's CNDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. Focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

   Burrowing Owl (*Athene cunicularia*)

   The Project site has the potential to provide suitable foraging and/or nesting habitat for burrowing owl. Take of individual burrowing owls and their nests is defined by Fish and Game Code section 86, and prohibited by sections 3503, 3503.5 and 3513. Take is defined in Fish and Game Code section 86 as "hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill."

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CDFW recommends that Caltrans follow the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation* (Department of Fish and Game, March 2012); available for download from CDFW's website: https://www.wildlife.ca.gov/conservation/survey-protocols. The Staff Report on Burrowing Owl Mitigation, specifies three steps for project impact evaluations:

a. A habitat assessment;
b. Surveys; and
c. An impact assessment

As stated in the Staff Report on Burrowing Owl Mitigation, the three progressive steps are effective in evaluating whether a project will result in impacts to burrowing owls, and the information gained from the steps will inform any subsequent avoidance, minimization, and mitigation measures. Habitat assessments are conducted to evaluate the likelihood that a site supports burrowing owl. Burrowing owl surveys provide information needed to determine the potential effects of proposed projects and activities on burrowing owls, and to avoid take in accordance with Fish and Game Code sections 86, 3503, and 3503.5. Impact assessments evaluate the extent to which burrowing owls and their habitat may be impacted, directly or indirectly, on and within a reasonable distance of a proposed CEQA project activity or non-CEQA project.

4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see https://www.wildlife.ca.gov/Conservation/Plants).

5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).

6. A full accounting of all open space and mitigation/conservation lands within and adjacent to the Project.

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project. To ensure that Project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity (e.g., recreation), defensible space, and wildlife-human interactions created by zoning of development projects or other project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address Project-

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related changes on drainage patterns and water quality within, upstream, and downstream of the Project site, including: volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site.

2. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the project footprint, such as nearby public lands (e.g., National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).

   Please note that the Project area may supports significant biological resources and contains habitat connections, providing for wildlife movement across the broader landscape, sustaining both transitory and permanent wildlife populations. CDFW encourages project design that avoids and preserves onsite features that contribute to habitat connectivity. The DEIR should include a discussion of both direct and indirect impacts to wildlife movement and connectivity, including maintenance of wildlife corridor/movement areas to adjacent undisturbed habitats.

3. An evaluation of impacts to adjacent open space lands from both the construction of the Project and any long-term operational and maintenance needs.

4. A cumulative effects analysis developed as described under CEQA Guidelines section 15130. Please include all potential direct and indirect Project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Alternatives Analysis

CDFW recommends the DEIR describe and analyze a range of reasonable alternatives to the Project that are potentially feasible, would "feasibly attain most of the basic objectives of the Project," and would avoid or substantially lessen any of the Project's significant effects (CEQA Guidelines § 15126.6[a]). The alternatives analysis should also evaluate a "no project" alternative (CEQA Guidelines § 15126.6[e]).

Mitigation Measures for Project Impacts to Biological Resources

The DEIR should identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. Caltrans should assess all direct, indirect, and cumulative impacts that are expected to occur as a result

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of the implementation of the Project and its long-term operation and maintenance. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Fully Protected Species*: Fully protected species may not be taken or possessed at any time. Project activities described in the DEIR should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the Project area. CDFW also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. CDFW recommends that the Lead Agency include in the analysis how appropriate avoidance, minimization, and mitigation measures will reduce indirect impacts to fully protected species.

2. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts.

3. *California Species of Special Concern* (CSSC): CSSC status applies to animals generally not listed under the federal Endangered Species Act or the CESA, but which nonetheless are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. CSSCs should be considered during the environmental review process. CSSC that have the potential or have been documented to occur within or adjacent to the project area, including, but not limited to: Crotch bumble bee, burrowing owl, Southern California legless lizard, western yellow bat, lesser long-nosed bat, and northwestern San Diego pocket mouse.

4. *Mitigation*: CDFW considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement, and preservation should be evaluated and discussed in detail. Where habitat preservation is not available onsite, offsite land acquisition, management, and preservation should be evaluated and discussed in detail.

   The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset project-induced qualitative and quantitative losses of

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biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

If sensitive species and/or their habitat may be impacted from the Project, CDFW recommends the inclusion of specific mitigation in the DEIR. CEQA Guidelines section 15126.4, subdivision (a)(1)(8) states that formulation of feasible mitigation measures should not be deferred until some future date. The Court of Appeal in *San Joaquin Raptor Rescue Center* v. *County* of *Merced* (2007) 149 Cal.App.4th 645 struck down mitigation measures which required formulating management plans developed in consultation with State and Federal wildlife agencies after Project approval. Courts have also repeatedly not supported conclusions that impacts are mitigable when essential studies, and therefore impact assessments, are incomplete *(Sundstrom* v. *County* of *Mendocino* (1988) 202 Cal. App. 3d. 296; *Gentry* v. *City* of *Murrieta (1995)* 36 Cal. App. 4th 1359; *Endangered Habitat League, Inc.* v. *County* of *Orange* (2005) 131 Cal. App. 4th 777).

CDFW recommends that the DEIR specify mitigation that is roughly proportional to the level of impacts, in accordance with the provisions of CEQA (CEQA Guidelines, §§ 15126.4(a)(4)(B), 15064, 15065, and 16355). The mitigation should provide long-term conservation value for the suite of species and habitat being impacted by the Project. Furthermore, in order for mitigation measures to be effective, they need to be specific, enforceable, and feasible actions that will improve environmental conditions.

5. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

   CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in the near future in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local

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plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various project components as appropriate.

Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

6. *Nesting Birds and Migratory Bird Treaty Act:* Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures as follows: Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.).

   CDFW recommends that the DEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. If pre-construction surveys are proposed in the DEIR, the CDFW recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

7. *Moving out of Harm's Way:* To avoid direct mortality, CDFW recommends that the lead agency condition the DEIR to require that a CDFW-approved qualified biologist be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise by injured or killed, and individuals should be moved only as far a necessary to ensure their safety (i.e., CDFW does not recommend relocation to other areas). Furthermore, it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss.

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8. *Translocation of Species*: CDFW generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful.

Lake and Streambed Alteration Program

Based on review of material submitted with the NOP and review of aerial photography at least two drainage features (Oak Glen Creek and Yucaipa Creek) traverse the site. Depending on how the Project is designed and constructed, it is likely that the Project applicant will need to notify CDFW per Fish and Game Code section 1602. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: Substantially divert or obstruct the natural flow of any river, stream or lake; Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or Deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

Upon receipt of a complete notification, CDFW determines if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your Project that would eliminate or reduce harmful impacts to fish and wildlife resources.

CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the proposed Project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to https://www.wildlife.ca.gov/Conservation/LSA/Forms.

ADDITIONAL COMMENTS AND RECOMMENDATIONS

To ameliorate the water demands of this Project, CDFW recommends incorporation of water-wise concepts in project landscape design plans. In particular, CDFW recommends xeriscaping with locally native California species, and installing water-efficient and targeted irrigation systems (such as drip irrigation). Local water agencies/districts, and resource conservation districts in your area may be able to

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provide information on plant nurseries that carry locally native species, and some facilities display drought-tolerant locally native species demonstration gardens (for example the Riverside-Corona Resource Conservation District in Riverside). Information on drought-tolerant landscaping and water-efficient irrigation systems is available on California's Save our Water website: http://saveourwater.com/what-you-can-do/tips/landscaping/

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Information can be submitted online or via completion of the CNDDB field survey form at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: https://wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP of a DEIR for the Interstate 10 Wildwood Canyon Road Interchange Project (SCH No. 2022030637) and recommends that Caltrans address the CDFW's comments and concerns in the forthcoming DEIR. If you should have any questions pertaining to the comments provided in this letter, please contact Jason Bill, Senior Environmental Scientist, Specialist, at (909) 549-5878 or at Christopher.Bill@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Alisa Ellsworth
[illegible]

Alisa Ellsworth
Environmental Program Manager

DocuSign Envelope ID: 0AFD3D9A-B340-4DA2-9C11-80560079DDEA

ec: Brandy Wood, Senior Environmental Scientist, Supervisor

Inland Deserts Region
Brandy.Wood@wildlife.ca.gov

HCPB CEQA Coordinator
Habitat Conservation Planning Branch

Office of Planning and Research, State Clearinghouse, Sacramento
state.clearinghouse@opr.ca.gov

REFERENCES

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California. http://vegetation.cnps.org/

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

From: Duarte, Hannah@DOT on behalf of D8 1K090 Comments@DOT
To: Hager, Mark; Habbak, Ashraf A@DOT; Emily.Leinen; Habib, Aysha@DOT; Landon Kern; "Paul Melocoton"; "Dennis Saylor (dsaylor@gosbcta.com)"; Brim, Natalie; Hernandez, Julian; Kung, Angie; Vu, Uyenlan
Cc: Toledo, Antonia@DOT
Subject: FW: Wildwood Canyon Interchange Project
Date: Tuesday, May 3, 2022 12:41:32 PM
Attachments: image001.png

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi All,

Please see the coomment below.

Hannah Duarte
Associate Environmental Planner
(909) 472-5756
464 W. 4th Street, MS 820
San Bernardino, CA 92401-1400

From: Married Lady <marriedl8e@yahoo.com>
Sent: Tuesday, May 3, 2022 10:34 AM
To: D8 1K090 Comments@DOT <D8.1K090.Comments@dot.ca.gov>
Subject: Wildwood Canyon Interchange Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear project planners:

I would like to encourage the "no action" plan for this project. I live in the Hillcrest Mobile Home estates and I am concerned if an interchange is built, it will cause a major inconvenience for all the senior residents in the park during the 2+ year construction period. I am also uncertain this plan will improve the road situation and I'm concerned it will bring a high volume of traffic to this area, which is currently fairly calm.

Thank you for your time.

Sincerely,
Sherrie Charron

Sent from Yahoo Mail on Android

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

From: Duarte, Hannah@DOT on behalf of D8 1K090 Comments@DOT
To: Hager, Mark; Habbak, Ashraf A@DOT; Emily.Leinen; Habib, Aysha@DOT; Landon Kern; Paul Melocoton; Dennis Saylor (dsaylor@gosbcta.com); Brim, Natalie; Hernandez, Julian; Kung, Angie; Vu, Uyenlan
Cc: Toledo, Antonia@DOT
Subject: FW: Notice of Preparation of a Draft Environmental Impact Report
Date: Wednesday, March 30, 2022 1:05:00 PM
Attachments: image001.png
MX-5070V_20220329_152813.pdf

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Hi 1K090 Team,

Please see the email below from Lt. Mike Vargas.

Best,

Hannah Duarte
Associate Environmental Planner
(909) 472-5756
464 W. 4th Street, MS 820
San Bernardino, CA 92401-1400

From: Vargas, Michael@CHP <MiVargas@chp.ca.gov>
Sent: Tuesday, March 29, 2022 3:44 PM
To: D8 1K090 Comments@DOT <D8.1K090.Comments@dot.ca.gov>
Cc: Toledo, Antonia@DOT <Antonia.Toledo@dot.ca.gov>; Cruz, Christy@CHP <CCruz@chp.ca.gov>
Subject: Re: Notice of Preparation of a Draft Environmental Impact Report

EXTERNAL EMAIL. Links/attachments may not be safe.

Greetings,

The San Gorgonio Pass Area is in receipt of the attached file received certified mail. After further review of the maps and project description provided, it was determined this project is being completed outside of the San Gorgonio Pass Area CHP jurisdiction.

Utilizing Interstate 10 as reference on the attached map, the San Gorgonio Pass Area jurisdiction ends at County Line Road as you travel westbound within Riverside County. This project is scheduled to take place within the San Bernardino Area CHP. There contact information is listed below:

San Bernardino Area CHP
2211 Western Avenue
San Bernardino, CA 92411

Have a great day.

-Mike

M. Vargas, Lieutenant
California Highway Patrol
San Gorgonio Pass Area
195 Highland Springs Avenue
Beaumont, CA 92223
(951) 769-2000
Mivargas@chp.ca.gov

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

From: Duarte, Hannah@DOT on behalf of D8 1K090 Comments@DOT
To: Hager, Mark; mikepodegracz@caa.inc; Landon Kern; Kung, Angie; Brim, Natalie; Shane Massoud; Habbak, Ashraf A@DOT
Cc: Toledo, Antonia@DOT
Subject: FW: Wildwood Canyon Interchange
Date: Thursday, April 14, 2022 10:57:14 AM
Attachments: image001.png

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Hi All,

Please see the supporting comment below. Please forward to anyone I may have missed.

Best,

Hannah Duarte
Associate Environmental Planner
(909) 472-5756
464 W. 4th Street, MS 820
San Bernardino, CA 92401-1400

From: Robert F. Sanders <rfsanders@gmail.com>
Sent: Thursday, April 14, 2022 1:30 AM
To: D8 1K090 Comments@DOT <D8.1K090.Comments@dot.ca.gov>
Subject: Wildwood Canyon Interchange

EXTERNAL EMAIL. Links/attachments may not be safe.

I **strongly support** building an interchange at Wildwood Canyon, especially a diverging diamond (which is more efficient). If money isn't available to build one right away, a design which allows for phased construction would be great!

Any final design really should provide full pedestrian (both sides of street) access to the west (south) side of Interstate 10, even if it's not connected to anything for a while. It also **must not** directly impact residential units at the Hillcrest Estates mobile home park (a.k.a., no "buyouts" please).

—Robert Frank Sanders (33600 Calimesa Blvd, SPC 156, Yucaipa, CA)

From: Duarte, Hannah@DOT on behalf of D8 1K090 Comments@DOT
To: Hager, Mark; Hebbak, Ashraf A@DOT; Emily.Leinen; Habib, Aysha@DOT; Landon Kern; "Paul Melocoton"; "Dennis Saylor (dsaylor@gosbcta.com)"; Brim, Natalie; Hernandez, Julian; Kung, Angie; Vu, Uyenlan
Cc: Toledo, Antonia@DOT
Subject: FW: Pictures
Date: Wednesday, May 4, 2022 6:10:40 PM
Attachments: image001.png

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi All,

Apologies for the delay on this comment. Please see below.

Best,

Hannah Duarte
Associate Environmental Planner
(909) 472-5756
464 W. 4th Street, MS 820
San Bernardino, CA 92401-1400

From: Nich Kimm <nkimm80@gmail.com>
Sent: Thursday, April 7, 2022 10:04 PM
To: D8 1K090 Comments@DOT <D8.1K090.Comments@dot.ca.gov>
Subject: Pictures

EXTERNAL EMAIL. Links/attachments may not be safe.

Can you please provide me with pictures of the proposal that include the Wildwood Canyon Country Estates? I would like to get an idea of how close this project is to our homes and how impacted our neighborhood will be.
Thank you,
Nichoel Kimmerle

From: Duarte, Hannah@DOT on behalf of D8 1K090 Comments@DOT
To: Hager, Mark; Habbak, Ashraf A@DOT; Emily.Leinen; Habib, Aysha@DOT; Landon Kern; "Paul Melocoton"; "Dennis Saylor (dsaylor@gosbcta.com)"; Brim, Natalie; Hernandez, Julian; Kung, Angie; Vu, Uyenlan
Cc: Toledo, Antonia@DOT
Subject: FW: CALTRANS, NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE INTERSTATE 10 WILDWOOD CANYON ROAD INTERCHANGE PROJECT
Date: Wednesday, April 27, 2022 9:23:32 AM
Attachments: image001.png
image002.jpg
image003.jpg
image004.jpg
image005.png
image006.png
Caltrans 1-10 Wildwood Cayon_Letter20220426.pdf

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello all,

Please see the attached comment letter from the San Bernardino County Department of Public Works.

Best,

Hannah Duarte
Associate Environmental Planner
(909) 472-5756
464 W. 4th Street, MS 820
San Bernardino, CA 92401-1400

From: Gerber, Arnold - DPW <Arnold.Gerber@dpw.sbcounty.gov>
Sent: Tuesday, April 26, 2022 2:48 PM
To: D8 1K090 Comments@DOT <D8.1K090.Comments@dot.ca.gov>; Toledo, Antonia@DOT <Antonia.Toledo@dot.ca.gov>
Subject: CALTRANS, NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE INTERSTATE 10 WILDWOOD CANYON ROAD INTERCHANGE PROJECT

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Mr. Toledo:
Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. We received this request on April 30, 2022 and pursuant to our review, we have the attached comment letter.

Thank you,

AJ Gerber
Planner II
Department of Public Works
Environmental Management Division
Phone: 909-387-8109, Cell: (909)520-2292
825 East Third Street, Room 123
San Bernardino, CA 92415-0835

Our job is to create a county in which those who reside and invest can prosper and achieve well-being.
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INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Main Office - 825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.7910 Fax: 909.387.7911
www.SBCounty.gov

SAN BERNARDINO COUNTY

Department of Public Works
- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

Brendon Biggs, M.S., P.E.
Director
Noel Castillo, P.E.
Assistant Director

Trevor Leja
Assistant Director

April 26, 2022

Transmitted Via Email

File: 10(ENV)-4.01

California Department of Transportation,
District 8
ATTN: Antonia Toledo,
antonia.toledo@dot.ca.gov

RE: **CEQA – CALTRANS, NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE INTERSTATE 10 WILDWOOD CANYON ROAD INTERCHANGE PROJECT**

Dear Mr. Toledo:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on April 30, 2022** and pursuant to our review, we have the following comments:

Flood Control Planning & Water Resources Division (Michael Fam, Chief, 909-387-8120):

1. We are aware there may be storm drains in and around the site that may be affected by the proposed Project. When planning for or altering existing or future storm drains, be advised that the Project is subject to the Yucaipa MPD, dated January 2012. It is to be used as a guideline for drainage in the area and is available in the City of Yucaipa's Offices. Any revision to the drainage should be reviewed and approved by the jurisdictional agency in which the revision occurs. Should construction of new, or alterations to existing storm drains be necessary as part of the Proposed Project, their impacts and any required mitigation should be discussed within the Draft EIR before the document is adopted by the Lead Agency.

Water Resources Division

The Project is part of the:

- Comprehensive Storm Drain Plan (CSDP) No. 5 - Associated Engineers - May 1979
- Yucaipa Master Plan of Drainage (MPD) - Boyle Engineering Corp. - November 1993

BOARD OF SUPERVISORS
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Leonard X. Hernandez Chief Executive Officer

2. According to the most recent FEMA Flood Insurance Rate Map (FIRM), Panel 06071C8740H, dated August 28, 2008, the majority of the Project lies within FEMA Zone X; however, also includes smaller areas of Zone AE, AO, X-shaded (500-yr. floodplain), and the Regulatory Floodway. Impacts associated with the project's occurrence in FEMA Zone X, Zone AE, AO, X-shaded (500-yr. floodplain), and the Regulatory Floodway area and proposed mitigation, should be discussed within the Draft EIR prior to adoption by the Lead Agency.

3. One of the benefits of the CSDP/MPD is to identify the potential alignments of future drainage and flood control facilities. It is recommended for the City of Yucaipa to continue to use these documents to protect the alignment of future facilities.
4. Other Federal or State approvals may also be required. Information regarding this item can be obtained from the District.
5. We recommend that the City of Yucaipa enforce, at a minimum, the most current FEMA regulations for construction within a Special Flood Hazard Area (SFHA)

Permits/Operations Support Division (Tse Fong, Chief, 909-387-7995):

1. Portions of the Project are adjacent to or are within, the San Bernardino County Flood Control District (SBCFCD) right-of-way and facility (Wildwood Creek, 3-608-IB}. Any encroachments on the District's right-of-way or facilities, including but not limited to access, fencing and grading, utility crossings, landscaping, new and/or alteration to drainage connections will require a permit from the SBCFCD prior to start of construction. The necessity for permits, and any impacts associated with them, should be addressed in the Draft EIR prior to adoption and certification. If you have any questions regarding this process, please contact the FCD Permit Section at (909) 387-1863

Environmental Management Division (Jonathan Dillon, PWE III, Stormwater Program, 909-387-8119):

1. The project shall follow the requirements laid out in the most current State Construction General Permit and MS4 permit. Please provide additional information once a DEIR has been provided. Impacts associated with compliance of the MS4 Permit and potential mitigation, should be discussed within the Draft EIR prior to adoption by the Lead Agency.

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

Anthony Pham P.E., Chief
Environmental Management Division

From: Duarte, Hannah@DOT on behalf of D8 1K090 Comments@DOT
To: Hager, Mark; Habbak, Ashraf A@DOT; Emily.Leinen; Habib, Aysha@DOT; Landon Kern; "Paul Melocoton"; "Dennis Saylor (dsaylor@gosbcta.com)"; Brim, Natalie; Hernandez, Julian; Kung, Angie; Vu, Uyenlan
Cc: Toledo, Antonia@DOT
Subject: FW: SCAG Comments on the NOP of a DEIR for the I-10 Wildwood Canyon Road Interchange Project [SCAG NO. IGR10593]
Date: Wednesday, April 20, 2022 9:17:22 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
IGR10593 NOP I-10 Wildwood Canyon Rd.pdf

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi All,

Please see the comment (attached and e-mail below) from SCAG for the project file.

Best,

Hannah Duarte
Associate Environmental Planner
(909) 472-5756
464 W. 4th Street, MS 820
San Bernardino, CA 92401-1400

From: IGR – Intergovernmental Review <IGR@scag.ca.gov>
Sent: Tuesday, April 19, 2022 5:55 PM
To: D8 1K090 Comments@DOT <D8.1K090.Comments@dot.ca.gov>
Cc: Anita Au <au@scag.ca.gov>; Frank Wen <WEN@scag.ca.gov>
Subject: SCAG Comments on the NOP of a DEIR for the I-10 Wildwood Canyon Road Interchange Project [SCAG NO. IGR10593]

EXTERNAL EMAIL. Links/attachments may not be safe.

Good afternoon Antonia,

Please find attached SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Interstate 10 Wildwood Canyon Road Interchange Project [SCAG NO. IGR10593].

Please contact me at (213) 630-1427 or IGR@scag.ca.gov if you have any questions or difficulties with the attached file.

In light of the coronavirus and other public health concerns, please be advised that a

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

majority of SCAG staff are teleworking with limited access to the SCAG offices. Therefore, if you wish to submit documents for IGR review, please submit it online via the IGR webpage or via email to IGR@scag.ca.gov.

Thank you!

SCAGlogo_RGB

Intergovernmental Review (IGR) Program
Annaleigh Ekman (she/her), Assistant Regional Planner
Tel: (213) 630-1427
IGR@scag.ca.gov

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

Join us May 5-6 for SCAG's 57th Annual Regional Conference & General Assembly at the JW Marriott Desert Springs Resort & Spa in Palm Desert, CA.

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INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

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ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
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Energy & Environment
David Pollock, Moorpark

Transportation
Art Brown, Buena Park

April 19, 2022

Ms. Antonia Toledo, Senior Environmental Planner
California Department of Transportation, District 8
464 West 4th Street, 6th Floor MS 820
San Bernardino, California 92401-1400
E-mail: D8.1K090.Comments@dot.ca.gov

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Interstate 10 Wildwood Canyon Road Interchange Project [SCAG NO. IGR10593]

Dear Ms. Toledo,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Interstate 10 Wildwood Canyon Road Interchange Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies.[1]

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and align with RTP/SCS policies. Finally, SCAG is also the authorized regional agency for Intergovernmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Interstate 10 Wildwood Canyon Road Interchange Project in San Bernardino County. The proposed project includes the construction of a new interchange on I-10 Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange and the County Line Road Interchange with associated improvements, including new connecting roadways and/or realignment of existing local roadways, overcrossing bridge structures, signage, and protection or relocation of utilities.

When available, please email environmental documentation to IGR@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Intergovernmental Review (IGR) Program, attn.: Anita Au, Senior Regional Planner, at (213) 236-1874 or IGR@scag.ca.gov. Thank you.

Sincerely,

Frank Wen, Ph.D.
Manager, Planning Strategy Department

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2020 RTP/SCS (Connect SoCal) for the purpose of determining consistency for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
INTERSTATE 10 WILDWOOD CANYON ROAD INTERCHANGE PROJECT [SCAG NO. IGR10593]

CONSISTENCY WITH CONNECT SOCAL

SCAG provides informational resources to facilitate the consistency of the proposed project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with Connect SoCal.

For regionally significant transportation projects, should major project changes (i.e., change in scope, completion year, and/or costs) take place as result of the environmental review process that are not consistent with the latest RTP/SCS project sponsors should consult with their County Transportation Commission (CTC) to request for SCAG to amend the RTP/SCS to include the latest project information.

The proposed project is currently included in Connect SoCal [RTP ID 4M04033]. Caltrans should coordinate with San Bernardino County Transportation Authority and SCAG on any updates to the project scope in the RTP/SCS.

CONNECT SOCAL GOALS

The SCAG Regional Council fully adopted Connect SoCal in September 2020. Connect SoCal, also known as the 2020 – 2045 RTP/SCS, builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in Connect SoCal may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project. Among the relevant goals of Connect SoCal are the following:

SCAG CONNECT SOCAL GOALS	
Goal #1:	*Encourage regional economic prosperity and global competitiveness*
Goal #2:	*Improve mobility, accessibility, reliability and travel safety for people and goods*
Goal #3:	*Enhance the preservation, security, and resilience of the regional transportation system*
Goal #4:	*Increase person and goods movement and travel choices within the transportation system*
Goal #5:	*Reduce greenhouse gas emissions and improve air quality*
Goal #6:	*Support healthy and equitable communities*
Goal #7:	*Adapt to a changing climate and support an integrated regional development pattern and transportation network*
Goal #8:	*Leverage new transportation technologies and data-driven solutions that result in more efficient travel*
Goal #9:	*Encourage development of diverse housing types in areas that are supported by multiple transportation options*
Goal #10:	*Promote conservation of natural and agricultural lands and restoration of habitats*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG CONNECT SOCAL GOALS		
Goal		Analysis
Goal #1:	*Encourage regional economic prosperity and global competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
Goal #2:	*Improve mobility, accessibility, reliability and travel safety for people and goods*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

Connect SoCal Strategies

To achieve the goals of Connect SoCal, a wide range of land use and transportation strategies are included in the accompanying twenty (20) technical reports. Of particular note are multiple strategies included in Chapter 3 of Connect SoCal intended to support implementation of the regional Sustainable Communities Strategy (SCS) framed within the context of focusing growth near destinations and mobility options; promoting diverse housing choices; leveraging technology innovations; supporting implementation of sustainability policies; and promoting a Green Region. To view Connect SoCal and the accompanying technical reports, please visit the Connect SoCal webpage. Connect SoCal builds upon the progress from previous RTP/SCS cycles and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that helps the SCAG region strive towards a more sustainable region, while meeting statutory requirements pertinent to RTP/SCSs. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

A key, formative step in projecting future population, households, and employment through 2045 for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and economists on Southern California. From there, jurisdictional level forecasts were ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast helps the region understand, in a very general sense, where we are expected to grow, and allows SCAG to focus attention on areas that are experiencing change and may have increased transportation needs. After a year-long engagement effort with all 197 jurisdictions one-on-one, 82 percent of SCAG's 197 jurisdictions provided feedback on the forecast of future growth for Connect SoCal. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottom-up approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e., transportation analysis zone (TAZ) reflects entitled projects and adheres to current general and specific plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature

strategies that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California's GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with state planning law. Connect SoCal's Forecasted Development Pattern is utilized for long range modeling purposes and does not supersede actions taken by elected bodies on future development, including entitlements and development agreements. SCAG does not have the authority to implement the plan -- neither through decisions about what type of development is built where, nor what transportation projects are ultimately built, as Connect SoCal is adopted at the jurisdictional level. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2016 and 2045, please refer to the Connect SoCal Demographics and Growth Forecast Technical Report. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts				Adopted City of Yucaipa Forecasts			
	Year 2020	Year 2030	Year 2035	Year 2045	Year 2020	Year 2030	Year 2035	Year 2045
Population	19,517,731	20,821,171	21,443,006	22,503,899	58,906	66,706	71,491	75,209
Households	6,333,458	6,902,821	7,170,110	7,633,451	19,683	22,439	24,250	26,068
Employment	8,695,427	9,303,627	9,566,384	10,048,822	11,763	13,500	15,562	17,624

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance, as appropriate. SCAG's Regional Council certified the PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on May 7, 2020 and also adopted a PEIR Addendum and amended the MMRP on September 3, 2020 (please see the PEIR webpage and scroll to the bottom of the page for the PEIR Addendum). The PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

From: Duarte, Hannah@DOT on behalf of D8 1K090 Comments@DOT
To: Hager, Mark; Habbak, Ashraf A@DOT; Emily.Leinen; Habib, Aysha@DOT; Landon Kern; Paul Melocoton; Dennis Saylor (dsaylor@gosbcta.com); Brim, Natalie; Hernandez, Julian; Kung, Angie; Vu, Uyenlan
Cc: Toledo, Antonia@DOT
Subject: 1K090 PUBLIC COMMENT FW: Proposed new Wildwood Canyon Interchange.
Date: Tuesday, March 29, 2022 3:58:12 PM
Attachments: image001.png

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Hi Team,

See below for a comment received this morning. Please forward to any members I may have missed.

Best,

Hannah Duarte
Associate Environmental Planner
(909) 472-5756
464 W. 4th Street, MS 820
San Bernardino, CA 92401-1400

From: Carol <califlimey@verizon.net>
Sent: Monday, March 28, 2022 10:49 AM
To: D8 1K090 Comments@DOT <D8.1K090.Comments@dot.ca.gov>
Subject: Proposed new Wildwood Canyon Interchange.

EXTERNAL EMAIL. Links/attachments may not be safe.

I am a resident in Hillside Mobile Estates on Calimesa Blvd. I have been looking at the website and cannot see how this interchange will alleviate the traffic that we already have.

This is a 55+ park, with **most residents** well over the age of 55. I believe that this is going to involve more accidents, and more speed than there already is on this stretch of Calimesa Blvd.

I also believe that this change will make the chances of us selling our property much harder than it already is.

Thank you for your consideration.

Carol Maidlow
Hillside Mobile Estates.

- Written comments from individuals and representatives of organizations in the project area

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Public Scoping Meeting | April 13, 2022

Comments may be turned in at the public scoping meeting or sent via U.S. Mail, postmarked on or before May 4, to:

Antonia Toledo, Senior Environmental Planner
Caltrans District 8, Environmental Studies D
464 W. 4th Street, 6th Floor MS 820
San Bernardino, CA 92401-1400

Or via email to: D8.1K090.Comments@dot.ca.gov

Please use "Interstate 10 Wildwood Canyon Road Interchange Project" in the subject line of the email.

CONTACT INFORMATION

Nichoel Kimmerle
Name

33590 Gene Autry Cir.
Address

951-858-8416
Phone Number

nichoelk@aol.com
Email

COMMENTS & QUESTIONS

Based on where we live I am highly concerned about the noise and would like a noise study. I am also concerned about wildlife being pushed into the neighborhood due to being displaced by construction.

INTERSTATE 10/WILDWOOD CANYON ROAD INTERCHANGE PROJECT

Public Scoping Meeting | April 13, 2022

Comments may be turned in at the public scoping meeting or sent via U.S. Mail, postmarked on or before May 4, to:

Antonia Toledo, Senior Environmental Planner
Caltrans District 8, Environmental Studies D
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San Bernardino, CA 92401-1400

Or via email to: D8.1K090.Comments@dot.ca.gov

Please use "Interstate 10 Wildwood Canyon Road Interchange Project" in the subject line of the email.

CONTACT INFORMATION

DAVID DURÓN
Name

36064 PANORAMA DR.
Address

909-754-8116
Phone Number

davedurone msn.com
Email

COMMENTS & QUESTIONS

SHOULD WAREHOUSING COME TO YUCAIPA, I ASK THAT YOU HAVE THE BUILDERS CREATE WALLS THAT SHOW RELIEF, SUCH AS ONE SEES ON FREEWAYS. OAK TREES - SOMETHING THAT REFLECTS THE UNIQUENESS OF YUCAIPA

OVER

PROYECTO DE INTERCAMBIO EN LA INTERESTATAL 10 Y WILDWOOD CANYON ROAD

Reunión de alcance | Abril 13, 2022

Comentarios podrán ser entregados en persona durante la reunión de alcance o por correo a más tardar el 4 de mayo del 2022 dirigido a:

Antonia Toledo, Senior Environmental Planner
Caltrans District 8, Environmental Studies D
464 W. 4th Street, 6th Floor MS 820
San Bernardino, CA 92401-1400

O por correo electrónico a: D8.1K090.Comments@dot.ca.gov

Por favor escriba "Proyecto de intercambio en la Interestatal 10 y Wildwood Canyon Road" en la línea de asunto del correo electrónico.

INFORMACIÓN DE CONTACTO

Nombre

Domicilio

Número de teléfono

Correo electrónico

COMENTARIOS Y PREGUNTAS

WE ARE NOT BEAUMONT, BANNING OR MORENO VALLEY. DEMAND OF THE BUILDERS THAT TILT-UPS OF EXPANSIVE CONCRETE IS PROHIBITED. RELIEFS OR ARCHITECTURAL STYLE MUST BE IMPLEMENTED.

THANK YOU,

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Appendix F Air Quality Conformity Documentation

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Appendix F.1. RTP and FTIP Listings for the Project and FHWA Conformity Determination

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Table 2. Financially Constrained Projects

COUNTY	SYSTEM	LEAD AGENCY	RTP ID	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	PROJECT COST ($1,000'S)
SAN BERNARDINO	STATE HIGHWAY	VARIOUS AGENCIES	4122004-20159902	10				I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. TOLL CREDITS TO MATCH STP & CMAQ.	2023	$692,656
SAN BERNARDINO	STATE HIGHWAY	VICTORVILLE	4M07004	15	I-15	I-15	BEAR VALLEY RD	INTERCHANGE IMPROVEMENTS FOR I-15 @ BEAR VALLEY RD	2045	$45,323
SAN BERNARDINO	STATE HIGHWAY	YUCAIPA	4M04033	10	I-10	PM 37	PM 39	IMPROVE ACCESS TO YUCAIPA AND CALIMESA WITH AN INTERCHANGE AND AUX LANES TO ADDRESS OPERATIONS, LOCAL LAND USES, MEET CORRIDOR TRAVEL DEMANDS, AND ACCESS OPEN SPACE SOUTH OF I-10 NEAR THE REST AREA BETWEEN PM R37.0 TO R39.0. LOCAL STREETS WILL BE WIDENED TO 4-LANES INCL 4,500 FT OF CALIMESA BLVD, RECONSTRUCT WILDWOOD CYN RD AS AVE F FOR 1,000 FT, AND CONSTRUCT 3,500 FT REALIGNMENT OF WILDWOOD CYN RD TO CROSS I-10. SIGNS WILL BE INSTALLED BETWEEN SBD PM 35.3 AND RIV PM R1.1.	2030	$158,503
SAN BERNARDINO	STATE HIGHWAY	YUCCA VALLEY	4160016	62	SR-62	SR-247	EAST YUCCA VALLEY TOWN LIMITS	OPERATIONAL IMPROVEMENTS INCLUDING SIGNAL AND INTERSECTION MODIFICATIONS ON SR-62 FROM SR-247 TO EAST YUCCA VALLEY TOWN LIMITS	2035	$1,463
SAN BERNARDINO	STATE HIGHWAY	YUCCA VALLEY	4A01383	62	SR-62 (TWENTY-NINE PALMS HWY)	WEST YUCCA VALLEY TOWN LIMITS	SR-247	WIDEN SR-62 FROM WEST YUCCA VALLEY CITY LIMITS TO SR-247 FROM 4 TO 6 LANES (PM 8.75-12.5)	2030	$26,051
SAN BERNARDINO	STATE HIGHWAY	YUCCA VALLEY	4A01386	247	SR-247 (OLD WOMAN SPRINGS RD)	NORTH YUCCA VALLEY TOWN LIMITS	SR-62	WIDEN SR-247 FROM NORTH YUCCA VALLEY TOWN LIMITS TO SR-62 FROM 2 TO 4 LANES (EA:34430) (PM	2035	$20,599

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2025 Federal Transportation Improvement Program
San Bernardino County
State Highway - Project Listing
(In $000`s)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	COVID Relief Funds - STIP	$11,949	$0	$0	$0	$0	$0	$0	$0	$11,949
PE	SBD CO MEASURE I	$53,771	$0	$0	$0	$0	$0	$0	$0	$53,771
PE	STP LOCAL	$20,000	$0	$0	$0	$0	$0	$0	$0	$20,000
ROW	SBD CO MEASURE I	$3,000	$0	$0	$0	$0	$0	$0	$0	$3,000
CON	National Highway Freight Program	$0	$60,000	$0	$0	$0	$0	$0	$0	$60,000
CON	SB1TRADE CORRIDOR ENHANCEMENT	$0	$15,000	$0	$0	$0	$0	$0	$0	$15,000
CON	SBD CO MEASURE I	$0	$300,718	$0	$0	$0	$0	$0	$0	$300,718
TOTAL	TOTAL	$88,720	$375,718	$0	$0	$0	$0	$0	$0	$464,438

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20191301A	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	$27,042	4122005	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR91 - UPGRADED FACILITI (NO LN ADD)	From I-10/I-15 Interchange to Pepper Ave Post Miles: Begin 10.00 End 21.00		25-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
08/07/2024	08/07/2024	08/07/2024

DESCRIPTION

I-10 Corridor Contract 2 Express Lane Toll System Provider (TSP): The project will provide one express lane in each direction from just east of I-15 to Pepper Avenue in Colton, connecting to the I-10 Corridor Contract 1 express lanes currently under construction. (Non-capacity split project from 20191301 and 20250001)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	$620	$0	$0	$0	$0	$0	$0	$0	$620
CON	SBD CO MEASURE I	$0	$0	$26,422	$0	$0	$0	$0	$0	$26,422
TOTAL	TOTAL	$620	$0	$26,422	$0	$0	$0	$0	$0	$27,042

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20250001	VARIOUS AGENCIES	San Bernardino	TCM Committed	SCAB	$304,520	4122005	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAXT9 - HIGH OCCUPANCY TOLL (HOT) LANES & PA - NEW: RS	From Sierra Ave to Pepper Ave Post Miles: Begin 16.60 End 21.00	YES	25-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
08/07/2024	08/07/2024	08/07/2024

DESCRIPTION

I-10 Corridor Contract 2B: The project will provide one express lane in each direction from Sierra Ave in Fontana to Pepper Avenue in Colton. (Parent project 20191301)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
ROW	SBD CO MEASURE I	$3,000	$0	$0	$0	$0	$0	$0	$0	$3,000
CON	SBD CO MEASURE I	$0	$0	$228,631	$0	$0	$0	$0	$0	$228,631
CON	STIP ADVANCE CON-RIP	$0	$0	$72,889	$0	$0	$0	$0	$0	$72,889
TOTAL	TOTAL	$3,000	$0	$301,520	$0	$0	$0	$0	$0	$304,520

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990214	YUCAIPA	San Bernardino	NON-EXEMPT	SCAB	$12,948	4M04033	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX70 - NEW INTERCHANGE: RS	From Wildwood Canyon Rd to Calimesa Blvd Post Miles: Begin 37.00 End 39.00		25-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
08/07/2024	08/07/2024	08/07/2024

DESCRIPTION

IMPROVE ACCESS TO YUCAIPA AND CALIMESA WITH AN INTERCHANGE AND AUX LANES TO ADDRESS OPERATIONS, LOCAL LAND USES, MEET CORRIDOR TRAVEL DEMANDS, AND ACCESS OPEN SPACE SOUTH OF I-10 NEAR THE REST AREA BETWEEN PM R37.0 TO R39.0. LOCAL STREETS WILL BE WIDENED TO 4-LANES INCL 4,500 FT OF CALIMESA BLVD, RECONSTRUCT WILDWOOD CYN RD AS AVE F FOR 1,000 FT, AND CONSTRUCT 3,500 FT REALIGNMENT OF WILDWOOD CYN RD TO CROSS I-10. SIGNS WILL BE INSTALLED BETWEEN SBD PM 35.3 AND RIV PM R1.1. (PAED Only)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	$1,500	$1,500	$2,500	$3,048	$0	$0	$0	$0	$8,548
PE	SBD CO MEASURE I	$4,400	$0	$0	$0	$0	$0	$0	$0	$4,400
TOTAL	TOTAL	$5,900	$1,500	$2,500	$3,048	$0	$0	$0	$0	$12,948

U.S. Department of Transportation

Federal Highway Administration
California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001 – Main

Federal Transit Administration
Region 9
888 S Figueroa St, Suite 440
Los Angeles, CA 90017
(213) 757-5999 – Main

December 16, 2024

In Reply, Refer To:
HDA-CA

ELECTRONIC CORRESPONDENCE ONLY

Mr. James R. Anderson
Chief, Division of Financial Programming, M.S. 82
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: California 2025 FSTIP Approval

Dear Mr. Anderson:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the 2025 Federal Statewide Transportation Improvement Program (FSTIP), which was submitted by your letter dated November 15, 2024. As detailed in your letter, the 2025 FSTIP incorporates by reference the following 18 metropolitan planning organizations' (MPO) Federal Transportation Improvement Programs (FTIP):

- Association of Monterey Bay Area Governments (AMBAG)
- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (FresnoCOG)
- Kern Council of Governments (KCOG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (Madera CTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- Shasta County Regional Transportation Planning Agency (SRTA)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tahoe Metropolitan Planning Organization (TMPO)
- Tulare County Association of Governments (TCAG)

We find that the FSTIP and FTIPs were developed through a continuing, cooperative, and comprehensive transportation planning process in accordance with the metropolitan planning provisions of 23 U.S.C. 134 and 49 U.S.C. Chapter 53, as amended by Public Law 117-58 of the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act.

In addition, the MPOs and State are required to meet the transportation conformity requirements. Transportation conformity is required by the Clean Air Act section 176(c) [42 U.S.C. 7506(c)] to ensure that federal funding and approval are given to highway and transit projects that are consistent with ("conform to") the air quality goals established by a state air quality implementation plan (SIP). The United States Environmental Protection Agency (EPA) has designated the following 14 planning areas in California as Nonattainment or Maintenance Areas for Criteria Pollutants:

- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (FresnoCOG)
- Kern Council of Governments (KCOG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (Madera CTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tulare County Association of Governments (TCAG)

As such, the above MPO Policy Boards made an initial conformity determination on the above FTIPs and associated Regional Transportation Plans (RTPs) and applicable RTP amendments. The FHWA and the FTA reviewed the conformity determinations and find that the FTIPs and the associated RTPs and RTP amendments conform to the applicable state implementation plan (SIP) in accordance with the provisions of 40 CFR Parts 51 and 93. This finding has been coordinated with Region 9 of the EPA pursuant to the Transportation Conformity Rule.

Based on our review of the information provided and our ongoing oversight of the statewide and metropolitan transportation planning processes, FHWA and FTA are approving the 2025 FSTIP. This approval is effective December 16, 2024. This approval is based on the understanding that an eligibility determination of individual projects for funding must be met, and the project sponsor must comply with all administrative and statutory requirements.

Included with this approval is the FHWA and FTA Federal Planning Finding (FPF). The FHWA and the FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FSTIP. At a minimum, the FPF verifies that the development of the FSTIP is consistent with the provisions of both the Statewide and Metropolitan transportation

planning requirements. Furthermore, the FPF documents FHWA and FTA's recommendations for statewide and metropolitan transportation planning improvements.

If you have questions or need additional information concerning our approval and the FPF, please contact Mr. Mervin Acebo of the FTA Region 9 office at (213) 202-3957, or by email at Mervin.Acebo@dot.gov; or Ms. Abby Jackson of the FHWA California Division office at (916) 498-5854, or by email at Abigail.Jackson@dot.gov.

Sincerely,

Elissa K. Konove

Digitally signed by Elissa K. Konove
Date: 2024.12.16 12:58:44 -08'00'

Elissa K. Konove
Division Administrator, FHWA, California

Ray Tellis
FTA Region 9 Regional Administrator

Enclosure

To:
James Anderson, Division Chief of Financial Programming, Caltrans
james.r.anderson@dot.ca.gov

CC (via email):
Brenda Caruso, Caltrans
Erica Vaca, Caltrans
Erika Espinosa Araiza, Caltrans
Erin Thompson, Caltrans
Hannah Walter, Caltrans
Jennifer Ashby-Camp, Caltrans
Kien Le, Caltrans
Nerie Agacer-Solis, Caltrans
Nieves Castro, Caltrans
Peter Kang, Caltrans
Rodney Tavitas, Caltrans
Vaikunthan Reneganathan, Caltrans
Karina O'Connor, EPA
Amy Changchien, FTA
Celine Chen, FTA
Mary Nguyen, FTA
Mervin Acebo, FTA
Wendy Sharp, FTA
Abigail Jackson, FHWA

Adekemi Ademuyewo, FHWA
Andrew Valdez, FHWA
Antonio Johnson, FHWA
Cayla McDonell-Encina, FHWA
Doug Hecox, FHWA
Elijah Henley, FHWA
Gilbert Contreras Valencia, FHWA
Jasmine Amanin, FHWA
Kyle Rovetto, FHWA
Michael Morris, FHWA
Misty Klann, FHWA

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Nieves.Castro@dot.ca.gov
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Rodney.Tavitas@dot.ca.gov
Vaikunthan.Renganathan@dot.ca.gov
Wendy.Sharp@dot.gov

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Appendix F.2. Interagency Consultation for Particulate Matter Conformity Determination

PROJECT-LEVEL CONFORMITY

The Transportation Conformity Working Group (TCWG) serves as the primary forum for interagency consultation on all matters related to both regional and project-level transportation conformity to comply with federal transportation and air quality planning requirements in the six-county SCAG region. The TCWG consists of staff representatives from FHWA, FTA, U.S. EPA, Caltrans Headquarters, Caltrans Districts, CARB, CTCs, air districts, and transit operators in the SCAG region. The group meets monthly on the fourth Tuesday of the month.

For particulate matter (PM) hot spot interagency consultation, SCAG staff facilitates the review and determination by TCWG as to whether a project is a Project of Air Quality Concern (POAQC), as well as the review and approval of modeling protocols and subsequent quantitative PM hot spot analysis if and after a project has been determined to be a POAQC by TCWG.

TCWG discusses, reviews, and makes a determination as to whether a project is POAQC based on project information included in the PM Hot Spot Interagency Review Form. The form applies to all project-level conformity review cases, as the lead agency requests TCWG's concurrence that their project is not a POAQC. Projects exempt from conformity analysis are also determined through review of the Caltrans Conformity Streamlining Exemption Form.

If you need to submit a form to TCWG for interagency consultation, please coordinate with the state and/or local project representative for your project's county. Contact information for project-level conformity representations can be found in the "Project-Level Conformity Contact List."

The submissions below include all of the PM hot spot interagency review forms, qualitative analyses, and quantitative analyses that have been or will be reviewed by the TCWG. The titles include the FTIP Project ID, where available, and any determinations made by the TCWG (e.g., Project of Air Quality Concern (POAQC)).

- Project-Level Conformity Contact List
- PM Hot-Spot Interagency Review Form Template
- Caltrans Conformity Streamlining Exemption Form

Category:

PM Hot Spot

Downloads:

RIV170901

File Description:

RIV160405 – (see RIV160405 for 2/25/25)

Completion Date:

01/28/2025

Category:

PM Hot Spot

Downloads:

RIV160405

File Description:

4G07421 – Not a POAQC – Hot Spot Analysis Not Required

Completion Date:

12/03/2024

Category:

PM Hot Spot

Downloads:

4G07421

File Description:

SBD990214 – Not a POAQC – Hot Spot Analysis Not Required

Completion Date:

12/03/2024

Category:

PM Hot Spot

Downloads:

SBD990214

TRANSPORTATION CONFORMITY WORKING GROUP

Meeting Minutes

December 3, 2024
10:00 a.m. – 12:00 p.m.

The meeting was held via Zoom, teleconference, and in person. A digital recording of the meeting is available upon request.

Attendee List

SCAG Staff:	***Via Zoom and Teleconference:***		
Banuelos, Ryan	*Acebo, Mervin*	*FTA*	*Region 9*
Barajas, Agustin	*Anderson, Kelsie*	*TCA*	
Calderon, Karen	*Bade, Rabindra*	*Caltrans*	*District 12*
Sun, Lijin	*Becha, Karishma*	*Caltrans*	*Headquarters (HQ)*
	Berg, Brent	*Caltrans*	*District 11*
	Brugger, Ron	*LSA*	
	Caraig, Ricardo	*Caltrans*	*District 12*
	Christensen, Dustin	*City of Beaumont*	
	Cooper, Keith	*ERP*	
	Devlin, Chris	*Iteris*	
	Dorantes, Michael	*U.S. EPA*	*Region 9*
	Espinosa Araiza, Erika	*Caltrans*	*HQ*
	Garfio, Angel	*OCTA*	
	Gaschot, Bertrand	*Mojave Desert AQMD*	
	Gerber, AJ	*San Bernardino County*	
	Gilbert, Julie	*Compass Consulting*	
	Gonzalez, Ivan	*SBCTA*	
	Guizado, Jillian	*RCTC*	
	Hager, Mark	*HDR Engineering, Inc.*	
	Hendrawan, Kevin	*CARB*	
	Heredia, Monica	*City of Montclair*	
	Hosford, Steve	*CNS Engineers*	
	Huddleston, Lori	*LA Metro*	
	Huynh, Ted	*Iteris*	
	Johnson, Darin	*Mark Thomas*	
	Kalandiyur, Nesamani	*CARB*	
	Kang, Peter	*Caltrans*	*HQ*
	Lay, Keith	*ICF*	
	Lee, Albert	*RCTC - Bechtel*	
	Lee, Sang-Mi	*South Coast AQMD*	
	Legleiter, Kurt	*Ambient Air Quality & Noise Consulting*	
	Lewis, David	*RCTC*	
	Liptak, Zach	*Dokken Engineering*	
	Lising, Ronnel	*Caltrans*	*District 12*
	Lods, Barbara	*Antelope Valley AQMD*	
	Marroquin, Nancy	*LA Metro*	

TRANSPORTATION CONFORMITY WORKING GROUP

McDonnell, Cayla	*FHWA*
Odufalu, Olufemi	*Caltrans District 8*
Oslick, Stephanie	*Moffatt & Nichol*
Pheifer, Eric	*Biggs Cardosa*
Quintero, Gustavo	*RCTC - Bechtel*
Saint, Catherine	*GPA*
Sansonetti, Nancy	*San Bernardino County*
Tavitas, Rodney	*Caltrans HQ*
Vaca, Erika	*Caltrans HQ*
Wong, Alison	*Caltrans District 7*
Yoon, Andrew	*Caltrans District 7*
Zuk, Kimberly	*SBCTA*

TRANSPORTATION CONFORMITY WORKING GROUP

MEETING SUMMARY

1. CALL TO ORDER AND SELF-INTRODUCTIONS

Lijin Sun, SCAG, called the meeting to order at 10:00 a.m.

2. PUBLIC COMMENT PERIOD

None.

3. CONSENT CALENDAR

3.1. October 22, 2024 TCWG Meeting Minutes

The meeting minutes were approved.

4. INFORMATION ITEMS

4.1. Reviews of PM Hot Spot Interagency Review Forms

- **Attachment 4.1-1: 4G07421:** it was determined that this project is not a project of air quality concern.
- **Attachment 4.1-2: SBD990214:** it was determined that this project is not a project of air quality concern.
- **Attachment 4.1-3: SBD990211:** it was determined that this project is not a project of air quality concern.
- **Attachment 4.1-4: 20192702:** it was determined that this project is not a project of air quality concern.
- **Attachment 4.1-5: RIV050535A:** it was determined that this project is not a project of air quality concern.
- **Attachment 4.1-6: RIV160405**: Additional information on the project's build and no-build impacts on truck traffic was requested. No determination was made at the meeting.
- **Attachment 4.1-7: SB200810:** it was determined that this project is not a project of air quality concern.
- **Attachment 4.1-8: ORA131105:** it was determined that this project is not a project of air quality concern.

4.2. RTP Update

Agustin Barajas, SCAG, reported the following:

- 2025 FTIP and Connect SoCal 2024 Amendment 1, including the associated transportation conformity analysis, were expected to receive final federal approval in December 2024.

4.3. FTIP Update

Agustin Barajas, SCAG, reported the following:

- 2023 FTIP Amendment #23-37 was approved on November 22, 2024. 2023 FTIP Administrative Modification #23-28 was approved on November 25, 2024. These two amendments concluded all project revisions to the 2023 FTIP as SCAG transitioned to the 2025 FTIP.
- 2025 FTIP Amendment #25-01 was expected to receive federal approval after the final federal approval of the 2025 FTIP.
- SCAG staff was preparing 2025 FTIP Administrative Modification #25-02 and Amendment #25-03, due to SCAG on January 14, 2025, to capture additional project updates between the federal approval of the 2025 FTIP and the federal approval of 2025 FTIP Amendment #25-01.

4.4. U.S. EPA Update

Michael Dorantes, U.S. EPA, reported no updates.

4.5. CARB Update

No representative was present to provide updates.

4.6. Air Districts Updates

4.6.1. Ventura County APCD Update

Holly Galbreath, Ventura County APCD, reported no updates.

4.6.2. South Coast AQMD Update

Lijin Sun, SCAG, reported on behalf of South Coast AQMD:

- On November 25, 2024, U.S. EPA announced that the South Coast Air Basin had met the 2006 24-hour PM2.5 NAAQS, 35 ug/m^3. South Coast AQMD would request U.S. EPA to redesignate the Basin to attainment and submit a maintenance plan in 2025. South Coast AQMD would work with staff from SCAG and CARB to develop motor vehicle emission budgets for transportation conformity to include in the maintenance plan.
- The Coachella Valley ozone nonattainment area met the 1997 8-hour ozone NAAQS, 80 ppb, in 2024. U.S. EPA was reviewing the South Coast's AQMD request to extend the attainment year to 2024. Upon U.S. EPA's approval, South Coast AQMD would request U.S. EPA to redesignate the area to attainment and submit a maintenance plan in 2025. South Coast AQMD would work with staff from SCAG and CARB to develop MVEBs for transportation conformity to include in the maintenance plan.

4.6.3. Mojave Desert AQMD Update

Alan De Salvio, Mojave Desert AQMD, reported no updates.

4.6.3.1. Status Update on the MDAQMD Lawsuit against EPA (Case No. 23-1411)

Alan De Salvio, Mojave Desert AQMD, reported the following:

- The case was outstanding, and the related sanctions clocks were still pending.
- The Mojave Desert AQMD appealed the U.S. EPA's limited disapproval, which started the sanctions clocks. In September 2024, the U.S. Court of Appeals for the Ninth Circuit made a decision that was in favor of the Mojave Desert AQMD, and that the Mojave Desert AQMD's request to stay sanctions was deemed moot. The U.S. EPA had not taken formal action in response to the Court's decision.
- The Mojave Desert AQMD would seek an immediate injunctive relief with regards to the pending sanctions.

4.6.4. Antelope Valley AQMD Update

Barbara Lods, Antelope Valley AQMD, reported no updates.

4.6.4.1. Status Update on the AVAQMD Lawsuit against EPA (Case No. 23-1614)

Barbara Lods, Antelope Valley AQMD, reported the following:

- Amendments to the Antelope Valley AQMD's new sources review (NSR) program Rules 1301, 1302, 1303, 1304, 1305, 1309 and a new Rule 1314 were noticed to the public on November 29, 2024.
- The NSR Rules Package would be presented to the Antelope Valley AQMD Governing Board for adoption at the December 30, 2024 Governing Board meeting and subsequent submittal to U.S. EPA through CARB.
- Amendments to the Antelope Valley AQMD's NSR Rules were expected to be approvable by U.S. EPA to address the active sanctions clocks.

4.6.5. Imperial County APCD Update

No representative was present to provide updates.

5. INFORMATION SHARING

No information was shared.

TRANSPORTATION CONFORMITY WORKING GROUP

6. **ADJOURNMENT**

The next TCWG meeting will be held on Tuesday, January 28, 2025 in-person, via Zoom, and by teleconference. Please submit PM Hot Spot Analysis Interagency Review Forms for the next meeting to Lijin Sun, sunl@scag.ca.gov, by Tuesday, January 14, 2025.

FTIP ID# *(required)*: SBD990214

TCWG Consideration Date: December 3, 2024

Project Description *(clearly describe project)*:

Three build alternatives are being considered along with a No-Build Alternative for the I-10 Wildwood Canyon Road Interchange Project (Project). The build alternatives were designed to satisfy the Project purpose and need. The three build alternatives are as follows:

- Alternative 2 – Diamond Interchange Overcrossing
- Alternative 3 – Skewed Diamond Interchange Overcrossing
- Alternative 4 – Diverging Diamond Interchange Overcrossing

Associated improvements would include new connecting roadways and/or realignment of existing local roadways, overcrossing bridge structures, the protection or relocation of existing utilities, and advance signage which extends approximately 2 miles to the east and to the west beyond the lane improvement limits.

See **Attachment 1** and **Attachment 2** for detailed build alternative description narratives and exhibits, respectively.

Type of Project *(use Table 1 on instruction sheet)*: New interchange

County:	
San Bernardino	Narrative Location/Route & Postmiles: Interstate 10 at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (**PM R37.0**) and the County Line Road Interchange (**PM R39.0**). Advance signage which extend approximately 2 miles on I-10 beyond the lane improvement limits to San Bernardino County, **PM 35.3** on the west, and Riverside County, **PM R1.1** on the east. See **Figure 1:** Regional Location and Project Vicinity and **Figure 2:** Project Study Area, (attached). **Caltrans Project – EA#** 1K0900

Lead Agency: City of Yucaipa

Contact Person	**Phone#**	**Fax#**	**Email**
Keith Cooper	(310) 439-3424	(213) 816-1949	Keith.Cooper@erpinc.com

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** ✓ **PM10** ✓

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**	✓ **FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: June 2025

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	**Section 326 –Categorical Exemption**	✓ **Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	10/12/2021	07/01/2025	11/01/2024	07/01/2028
End	06/30/2025	10/30/2027	02/28/2028	09/30/2030

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the proposed Project is to provide improved connectivity and increase multi-modal access for residents within the City and to accommodate the City's planned economic development around the area of proposed interchange, support efficient goods movement through the I-10 corridor, and improve emergency vehicle access and provide additional evacuation routes for the surrounding community.

The need of the Project is to improve circulation and access for commuter vehicles and trucks at existing adjacent interchanges, in conjunction with the proposed interchange, which is identified as a primary access point for the Wildwood Safety Roadside Rest Area and local businesses, as well as improving the overall operations on the I-10 corridor. The most apparent existing operational deficiencies are the substantial queuing and higher weaving densities at the existing adjacent interchanges at Live Oak Canyon Road and County Line Road on-ramps and off-ramps.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The land uses within and surrounding the Project Study Area consists primarily of open space and agricultural land interspersed with commercial/retail uses, Wildwood Safety Roadside Rest Area, and residential uses along both sides of the freeway corridor.

Opening Year 2030: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	No-Build AADT			Alternatives 2/3 AADT			Alternative 4 AADT		
I-10 Segment	**Total**	**Trucks Only**	**% Trucks**	**Total**	**Trucks Only**	**% Trucks**	**Total**	**Trucks Only**	**% Trucks**
I-10 EB Mainline In	73,090	8,470	12%	73,800	8,570	12%	73,800	8,570	12%
I-10 EB Live Oak Canyon Rd Off	15,350	1,780	12%	13,870	1,610	12%	13,870	1,610	12%
I-10 EB Live Oak Canyon Rd On	6,370	730	11%	4,420	510	12%	4,420	510	12%
I-10 EB Wildwood Canyon Rd Off	—	—	—	4,560	530	12%	4,560	530	12%
I-10 EB Rest Area Off	770	90	12%	770	90	12%	770	90	12%
I-10 EB Wildwood Canyon Rd On	—	—	—	3,570	410	11%	3,570	410	11%
I-10 EB Rest Area On	980	120	12%	980	120	12%	980	120	12%
I 10 EB County Line Rd Off	7,010	820	12%	5,820	670	12%	5,820	670	12%
I 10 EB County Line Rd On	5,750	660	11%	4,690	540	12%	4,690	540	12%
I-10 EB Mainline Out	63,060	7,290	12%	62,440	7,250	12%	62,440	7,250	12%
I-10 WB Mainline In	67,840	7,050	10%	68,670	7,140	10%	68,670	7,140	10%
I-10 WB County Line Rd Off	4,350	450	10%	3,230	340	11%	3,230	340	11%
I-10 WB County Line Rd On	7,990	840	11%	7,290	760	10%	7,290	760	10%
I-10 WB Wildwood Canyon Rd Off	—	—	—	3,570	370	10%	3,570	370	10%
I-10 WB Wildwood Canyon Rd On	—	—	—	4,270	440	10%	4,270	440	10%
I-10 WB Oak Glen Rd Off	6,800	710	10%	5,460	560	10%	5,460	560	10%
I-10 WB Oak Glen Rd On	17,520	1,820	10%	15,000	1,560	10%	15,000	1,560	10%
I-10 WB Mainline Out	82,200	8,550	10%	82,970	8,630	10%	82,970	8,630	10%

Notes:
Source: Fehr & Peers 2023
See **Attachment 3** for I-10 mainline LOS data.

RTP Horizon Year / Design Year 2050: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	No-Build AADT			Alternatives 2/3 AADT			Alternative 4 AADT		
I-10 Segment	**Total**	**Trucks Only**	**% Trucks**	**Total**	**Trucks Only**	**% Trucks**	**Total**	**Trucks Only**	**% Trucks**
I-10 EB Mainline In	93,140	10,800	12%	94,680	10,990	12%	94,680	10,990	12%
I-10 EB Live Oak Canyon Rd Off	19,200	2,230	12%	15,770	1,830	12%	15,770	1,830	12%
I-10 EB Live Oak Canyon Rd On	8,760	1,010	12%	4,480	520	12%	4,480	520	12%
I-10 EB Wildwood Canyon Rd Off	—	—	—	12,060	1,400	12%	12,060	1,400	12%
I-10 EB Rest Area Off	1,060	130	12%	1,120	130	12%	1,120	130	12%
I-10 EB Wildwood Canyon Rd On	—	—	—	10,790	1,250	12%	10,790	1,250	12%
I-10 EB Rest Area On	1,330	150	11%	1,330	150	11%	1,330	150	11%
I 10 EB County Line Rd Off	9,740	1,130	12%	7,500	880	12%	7,500	880	12%
I 10 EB County Line Rd On	7,990	930	12%	4,690	540	12%	4,690	540	12%
I-10 EB Mainline Out	81,220	9,400	12%	79,520	9,210	12%	79,520	9,210	12%
I-10 WB Mainline In	80,730	8,400	10%	82,330	8,550	10%	82,330	8,550	10%
I-10 WB County Line Rd Off	7,080	740	10%	3,720	390	10%	3,720	390	10%
I-10 WB County Line Rd On	10,020	1,040	10%	8,410	870	10%	8,410	870	10%
I-10 WB Wildwood Canyon Rd Off	—	—	—	9,320	970	10%	9,320	970	10%
I-10 WB Wildwood Canyon Rd On	—	—	—	11,150	1,170	10%	11,150	1,170	10%
I-10 WB Oak Glen Rd Off	9,320	970	10%	6,370	660	10%	6,370	660	10%
I-10 WB Oak Glen Rd On	23,970	2,490	10%	17,520	1,820	10%	17,520	1,820	10%
I-10 WB Mainline Out	98,320	10,220	10%	100,000	10,390	10%	100,000	10,390	10%

Notes:
Source: Fehr & Peers 2023
See **Attachment 3** for I-10 mainline LOS data.

Opening Year 2030: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Intersection	No-Build AADT			Alternatives 2/3 AADT			Alternative 4 AADT		
	Total	Trucks Only	% Trucks	Total	Trucks Only	% Trucks	Total	Trucks Only	% Trucks
Live Oak Canyon Road/Outer Highway 10	14,370	430	3%	11,570	350	3%	11,570	350	3%
Live Oak Canyon Road/I-10 EB	31,890	960	3%	27,120	810	3%	27,120	810	3%
Oak Glen Road/I-10 WB	50,310	1,510	3%	43,870	1,320	3%	43,870	1,320	3%
Oak Glen Road/Calimesa Boulevard/14th Street	56,210	1,690	3%	54,110	1,620	3%	54,110	1,620	3%
Wildwood Canyon Road/I-10 EB	—	—	—	12,270	370	3%	12,270	370	3%
Wildwood Canyon Road/I-10 WB	—	—	—	17,170	520	3%	17,170	520	3%
Wildwood Canyon Road/Calimesa Boulevard	22,780	680	3%	—	—	—	—	—	—
7th Place/County Line Road	—	—	—	—	—	—	—	—	—
I-10 EB/County Line Road	18,580	560	3%	14,720	440	3%	14,720	440	3%
I-10 WB/County Line Road	26,990	810	3%	22,360	670	3%	22,360	670	3%
Calimesa Boulevard/County Line Road	33,220	1,000	3%	29,640	890	3%	29,640	890	3%
Avenue F/Calimesa Boulevard	—	—	—	24,740	740	3%	24,740	740	3%
Avenue F/Wildwood Canyon Road	—	—	—	24,600	740	3%	24,600	740	3%

Notes:
Source: Fehr & Peers 2023
See **Attachment 4** for local intersection LOS data.

RTP Horizon Year / Design Year 2050: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Intersection	No-Build AADT			Alternatives 2/3 AADT			Alternative 4 AADT		
	Total	Trucks Only	% Trucks	Total	Trucks Only	% Trucks	Total	Trucks Only	% Trucks
Live Oak Canyon Road/Outer Highway 10	22,780	680	3%	17,940	540	3%	17,940	540	3%
Live Oak Canyon Road/I-10 EB	43,800	1,310	3%	34,270	1,030	3%	34,270	1,030	3%
Oak Glen Road/I-10 WB	65,880	1,980	3%	51,580	1,550	3%	51,580	1,550	3%
Oak Glen Road/Calimesa Boulevard/14th Street	71,140	2,130	3%	67,910	2,040	3%	67,910	2,040	3%
Wildwood Canyon Road/I-10 EB	—	—	—	32,090	960	3%	32,090	960	3%
Wildwood Canyon Road/I-10 WB	—	—	—	44,220	1,330	3%	44,220	1,330	3%
Wildwood Canyon Road/Calimesa Boulevard	32,170	970	3%	—	—	—	—	—	—
7th Place/County Line Road	—	—	—	—	—	—	—	—	—
I-10 EB/County Line Road	28,730	860	3%	18,920	570	3%	18,920	570	3%
I-10 WB/County Line Road	36,860	1,110	3%	26,350	790	3%	26,350	790	3%
Calimesa Boulevard/County Line Road	42,190	1,270	3%	33,920	1,020	3%	33,920	1,020	3%
Avenue F/Calimesa Boulevard	—	—	—	38,200	1,150	3%	38,200	1,150	3%
Avenue F/Wildwood Canyon Road	—	—	—	50,180	1,510	3%	50,180	1,510	3%

Notes:
Source: Fehr & Peers 2023
See **Attachment 4** for local intersection LOS data.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Although material traffic redistribution effects are not anticipated, proposed build alternatives would (1) reduce delay at local street intersections which may improve emergency response times for City fire and police, (2) enhance access to medical facilities located east and west of the planned interchange, and (3) increase evacuation capacity in the Project Study Area.

Comments/Explanation/Details *(attach additional sheets as necessary)*

Under 40 CFR 93.123(b)—PM10 and PM2.5 Hot Spots—the following criteria are utilized to determine the potential for a proposed project to qualify as a Project of Air Quality Concern.

(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.

The proposed project is not a new highway project. No material change in AADT volumes or truck volumes are anticipated to occur under the build alternatives when compared to the No-Build Alternative. Therefore, the proposed project would not result in a significant increase in the number of diesel vehicles and would not be considered a Project of Air Quality Concern under this criterion.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.

As shown in Tables provided in Attachment 4, intersection LOS would improve under the build alternatives when compared to the No-Build Alternative. In addition, intersection traffic volumes would be reduced under the build alternatives when compared to the No-Build Alternative. As such, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

(iii)New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.

The proposed project would not implement a new bus or retail terminal or transfer point at which diesel vehicles would be congregating. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

(iv)*Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.*

The proposed project does not involve expansion of a bus or rail terminal or transfer point. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

(v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

The proposed project is not in or affecting a site of PM10 or PM2.5 air quality standard violation. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

Attachments:

Figure 1 – Regional Location and Project Vicinity
Figure 2 – Project Study Area
Attachment 1 – Build Alternative Descriptions
Attachment 2 – Build Alternative Exhibits
Attachment 3 – I-10 Mainline LOS Data
Attachment 4 – Local Intersection LOS Data

Figure 1 – Regional Location and Project Vicinity

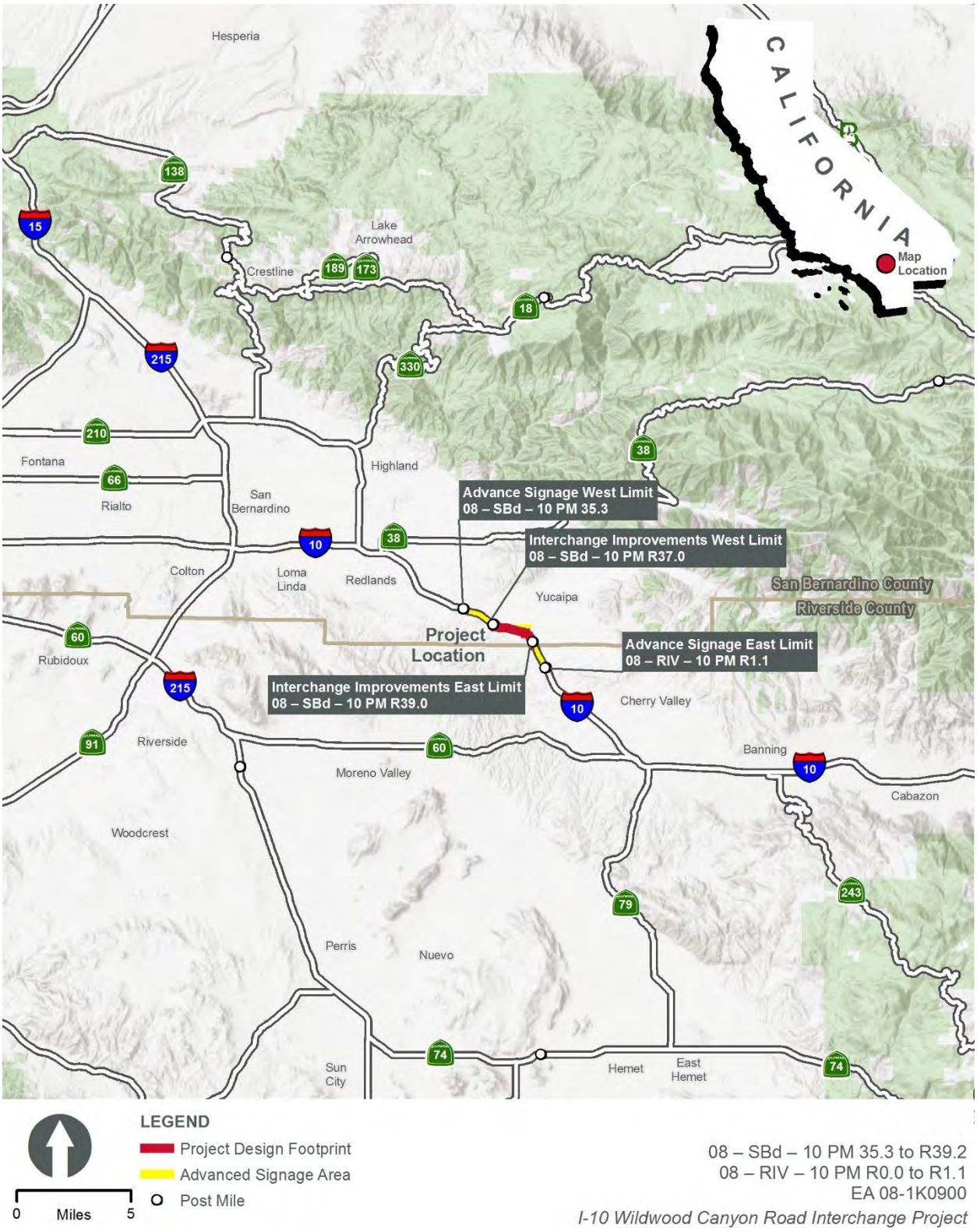

Figure 1. Regional Location and Project Vicinity

Figure 2 – Project Study Area

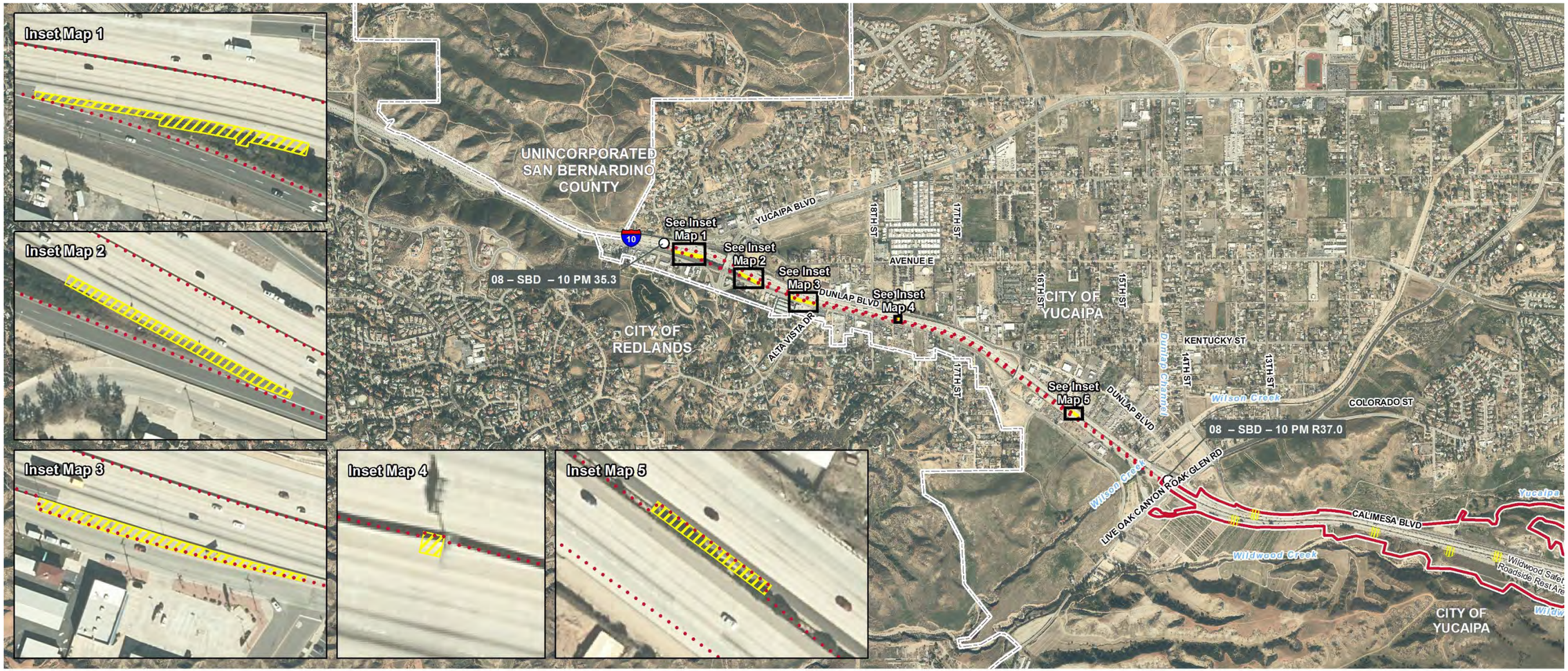

Figure 2. Project Study Area (Sheet 1 of 3)

Figure 2. Project Study Area (Sheet 2 of 3)

Figure 2. Project Study Area (Sheet 3 of 3)

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Attachment 1 – Build Alternative Descriptions

Alternative 2 – Diamond Interchange Overcrossing

Alternative 2 proposes a new diamond interchange overcrossing with a centerline alignment perpendicular to I-10. The overcrossing would be located on the west side of the Wildwood SRRA and would provide the minimum 1.0-mile interchange spacing from adjacent interchanges. The proposed Project under Alternative 2 would reconfigure and realign portions of Wildwood Canyon Road and Calimesa Boulevard into four-lane local roadways with signalized intersections. The newly configured portion of Wildwood Canyon Road would be constructed starting at the intersection of Wildwood Canyon Road and the new I-10 EB on- and off-ramps. The improvements would then continue north, crossing over I-10, before veering in an easterly direction to join the existing Wildwood Canyon Road alignment at the intersection of Wildwood Canyon Road and John Wayne Way, where two lanes would be dropped to match the existing two-lane roadway. A striped median lane would also be proposed as a modification to the secondary highway typical cross section shown in the City's standard design guidelines to allow vehicles to make left turns into private properties located on either side of Wildwood Canyon Road.

The longitudinal grades for the proposed roadway improvements would meet Americans with Disabilities Act (ADA) accessibility requirements along sidewalks and walkways. Along Wildwood Canyon Road a three-span bridge structure would clear over both roadbeds of I-10 and over the Wildwood SRRA EB off-ramp, a multi-span bridge will occur on the EB on-ramp immediately south of the Wildwood SRRA, and an additional single-bridge structure would span over Calimesa Boulevard. The bridge structures would be designed to meet or exceed the minimum permanent vertical clearances of 16.5 feet over the freeway and 15 feet over Calimesa Boulevard. A portion of Calimesa Boulevard would be realigned to the north of its current location to accommodate for the construction of the new I-10 WB on- and off-ramps, and to provide room for potential future freeway widening.

The realigned portion of Calimesa Boulevard would be grade-separated from the newly elevated four-lane portion of Wildwood Canyon Road, and would be widened to provide the ultimate four-lane configuration of a modified secondary highway. The existing segment of Wildwood Canyon Road that intersects Calimesa Boulevard at a "T" intersection would be reconfigured to provide a new connector to the new Wildwood Canyon Road alignment. This local road connection between Calimesa Boulevard and Wildwood Canyon Road would also have a modified secondary highway section consisting of two lanes in each direction with a striped median/turning lane, outside shoulders, parkways, and sidewalk facilities.

Alternative 3 – Skewed Diamond Interchange Overcrossing

Alternative 3 proposes a new diamond interchange overcrossing with a skewed local roadway centerline alignment over I-10 that would be located further west of the Wildwood SRRA compared to the proposed Project under Alternative 2. In this case the spacing to the Live Oak Canyon Road interchange would be slightly less than 1.0 mile and the spacing to the County Line Road interchange would increase compared to Alternative 2. Similar to Alternative 2, the new four-lane roadway alignment for Wildwood Canyon Road would have signalized

intersections. The newly configured portion of Wildwood Canyon Road would be constructed starting at the intersection of Wildwood Canyon Road and the new I-10 EB on- and off-ramps. The improvements would then continue north, crossing over I-10, before veering in an easterly direction to join the existing Wildwood Canyon Road alignment at the intersection of Wildwood Canyon Road and John Wayne Way, where two lanes would be dropped to match the existing two-lane roadway. A striped median lane would also be proposed as a modification to the secondary highway typical cross section shown in the City's standard design guidelines to allow vehicles to make left turns into private properties located on either side of Wildwood Canyon Road.

The longitudinal grades for the proposed roadway improvements would meet ADA accessibility requirements along sidewalks and walkways. Along Wildwood Canyon Road a three-span bridge structure would clear over both roadbeds of I-10 and over the Wildwood SRRA EB off-ramp, a multi-span bridge would occur on the EB on-ramp immediately south of the Wildwood SRRA, and an additional single-bridge structure would span over Calimesa Boulevard. The bridge structures would be designed to meet or exceed the minimum permanent vertical clearances of 16.5 feet over the freeway and 15 feet over Calimesa Boulevard. A portion of Calimesa Boulevard would be realigned to the north of its current location to accommodate for the construction of the new I-10 WB on- and off-ramps, and to provide room for potential future freeway widening.

The realigned portion of Calimesa Boulevard would be grade-separated from the newly elevated four-lane portion of Wildwood Canyon Road and would be widened to provide the ultimate four-lane configuration of a modified secondary highway. The existing segment of Wildwood Canyon Road that intersects Calimesa Boulevard at a "T" intersection would be reconfigured to provide a new connector to the new Wildwood Canyon Road alignment. This local road connection between Calimesa Boulevard and Wildwood Canyon Road would also have a modified secondary highway section consisting of two lanes in each direction with a striped median/turning lane, outside shoulders, parkways, and sidewalk facilities.

Alternative 4 – Diverging Diamond Interchange Overcrossing

The roadway alignments for Alternative 4 are similar to those proposed in Alternative 2, the primary difference is that a Diverging Diamond Interchange (DDI) overcrossing is proposed under this alternative at the on- and off-ramp terminals. The proposed centerline alignment would be perpendicular to I-10 and would be located on the west side of the Wildwood SRRA, providing the minimum 1.0 mile interchange spacing from adjacent interchanges. The DDI crossover intersection and the four-lane roadway alignment for Wildwood Canyon Road would be constructed starting at its intersection with the proposed I-10 EB on- and off-ramps, located south of I-10. From the intersection with the proposed I-10 EB on- and off-ramps, the new Wildwood Canyon Road NB and SB lanes would parallel one another crossing over the freeway. Continuing north of the freeway, the NB and SB lanes would transition to the left and right side, respectively, at the roadway crossover intersection, where connections to the WB on- and off-ramps would be provided. From there, the Wildwood Canyon Road alignment would veer to the east in order to join the existing Wildwood Canyon Road at the intersection of Wildwood

Canyon Road and John Wayne Way, where two lanes would be dropped to match the existing two-lane roadway. The typical cross section for Wildwood Canyon Road outside of the DDI would match the City's standard design guidelines for a secondary highway; however, a striped median lane is proposed as a modification to the typical cross section to allow vehicles to make left turns into private properties located on either side of Wildwood Canyon Road.

The longitudinal grades for the proposed roadway improvements would meet ADA accessibility requirements along sidewalks and walkways. Along Wildwood Canyon Road, a three-span bridge structure would clear over both roadbeds of I-10 and over the Wildwood SRRA EB off-ramp, a multi-span bridge will occur on the EB on-ramp immediately south of the Wildwood SRRA, and an additional single-bridge structure would span over Calimesa Boulevard. The bridge structures would be designed to provide the same minimum vertical clearances as Alternatives 2 and 3; however, the bridge structure over I-10 would be considered narrower, as no opposing left turn lanes are required with the DDI configuration. The single-bridge structure would be longer along Calimesa Boulevard compared to the bridge structure proposed under Alternatives 2 and 3, because the DDI footprint requires Wildwood Canyon Road to be wider due to the crossover intersection geometry. Similar to Alternative 2, a portion of Calimesa Boulevard would be realigned to the north of its current location to accommodate for the new I-10 WB on- and off-ramps, and to provide adequate space for potential future freeway widening.

The realigned portion of Calimesa Boulevard would cross under a portion of the DDI crossover, north of I-10 and would remain close to existing ground elevation, except where it cuts through existing hillsides. The realigned portion of Calimesa Boulevard would be widened to provide the ultimate four-lane configuration of a modified secondary highway. Similar to Alternative 2, the existing segment of Wildwood Canyon Road that currently intersects Calimesa Boulevard at a "T" intersection would be reconfigured to provide a new connector to the new Wildwood Canyon Road alignment. This local road connection between Calimesa Boulevard and Wildwood Canyon Road would also have a modified secondary highway section consisting of two lanes in each direction with a striped median/turning lane, outside shoulders, parkways, and sidewalk facilities.

Attachment 2 – Build Alternative Exhibits

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I-10 WILDWOOD CANYON ROAD
ALTERNATIVE 2 - DIAMOND INTERCHANGE

LEGEND:

AUX	AUXILIARY LANE
TCL	TRUCK CLIMBING LANE (BY ANOTHER PROJECT)
	RETAINING WALL
	CONCRETE BARRIER
	CONCRETE PAVING
	ASPHALT PAVING
	SIDEWALK
	BRIDGE STRUCTURE
	MIDWEST GUARDRAIL SYSTEM (MGS)
	DRAINAGE IMPROVEMENTS
	FUTURE IMPROVEMENTS BY OTHERS

I-10 WILDWOOD CANYON ROAD
ALTERNATIVE 3 - SKEWED DIAMOND INTERCHANGE

LEGEND:

- AUX — AUXILIARY LANE
- TCL — TRUCK CLIMBING LANE (BY ANOTHER PROJECT)
- RETAINING WALL
- CONCRETE BARRIER
- CONCRETE PAVING
- ASPHALT PAVING
- SIDEWALK
- BRIDGE STRUCTURE
- MIDWEST GUARDRAIL SYSTEM (MGS)
- DRAINAGE IMPROVEMENTS
- FUTURE IMPROVEMENTS BY OTHERS

I-10 WILDWOOD CANYON ROAD
ALTERNATIVE 4 - DIVERGING DIAMOND INTERCHANGE

LEGEND:

AUX	AUXILIARY LANE
TCL	TRUCK CLIMBING LANE (BY ANOTHER PROJECT)
	RETAINING WALL
	CONCRETE BARRIER
	CONCRETE PAVING
	ASPHALT PAVING
	SIDEWALK
	BRIDGE STRUCTURE
	MIDWEST GUARDRAIL SYSTEM (MGS)
	DRAINAGE IMPROVEMENTS
	FUTURE IMPROVEMENTS BY OTHERS

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Attachment 3 – I-10 Mainline LOS Data

Table 14 - Freeway Operations – Opening Year (2030) Eastbound I-10 Operations

I-10 Segment	Facility Type	No-Build		Alternatives 2 and 3 (Diamond)		Alternative 4 (Diverging Diamond)	
		AM	PM	AM	PM	AM	PM
Down Grade Start to Live Oak Canyon Road	Basic	B / 17	**F / 63**	B / 17	D / 31	B / 17	D / 34
Live Oak Canyon Road off-ramp	Diverge	B / 18	**F / 109**	B / 14	**F / 61**	B / 14	**F / 76**
Live Oak Canyon Road off-ramp to on-ramp	Basic	B / 14	C / 22	B / 14	C / 24	B / 14	C / 24
Live Oak Canyon Road on-ramp	Merge	B / 13	C / 20	-	-	-	-
Live Oak Canyon Road on-ramp to SRRA off-ramp	Basic	B / 16	C / 23	-	-	-	-
Live Oak Canyon Road on-ramp to Wildwood Canyon Road off-ramp	Weave	-	-	B / 14	B / 21	B / 14	B / 20
SRRA off-ramp	Diverge	B / 13	C / 22	B / 11	B / 15	B / 11	B / 14
SRRA off-ramp to on-ramp	Basic	B / 16	C / 24	B / 16	C / 22	B / 16	C / 22
SRRA on-ramp	Merge	D / 31	**F / 55**	-	-	-	-
Wildwood Canyon Road /SRRA on-ramp	Merge	-	-	B / 14	C / 24	B / 15	C / 24
SRRA on-ramp to County Line Road off-ramp	Basic	C / 22	**F / 56**	-	-	-	-
County Line Road off-ramp	Diverge	D / 32	**F / 87**	B / 14	**E / 35**	B / 19	**E / 36**
County Line Rd off-ramp to Up Grade End	Basic	C / 21	D / 30	C / 22	D / 31	C / 22	D / 32
Up Grade End to County Line Road on-ramp	Basic	C / 21	D / 30	C / 22	D / 29	C / 22	D / 30
County Line Road on-ramp	Merge	B / 19	**E / 37**	B / 19	D / 34	B / 19	**E / 36**

Notes: The LOS and density (in vehicles per lane per mile) are reported. Bold and underline font indicate LOS E or F conditions.

Table 15 - Freeway Operations – Opening Year (2030) Westbound I-10 Operations

I-10 Segment	Facility Type	No-Build		Diamond		Diverging Diamond	
		AM	PM	AM	PM	AM	PM
County Line Road off-ramp	Diverge	**F / 84**	D / 34	**F / 83**	C / 26	**F / 82**	C / 26
County Line Road off-ramp to Down Grade Start	Basic	**F / 83**	C / 24	**F / 80**	C / 25	**F / 81**	C / 25
Down Grade Start to County Line Road on-ramp	Basic	**F / 80**	C / 24	**F / 78**	C / 24	**F / 79**	C / 24
County Line Road on-ramp	Merge	**F / 72**	C / 27	**F / 70**	C / 25	**F / 70**	C / 26
County Line Road on-ramp to Oak Glen Road off-ramp	Basic	**E / 41**	D / 30	-	-	-	-
County Line Road on-ramp to Wildwood Canyon Road off-ramp	Basic	-	-	D / 35	D / 27	D / 35	D / 27
Wildwood Canyon Road off-ramp	Diverge	-	-	C / 30	C / 24	C / 30	C / 24
Wildwood Canyon Road off-ramp to on-ramp	Basic	-	-	D / 31	C / 26	D / 31	C / 26
Wildwood Canyon Road on-ramp to Oak Glen Road off-ramp	Weave	-	-	D / 29	C / 22	D / 28	C / 22
Oak Glen Road off-ramp	Diverge	**F / 49**	D / 29	-	-	-	-
Oak Glen Road off-ramp to on-ramp	Basic	D / 35	D / 27	D / 32	C / 25	D / 32	C / 25
Oak Glen Road on-ramp	Basic[1]	D / 30	C / 20	D / 29	C / 20	D / 29	C / 20

Notes: The LOS and density (in vehicles per lane per mile) are reported. Bold and underline font indicate LOS E or F conditions

1. A lane add occurs at the on-ramp, so the segment is analyzed as a Basic segment.

Table 19 - Freeway Operations – Design Year (2050) Eastbound 1-10 Conditions

I-10 Segment	Facility Type	No-Build		Alternative 2 and 3 (Diamond)		Alternative 4 (Diverging Diamond)	
		AM	PM	AM	PM	AM	PM
Down Grade Start to Live Oak Canyon Road	Basic	D / 27	**F / 71**	C / 22	**F / 60**	C / 22	**F / 55**
Live Oak Canyon Road off-ramp	Diverge	**F / 46**	**F / 110**	B / 18	**F / 80**	B / 18	**F / 78**
Live Oak Canyon Road off-ramp to on-ramp	Basic	C / 18	C / 24	C / 19	D / 29	C / 19	D / 30
Live Oak Canyon Road on-ramp	Merge	B / 16	C / 25	-	-	-	-
Live Oak Canyon Road on-ramp to SRRA off-ramp	Basic	C / 20	**E / 38**	-	-	-	-
Live Oak Canyon Road on-ramp to Wildwood Canyon Road off-ramp	Weave	-	-	B / 17	C / 25	B / 17	C / 25
SRRA off-ramp	Diverge	B / 17	**F / 49**	B / 13	C / 15	B / 13	B / 15
SRRA off-ramp to on-ramp	Basic	C / 21	**F / 58**	C / 19	C / 24	C / 19	C / 23
SRRA on-ramp	Merge	B / 19	**F / 99**	-	-	-	-
Wildwood Canyon Road /SRRA on-ramp	Merge	-	-	B / 18	D / 31	B / 18	D / 30
SRRA on-ramp to County Line Road off-ramp	Basic	C / 22	**F / 74**	-	-	-	-
County Line Road off-ramp	Diverge	C / 22	**F / 108**	B / 19	D / 33	B / 19	D / 32
County Line Rd off-ramp to Up Grade End	Basic	C / 20	D / 26	C / 21	D / 29	C / 21	D / 29
Up Grade End to County Line Road on-ramp	Basic	C / 19	C / 22	C / 21	D / 27	C / 20	D / 27
County Line Road on-ramp	Merge	B / 14	C / 23	B / 15	C / 25	B / 15	C / 25

Notes: The LOS and density (in vehicles per lane per mile) are reported. Bold and underline font indicate LOS E or F conditions.

Table 20 - Freeway Operations – Design Year (2050) Westbound 1-10 Conditions

I-10 Segment	Facility Type	No-Build		Alternative 2 and 3 (Diamond)[2]		Alternative 4 (Diverging Diamond) [2]	
		AM	PM	AM	PM	AM	PM
County Line Road off-ramp	Diverge	**F / 102**	**F / 88**	**F / 81**	**E / 37**	**F / 81**	**E / 38**
County Line Road off-ramp to Down Grade Start	Basic	**F / 102**	C / 26	**F / 78**	**F / 51**	**F / 78**	**F / 55**
Down Grade Start to County Line Road on-ramp	Basic	**F / 101**	C / 25	**F / 77**	**F / 67**	**F / 76**	**F / 70**
County Line Road on-ramp	Merge	**F / 104**	C / 28	**F / 67**	**F / 63**	**F / 67**	**F / 64**
County Line Road on-ramp to Oak Glen Road off-ramp	Basic	**F / 88**	C / 28	-	-	-	-
County Line Road on-ramp to Wildwood Canyon Road off-ramp	Basic	-	-	D / 34	D / 35	D / 34	D / 35
Wildwood Canyon Road off-ramp	Diverge	-	-	C / 25	C / 26	C / 25	C / 26
Wildwood Canyon Road off-ramp to on-ramp	Basic	-	-	D / 28	D / 30	D / 28	D / 29
Wildwood Canyon Road on-ramp to Oak Glen Road off-ramp	Weave	-	-	D / 29	D / 28	D / 29	D / 28
Oak Glen Road off-ramp	Diverge	**F / 90**	D / 30	-	-	-	-
Oak Glen Road off-ramp to on-ramp	Basic	D / 29	C / 25	D / 32	D / 31	D / 32	D / 31
Oak Glen Road on-ramp	Basic[1]	D / 29	C / 22	D / 30	C / 25	D / 30	C / 25

Notes: The LOS and density (in vehicles per lane per mile) are reported. Bold and underline font indicate LOS E or F conditions.
1. A lane add occurs at the on-ramp, so the segment is analyzed as a Basic segment.
2. The unacceptable LOS on the segments between County Line Road and Wildwood Canyon Road were a function of assumed improvements at the County Line Road interchange.

Attachment 4 – Local Intersection LOS Data

Table 16 - Intersection Operations – Opening Year (2030) Conditions

Intersection	Control	No-Build		Alternative 2 and 3 (Diamond)		Alternative 4 (Diverging Diamond)	
		AM	PM	AM	PM	AM	PM
1. Live Oak Canyon Road / Outer 10 Highway	Signal	A / 4	A / 7	A / 4	A / 6	A / 4	A / 6
2. Live Oak Canyon Road / I-10 EB Ramps	Signal	**D / 52**	**E / 55**	C / 34	**D / 41**	B / 18	**D / 41**
3. Oak Glen Road / I-10 WB Ramps	Signal	**D / 51**	**D / 42**	**D / 39**	B / 19	B / 19	C / 22
4. Oak Glen Road / Calimesa Boulevard / 14th Street	Signal	**F / 127**	**D / 50**	**F / 86**	**D / 52**	**F / 82**	**D / 52**
5. Wildwood Canyon Road / I-10 EB Ramps	Signal	-	-	A / 9	B / 15	A / 5	A / 8
6. Wildwood Canyon Road / I-10 WB Ramps	Signal	-	-	A / 6	A / 6	A / 6	A / 10
7. Wildwood Canyon Road / Calimesa Boulevard	All Way Stop	**F / 198**	**F / 75**	-	-	-	-
7. Avenue F / Calimesa Boulevard	Signal	-	-	C / 23	B / 16	C / 22	B / 16
8. Avenue F / Wildwood Canyon Road	Signal	-	-	B / 16	B / 17	B / 15	B / 17
9. County Line Road / I-10 EB Ramps / 7th Place	Roundabout	**F / 112**	**F / 180**	B / 11	A / 9	B / 10	A / 9
10. County Line Road / I-10 WB Ramps	Roundabout	A / 7	**E / 40**	A / 5	A / 7	A / 5	A / 7
11. County Line Road / Calimesa Boulevard	Signal	B / 15	B / 15	B / 13	B / 15	B / 13	B / 15

Notes: For signal, all way stop, and roundabout control, the overall intersection LOS and average delay (in seconds per vehicle) are reported. For side street stop control, the worst movement LOS and delay are reported with the worst movement listed in parentheses. Bold and underline font indicate LOS D (for non-roundabout intersections only), E or F conditions.

Table 21 - Intersection Operations – Design Year (2050) Conditions

Intersection	Control	No-Build		Alternative 2 and 3 (Diamond)		Alternative 4 (Diverging Diamond)	
		AM	PM	AM	PM	AM	PM
1. Live Oak Canyon Road/Outer 10 Highway	Signal	A / 5	**F / 224**	A / 4	B / 11	A / 4	B / 12
2. Live Oak Canyon Road/I-10 EB Ramps	Signal	**D / 54**	**F / 87**	B / 20	**D / 54**	B / 19	**D / 55**
3. Oak Glen Road/I-10 WB Ramps	Signal	**E / 78**	**E / 62**	B / 17	C / 24	B / 17	C / 23
4. Oak Glen Road/Calimesa Boulevard /14th Street	Signal	**F / 171**	**F / 119**	**D / 38**	**D / 47**	**D / 47**	**D / 47**
5. Wildwood Canyon Road/I-10 EB Ramps	Signal	-	-	C / 22	C / 34	A / 7	B / 12
6. Wildwood Canyon Road/I-10 WB Ramps	Signal	-	-	B / 16	B / 19	A / 7	C / 20
7. Wildwood Canyon Road/Calimesa Boulevard	Signal	**F / 140**	B / 13	-	-	-	-
7. Avenue F/Calimesa Boulevard	Signal	-	-	B / 16	**D / 36**	B / 17	C / 32
8. Avenue F/Wildwood Canyon Road	Signal	-	-	B / 20	C / 33	B / 18	C / 32
9. County Line Road/I-10 EB Ramps/7th Place	Roundabout	**F / 65**	**F / 162**	A / 7	D / 29	A / 8	D / 33
10. County Line Road/I-10 WB Ramps	Roundabout	C / 24	**F / 59**	A / 7	B / 15	A / 6	C / 20
11. County Line Road/Calimesa Boulevard	Signal	**E / 64**	**D / 38**	B / 24	C / 25	C / 25	B / 26

Notes: For signal, all way stop, and roundabout control, the overall intersection LOS and average delay (in seconds per vehicle) are reported. For side street stop control, the worst movement LOS and delay are reported with the worst movement listed in parentheses. Bold and underline font indicate LOS D (for non-roundabout intersections only), E or F conditions.

Appendix F.3. Operational Emissions Inventory Documentation

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Mobile Emissions Summary	Annual Emissions (tons/year)						Annual Emissions (MT/year)			
Scenario	ROG	NO_X	CO	SO_X	PM_{10} Total	$PM_{2.5}$ Total	CO_2	CH_4	N_2O	CO_2e
Existing Conditions (2022)	167.93	1,368.75	7,852.48	27.02	6,295.78	1,570.33	2,545,937	73.81	116.50	2,582,500.01
Opening Year (2030) — No-Build Alternative	95.71	796.21	5,681.87	26.31	7,131.47	1,774.55	2,597,331	64.05	108.35	2,631,220.40
Opening Year (2030) — Alternatives 2 & 3	95.59	795.21	5,674.74	26.28	7,122.52	1,772.32	2,594,070	63.97	108.21	2,627,917.19
Opening Year (2030) — Alternative 4 (2030)	95.59	795.21	5,674.74	26.28	7,122.52	1,772.32	2,594,070	63.97	108.21	2,627,917.19
Horizon Year (2050) — No-Build Alternative	70.94	766.69	5,164.56	30.27	9,240.43	2,297.34	3,085,337	27.29	130.89	3,125,025.21
Horizon Year (2050) — Alternatives 2 & 3	70.85	765.73	5,158.07	30.23	9,228.83	2,294.46	3,081,464	27.26	130.73	3,121,102.09
Horizon Year (2050) — Alternative 4	70.85	765.73	5,158.07	30.23	9,228.83	2,294.46	3,081,464	27.26	130.73	3,121,102.09
Net Emissions Comparison to Existing Conditions										
Opening Year (2030) — Alternatives 2 & 3	-72.34	-573.54	-2,177.74	-0.74	826.74	201.99	48,133.5	-9.83	-8.29	45,417.18
Opening Year (2030) — Alternative 4	-72.34	-573.54	-2,177.74	-0.74	826.74	201.99	48,133.5	-9.83	-8.29	45,417.18
Horizon Year (2050) — Alternatives 2 & 3	-97.08	-603.03	-2,694.40	3.21	2,933.05	724.13	535,526.9	-46.55	14.22	538,602.08
Horizon Year (2050) — Alternative 4	-97.08	-603.03	-2,694.40	3.21	2,933.05	724.13	535,526.9	-46.55	14.22	538,602.08
Net Emissions Comparison to No-Build Alternative										
Opening Year (2030) — Alternatives 2 & 3	-0.12	-1.00	-7.13	-0.03	-8.95	-2.23	-3,260.66	-0.08	-0.14	-3,303.20
Opening Year (2030) — Alternative 4	-0.12	-1.00	-7.13	-0.03	-8.95	-2.23	-3,260.66	-0.08	-0.14	-3,303.20
Horizon Year (2050) — Alternatives 2 & 3	-0.09	-0.96	-6.48	-0.04	-11.60	-2.88	-3,873.30	-0.03	-0.16	-3,923.12
Horizon Year (2050) — Alternative 4	-0.09	-0.96	-6.48	-0.04	-11.60	-2.88	-3,873.30	-0.03	-0.16	-3,923.12

Notes:

Annual VMT values derived from daily VMT values multiplied by 347, per CARB methodology.

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Mobile Emissions

Scenario	Calendar Year	Vehicle Type	Fuel Type	Daily VMT[1]	Days/Year[2]	Total VMT	Running Emission Factor (g/mile)[3,4] ROG	NO_X	CO	SO_X	PM_{10} Fugitive	PM_{10} Exhaust	PM_{10} Total	$PM_{2.5}$ Fugitive	$PM_{2.5}$ Exhaust	$PM_{2.5}$ Total	CO_2	CH_4	N_2O
Existing Conditions (2022)	2022	EMFAC Fleet Mix	All Fuel Types	18,491,727	347	6,416,629,294	0.024	0.194	1.110	0.004	0.887	0.003	0.890	0.219	0.003	0.222	396.771	0.012	0.018
Opening Year — No-Build Alternative (2030)	2030	EMFAC Fleet Mix	All Fuel Types	20,959,204	347	7,272,843,763	0.012	0.099	0.709	0.003	0.887	0.002	0.890	0.219	0.002	0.221	357.127	0.009	0.015
Opening Year —Alternatives 2 & 3 (2030)	2030	EMFAC Fleet Mix	All Fuel Types	20,932,892	347	7,263,713,518	0.012	0.099	0.709	0.003	0.887	0.002	0.890	0.219	0.002	0.221	357.127	0.009	0.015
Opening Year — Alternative 4 (2030)	2030	EMFAC Fleet Mix	All Fuel Types	20,932,892	347	7,263,713,518	0.012	0.099	0.709	0.003	0.887	0.002	0.890	0.219	0.002	0.221	357.127	0.009	0.015
Horizon Year — No-Build Alternative (2050)	2050	EMFAC Fleet Mix	All Fuel Types	27,127,896	347	9,413,379,937	0.007	0.074	0.498	0.003	0.889	0.002	0.891	0.220	0.002	0.221	327.760	0.003	0.014
Horizon Year — Alternatives 2 & 3 (2050)	2050	EMFAC Fleet Mix	All Fuel Types	27,093,840	347	9,401,562,486	0.007	0.074	0.498	0.003	0.889	0.002	0.891	0.220	0.002	0.221	327.760	0.003	0.014
Horizon Year — Alternative 4 (2050)	2050	EMFAC Fleet Mix	All Fuel Types	27,093,840	347	9,401,562,486	0.007	0.074	0.498	0.003	0.889	0.002	0.891	0.220	0.002	0.221	327.760	0.003	0.014

Notes:

1. Daily VMT values from Project Traffic Study (Fehr & Peers 2023).
2. Annual miles are calculated using a factor of 347 to account for reduced weekend and holiday mileage.
   Source: CARB, 2008. Climate Change Draft Scoping Plan
3. Emission factors generated from EMFAC2021. **Region:** South Coast AQMD; **Season:** Annual; **Vehicle Classification:** EMFAC2007 Categories;
Model Year: Aggregate; **Speed:** Aggregate; **Vehicle Category:** All Vehicle Types; **Fuel Type:** All fuels.
4. Running emission factors account for exhaust and fugitive dust from brake wear, tire wear, and road dust from paved roads.

Mobile Emissions

Scenario	Calendar Year	Vehicle Type	Fuel Type	Daily VMT[1]	Days/Year[2]	Total VMT	Annual Emissions (tons/year)										Annual Emissions (MT/year)			
							ROG	NO_X	CO	SO_X	PM_{10} Fugitive	PM_{10} Exhaust	PM_{10} Total	$PM_{2.5}$ Fugitive	$PM_{2.5}$ Exhaust	$PM_{2.5}$ Total	CO_2	CH_4	N_2O	CO_2e
Existing Conditions (2022)	2022	EMFAC Fleet Mix	All Fuel Types	18,491,727	347	6,416,629,294	168	1,369	7,852	27	6,275	21	6,296	1,551	19	1,570	2,545,937	74	117	2,582,500
Opening Year — No-Build Alternative (2030)	2030	EMFAC Fleet Mix	All Fuel Types	20,959,204	347	7,272,843,763	96	796	5,682	26	7,114	17	7,131	1,759	16	1,775	2,597,331	64	108	2,631,220
Opening Year —Alternatives 2 & 3 (2030)	2030	EMFAC Fleet Mix	All Fuel Types	20,932,892	347	7,263,713,518	96	795	5,675	26	7,105	17	7,123	1,756	16	1,772	2,594,070	64	108	2,627,917
Opening Year — Alternative 4 (2030)	2030	EMFAC Fleet Mix	All Fuel Types	20,932,892	347	7,263,713,518	96	795	5,675	26	7,105	17	7,123	1,756	16	1,772	2,594,070	64	108	2,627,917
Horizon Year — No-Build Alternative (2050)	2050	EMFAC Fleet Mix	All Fuel Types	27,127,896	347	9,413,379,937	71	767	5,165	30	9,223	18	9,240	2,280	17	2,297	3,085,337	27	131	3,125,025
Horizon Year — Alternatives 2 & 3 (2050)	2050	EMFAC Fleet Mix	All Fuel Types	27,093,840	347	9,401,562,486	71	766	5,158	30	9,211	18	9,229	2,278	17	2,294	3,081,464	27	131	3,121,102
Horizon Year — Alternative 4 (2050)	2050	EMFAC Fleet Mix	All Fuel Types	27,093,840	347	9,401,562,486	71	766	5,158	30	9,211	18	9,229	2,278	17	2,294	3,081,464	27	131	3,121,102

Notes:

1. Daily VMT values from Project Traffic Study (Fehr & Peers 2023).
2. Annual miles are calculated using a factor of 347 to account for reduced weekend and holiday mileage.
   Source: CARB, 2008. Climate Change Draft Scoping Plan
3. Emission factors generated from EMFAC2021. **Region:** South Coast AQMD; **Season:** Annual; **Vehicle Classification:** EMFAC2007 Categories;
Model Year: Aggregate; **Speed:** Aggregate; **Vehicle Category:** All Vehicle Types; **Fuel Type:** All fuels.
4. Running emission factors account for exhaust and fugitive dust from brake wear, tire wear, and road dust from paved roads.

Mobile Emission Factors

		Running Emission Factor (g/mile)												
Scenario	**Calendar Year**	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10} Fugitive**	**PM_{10} Exhaust**	**PM_{10} Total**	**$PM_{2.5}$ Fugitive**	**$PM_{2.5}$ Exhaust**	**$PM_{2.5}$ Total**	**CO_2**	**CH_4**	**N_2O**
Existing Conditions	2022	0.024	0.194	1.110	0.004	0.887	0.003	0.890	0.219	0.003	0.222	396.771	0.012	0.018
Opening Year	2030	0.012	0.099	0.709	0.003	0.887	0.002	0.890	0.219	0.002	0.221	357.127	0.009	0.015
Horizon Year	2050	0.007	0.074	0.498	0.003	0.889	0.002	0.891	0.220	0.002	0.221	327.760	0.003	0.014

Notes:

Emission factors generated from EMFAC2021. **Region:** South Coast AQMD; **Season:** Annual; **Vehicle Classification:** EMFAC2007 Categories; **Model Year:** Aggregate; **Speed:** Aggregate; **Vehicle Category:** All Vehicle Types; **Fuel Type:** All fuels.

Running emission factors account for exhaust and fugitive dust from brake wear, tire wear, and road dust from paved roads.

Daily Vehicle Miles Traveled (VMT) Data

Scenario	Year	No-Build Alternative	Build Alternative
City of Yucaipa Model Baseline Year (2012)	2012	15,407,381	15,388,039
City of Yucaipa Model Future Year (2040)	2040	24,043,550	24,013,366
Existing Conditions (2022)	2022	18,491,727	—
Opening Year (2030)	2030	20,959,204	20,932,892
Horizon Year (2050)	2050	27,127,896	27,093,840

Source: Fehr & Peers 2023.

Notes:

Values from City of Yucaipa model were interpolated to estimate VMT for Existing, Opening, and Horizon Year.

Appendix F.4. Carbon Monoxide Flow Chart (Based on the Carbon Monoxide Protocol)

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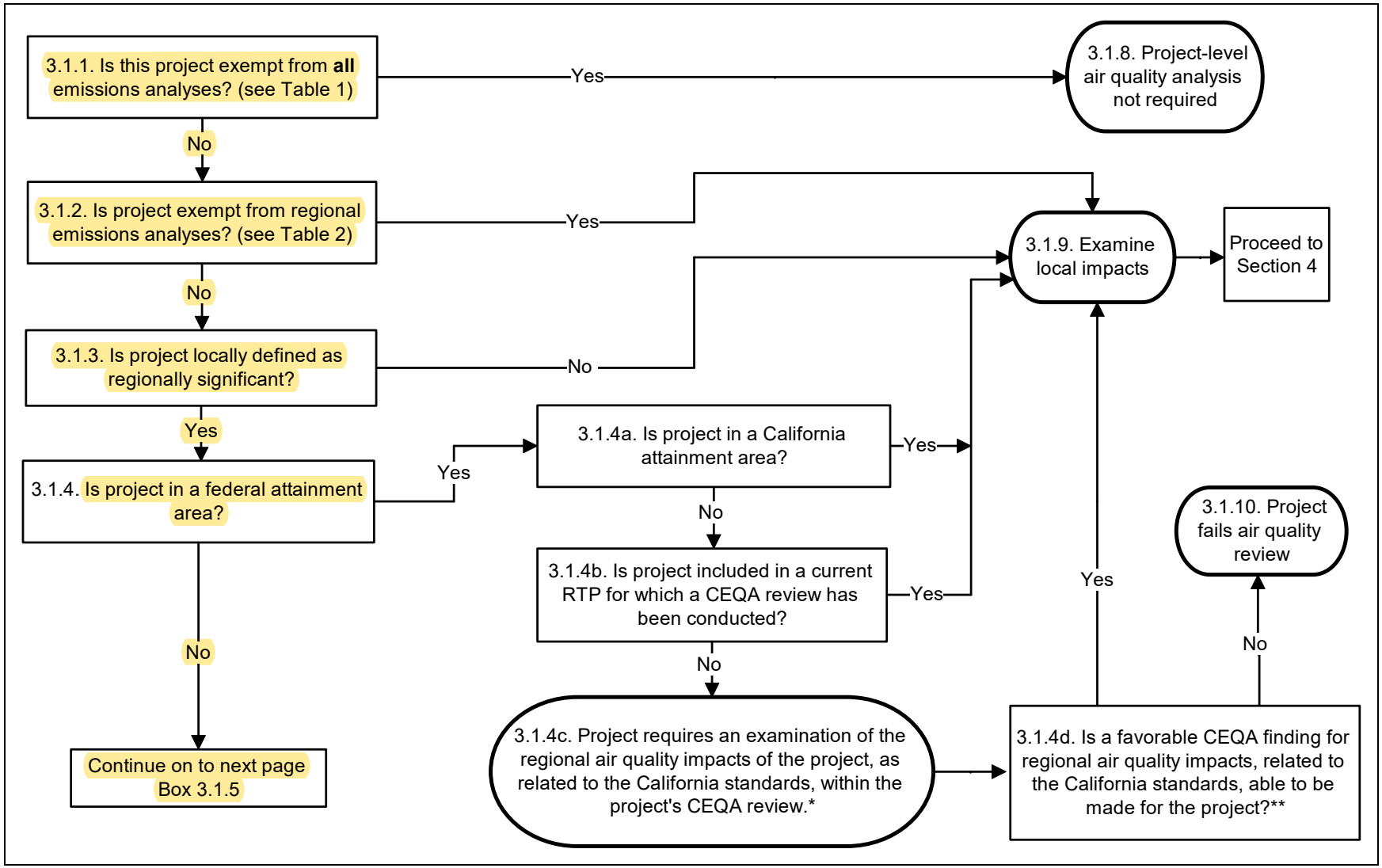

Figure 1. Requirements for New Projects

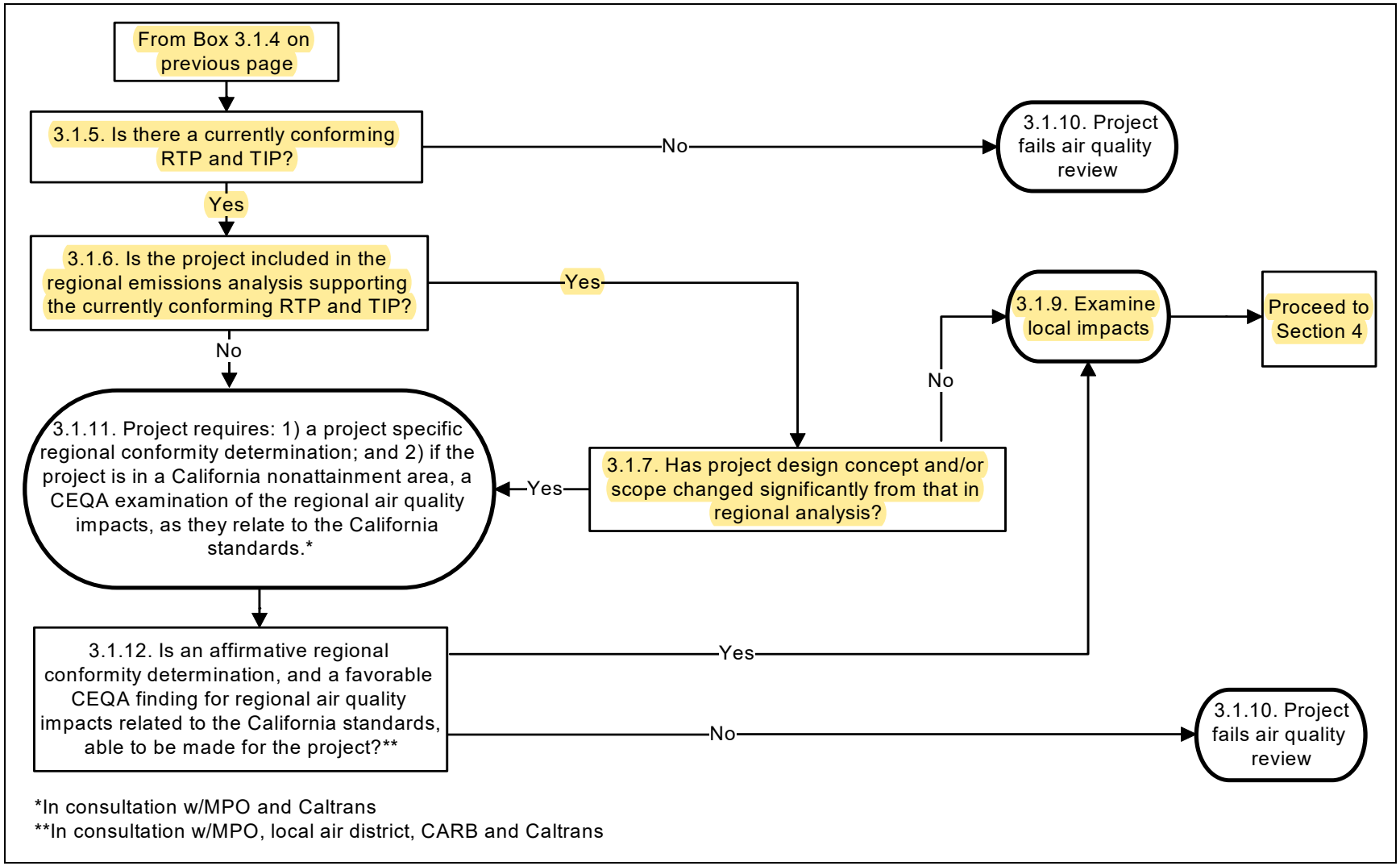

Figure 1 (cont.). Requirements for New Projects

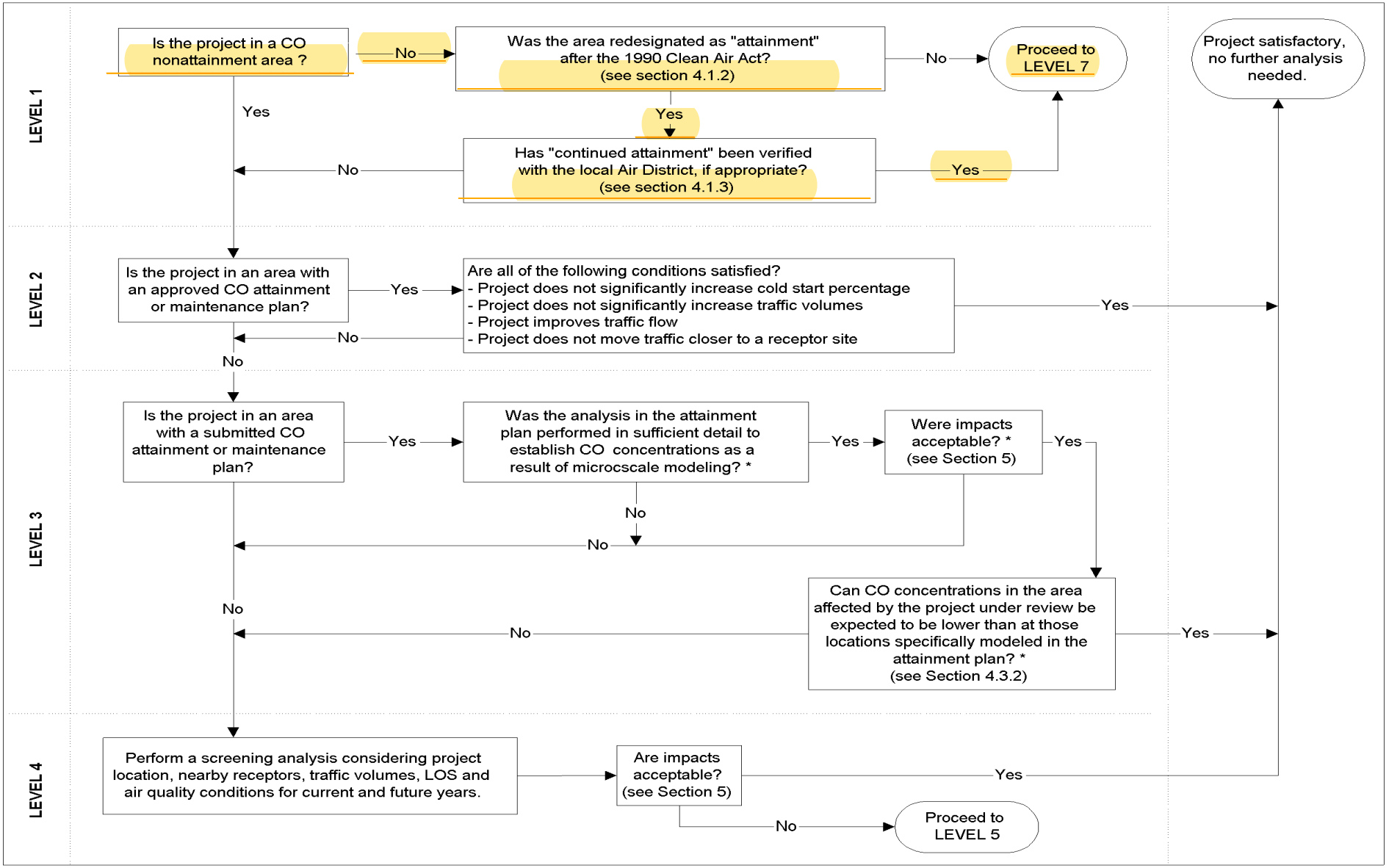

Figure 3. Local CO Analysis

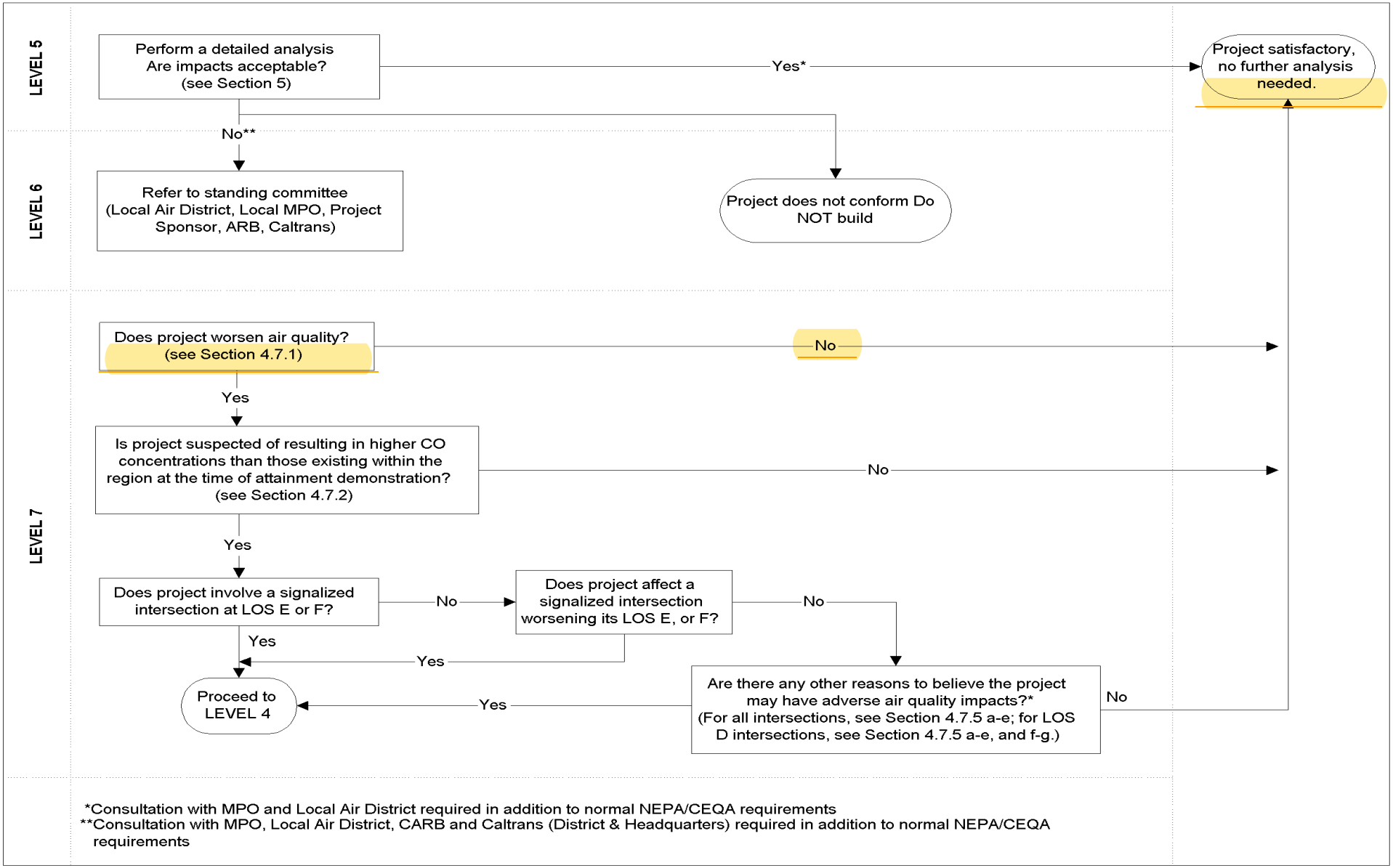

Figure 3 (cont.). Local CO Analysis

Appendix G Species Lists

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G.1 United States Fish and Wildlife Service Species List

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901

In Reply Refer To: 06/11/2026 22:52:20 UTC
Project Code: 2026-0102400
Project Name: Interstate 10/Wildwood Canyon Interchange Improvement Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A biological assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a biological assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a biological assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found at the Fish and Wildlife Service's Endangered Species Consultation website at:

https://www.fws.gov/service/esa-section-7-consultation

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
(760) 431-9440

PROJECT SUMMARY

Project Code: 2026-0102400

Project Name: Interstate 10/Wildwood Canyon Interchange Improvement Project

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The City of Yucaipa (City), in cooperation with the California Department of Transportation (Caltrans) and San Bernardino County Transportation Authority (SBCTA), is proposing to establish a new interchange connection on Interstate 10 (I-10) at Wildwood Canyon Road, between the Live Oak Canyon Road/Oak Glen Road Interchange (Post Mile [PM] R37.0) and the County Line Road Interchange (PM R39.0), in Yucaipa, San Bernardino County, California

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@34.01076245,-117.06988225175056,14z

Counties: Riverside and San Bernardino counties, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 10 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
San Bernardino Merriam's kangaroo rat *Dipodomys merriami parvus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2060	Endangered

BIRDS

NAME	STATUS
Coastal California gnatcatcher *Polioptila californica californica* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8178 General project design guidelines: https://ipac.ecosphere.fws.gov/project/3VEEYV5IWRAOLD3N6WVL75HNCU/documents/generated/11337.pdf	Threatened
Least Bell's vireo *Vireo bellii pusillus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5945 General project design guidelines: https://ipac.ecosphere.fws.gov/project/3VEEYV5IWRAOLD3N6WVL75HNCU/documents/generated/11337.pdf	Endangered
Southwestern willow flycatcher *Empidonax traillii extimus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6749 General project design guidelines: https://ipac.ecosphere.fws.gov/project/3VEEYV5IWRAOLD3N6WVL75HNCU/documents/generated/11337.pdf	Endangered

REPTILES

NAME	STATUS
Southwestern pond turtle *Actinemys pallida* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4768 General project design guidelines: https://ipac.ecosphere.fws.gov/project/3VEEYV5IWRAOLD3N6WVL75HNCU/documents/generated/11337.pdf	Proposed Threatened

AMPHIBIANS

NAME	STATUS
Western spadefoot *Spea hammondii* Population: Southern DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5425 General project design guidelines:	Proposed Threatened

NAME STATUS

https://ipac.ecosphere.fws.gov/project/3VEEYV5IWRAOLD3N6WVL75HNCU/documents/generated/11337.pdf

FISHES

NAME STATUS

Santa Ana sucker *Catostomus santaanae* Threatened

Population: 3 CA river basins

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/3785

General project design guidelines:

https://ipac.ecosphere.fws.gov/project/3VEEYV5IWRAOLD3N6WVL75HNCU/documents/generated/11337.pdf

INSECTS

NAME STATUS

Monarch butterfly *Danaus plexippus* Proposed Threatened

There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/9743

General project design guidelines:

https://ipac.ecosphere.fws.gov/project/3VEEYV5IWRAOLD3N6WVL75HNCU/documents/generated/11337.pdf

FLOWERING PLANTS

NAME STATUS

Nevin's barberry *Berberis nevinii* Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/8025

Slender-horned spineflower *Dodecahema leptoceras* Endangered

No critical habitat has been designated for this species.

Species profile: https://ecos.fws.gov/ecp/species/4007

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency:	Yucaipa city
Name:	Ronell Santos
Address:	3220 El Camino Real
Address Line 2:	Suite 200
City:	Irvine
State:	CA
Zip:	92602
Email	ronell.santos@hdrinc.com
Phone:	8587128254

G.2 National Oceanic and Atmospheric Administration Fisheries Species List

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Interstate 10 Wildwood Canyon Road Interchange Project

National Oceanic and Atmospheric Administration (NOAA) Fisheries Species List Tool Results (Google Earth)

07/09/2025

Quad Name: **Yucaipa**

Quad Number: **34117-A1**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) -

SRWR Chinook Salmon ESU (E) -

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) -

Eulachon (T) -

sDPS Green Sturgeon (T) –

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Essential Fish Habitat

Coho EFH -

Chinook Salmon EFH -

Groundfish EFH -

Coastal Pelagics EFH -

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult Monica DeAngelis

monica.deangelis@noaa.gov

562-980-3232

MMPA Cetaceans -

MMPA Pinnipeds -

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Appendix H Final Determination of Engineering and Operational Acceptability

To be provided with Final Environmental Document, if applicable.

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Appendix I List of Technical Studies

The studies listed below support the environmental analyses and determinations made in this document. They are hereby incorporated by reference into this environmental document and are publicly available at: Caltrans District 8, 464 West 4th Street, San Bernardino, CA 92401; and City of Yucaipa Planning Department, 34272 Yucaipa Boulevard, Yucaipa, CA 92399.

- Supplemental Air Quality Report
- Aquatic Resources Delineation Report
- Archaeological Survey Report
- Community Impacts Assessment
- Growth Study
- Historic Property Survey Report
- Historic Resources Evaluation Report
- Initial Site Assessment
- Location Hydraulic Study/Summary Floodplain Encroachment Report
- Natural Environment Study (Minimal Impacts)
- Noise Abatement Decision Report
- Noise Study Report and Addendum
- Paleontological Identification Report/Paleontological Evaluation Report
- Preliminary Drainage Report
- Preliminary Geotechnical Design Report
- Scoping Summary Report
- Structures Preliminary Geotechnical Report
- Relocation Impacts Memorandum
- Supplemental Traffic Operations Analysis Report

- Vehicle Miles Traveled Assessment
- Visual Impact Assessment
- Water Quality Assessment Report

Please note, many state and federal laws limit the disclosure of sensitive cultural and tribal resource information to the public. Additional information regarding confidentiality of these resources can be found in the SER, Volume 2, Cultural Resources in Section 3.4.13 and Section 5.3.6.

Appendix J References

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2.2.1 Existing and Future Land Use

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2.2.3 Parks and Recreation

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2.2.4 Farmland

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Appendix K List of Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACM	Asbestos-containing material
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADI	Area of direct impact
ADL	Aerially deposited lead
ADT	Average Daily Traffic
ADU	Accessory dwelling unit
Af	Artificial fill
AGR	Agricultural supply
a.m.	Morning
AP	Alquist-Priolo
APE	Area of Potential Effects
APN	Assessor's parcel number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
AQR	Air Quality Report
ARB	California Air Resources Board
ARDA	Aquatic Resources Delineation Area
ASR	Archaeological Survey Report
ASTM	American Society for Testing and Materials
BA	Biological Assessment
Basin	South Coast Air Basin
bgs	Below ground surface
BMPs	Best Management Practices
BO	Biological Opinion
BSA	Biological Study Area
BUOW	Burrowing owl
CA	California
California ARB	California Air Resources Board
Caltrans	California Department of Transportation
CAFE	Corporate Average Fuel Economy
CAGN	Coastal California gnatcatcher
CALFIRE	California Department of Forestry and Fire Protection
CAPTI	California Action Plan for Transportation Infrastructure
CDFW	California Department of Fish and Wildlife

CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CESA	California Endangered Species Act
CFP	California Fully Protected Species
CFR	Code of Federal Regulations
CGP	Construction General Permit
CGS	California Geologic Survey
CHP	California Highway Patrol
CH_4	Methane
CIA	Community Impact Assessment
City	City of Yucaipa
CNPS	California Native Plant Society
CO	Carbon monoxide
CO_2	carbon dioxide
CO_2e	Carbon dioxide equivalent
COMM	Commercial and sport fishing
CR	Regional Commercial (Yucaipa)
CRHR	California Register of Historical Resources
CTC	California Transportation Commission
CTP	California Transportation Plan
CWA	Clean Water Act
dB	Decibel
dBA	A-weighted decibel
DDI	Diverging Diamond Interchange
DDT	Dichlorodiphenyltrichloroethane
DED	Draft Environmental Document
DHHS	United States Department of Health and Human Services
DOC	California Department of Conservation
DPGR	District Preliminary Geotechnical Report
DPP	Design Pollution Prevention
DSA	Disturbed soil area
DTSC	Department of Toxic Substances Control
du/ac	Dwelling units per acre
DWR	California Department of Water Resources
EA	Environmental assessment
EB	Eastbound
EDR	Environmental Data Resources
EFH	Essential Fish Habitat
EIR	Environmental impact report
EIS	Environmental impact statement
EMC	Electronic messaging center
EMFAC	Emission FACtors

EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmentally sensitive area
EST	Estuarine habitat
ESU	Evolutionary Significant Unit
FC	Federal Candidate for Listing
FCAA	Federal Clean Air Act
FCSP	Freeway Corridor Specific Plan
FE	Federally endangered
FED	Final environmental document
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FPT	Federally proposed threatened
FT	Federally threatened
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GDP	Gross domestic product
GHG	Greenhouse gas
GIS	Geographic information systems
GSRD	Gross solid removal device
GWP	Global warming potential
GWR	Groundwater recharge
H&SC	Health and Safety Code
H_2S	Hydrogen sulfide
HAZNET	Facility and Manifest Data
HCM	Highway Capacity Manual, 6th Edition
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbon
HPSR	Historic Property Survey Report
HRER	Historic Resources Evaluation Report
HSM	Highway Safety Manual
HU	Hydrologic unit
HVAC	Heating, ventilation, and air conditioning
HWTS	Hazardous Waste Tracking System
IPAC	Information for Planning and Conservation Environmental Conservation Online System
I-10	Interstate 10
ID	Identification
IND	Industrial service supply
IS	Initial Study
ISA	Initial Site Assessment

KV	Key Viewpoint
LBP	Lead based paint
LBVI	Least Bell's vireo
LCI	Office of Land Use and Climate Innovation
LCP	Lead Compliance Plan
LED	Light-emitting diode
LEDPA	Least environmentally damaging practicable alternative
Leq	Average A-weighted noise level during the measurement period
LHS	Location Hydraulic Study
LLC	Limited liability company
Lmax	Maximum A-weighted noise level during the measurement period
LOS	Level of Service
LRA	Local responsibility area
LSSA	Listed Species Study Area
LT	Left turn
LUST	Leaking underground storage tank
MAR	Marine habitat
MBTA	Migratory Bird Treaty Act
mg/m_3	Milligrams per cubic centimeter
MH	Moderately high
MHP	Mobilehome Park Overlay District
ML	Moderately low
MLD	Most Likely Descendent
MMTCO2e	Million metric tons of carbon dioxide equivalent
mph	Miles per hour
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
$MTCO_2e$	Metric tons of carbon dioxide equivalent
N/A	Not applicable
NAAQS	National Ambient Air Quality Standards
NAC	Noise abatement criteria
NADR	Noise Abatement Decision Report
NAHC	Native American Heritage Commission
NB	Northbound
NCHRP	National Cooperative Highway Research Program
NCST	National Center for Sustainable Transportation
NEPA	National Environmental Policy Act
NES(MI)	Natural Environment Study (Minimal Impacts)
NHPA	National Historic Preservation Act
NHSTA	National Highway Traffic Safety Administration
NIS	New impervious surface
NO_2	nitrogen dioxide
NOx	Nitrogen oxides
NOP	Notice of Preparation

NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSR	Noise Study Report
O_3	Ozone
OC	Overcrossing
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Act
PA&ED	Project Approval and Environmental Document
Pb	Lead
PCB	Polychlorinated biphenyls
PCTA	Post-construction treatment area
PDT	Project Development Team
PER	Paleontological Evaluation Report
PID	Project Initiation Document
PIR	Paleontological Identification Report
PM	Post mile
$PM_{2.5}$	Particulate matter with an aerodynamic diameter of 2.5 microns or less; fine particulate matter
PM_{10}	Particulate matter with an aerodynamic diameter of 10 microns or less; respirable particulate matter
p.m.	Evening
PMP	Paleontological Mitigation Plan
POAQC	Project of air quality concern
ppb	Parts per billion
ppm	Parts per million
PQS	Professionally Qualified Staff
PRC	Public Resources Code
PROC	Industrial process supply
PSR	Project Study Report
PTS	Paint and thermoplastic striping
Qa	Alluvial valley deposits
QA/QC	Quality assurance/quality control
Qoa_1	Old axial-valley deposits, Unit 1
Qof_2	Old alluvial-fan deposits, Unit 2
QTstu	San Timoteo beds of Frick (1921), upper member
$Qvoa_3$	Very old axial-valley deposits, Unit 3
Qvyf	Very young alluvial-fan deposits
Qvyw	Very young wash deposits, active
Qw	Alluvial wash deposits
Qya_3	Young axial-valley deposits, Unit 3
Qya_5	Young axial-valley deposits, Unit 5
Qyf_5	Young alluvial-fan deposits, Unit 5
RARE	Rare, Threatened, or Endangered Species
RAP	Relocation Assistance Program
RC	Reinforced concrete

RCRA	Resource Conservation and Recovery Act of 1976
RCTC	Riverside County Transportation Commission
REC	Recognized environmental condition
RIM	Relocation Impact Memorandum
ROG	Reactive organic gas
ROW	Right-of-way
RSA	Resource study area
RT	Right turn
RTP	Regional Transportation Plan
RV	Recreational vehicle
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB	Southbound
SBCM	San Bernardino County Museum
SBCTA	San Bernardino County Transportation Authority
SBTAM	San Bernardino County Transportation Analysis Model
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCE	State candidate endangered
SCH	State Clearinghouse
SCGC	Southern California Gas Company
SCS	Sustainable Communities Strategy
SCT	State candidate threatened
SCTE	State candidate threatened and endangered
SDC	Seismic Design Criteria
SE	State endangered
SEIR	Subsequent Environmental Impact Report
SER	Standard Environmental Reference
SHPO	State Historic Preservation Officer
SHS	State Highway System
SIP	State Implementation Plan
SLC	State Lands Commission
SLR	Sea level rise
SO_2	Sulfur dioxide
SOx	Sulfur oxides
SPWN	Spawning, reproduction, and/or early development
SRA	State responsibility area
SRRA	Safety Roadside Rest Area
SSC	California Department of Fish and Wildlife Species of Special Concern
ST	State threatened
SWFL	Southwestern willow flycatcher
SWPPP	Stormwater Pollution Prevention Plan
TAC	Toxic air contaminant

TAC	Transportation Analysis under CEQA
TAF	Transportation Analysis Framework
TASAS	Traffic Accident Surveillance and Analysis
TCE	Temporary construction easement
TCL	Truck climbing lane
TDM	Transportation Demand Management
THPO	Tribal Historic Preservation Officer
TIP	Transportation Improvement Plan
TMDL	Total Maximum Daily Load
TMP	Transportation Management Plan
TNM 2.5	Traffic Noise Model Version 2.5
TOAR	Traffic Operation Analysis Report
TRB	Transportation Research Board
TSM	Transportation System Management
TTM	Tentative Tract Map
TWW	Treated wood waste
TSM	Transportation Systems Management
UCMP	University of California Museum of Paleontology
µg/m3	Micrograms per cubic meter
Upper member (Qss)	San Timoteo Beds
US or U.S.	United States
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGRCP	U.S. Global Change Research Program
USGS	United States Geological Survey
VAU	Visual Assessment Unit
VIA	Visual Impact Assessment
VHD	Vehicle-hours-delay
VHT	Vehicles hours traveled
VMT	Vehicle miles traveled
VOCs	Volatile organic compounds
VPH	Vehicles per hour
VPLPM	Vehicles per lane per mile
VRP	Visibility reducing particles
WARM	Warm freshwater habitat
WB	Westbound
WILD	Wildlife habitat
WRCMSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
WQAR	Water Quality Assessment Report

YVWD	Yucaipa Valley Water District
°C	Celsius
°F	Fahrenheit
# or No.	number

Appendix L Noise Study Report Data

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Appendix L.1. Summary of Noise Level Measurements

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Table 6-1. Summary of Short-Term Noise Level Measurements (dBA)
I-10 Wildwood Canyon Road Interchange Project

Site	Address/Description	Land Use	Activity Category	Date	Start Time	Duration (minutes)	L_{eq}	L_{max}	L_{min}
ST-1.1	Farmland location at approximately 40 ft south of fence 32225 Live Oak Canyon Road, Redlands	Agricultural	F	1/12/2023	11:57 AM	10:00	71.7	77.1	64.8
				1/12/2023	12:07 PM	10:00	71.5	75.8	66.5
ST-1.2	I-10 Rest Area - at approximately 9 ft from R/W fence, facing Rest Area entrance	Transient Rest Area (Public Facility)	F	1/12/2023	9:41 AM	10:00	69.3	75.2	64.3
				1/12/2023	9:51 AM	10:00	69.5	74.7	63.8
ST-2.1	Vacant land (pasture) north of WB I-10, near gate at 80 ft north of Calimesa Boulevard pavement	Undeveloped Land	G	1/12/2023	10:35 AM	10:00	67.5	73.5	62.1
				1/12/2023	10:45 AM	10:00	67.7	76.4	62.9
ST-2.2	On walking trail at toe of slope south of residence located at 33561 Gene Autry Circle, Yucaipa	Residential (adjacent trail)	C	1/12/2023	2:43 PM	10:00	54.3	63.8	38.7
				1/12/2023	2:53 PM	10:00	56.0	71.5	42.6
ST-2.3	Center of picnic tables at play area west of building located at 33330 Wildwood Canyon Road, Yucaipa	Recreation	C	1/12/2023	2:13 PM	10:00	59.9	68.5	45.1
				1/12/2023	2:23 PM	10:00	61.3	71.9	43.2
LT-3.1	Front yard of former residence facing I-10 located at 13530 7th Place, Yucaipa	Future Commercial	F	1/11/2023	12:10 PM	10:00	64.2	71.8	58.7
				1/11/2023	12:20 PM	10:00	64.8	79.2	58.7
ST-4.1	Hillcrest Mobile Estates, Dog park area 33600 Calimesa Boulevard	Recreation	C	1/11/2023	11:42 AM	10:00	70.1	75.3	63.8
				1/11/2023	11:52 AM	10:00	70.1	76.3	64.5
ST-4.2	Hillcrest Mobile Estates, Unit 121 33600 Calimesa Boulevard	Residential	B	1/11/2023	12:10 PM	10:00	67.1	71.8	60.3
				1/11/2023	12:20 PM	10:00	67.1	75.7	59.2
LT-4.1	Hillcrest Mobile Estates, Unit 183 33600 Calimesa Boulevard	Residential	B	1/11/2023	12:10 PM	10:00	70.7	77.4	59.9
				1/11/2023	12:20 PM	10:00	70.6	76.9	61.6
ST-4.3	Hillcrest Mobile Estates, Unit 131 33600 Calimesa Boulevard	Residential	B	1/11/2023	12:43 PM	10:00	61.3	66.2	55.5
				1/11/2023	12:53 PM	10:00	61.4	67.0	56.8
ST-4.4	Hillcrest Mobile Estates, Lot 5 33600 Calimesa Boulevard	Residential	B	1/11/2023	1:27 PM	10:00	63.9	74.0	57.9
				1/11/2023	1:37 PM	10:00	64.0	75.8	57.0
ST-4.5	33780 Nebraska Street, Yucaipa At west end of cul-de-sac	Residential	B	1/12/2023	1:34 PM	10:00	60.1	71.4	42.3
				7/6/2023	8:46 AM	10:00	58.8	68.8	36.1

Table 6-1. Summary of Short-Term Noise Level Measurements (dBA)
I-10 Wildwood Canyon Road Interchange Project

Site	Address/Description	Land Use	Activity Category	Date	Start Time	Duration (minutes)	L_{eq}	L_{max}	L_{min}

Notes:
1.Refer to Exhibits 6a through 6g for measurement locations.
2.Refer to Table 4-1 for definitions of activity categories.
3.See Appendix A-1 for traffic volume counts and speeds during the measurements.

Definitions:
L_{eq} = Average measured noise level during the measurement period.
L_{min} = Minimum measured noise level during the measurement period.
L_{max} = Maximum measured noise level during the measurement period.

Table 6-2. Summary of Long-Term Monitoring at Location LT-3.1, January 12-13, 2023

Hour Beginning	Average (dBA L_{eq}[h])	Difference from Loudest Hour (dB)
10:00 AM	63.6	-5.3
11:00 AM	63.0	-5.9
12:00 PM	64.9	-4.0
1:00 PM	67.8	-1.1
2:00 PM	67.3	-1.6
3:00 PM	64.9	-4.0
4:00 PM	64.9	-4.0
5:00 PM	66.0	-2.9
6:00 PM	67.7	-1.2
7:00 PM	67.1	-1.8
8:00 PM	66.6	-2.3
9:00 PM	67.0	-1.9
10:00 PM	66.6	-2.3
11:00 PM	66.6	-2.3
12:00 AM	65.1	-3.8
1:00 AM	64.0	-4.9
2:00 AM	63.6	-5.3
3:00 AM	65.3	-3.6
4:00 AM	66.3	-2.6
5:00 AM	68.2	-0.7
6:00 AM	67.8	-1.1
7:00 AM	**68.9**	**0.0**
8:00 AM	67.0	-1.9
9:00 AM	67.0	-1.9
Note: Highest noise hour is bolded.		

Exhibit 9. Long-Term Monitoring at Location LT-3.1

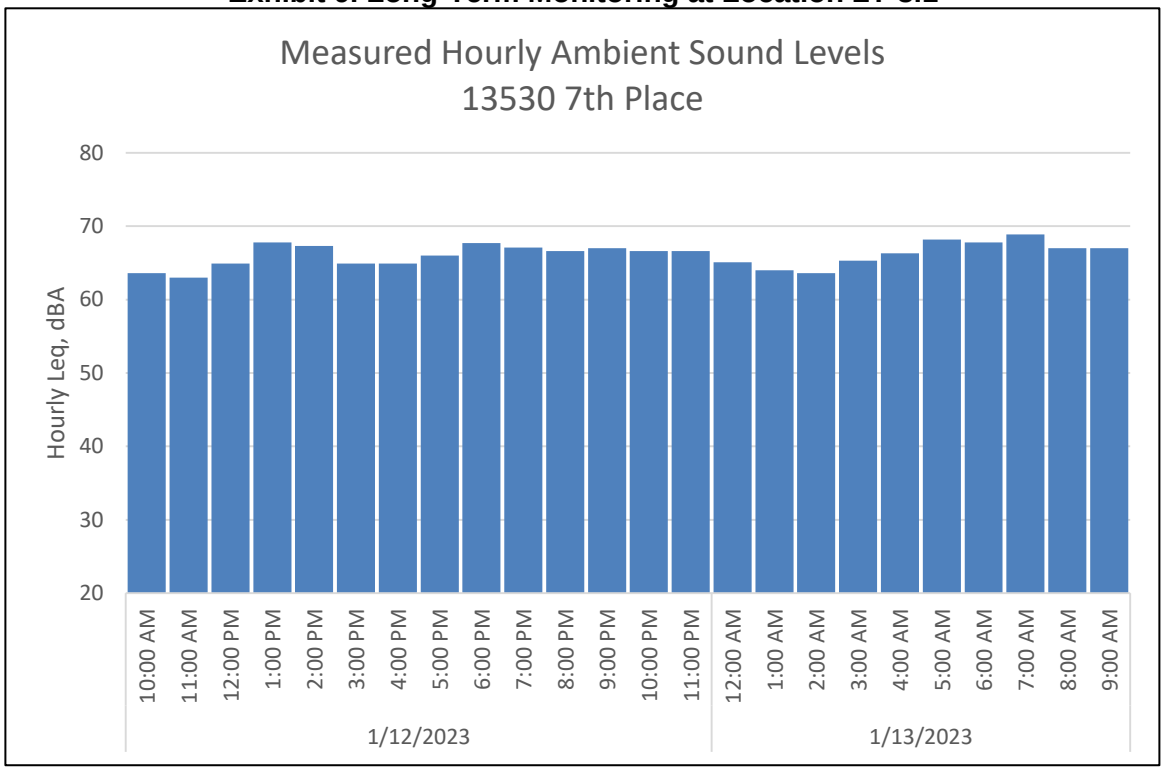
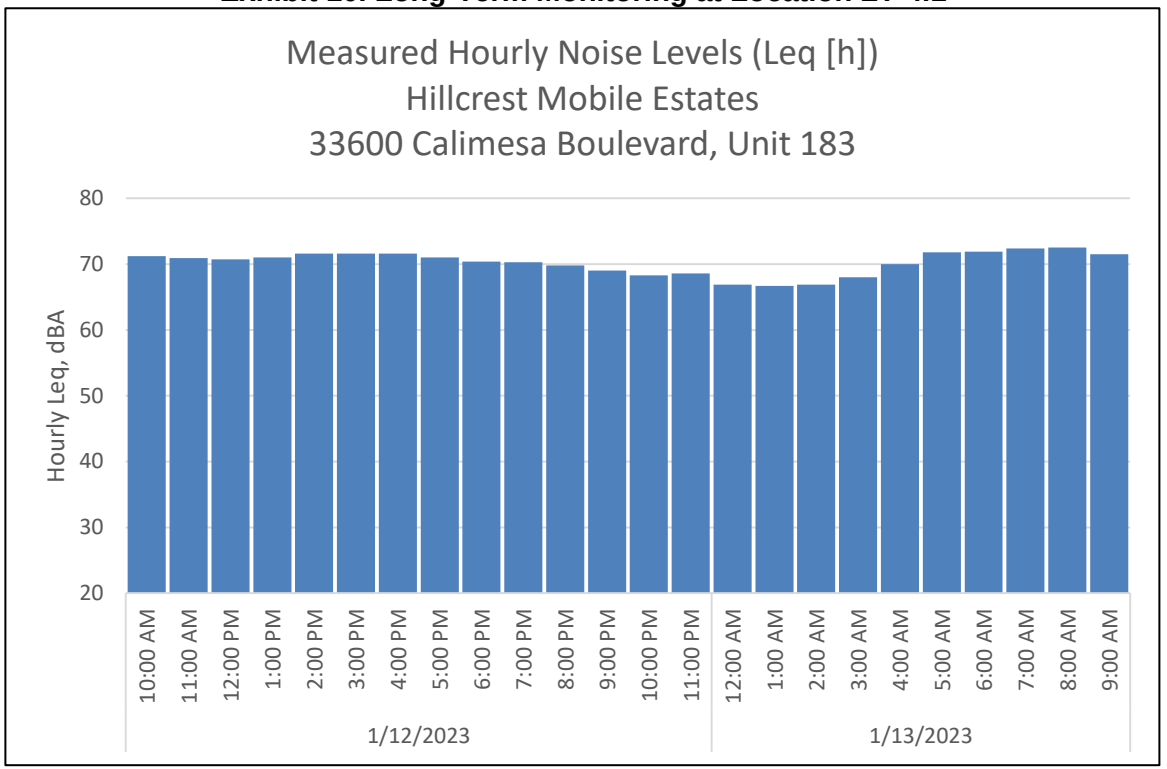


Table 6-3. Summary of Long-Term Monitoring at Location LT-4.1, January 12-13, 2023

Hour Beginning	Average (dBA L_{eq}[h])	Difference from Loudest Hour (dB)
10:00 AM	71.2	-1.3
11:00 AM	70.9	-1.6
12:00 PM	70.7	-1.8
1:00 PM	71.0	-1.5
2:00 PM	71.6	-0.9
3:00 PM	71.6	-0.9
4:00 PM	71.6	-0.9
5:00 PM	71.0	-1.5
6:00 PM	70.4	-2.1
7:00 PM	70.3	-2.2
8:00 PM	69.8	-2.7
9:00 PM	69.0	-3.5
10:00 PM	68.3	-4.2
11:00 PM	68.6	-3.9
12:00 AM	66.9	-5.6
1:00 AM	66.7	-5.8
2:00 AM	66.9	-5.6
3:00 AM	68.0	-4.5
4:00 AM	70.0	-2.5
5:00 AM	71.8	-0.7
6:00 AM	71.9	-0.6
7:00 AM	72.4	-0.1
8:00 AM	**72.5**	**0.0**
9:00 AM	71.5	-1.0
Note: Highest noise hour is bolded.		

Exhibit 10. Long-Term Monitoring at Location LT-4.1



Appendix L.2. Comparison of Measured and Modeled Noise Levels

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(Table 6-4 of the NSR). The updated Table 6-4 (Comparison of Measured to Predicted Sound Levels in the TNM Model) is shown below. The main change in calibration results occurred at measurement location LT-4.1, where the calibration difference (last column of the table) changed from –1 to +1. All of the predicted sound levels are still within 3 dB of the measured sound levels and are, therefore, considered to be in reasonable agreement with the measured sound levels.

Table 6-4. Comparison of Measured and Modeled Noise Levels (dBA)
I-10 Wildwood Canyon Road Interchange Project

Measurement Location	Measured Noise Level		Modeled Noise Level		Average Measured Noise Level*	Average Modeled Noise Level*	Modeled minus Measured Level
	Run 1	Run 2	Run 1	Run 2			
Area 1							
ST-1.1	71.7	71.5	71.4	71.5	72	71	-1
ST-1.2	69.3	69.5	70.8	70.8	69	71	2
Area 2							
ST-2.1	67.5	67.7	69.0	69.3	68	69	1
ST-2.2	54.3	56.0	55.9	56.8	55	56	1
ST-2.3	59.9	61.3	57.0	58.2	61	58	-3
Area 3							
ST-3.1	64.2	64.8	66.4	66.6	65	67	2
Area 4							
ST-4.1	70.1	70.1	72.0	71.9	70	72	2
ST-4.2	67.1	67.1	68.0	68.2	67	68	1
LT-4.1	70.7	70.6	71.7	72.0	71	72	1
ST-4.3	61.3	61.4	60.9	60.6	61	61	0
ST-4.4	63.9	64.0	67.3	67.5	64	67	3
ST-4.5	60.1	58.8	57.9	59.4	59	59	0

* Logarithmic average

Source: A/E Tech LLC

Furthermore, the same elevation changes applied to the receptors and buildings within the mobile estates were applied to the TNM files for Existing, future (2050) No Build, future Build (all three alternatives), and the related noise barrier files. Revised summary tables of the computed noise levels for all the scenarios and the noise barrier results are shown in the updated Appendix B and Appendix C tables that are attached to this memorandum.

In addition, the updated TNM calculations resulted in some changes to the noise barrier analysis results. Such changes are reflected in the updated Chapter 7 of the NSR, which is presented in its entirety as follows.

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Appendix L.3. Predicted Future Noise Levels

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Table B-1. Predicted Future (2050) Noise Levels and Barrier Analysis - Alternative 2

Receiver I.D.	Measurement Location	Barrier I.D.	Barrier Location	Barrier Stations	Barrier Length (ft)	Land Use[2]	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA[1]	Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA[1]: Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year No Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Activity Category (NAC)	Impact Type[3]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR): 6 feet			8 feet			10 feet			12 feet			14 feet			16 feet[4]			Design Barrier		
																$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M1 [5]	ST-1.1					AG	--	71	72	72	1	0	1	F (None)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M2 [5]	ST-2.1					UND	--	70	72	72	2	0	2	G (None)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M3 [5]	ST-1.2					PF	--	70	71	71	1	0	1	F (None)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M4	ST-4.1					REC	1	73	73	73	0	0	0	C (67)	A/E	--	--	--	71	2	0	70	3	0	70	3	0	70	3	0	70	3	0	--	--	--
M4A [6]	--					REC	--	71	72	73	1	1	2	C (67)	A/E	--	--	--	71	2	0	70	3	0	70	3	0	70	3	0	70	3	0	--	--	--
M5	--					MH	1	76	76	74	0	-2	-2	B (67)	A/E	--	--	--	73	1	0	72	2	0	72	2	0	72	2	0	72	2	0	--	--	--
M6	--					MH	2	75	75	73	0	-2	-2	B (67)	A/E	--	--	--	71	2	0	70	3	0	70	3	0	70	3	0	70	3	0	--	--	--
M7	LT-4.1					MH	3	73	74	73	1	-1	0	B (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	70	3	0	--	--	--
M8	--					MH	5	76	77	74	1	-3	-2	B (67)	A/E	--	--	--	73	1	0	73	1	0	73	1	0	72	2	0	72	2	0	--	--	--
M9	--					MH	4	74	75	73	1	-2	-1	B (67)	A/E	--	--	--	72	1	0	71	2	0	71	2	0	71	2	0	71	2	0	--	--	--
M10	--	I-10 ROW (W238A)	ROW & EOS[4]	210+06 – 232+00	2,286	MH	2	74	75	74	1	-1	0	B (67)	A/E	--	--	--	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	--	--	--
M11	--					MH	3	73	74	74	1	0	1	B (67)	A/E	--	--	--	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	--	--	--
M12	ST-4.4					MH	1	69	70	69	1	-1	0	B (67)	A/E	--	--	--	67	2	0	67	2	0	67	2	0	67	2	0	67	2	0	--	--	--
M13	--					MH	2	64	65	64	1	-1	0	B (67)	--	--	--	--	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0	--	--	--
M14	--					REC	1	50	51	51	1	0	1	C (67)	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0	50	1	0	--	--	--
M15	--					MH	1	65	65	65	0	0	0	B (67)	--	--	--	--	62	3	0	61	4	0	60	5	1	60	5	1	59	6	1	--	--	--
M16	--					MH	6	59	60	60	1	0	1	B (67)	--	--	--	--	59	1	0	59	1	0	58	2	0	57	3	0	57	3	0	--	--	--
M17	ST-4.3					MH	6	61	62	62	1	0	1	B (67)	--	--	--	--	61	1	0	60	2	0	59	3	0	58	4	0	58	4	0	--	--	--
M18	ST-4.2					MH	2	68	69	68	1	-1	0	B (67)	A/E	--	--	--	66	2	0	65	3	0	65	3	0	64	4	0	64	4	0	--	--	--
M19	--					SFR	2	54	56	56	2	0	2	B (67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20	--					SFR	1	54	57	57	3	0	3	B (67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M21	ST-2.3					REC	1	59	63	63	4	0	4	C (67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M22	--	N35 ROW	WWC ROW	35+26 – 39+57	416	SFR	1	65	68	69	4	1	4	B (67)	A/E	69	0	0	65	4	0	62	7	1	59	10	1	57	12	1	56	13	1	62	7	1
M23	--					SFR	1	65	69	69	4	0	4	B (67)	A/E	65	4	0	64	5	1	61	8	1	59	10	1	58	11	1	57	12	1	62	7	1
M24 [7]	LT-3.1					WH	1	66	66	66	0	0	0	F (None)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table B-1. Predicted Future (2050) Noise Levels and Barrier Analysis - Alternative 2

| Receiver I.D. | Measurement Location | Barrier I.D. | Barrier Location | Barrier Stations | Barrier Length (ft) | Land Use[2] | Number of Dwelling Units | Existing Noise Level $L_{eq}(h)$, dBA[1] | Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA[1] | | |

Table B-1. Predicted Future (2050) Noise Levels and Barrier Analysis - Alternative 2

Receiver I.D.	Measurement Location	Barrier I.D.	Barrier Location	Barrier Stations	Barrier Length (ft)	Land Use[2]	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA[1]	Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA[1]																																
									Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year No Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Activity Category (NAC)	Impact Type[3]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																									
																6 feet			8 feet			10 feet			12 feet			14 feet			16 feet[4]			Design Barrier		
																$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M12	ST-4.4	PPL-1, PPL-2, PPL-3	P.P.	212+89 (332+55 Calimesa) - 227+65	1,516	MH	1	69	70	69	1	-1	0	B (67)	A/E	65	4	0	62	7	1	61	8	1	60	9	1	59	10	1	58	11	1	62	7	1
M13	--					MH	2	64	65	64	1	-1	0	B (67)	--	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0
M14	--					REC	1	50	51	51	1	0	1	C (67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
M15	--					MH	1	65	65	65	0	0	0	B (67)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
M16	--					MH	6	59	60	60	1	0	1	B (67)	--	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0	57	3	0	59	1	0
M17	ST-4.3					MH	6	61	62	62	1	0	1	B (67)	--	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	58	4	0	60	2	0
M18	ST-4.2					MH	2	68	69	68	1	-1	0	B (67)	A/E	67	1	0	66	2	0	65	3	0	64	4	0	64	4	0	63	5	2	66	2	0
M5	--	PPL-1, PPL-2, PPL-3 (W238D) (Residen -tial Only)	P.P.	214+76 – 227+65	1,305	MH	1	76	76	74	0	-2	-2	B (67)	A/E	70	4	0	66	8	1	63	11	1	62	12	1	61	13	1	60	14	1	66	8	1
M6	--					MH	2	75	75	73	0	-2	-2	B (67)	A/E	71	2	0	71	2	0	70	3	0	70	3	0	70	3	0	70	3	0	71	2	0
M7	LT-4.1					MH	3	73	74	73	1	-1	0	B (67)	A/E	67	6	3	64	9	3	62	11	3	61	12	3	60	13	3	60	13	3	64	9	3
M8	--					MH	5	76	77	74	1	-3	-2	B (67)	A/E	68	6	5	65	9	5	63	11	5	61	13	5	60	14	5	59	15	5	65	9	5
M9	--					MH	4	74	75	73	1	-2	-1	B (67)	A/E	68	5	4	64	9	4	62	11	4	61	12	4	60	13	4	59	14	4	64	9	4
M10	--					MH	2	74	75	74	1	-1	0	B (67)	A/E	69	5	2	68	6	2	67	7	2	67	7	2	67	7	2	67	7	2	68	6	2
M11	--					MH	3	73	74	74	1	0	1	B (67)	A/E	66	8	3	63	11	3	61	13	3	60	14	3	60	14	3	60	14	3	63	11	3
M12	ST-4.4					MH	1	69	70	69	1	-1	0	B (67)	A/E	65	4	0	62	7	1	61	8	1	60	9	1	59	10	1	58	11	1	62	7	1
M13	--					MH	2	64	65	64	1	-1	0	B (67)	--	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0
M14	--					REC	1	50	51	51	1	0	1	C (67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
M15	--					MH	1	65	65	65	0	0	0	B (67)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
M16	--					MH	6	59	60	60	1	0	1	B (67)	--	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0	57	3	0	59	1	0
M17	ST-4.3					MH	6	61	62	62	1	0	1	B (67)	--	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	58	4	0	60	2	0
M18	ST-4.2					MH	2	68	69	68	1	-1	0	B (67)	A/E	67	1	0	66	2	0	66	2	0	66	2	0	65	3	0	65	3	0	66	2	0
M4	ST-4.1	PPL-3 (W238E)	P.P.	212+89 – 215+90	345	REC	1	73	73	73	0	0	0	C (67)	A/E	72	1	0	69	4	0	67	6	1	66	7	1	65	8	1	64	9	1	66	7	1
M4A[6]	--					REC	--	71	72	73	1	1	2	C (67)	A/E	72	1	0	70	3	0	67	6	0	66	7	0	65	8	0	64	9	0	66	7	0
M22		N35-PP1	P.P.	35+26 – 37+10	178	SFR	1	65	68	69	4	1	4	B (67)	A/E	69	0	0	66	3	0	63	6	1	61	8	1	60	9	1	59	10	1	61	8	1
M23		N35-PP2	P.P.	38+02 – 39+54	157	SFR	1	65	69	69	4	0	4	B (67)	A/E	64	5	1	61	8	1	59	10	1	58	11	1	56	13	1	56	13	1	60	9	1

Table B-1. Predicted Future (2050) Noise Levels and Barrier Analysis - Alternative 2

Receiver I.D.	Measurement Location	Barrier I.D.	Barrier Location	Barrier Stations	Barrier Length (ft)	Land Use[2]	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA[1]	Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA[1]																															
									Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year No Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Activity Category (NAC)	Impact Type[3]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																								
																6 feet			8 feet			10 feet			12 feet			14 feet			16 feet[4]			Design Barrier		
																$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M4	ST-4.1					REC	1	73	73	73	0	0	0	C (67)	A/E	--	--	--	71	2	0	70	3	0	70	3	0	70	3	0	--	--	--	--	--	--
M4A [6]	--					REC	--	71	72	73	1	1	2	C (67)	A/E	--	--	--	71	2	0	70	3	0	70	3	0	70	3	0	--	--	--	--	--	--
M5	--					MH	1	76	76	74	0	-2	-2	B (67)	A/E	--	--	--	73	1	0	72	2	0	72	2	0	72	2	0	--	--	--	--	--	--
M6	--					MH	2	75	75	73	0	-2	-2	B (67)	A/E	--	--	--	71	2	0	70	3	0	70	3	0	70	3	0	--	--	--	--	--	--
M7	LT-4.1					MH	3	73	74	73	1	-1	0	B (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	--	--	--	--	--	--
M8	--	I-10 EOS Barrier (W238B)	EOS	210+06 – 232+00	2,236	MH	5	76	77	74	1	-3	-2	B (67)	A/E	--	--	--	73	1	0	73	1	0	73	1	0	72	2	0	--	--	--	--	--	--
M9	--					MH	4	74	75	73	1	-2	-1	B (67)	A/E	--	--	--	72	1	0	71	2	0	71	2	0	71	2	0	--	--	--	--	--	--
M10	--					MH	2	74	75	74	1	-1	0	B (67)	A/E	--	--	--	72	2	0	72	2	0	72	2	0	72	2	0	--	--	--	--	--	--
M11	--					MH	3	73	74	74	1	0	1	B (67)	A/E	--	--	--	70	4	0	70	4	0	70	4	0	69	5	3	--	--	--	--	--	--
M12	ST-4.4					MH	1	69	70	69	1	-1	0	B (67)	A/E	--	--	--	67	2	0	67	2	0	66	3	0	66	3	0	--	--	--	--	--	--
M13	--					MH	2	64	65	64	1	-1	0	B (67)	--	--	--	--	62	2	0	62	2	0	61	3	0	61	3	0	--	--	--	--	--	--
M14	--					REC	1	50	51	51	1	0	1	C (67)	--	--	--	--	51	0	0	51	0	0	51	0	0	50	1	0	--	--	--	--	--	--
M15	--					MH	1	65	65	65	0	0	0	B (67)	--	--	--	--	62	3	0	61	4	0	60	5	1	59	6	1	--	--	--	--	--	--
M16	--					MH	6	59	60	60	1	0	1	B (67)	--	--	--	--	59	1	0	58	2	0	58	2	0	57	3	0	--	--	--	--	--	--
M17	ST-4.3					MH	6	61	62	62	1	0	1	B (67)	--	--	--	--	60	2	0	60	2	0	59	3	0	58	4	0	--	--	--	--	--	--
M18	ST-4.2					MH	2	68	69	68	1	-1	0	B (67)	A/E	--	--	--	66	2	0	65	3	0	65	3	0	64	4	0	--	--	--	--	--	--

Notes:

1 - $L_{eq}(h)$ are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; REC - recreational; MH - mobile home; PF - public facility; UND - Undeveloped Land
AG – Agricultural; WH - warehousing

3 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC

4 – Segments of noise barrier that are along the freeway or ramp edge of shoulder are kept to a maximum height of 14 feet.

5 - This receptor does not represent a frequent outdoor use area and is for reporting purposes only.

6 - This receptor is supplemental and was chosen to locate the western terminus of a noise barrier for abatement of traffic noise in the dog park.

7 - This receptor has been permitted to convert from its current residential use to light industrial/warehousing use in the near future.

EOS = Edge of Shoulder

ROW = Right of Way
P.P. = Private Property
I.L. = Insertion Loss

NBR = Number of Benefited Receivers

WWC = Wildwood Canyon Road

Table B-2. Predicted Future (2050) Noise Levels and Barrier Analysis - Alternative 3

Receiver I.D.	Measurement Location	Barrier I.D.	Barrier Location	Barrier Stations	Barrier Length (ft)	Land Use[2]	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA[1]	Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA[1]																														
									Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year No Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Activity Category (NAC)	Impact Type[3]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																							
																6 feet			8 feet			10 feet			12 feet			14 feet			16 feet[4]			Design Barrier		
																$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M1 [5]	ST-1.1					AG	--	71	72	72	1	0	1	F (None)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M2 [5]	ST-2.1					UND	--	70	72	72	2	0	2	G (None)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M3 [5]	ST-1.2					PF	--	70	71	71	1	0	1	F (None)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M4	ST-4.1					REC	1	73	73	73	0	0	0	C (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	70	3	0	--	--	--
M4A [6]	--					REC	--	71	72	73	1	1	2	C (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	70	3	0	--	--	--
M5	--					MH	1	76	76	74	0	-2	-2	B (67)	A/E	--	--	--	73	1	0	72	2	0	72	2	0	72	2	0	72	2	0	--	--	--
M6	--					MH	2	75	75	73	0	-2	-2	B (67)	A/E	--	--	--	71	2	0	70	3	0	70	3	0	70	3	0	70	3	0	--	--	--
M7	LT-4.1					MH	3	73	74	73	1	-1	0	B (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	70	3	0	--	--	--
M8	--					MH	5	76	77	74	1	-3	-2	B (67)	A/E	--	--	--	73	1	0	73	1	0	73	1	0	73	1	0	72	2	0	--	--	--
M9	--					MH	4	74	75	73	1	-2	-1	B (67)	A/E	--	--	--	72	1	0	71	2	0	71	2	0	71	2	0	71	2	0	--	--	--
M10	--	I-10 ROW (W238A)	ROW & EOS[4]	210+92 - 232+00	2,200	MH	2	74	75	74	1	-1	0	B (67)	A/E	--	--	--	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	--	--	--
M11	--					MH	3	73	74	74	1	0	1	B (67)	A/E	--	--	--	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	--	--	--
M12	ST-4.4					MH	1	69	70	69	1	-1	0	B (67)	A/E	--	--	--	67	2	0	67	2	0	67	2	0	67	2	0	67	2	0	--	--	--
M13	--					MH	2	64	65	64	1	-1	0	B (67)	--	--	--	--	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0	--	--	--
M14	--					REC	1	50	51	51	1	0	1	C (67)	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0	50	1	0	--	--	--
M15	--					MH	1	65	65	65	0	0	0	B (67)	--	--	--	--	62	3	0	61	4	0	60	5	1	60	5	1	59	6	1	--	--	--
M16	--					MH	6	59	60	60	1	0	1	B (67)	--	--	--	--	59	1	0	59	1	0	58	2	0	57	3	0	57	3	0	--	--	--
M17	ST-4.3					MH	6	61	62	62	1	0	1	B (67)	--	--	--	--	61	1	0	60	2	0	59	3	0	58	4	0	58	4	0	--	--	--
M18	ST-4.2					MH	2	68	69	68	1	-1	0	B (67)	A/E	--	--	--	66	2	0	65	3	0	65	3	0	65	3	0	65	3	0	--	--	--
M19	--					SFR	2	54	56	57	2	1	3	B (67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M20	--					SFR	1	54	57	57	3	0	3	B (67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M21	ST-2.3					REC	1	59	63	63	4	0	4	C (67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M22	--	N35 ROW	WWC ROW	35+26 – 39+57	416	SFR	1	65	68	69	4	1	4	B (67)	A/E	69	0	0	65	4	0	62	7	1	59	10	1	57	12	1	56	13	1	62	7	1
M23	--					SFR	1	65	69	69	4	0	4	B (67)	A/E	65	4	0	64	5	1	61	8	1	59	10	1	58	11	1	57	12	1	62	7	1
M24 [8]	LT-3.1					WH	1	66	66	66	0	0	0	F (None)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table B-2. Predicted Future (2050) Noise Levels and Barrier Analysis - Alternative 3

Receiver I.D.	Measurement Location	Barrier I.D.	Barrier Location	Barrier Stations	Barrier Length (ft)	Land Use[2]	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA[1]	Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA[1]																										
									Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year No Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Activity Category (NAC)	Impact Type[3]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																				
																6 feet			8 feet			10 feet			12 feet			14 feet			16 feet[4]			Design Barrier		
																$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M4	ST-4.1					REC	1	73	73	73	0	0	0	C (67)	A/E	--	--	--	71	2	0	71	2	0	71	2	0	70	3	0	70	3	0	71	2	0
M4A [6]	--					REC	--	71	72	73	1	1	2	C (67)	A/E	--	--	--	71	2	0	71	2	0	71	2	0	70	3	0	70	3	0	71	2	0
M5	--					MH	1	76	76	74	0	-2	-2	B (67)	A/E	--	--	--	73	1	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0
M6	--					MH	2	75	75	73	0	-2	-2	B (67)	A/E	--	--	--	71	2	0	70	3	0	70	3	0	70	3	0	70	3	0	70	3	0
M7	LT-4.1					MH	3	73	74	73	1	-1	0	B (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	70	3	0	71	2	0
M8	--					MH	5	76	77	74	1	-3	-2	B (67)	A/E	--	--	--	73	1	0	73	1	0	73	1	0	73	1	0	72	2	0	73	1	0
M9	--	City ROW, PPL1 (W238C)	City ROW, P.P. & EOS[4]	210+92 – 227+65	1,955	MH	4	74	75	73	1	-2	-1	B (67)	A/E	--	--	--	72	1	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0
M10	--					MH	2	74	75	74	1	-1	0	B (67)	A/E	--	--	--	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0
M11	--					MH	3	73	74	74	1	0	1	B (67)	A/E	--	--	--	63	11	3	62	12	3	60	14	3	60	14	3	59	15	3	62	12	3
M12	ST-4.4					MH	1	69	70	69	1	-1	0	B (67)	A/E	--	--	--	62	7	1	60	9	1	59	10	1	58	11	1	57	12	1	60	9	1
M13	--					MH	2	64	65	64	1	-1	0	B (67)	--	--	--	--	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0
M14	--					REC	1	50	51	51	1	0	1	C (67)	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0	51	1	0	51	0	0
M15	--					MH	1	65	65	65	0	0	0	B (67)	--	--	--	--	63	2	0	62	3	0	61	4	0	61	4	0	60	5	1	62	3	0
M16	--					MH	6	59	60	60	1	0	1	B (67)	--	--	--	--	59	1	0	59	1	0	58	2	0	58	2	0	57	3	0	59	1	0
M17	ST-4.3					MH	6	61	62	62	1	0	1	B (67)	--	--	--	--	60	2	0	60	2	0	59	3	0	59	3	0	58	4	0	60	2	0
M18	ST-4.2					MH	2	68	69	68	1	-1	0	B (67)	A/E	--	--	--	66	2	0	66	2	0	65	3	0	65	3	0	65	3	0	66	2	0
M4	ST-4.1					REC	1	73	73	73	0	0	0	C (67)	A/E	72	1	0	68	5	1	66	7	1	65	8	1	64	9	1	64	9	1	68	5	1
M4A [6]	--					REC	--	71	72	73	1	1	2	C (67)	A/E	73	0	0	71	2	0	69	4	0	69	4	0	67	6	0	65	8	0	71	2	0
M5	--					MH	1	76	76	74	0	-2	-2	B (67)	A/E	70	4	0	66	8	1	63	11	1	62	12	1	61	13	1	60	14	1	66	8	1
M6	--	PPL-1, PPL-2, PPL-3	P.P.	212+89 (332+55 Calimesa) - 227+65	1,516	MH	2	75	75	73	0	-2	-2	B (67)	A/E	71	2	0	71	2	0	70	3	0	70	3	0	70	3	0	70	3	0	71	2	0
M7	LT-4.1					MH	3	73	74	73	1	-1	0	B (67)	A/E	67	6	3	64	9	3	62	11	3	61	12	3	60	13	3	60	13	3	64	9	3
M8	--					MH	5	76	77	74	1	-3	-2	B (67)	A/E	68	6	5	65	9	5	63	11	5	61	13	5	60	14	5	59	15	5	65	9	5
M9	--					MH	4	74	75	73	1	-2	-1	B (67)	A/E	68	5	4	64	9	4	62	11	4	61	12	4	60	13	4	59	14	4	64	9	4
M10	--					MH	2	74	75	74	1	-1	0	B (67)	A/E	69	5	2	68	6	2	67	7	2	67	7	2	67	7	2	67	7	2	68	6	2
M11	--					MH	3	73	74	74	1	0	1	B (67)	A/E	66	8	3	63	11	3	61	13	3	60	14	3	60	14	3	60	14	3	63	11	3

Table B-2. Predicted Future (2050) Noise Levels and Barrier Analysis - Alternative 3

Receiver I.D.	Measurement Location	Barrier I.D.	Barrier Location	Barrier Stations	Barrier Length (ft)	Land Use[2]	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA[1]	Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA[1]																														
									Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year No Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Activity Category (NAC)	Impact Type[3]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																							
																6 feet			8 feet			10 feet			12 feet			14 feet			16 feet[4]			Design Barrier		
																$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M12	ST-4.4	PPL-1, PPL-2, PPL-3	P.P.	212+89 (332+55 Calimesa) - 227+65	1,516	MH	1	69	70	69	1	-1	0	B (67)	A/E	65	4	0	62	7	1	61	8	1	60	9	1	59	10	1	58	11	1	62	7	1
M13	--					MH	2	64	65	64	1	-1	0	B (67)	--	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0
M14	--					REC	1	50	51	51	1	0	1	C (67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
M15	--					MH	1	65	65	65	0	0	0	B (67)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
M16	--					MH	6	59	60	60	1	0	1	B (67)	--	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0	57	3	0	59	1	0
M17	ST-4.3					MH	6	61	62	62	1	0	1	B (67)	--	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	58	4	0	60	2	0
M18	ST-4.2					MH	2	68	69	68	1	-1	0	B (67)	A/E	67	1	0	66	2	0	65	3	0	64	4	0	64	4	0	63	5	2	66	2	0
M5	--	PPL-1, PPL-2, PPL-3 (W238D) (Reside-ntial Only)	P.P.	214+76 – 227+65	1,305	MH	1	75	76	74	1	-2	-1	B (67)	A/E	70	4	0	66	8	1	63	11	1	62	12	1	61	13	1	60	14	1	66	8	1
M6	--					MH	2	75	75	73	0	-2	-2	B (67)	A/E	71	2	0	71	2	0	70	3	0	70	3	0	70	3	0	70	3	0	71	2	0
M7	LT-4.1					MH	3	73	74	73	1	-1	0	B (67)	A/E	67	6	3	64	9	3	62	11	3	61	12	3	60	13	3	60	13	3	64	9	3
M8	--					MH	5	76	77	74	1	-3	-2	B (67)	A/E	68	6	5	65	9	5	63	11	5	61	13	5	60	14	5	59	15	5	65	9	5
M9	--					MH	4	74	75	73	1	-2	-1	B (67)	A/E	68	5	4	64	9	4	62	11	4	61	12	4	60	13	4	59	14	4	64	9	4
M10	--					MH	2	74	75	74	1	-1	0	B (67)	A/E	69	5	2	68	6	2	67	7	2	67	7	2	67	7	2	67	7	2	68	6	2
M11	--					MH	3	73	74	74	1	0	1	B (67)	A/E	66	8	3	63	11	3	61	13	3	60	14	3	60	14	3	60	14	3	63	11	3
M12	ST-4.4					MH	1	69	70	69	1	-1	0	B (67)	A/E	65	4	0	62	7	1	61	8	1	60	9	1	59	10	1	58	11	1	62	7	1
M13	--					MH	2	64	65	64	1	-1	0	B (67)	--	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0
M14	--					REC	1	50	51	51	1	0	1	C (67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
M15	--					MH	1	65	65	65	0	0	0	B (67)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
M16	--					MH	6	59	60	60	1	0	1	B (67)	--	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0	57	3	0	59	1	0
M17	ST-4.3					MH	6	61	62	62	1	0	1	B (67)	--	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	58	4	0	60	2	0
M18	ST-4.2					MH	2	68	69	68	1	-1	0	B (67)	A/E	67	1	0	66	2	0	66	2	0	66	2	0	65	3	0	65	3	0	66	2	0
M4	ST-4.1	PPL-3 (W238E)	P.P.	212+89 – 215+90	345	REC	1	73	73	73	0	0	0	C (67)	A/E	72	1	0	69	4	0	67	6	1	66	7	1	65	8	1	64	9	1	66	7	1
M4A[6]	--					REC	--	71	72	73	1	1	2	C (67)	A/E	72	1	0	70	3	0	67	6	0	66	7	0	65	8	0	64	9	0	66	7	0
M22		N35-PP1	P.P.	35+26 – 37+10	178	SFR	1	65	68	69	4	1	4	B (67)	A/E	69	0	0	66	3	0	63	6	1	61	8	1	60	9	1	59	10	1	61	8	1
M23		N35-PP2	P.P.	38+02 – 39+54	157	SFR	1	65	69	69	4	0	4	B (67)	A/E	64	5	1	61	8	1	59	10	1	58	11	1	56	13	1	56	13	1	60	9	1

Table B-2. Predicted Future (2050) Noise Levels and Barrier Analysis - Alternative 3

Receiver I.D.	Measurement Location	Barrier I.D.	Barrier Location	Barrier Stations	Barrier Length (ft)	Land Use[2]	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA[1]	Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA[1]																										
									Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year No Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Activity Category (NAC)	Impact Type[3]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																				
																6 feet			8 feet			10 feet			12 feet			14 feet			16 feet[4]			Design Barrier		
																$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M4	ST-4.1					REC	1	73	73	73	0	0	0	C (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	--	--	--	--	--	--
M4A [6]	--					REC	--	71	72	73	1	1	2	C (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	--	--	--	--	--	--
M5	--					MH	1	75	76	74	1	-2	-1	B (67)	A/E	--	--	--	73	1	0	72	2	0	72	2	0	72	2	0	--	--	--	--	--	--
M6	--					MH	2	75	75	73	0	-2	-2	B (67)	A/E	--	--	--	71	2	0	70	3	0	70	3	0	70	3	0	--	--	--	--	--	--
M7	LT-4.1					MH	3	73	74	73	1	-1	0	B (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	--	--	--	--	--	--
M8	--					MH	5	76	77	74	1	-3	-2	B (67)	A/E	--	--	--	73	1	0	73	1	0	73	1	0	72	2	0	--	--	--	--	--	--
M9	--					MH	4	74	75	73	1	-2	-1	B (67)	A/E	--	--	--	72	1	0	71	2	0	71	2	0	71	2	0	--	--	--	--	--	--
M10	--	I-10 EOS Barrier (W238B)	I-10 EOS	210+92 – 232+00	2,150	MH	2	74	75	74	1	-1	0	B (67)	A/E	--	--	--	72	2	0	72	2	0	72	2	0	72	2	0	--	--	--	--	--	--
M11	--					MH	3	73	74	74	1	0	1	B (67)	A/E	--	--	--	70	4	0	70	4	0	70	4	0	70	4	0	--	--	--	--	--	--
M12	ST-4.4					MH	1	69	70	69	1	-1	0	B (67)	A/E	--	--	--	67	2	0	67	2	0	66	3	0	66	3	0	--	--	--	--	--	--
M13	--					MH	2	64	65	64	1	-1	0	B (67)	--	--	--	--	62	2	0	62	2	0	61	3	0	61	3	0	--	--	--	--	--	--
M14	--					REC	1	50	51	51	1	0	1	C (67)	--	--	--	--	51	0	0	51	0	0	51	0	0	50	1	0	--	--	--	--	--	--
M15	--					MH	1	65	65	65	0	0	0	B (67)	--	--	--	--	62	3	0	61	4	0	60	5	1	59	6	1	--	--	--	--	--	--
M16	--					MH	6	59	60	60	1	0	1	B (67)	--	--	--	--	59	1	0	58	2	0	58	2	0	57	3	0	--	--	--	--	--	--
M17	ST-4.3					MH	6	61	62	62	1	0	1	B (67)	--	--	--	--	60	2	0	60	2	0	59	3	0	58	4	0	--	--	--	--	--	--
M18	ST-4.2					MH	2	68	69	68	1	-1	0	B (67)	A/E	--	--	--	66	2	0	65	3	0	65	3	0	65	3	0	--	--	--	--	--	--

Notes:

1 - $L_{eq}(h)$ are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; REC - recreational; MH - mobile home; PF - public facility; UND - Undeveloped Land
AG – Agricultural; WH - warehousing

3 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC

4 – Segments of noise barrier that are along the freeway or ramp edge of shoulder are kept to a maximum height of 14 feet.

5 - This receptor does not represent a frequent outdoor use area and is for reporting purposes only.

6 - This receptor is supplemental and was chosen to locate the western terminus of a noise barrier for abatement of traffic noise in the dog park.

7 - This receptor has been permitted to convert from its current residential use to light industrial/warehousing use in the near future.

EOS = Edge of Shoulder

ROW = Right of Way
P.P. = Private Property
I.L. = Insertion Loss

NBR = Number of Benefited Receivers

WWC = Wildwood Canyon Road

Table B-3. Predicted Future (2050) Noise Levels and Barrier Analysis - Alternative 4

| Receiver I.D. | Measurement Location | Barrier I.D. | Barrier Location | Barrier Stations | Barrier Length (ft) | Land Use[2] | Number of Dwelling Units | Existing Noise Level $L_{eq}(h)$, dBA[1] | Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA[1] | | |

Table B-3. Predicted Future (2050) Noise Levels and Barrier Analysis - Alternative 4

Receiver I.D.	Measurement Location	Barrier I.D.	Barrier Location	Barrier Stations	Barrier Length (ft)	Land Use[2]	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA[1]	Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA[1]																										
									Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year No Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Activity Category (NAC)	Impact Type[3]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																			
																6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			Design Barrier		
																$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M4	ST-4.1					REC	1	73	73	73	0	0	0	C (67)	A/E	--	--	--	71	2	0	71	2	0	71	2	0	70	3	0	70	3	0	71	2	0
M4A [6]	--					REC	--	71	72	73	1	1	2	C (67)	A/E	--	--	--	72	1	0	72	1	0	71	2	0	71	2	0	71	2	0	72	1	0
M5	--					MH	1	76	76	74	0	-2	-2	B (67)	A/E	--	--	--	73	1	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0
M6	--					MH	2	75	75	73	0	-2	-2	B (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	70	3	0	71	2	0
M7	LT-4.1					MH	3	73	74	73	1	-1	0	B (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	70	3	0	71	2	0
M8	--					MH	5	76	77	74	1	-3	-2	B (67)	A/E	--	--	--	73	1	0	73	1	0	73	1	0	73	1	0	72	2	0	73	1	0
M9	--	City ROW, PPL1 (W238C)	City ROW, P.P. & EOS[4]	211+34 - 227+65	1,913	MH	4	74	75	73	1	-2	-1	B (67)	A/E	--	--	--	72	1	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0
M10	--					MH	2	74	75	74	1	-1	0	B (67)	A/E	--	--	--	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0
M11	--					MH	3	73	74	74	1	0	1	B (67)	A/E	--	--	--	63	11	3	62	12	3	60	14	3	60	14	3	59	15	3	62	12	3
M12	ST-4.4					MH	1	69	70	69	1	-1	0	B (67)	A/E	--	--	--	62	7	1	60	9	1	59	10	1	58	11	1	57	12	1	60	9	1
M13	--					MH	2	64	65	64	1	-1	0	B (67)	--	--	--	--	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0
M14	--					REC	1	50	51	51	1	0	1	C (67)	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
M15	--					MH	1	65	65	65	0	0	0	B (67)	--	--	--	--	63	2	0	62	3	0	61	4	0	61	4	0	60	5	1	62	3	0
M16	--					MH	6	59	60	60	1	0	1	B (67)	--	--	--	--	59	1	0	59	1	0	58	2	0	58	2	0	57	3	0	59	1	0
M17	ST-4.3					MH	6	61	62	62	1	0	1	B (67)	--	--	--	--	60	2	0	60	2	0	59	3	0	59	3	0	58	4	0	60	2	0
M18	ST-4.2					MH	2	68	69	69	1	0	1	B (67)	A/E	--	--	--	67	2	0	66	3	0	65	4	0	65	4	0	65	4	0	66	3	0
M4	ST-4.1					REC	1	73	73	73	0	0	0	C (67)	A/E	73	0	0	69	4	0	66	7	1	65	8	1	64	9	1	64	9	1	69	4	0
M4A [6]	--					REC	--	71	72	73	1	1	2	C (67)	A/E	73	0	0	71	2	0	69	4	0	69	4	0	67	6	0	66	7	0	71	2	0
M5	--					MH	1	76	76	74	0	-2	-2	B (67)	A/E	71	3	0	65	9	1	63	11	1	62	12	1	61	13	1	60	14	1	65	9	1
M6	--					MH	2	75	75	73	0	-2	-2	B (67)	A/E	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	70	3	0	71	2	0
M7	LT-4.1					MH	3	73	74	73	1	-1	0	B (67)	A/E	67	6	3	64	9	3	62	11	3	61	12	3	60	13	3	60	13	3	64	9	3
M8	--					MH	5	76	77	74	1	-3	-2	B (67)	A/E	68	6	5	65	9	5	63	11	5	61	13	5	60	14	5	59	15	5	65	9	5
M9	--	PPL-1, PPL-2, PPL-3	P.P.	212+89 (332+55 Calimesa) - 227+65	1,516	MH	4	74	75	73	1	-2	-1	B (67)	A/E	68	5	4	64	9	4	62	11	4	61	12	4	60	13	4	59	14	4	64	9	4
M10	--					MH	2	74	75	74	1	-1	0	B (67)	A/E	69	5	2	68	6	2	67	7	2	67	7	2	67	7	2	67	7	2	68	6	2
M11	--					MH	3	73	74	74	1	0	1	B (67)	A/E	66	8	3	63	11	3	61	13	3	61	13	3	60	14	3	60	14	3	63	11	3
M12	ST-4.4		P.P.			MH	1	69	70	69	1	-1	0	B (67)	A/E	65	4	0	62	7	1	61	8	1	60	9	1	59	10	1	58	11	1	62	7	1

Table B-3. Predicted Future (2050) Noise Levels and Barrier Analysis - Alternative 4

Receiver I.D.	Measurement Location	Barrier I.D.	Barrier Location	Barrier Stations	Barrier Length (ft)	Land Use[2]	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA[1]	Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA[1]																										
									Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year No Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Activity Category (NAC)	Impact Type[3]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																			
																6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			Design Barrier		
																$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M13	--	PPL-1, PPL-2, PPL-3		212+89 (332+55 Calimesa) - 227+65	1,516	MH	2	64	65	64	1	-1	0	B (67)	--	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0
M14	--					REC	1	50	51	51	1	0	1	C (67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
M15	--					MH	1	65	65	65	0	0	0	B (67)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
M16	--					MH	6	59	60	60	1	0	1	B (67)	--	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0	57	3	0	59	1	0
M17	ST-4.3					MH	6	61	62	62	1	0	1	B (67)	--	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	58	4	0	60	2	0
M18	ST-4.2					MH	2	68	69	69	1	0	1	B (67)	A/E	68	1	0	66	3	0	65	4	0	64	5	2	64	5	2	63	6	2	66	3	0
M5	--	PPL-1, PPL-2, PPL-3 (W238D) (Residen-tial Only)	P.P.	214+76 – 227+65	1,305	MH	1	76	76	74	0	-2	-2	B (67)	A/E	71	3	0	65	9	1	63	11	1	62	12	1	61	13	1	61	13	1	65	9	1
M6	--					MH	2	75	75	73	0	-2	-2	B (67)	A/E	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	70	3	0	71	2	0
M7	LT-4.1					MH	3	73	74	73	1	-1	0	B (67)	A/E	67	6	3	64	9	3	62	11	3	61	12	3	60	13	3	60	13	3	64	9	3
M8	--					MH	5	76	77	74	1	-3	-2	B (67)	A/E	68	6	5	65	9	5	63	11	5	61	12	5	60	13	5	59	14	5	65	9	5
M9	--					MH	4	74	75	73	1	-2	-1	B (67)	A/E	68	5	4	64	9	4	62	11	4	61	12	4	60	13	4	59	14	4	64	9	4
M10	--					MH	2	74	75	74	1	-1	0	B (67)	A/E	69	5	2	68	6	2	67	7	2	67	7	2	67	7	2	67	7	2	68	6	2
M11	--					MH	3	73	74	74	1	0	1	B (67)	A/E	66	8	3	63	11	3	61	13	3	61	13	3	60	14	3	60	14	3	63	11	3
M12	ST-4.4					MH	1	69	70	69	1	-1	0	B (67)	A/E	65	4	0	62	7	1	61	8	1	60	9	1	59	10	1	58	11	1	62	7	1
M13	--					MH	2	64	65	64	1	-1	0	B (67)	--	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0
M14	--					REC	1	50	51	51	1	0	1	C (67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
M15	--					MH	1	65	65	65	0	0	0	B (67)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
M16	--					MH	6	59	60	60	1	0	1	B (67)	--	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0	57	3	0	59	1	0
M17	ST-4.3					MH	6	61	62	62	1	0	1	B (67)	--	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	58	4	0	60	2	0
M18	ST-4.2					MH	2	68	69	69	1	0	1	B (67)	A/E	68	1	0	67	2	0	66	3	0	66	3	0	65	4	0	65	4	0	67	2	0
M4	ST-4.1	PPL-3 (W238E)	P.P.	212+89 – 215+90	345	REC	1	73	73	73	0	0	0	C (67)	A/E	73	0	0	69	4	0	67	6	1	66	7	1	65	8	1	64	9	1	66	7	1
M4A[6]	--					REC	--	71	72	73	1	1	2	C (67)	A/E	73	0	0	70	3	0	67	6	0	66	7	0	65	8	0	64	9	0	66	7	0
M22		N35-PP1	P.P.	35+26 – 37+10	178	SFR	1	65	68	69	4	1	4	B (67)	A/E	69	0	0	66	3	0	63	6	1	61	8	1	60	9	1	59	10	1	61	8	1
M23		N35-PP2	P.P.	38+02 – 39+54	157	SFR	1	65	69	69	4	0	4	B (67)	A/E	64	5	1	61	8	1	59	10	1	58	11	1	56	13	1	56	13	1	60	9	1

Table B-3. Predicted Future (2050) Noise Levels and Barrier Analysis - Alternative 4

Receiver I.D.	Measurement Location	Barrier I.D.	Barrier Location	Barrier Stations	Barrier Length (ft)	Land Use[2]	Number of Dwelling Units	Existing Noise Level $L_{eq}(h)$, dBA[1]	Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA[1]																															
									Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year No Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Design Year No Build Noise Level $L_{eq}(h)$, dBA[1]	Design Year Build Noise Level Minus Existing Noise Level $L_{eq}(h)$, dBA[1]	Activity Category (NAC)	Impact Type[3]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																								
																6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			Design Barrier		
																$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
M4	ST-4.1					REC	1	73	73	73	0	0	0	C (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	--	--	--	--	--	--
M4A [6]	--					REC	--	71	72	73	1	1	2	C (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	--	--	--	--	--	--
M5	--					MH	1	76	76	74	0	-2	-2	B (67)	A/E	--	--	--	73	1	0	72	2	0	72	2	0	72	2	0	--	--	--	--	--	--
M6	--					MH	2	75	75	73	0	-2	-2	B (67)	A/E	--	--	--	71	2	0	70	3	0	70	3	0	70	3	0	--	--	--	--	--	--
M7	LT-4.1					MH	3	73	74	73	1	-1	0	B (67)	A/E	--	--	--	71	2	0	71	2	0	70	3	0	70	3	0	--	--	--	--	--	--
M8	--					MH	5	76	77	74	1	-3	-2	B (67)	A/E	--	--	--	73	1	0	73	1	0	73	1	0	72	2	0	--	--	--	--	--	--
M9	--	I-10 EOS Barrier (W238B)	I-10 EOS	211+34 - 232+00	2,172	MH	4	74	75	73	1	-2	-1	B (67)	A/E	--	--	--	72	1	0	71	2	0	71	2	0	71	2	0	--	--	--	--	--	--
M10	--					MH	2	74	75	74	1	-1	0	B (67)	A/E	--	--	--	72	2	0	72	2	0	72	2	0	72	2	0	--	--	--	--	--	--
M11	--					MH	3	73	74	74	1	0	1	B (67)	A/E	--	--	--	70	4	0	70	4	0	70	1	0	69	5	3	--	--	--	--	--	--
M12	ST-4.4					MH	1	69	70	69	1	-1	0	B (67)	A/E	--	--	--	67	2	0	67	2	0	66	3	0	66	3	0	--	--	--	--	--	--
M13	--					MH	2	64	65	64	1	-1	0	B (67)	--	--	--	--	62	2	0	62	2	0	61	3	0	61	3	0	--	--	--	--	--	--
M14	--					REC	1	50	51	51	1	0	1	C (67)	--	--	--	--	51	0	0	51	0	0	51	0	0	50	1	0	--	--	--	--	--	--
M15	--					MH	1	65	65	65	0	0	0	B (67)	--	--	--	--	62	3	0	61	4	0	60	5	1	59	6	1	--	--	--	--	--	--
M16	--					MH	6	59	60	60	1	0	1	B (67)	--	--	--	--	59	1	0	58	2	0	58	2	0	57	3	0	--	--	--	--	--	--
M17	ST-4.3					MH	6	61	62	62	1	0	1	B (67)	--	--	--	--	60	2	0	60	2	0	59	3	0	58	4	0	--	--	--	--	--	--
M18	ST-4.2					MH	2	68	69	69	1	0	1	B (67)	A/E	--	--	--	67	2	0	66	3	0	65	4	0	65	4	0	--	--	--	--	--	--

Notes:

1 - $L_{eq}(h)$ are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; REC - recreational; MH - mobile home; PF - public facility; UND - Undeveloped Land
AG – Agricultural; WH - warehousing

3 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC

4 – Segments of noise barrier that are along the freeway or ramp edge of shoulder are kept to a maximum height of 14 feet.

5 - This receptor does not represent a frequent outdoor use area and is for reporting purposes only.

6 - This receptor is supplemental and was chosen to locate the western terminus of a noise barrier for abatement of traffic noise in the dog park.

7 - This receptor has been permitted to convert from its current residential use to light industrial/warehousing use in the near future.

EOS = Edge of Shoulder

ROW = Right of Way
P.P. = Private Property
I.L. = Insertion Loss

NBR = Number of Benefited Receivers

WWC = Wildwood Canyon Road

Appendix L.4. Noise Barrier Analyses

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Table C-1. Analysis of Barrier W238A (Alternative 2)

	Receptor Location																Total Number of Benefited Receptors
	M4	M4A	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17	M18	
Number of Units Represented	1	0	1	2	3	5	4	2	3	1	2	1	1	6	6	2	
Existing Traffic Noise Level (dBA L_{eq}[h])	**73**	**71**	**76**	**75**	**73**	**76**	**74**	**74**	**73**	**69**	64	50	65	59	61	**69**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**73**	**73**	**74**	**73**	**73**	**74**	**73**	**74**	**74**	**69**	64	51	65	60	62	**68**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	0	+2	-2	-2	0	-2	-1	0	+1	0	0	+1	0	+1	+1	-1	
8-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**73**	**71**	**71**	**73**	**72**	**72**	**72**	**67**	62	51	62	59	61	**66**	
Predicted Noise Reduction (dB)	2	2	1	2	2	1	1	2	2	2	2	0	3	1	1	2	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**71**	**73**	**71**	**72**	**72**	**67**	62	51	61	59	60	65	
Predicted Noise Reduction (dB)	3	3	2	3	2	1	2	2	2	2	2	0	4	1	2	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier[b]																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**73**	**71**	**72**	**72**	**67**	61	51	60	58	59	65	
Predicted Noise Reduction (dB)	3	3	2	3	3	1	2	2	2	2	3	0	5	2	3	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**72**	**71**	**72**	**72**	**67**	61	51	60	57	58	64	
Predicted Noise Reduction (dB)	3	3	2	3	3	2	2	2	2	2	3	0	5	3	4	4	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**72**	**71**	**72**	**72**	**67**	61	50	59	57	58	64	
Predicted Noise Reduction (dB)	3	3	2	3	3	2	2	2	2	2	3	1	6	3	4	4	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-2. Analysis of Barrier W238B (Alternative 2)

	Receptor Location																Total Number of Benefited Receptors
	M4	M4A	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17	M18	
Number of Units Represented	1	0	1	2	3	5	4	2	3	1	2	1	1	6	6	2	
Existing Traffic Noise Level (dBA L_{eq}[h])	**73**	**71**	**76**	**75**	**73**	**76**	**74**	**74**	**73**	**69**	64	50	65	59	61	**68**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**73**	**73**	**74**	**73**	**73**	**74**	**73**	**74**	**74**	**69**	64	51	65	60	62	**68**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	0	+2	-2	-2	0	-2	-1	0	+1	0	0	+1	0	+1	+1	0	
8-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**73**	**71**	**71**	**73**	**72**	**72**	**70**	**67**	62	51	62	59	60	**66**	
Predicted Noise Reduction (dB)	2	2	1	2	2	1	1	2	4	2	2	0	3	1	2	2	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**71**	**73**	**71**	**72**	**70**	**67**	62	51	61	58	60	65	
Predicted Noise Reduction (dB)	3	3	2	3	2	1	2	2	4	2	2	0	4	2	2	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier[b]																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**73**	**71**	**72**	**70**	**66**	61	51	60	58	59	65	
Predicted Noise Reduction (dB)	3	3	2	3	3	1	2	2	4	3	3	0	5	2	3	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**72**	**71**	**72**	**69**	**66**	61	50	59	57	58	64	
Predicted Noise Reduction (dB)	3	3	2	3	3	2	2	2	5	3	3	1	6	3	4	4	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	4

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-3. Analysis of Barrier W238C (Alternative 2)

	Receptor Location																Total Number of Benefited Receptors
	M4	M4A	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17	M18	
Number of Units Represented	1	0	1	2	3	5	4	2	3	1	2	1	1	6	6	2	
Existing Traffic Noise Level (dBA L_{eq}[h])	**73**	**71**	**76**	**75**	**73**	**76**	**74**	**74**	**73**	**69**	64	50	65	59	61	**68**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**73**	**73**	**74**	**73**	**73**	**74**	**73**	**74**	**74**	**69**	64	51	65	60	61	**68**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	0	+2	-2	-2	0	-2	-1	0	+1	0	0	+1	0	+1	0	0	
8-Foot Barrier[b]																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**73**	**71**	**71**	**73**	**72**	**72**	63	62	63	51	63	59	60	**66**	
Predicted Noise Reduction (dB)	2	2	1	2	2	1	1	2	11	7	1	0	2	1	2	2	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
10-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**72**	**70**	**71**	**73**	**71**	**72**	62	60	62	51	62	59	60	**66**	
Predicted Noise Reduction (dB)	2	2	2	3	2	1	2	2	12	9	2	0	3	1	2	2	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
12-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**73**	**71**	**72**	60	59	62	51	61	58	59	65	
Predicted Noise Reduction (dB)	3	3	2	3	3	1	2	2	14	10	2	0	4	2	3	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
14-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**73**	**71**	**72**	60	58	62	51	61	58	59	65	
Predicted Noise Reduction (dB)	3	3	2	3	3	1	2	2	14	11	2	0	4	2	3	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
16-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**72**	**71**	**72**	59	57	62	51	60	57	58	64	
Predicted Noise Reduction (dB)	3	3	2	3	3	2	2	2	15	12	2	0	5	3	4	4	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	5

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-4. Analysis of Barrier W238D (Alternative 2)

	Receptor Location														Total Number of Benefited Receptors
	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17	M18	
Number of Units Represented	1	2	3	5	4	2	3	1	2	1	1	6	6	2	
Existing Traffic Noise Level (dBA L_{eq}[h])	**76**	**75**	**73**	**76**	**74**	**74**	**73**	**69**	64	50	65	59	61	**68**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**74**	**73**	**73**	**74**	**73**	**74**	**74**	**69**	64	51	65	60	62	**68**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	-2	-2	0	-2	-1	0	+1	0	0	+1	0	+1	+1	0	
6-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**71**	**67**	**68**	**68**	**69**	**66**	65	63	51	65	59	60	**67**	
Predicted Noise Reduction (dB)	4	2	6	6	5	5	8	4	1	0	0	1	2	1	
Number of Benefited Receptors	0	0	3	5	4	2	3	0	0	0	0	0	0	0	17
8-Foot Barrier[b]															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**66**	**71**	64	65	64	**68**	63	62	62	51	65	59	60	**66**	
Predicted Noise Reduction (dB)	8	2	9	9	9	6	11	7	2	0	0	1	2	2	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19
10-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	63	**70**	62	63	62	**67**	61	61	62	51	65	58	59	**66**	
Predicted Noise Reduction (dB)	11	3	11	11	11	7	13	8	2	0	0	2	3	2	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19
12-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	62	**70**	61	61	61	**67**	60	60	62	51	65	58	59	**66**	
Predicted Noise Reduction (dB)	12	3	12	13	12	7	14	9	2	0	0	2	3	2	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19
14-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	61	**70**	60	60	60	**67**	60	59	62	51	65	58	59	65	
Predicted Noise Reduction (dB)	13	3	13	14	13	7	14	10	2	0	0	2	3	3	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19
16-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	60	**70**	60	59	59	**67**	60	58	62	51	65	57	58	65	
Predicted Noise Reduction (dB)	14	3	13	15	14	7	14	11	2	0	0	3	4	3	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-5. Analysis of Barrier W238E (Alternative 2)

	Receptor Location		Total Number of Benefited Receptors
	M4	M4A	
Number of Units Represented	1	0	
Existing Traffic Noise Level (dBA L_{eq}[h])	**73**	**71**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**73**	**73**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	0	2	
6-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**72**	**72**	
Predicted Noise Reduction (dB)	1	1	
Number of Benefited Receptors	0	0	0
8-Foot Barrier[b]			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	**70**	
Predicted Noise Reduction (dB)	4	3	
Number of Benefited Receptors	0	0	0
10-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**67**	**67**	
Predicted Noise Reduction (dB)	6	6	
Number of Benefited Receptors	1	0	1
12-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**66**	**66**	
Predicted Noise Reduction (dB)	7	7	
Number of Benefited Receptors	1	0	1
14-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	65	65	
Predicted Noise Reduction (dB)	8	8	
Number of Benefited Receptors	1	0	1
16-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	64	64	
Predicted Noise Reduction (dB)	9	9	
Number of Benefited Receptors	1	0	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-6. Analysis of Barrier N35-ROW (Alternative 2)

	Receptor Location		Total Number of Benefited Receptors
	M22	M23	
Number of Units Represented	1	1	
Existing Traffic Noise Level (dBA L_{eq}[h])	65	65	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	**69**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	4	4	
6-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	65	
Predicted Noise Reduction (dB)	0	4	
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	65	64	
Predicted Noise Reduction (dB)	4	5	
Number of Benefited Receptors	0	1	1
10-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	62	61	
Predicted Noise Reduction (dB)	7	8	
Number of Benefited Receptors	1	1	2
12-Foot Barrier[b]			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	59	59	
Predicted Noise Reduction (dB)	10	10	
Number of Benefited Receptors	1	1	2
14-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	57	58	
Predicted Noise Reduction (dB)	12	11	
Number of Benefited Receptors	1	1	2
16-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	56	57	
Predicted Noise Reduction (dB)	13	12	
Number of Benefited Receptors	1	1	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-7. Analysis of Barrier N35-PP1 and N35-PP2 (Alternative 2)

	Receptor Location		Total Number of Benefited Receptors
	M22	M23	
Number of Units Represented	1	1	
Existing Traffic Noise Level (dBA L_{eq}[h])	65	65	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	**69**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	4	4	
6-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	64	
Predicted Noise Reduction (dB)	0	5	
Number of Benefited Receptors	0	1	1
8-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**66**	61	
Predicted Noise Reduction (dB)	3	8	
Number of Benefited Receptors	0	1	1
10-Foot Barrier[b]			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	63	59	
Predicted Noise Reduction (dB)	6	10	
Number of Benefited Receptors	1	1	2
12-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	61	58	
Predicted Noise Reduction (dB)	8	11	
Number of Benefited Receptors	1	1	2
14-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	60	56	
Predicted Noise Reduction (dB)	9	13	
Number of Benefited Receptors	1	1	2
16-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	59	56	
Predicted Noise Reduction (dB)	10	13	
Number of Benefited Receptors	1	1	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

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Table C-8. Analysis of Barrier W238A (Alternative 3)

	Receptor Location																Total Number of Benefited Receptors
	M4	M4A	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17	M18	
Number of Units Represented	1	0	1	2	3	5	4	2	3	1	2	1	1	6	6	2	
Existing Traffic Noise Level (dBA L_{eq}[h])	**73**	**71**	**76**	**75**	**73**	**76**	**74**	**74**	**73**	**69**	64	50	65	59	61	**68**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**73**	**73**	**74**	**73**	**73**	**74**	**73**	**74**	**74**	**69**	64	51	65	60	62	**68**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	0	+2	-2	-2	0	-2	-1	0	+1	0	0	+1	0	+1	+1	0	
8-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**73**	**71**	**71**	**73**	**72**	**72**	**72**	**67**	62	51	62	59	61	**66**	
Predicted Noise Reduction (dB)	2	2	1	2	2	1	1	2	2	2	2	0	3	1	1	2	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**72**	**70**	**71**	**73**	**71**	**72**	**72**	**67**	62	51	61	59	60	65	
Predicted Noise Reduction (dB)	2	2	2	3	2	1	2	2	2	2	2	0	4	1	2	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier[b]																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**73**	**71**	**72**	**72**	**67**	61	51	60	58	59	65	
Predicted Noise Reduction (dB)	3	3	2	3	3	1	2	2	2	2	3	0	5	2	3	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**73**	**71**	**72**	**72**	**67**	61	51	60	57	58	65	
Predicted Noise Reduction (dB)	3	3	2	3	3	1	2	2	2	2	3	0	5	3	4	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**72**	**71**	**72**	**72**	**67**	61	50	59	57	58	65	
Predicted Noise Reduction (dB)	3	3	2	3	3	2	2	2	2	2	3	1	6	3	4	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-9. Analysis of Barrier W238B (Alternative 3)

	Receptor Location																Total Number of Benefited Receptors
	M4	M4A	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17	M18	
Number of Units Represented	1	0	1	2	3	5	4	2	3	1	2	1	1	6	6	2	
Existing Traffic Noise Level (dBA L_{eq}[h])	**73**	**71**	**75**	**75**	**73**	**76**	**74**	**74**	**73**	**69**	64	50	65	59	61	**68**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**73**	**73**	**74**	**73**	**73**	**74**	**73**	**74**	**74**	**69**	64	51	65	60	62	**68**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	0	+2	-1	-2	0	-2	-1	0	1	0	0	+1	0	+1	+1	0	
8-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**73**	**71**	**71**	**73**	**72**	**72**	**70**	**67**	62	51	62	59	60	**66**	
Predicted Noise Reduction (dB)	2	2	1	2	2	1	1	2	4	2	2	0	3	1	2	2	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**72**	**70**	**71**	**73**	**71**	**72**	**70**	**67**	62	51	61	58	60	65	
Predicted Noise Reduction (dB)	2	2	2	3	2	1	2	2	4	2	2	0	4	2	2	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier[b]																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**73**	**71**	**72**	**70**	**66**	61	51	60	58	59	65	
Predicted Noise Reduction (dB)	3	3	2	3	3	1	2	2	4	3	3	0	5	2	3	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**72**	**71**	**72**	**70**	**66**	61	50	59	57	58	65	
Predicted Noise Reduction (dB)	3	3	2	3	3	2	2	2	4	3	3	1	6	3	4	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-10. Analysis of Barrier W238C (Alternative 3)

	Receptor Location																Total Number of Benefited Receptors
	M4	M4A	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17	M18	
Number of Units Represented	1	0	1	2	3	5	4	2	3	1	2	1	1	6	6	2	
Existing Traffic Noise Level (dBA L_{eq}[h])	**73**	**71**	**76**	**75**	**73**	**76**	**74**	**74**	**73**	**69**	64	50	65	59	61	**68**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**73**	**73**	**74**	**73**	**73**	**74**	**73**	**74**	**74**	**69**	64	51	65	60	62	**68**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	0	+2	-2	-2	0	-2	-1	0	1	0	0	+1	0	+1	+1	0	
8-Foot Barrier[b]																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**73**	**71**	**71**	**73**	**72**	**72**	63	62	62	51	63	59	60	**66**	
Predicted Noise Reduction (dB)	2	2	1	2	2	1	1	2	11	7	2	0	2	1	2	2	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
10-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**72**	**70**	**71**	**73**	**71**	**72**	62	60	62	51	62	59	60	**66**	
Predicted Noise Reduction (dB)	2	2	2	3	2	1	2	2	12	9	2	0	3	1	2	2	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
12-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**72**	**70**	**70**	**73**	**71**	**72**	60	59	62	51	61	58	59	65	
Predicted Noise Reduction (dB)	2	2	2	3	3	1	2	2	14	10	2	0	4	2	3	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
14-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**73**	**71**	**72**	60	58	62	51	61	58	59	65	
Predicted Noise Reduction (dB)	3	3	2	3	3	1	2	2	14	11	2	0	4	2	3	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
16-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**72**	**71**	**72**	59	57	62	51	60	57	58	65	
Predicted Noise Reduction (dB)	3	3	2	3	3	2	2	2	15	12	2	0	5	3	4	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	5

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-11. Analysis of Barrier W238D (Alternative 3)

	Receptor Location														Total Number of Benefited Receptors
	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17	M18	
Number of Units Represented	1	2	3	5	4	2	3	1	2	1	1	6	6	2	
Existing Traffic Noise Level (dBA L_{eq}[h])	**75**	**75**	**73**	**76**	**74**	**74**	**73**	**69**	64	50	65	59	61	**68**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**74**	**73**	**73**	**74**	**73**	**74**	**74**	**69**	64	51	65	60	62	**68**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	-1	-2	0	-2	-1	0	+1	0	0	+1	0	+1	+1	0	
6-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**71**	**67**	**68**	**68**	**69**	**66**	**65**	63	51	65	59	60	**67**	
Predicted Noise Reduction (dB)	4	2	6	6	5	5	8	4	1	0	0	1	2	1	
Number of Benefited Receptors	0	0	3	5	4	2	3	0	0	0	0	0	0	0	17
8-Foot Barrier[b]															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	66	**71**	64	65	64	**68**	63	62	62	51	65	59	60	**66**	
Predicted Noise Reduction (dB)	8	2	9	9	9	6	11	7	2	0	0	1	2	2	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19
10-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	63	**70**	62	63	62	**67**	61	61	62	51	65	58	59	**66**	
Predicted Noise Reduction (dB)	11	3	11	11	11	7	13	8	2	0	0	2	3	2	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19
12-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	62	**70**	61	61	61	**67**	60	60	62	51	65	58	59	**66**	
Predicted Noise Reduction (dB)	12	3	12	13	12	7	14	9	2	0	0	2	3	2	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19
14-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	61	**70**	60	60	60	**67**	60	59	62	51	65	58	59	65	
Predicted Noise Reduction (dB)	13	3	13	14	13	7	14	10	2	0	0	2	3	3	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19
16-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	60	**70**	60	59	59	**67**	60	58	62	51	65	57	58	65	
Predicted Noise Reduction (dB)	14	3	13	15	14	7	14	11	2	0	0	3	4	3	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-12. Analysis of Barrier W238E (Alternative 3)

	Receptor Location		Total Number of Benefited Receptors
	M4	M4A	
Number of Units Represented	1	0	
Existing Traffic Noise Level (dBA L_{eq}[h])	**73**	**71**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**73**	**73**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	0	+2	
6-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**72**	**72**	
Predicted Noise Reduction (dB)	1	1	
Number of Benefited Receptors	0	0	0
8-Foot Barrier[b]			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	**70**	
Predicted Noise Reduction (dB)	4	3	
Number of Benefited Receptors	0	0	0
10-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**67**	**67**	
Predicted Noise Reduction (dB)	6	6	
Number of Benefited Receptors	1	0	1
12-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**66**	**66**	
Predicted Noise Reduction (dB)	7	7	
Number of Benefited Receptors	1	0	1
14-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	65	65	
Predicted Noise Reduction (dB)	8	8	
Number of Benefited Receptors	1	0	1
16-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	64	64	
Predicted Noise Reduction (dB)	9	9	
Number of Benefited Receptors	1	0	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-13. Analysis of Barrier N35-ROW (Alternative 3)

	Receptor Location		Total Number of Benefited Receptors
	M22	M23	
Number of Units Represented	1	1	
Existing Traffic Noise Level (dBA L_{eq}[h])	65	65	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	**69**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	4	4	
6-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	65	
Predicted Noise Reduction (dB)	0	4	
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	65	64	
Predicted Noise Reduction (dB)	4	5	
Number of Benefited Receptors	0	1	1
10-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	62	61	
Predicted Noise Reduction (dB)	7	8	
Number of Benefited Receptors	1	1	2
12-Foot Barrier[b]			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	59	59	
Predicted Noise Reduction (dB)	10	10	
Number of Benefited Receptors	1	1	2
14-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	57	58	
Predicted Noise Reduction (dB)	12	11	
Number of Benefited Receptors	1	1	2
16-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	56	57	
Predicted Noise Reduction (dB)	13	12	
Number of Benefited Receptors	1	1	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-14. Analysis of Barrier N35-PP1 and N35-PP2 (Alternative 3)

	Receptor Location		Total Number of Benefited Receptors
	M22	M23	
Number of Units Represented	1	1	
Existing Traffic Noise Level (dBA L_{eq}[h])	65	65	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	**69**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	4	4	
6-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	64	
Predicted Noise Reduction (dB)	0	5	
Number of Benefited Receptors	0	1	1
8-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**66**	61	
Predicted Noise Reduction (dB)	3	8	
Number of Benefited Receptors	0	1	1
10-Foot Barrier[b]			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	63	59	
Predicted Noise Reduction (dB)	6	10	
Number of Benefited Receptors	1	1	2
12-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	61	58	
Predicted Noise Reduction (dB)	8	11	
Number of Benefited Receptors	1	1	2
14-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	60	56	
Predicted Noise Reduction (dB)	9	13	
Number of Benefited Receptors	1	1	2
16-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	59	56	
Predicted Noise Reduction (dB)	10	13	
Number of Benefited Receptors	1	1	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

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Table C-15. Analysis of Barrier W238A (Alternative 4)

	Receptor Location															Total Number of Benefited Receptors
	M4	M4A	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17	M18	
Number of Units Represented	1	0	1	2	3	5	4	2	3	1	2	1	1	6	6	2	
Existing Traffic Noise Level (dBA L_{eq}[h])	**73**	**71**	**76**	**75**	**73**	**76**	**74**	**74**	**73**	**69**	64	50	65	59	61	**68**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**73**	**73**	**74**	**73**	**73**	**74**	**73**	**74**	**74**	**69**	64	51	65	60	62	**69**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	0	+2	-2	-2	0	-2	-1	0	+1	0	0	+1	0	+1	+1	1	
8-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**72**	**73**	**71**	**71**	**73**	**72**	**72**	**70**	**67**	62	51	62	59	61	**67**	
Predicted Noise Reduction (dB)	2	1	1	2	2	1	1	2	4	2	2	0	3	1	1	2	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**72**	**70**	**71**	**73**	**71**	**72**	**70**	**67**	62	51	61	59	60	**66**	
Predicted Noise Reduction (dB)	2	2	2	3	2	1	2	2	4	2	2	0	4	1	2	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier[b]																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**71**	**72**	**70**	**70**	**73**	**71**	**72**	**70**	**66**	61	51	60	58	59	65	
Predicted Noise Reduction (dB)	3	2	2	3	3	1	2	2	4	3	3	0	5	2	3	4	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**71**	**72**	**70**	**70**	**73**	**71**	**72**	**70**	**66**	61	51	60	57	58	65	
Predicted Noise Reduction (dB)	3	2	2	3	3	1	2	2	4	3	3	0	5	3	4	4	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**71**	**72**	**70**	**70**	**72**	**71**	**72**	**69**	**66**	61	50	59	57	58	65	
Predicted Noise Reduction (dB)	3	2	2	3	3	2	2	2	5	3	3	1	6	3	4	4	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	4

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-16. Analysis of Barrier W238B (Alternative 4)

	Receptor Location																Total Number of Benefited Receptors
	M4	M4A	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17	M18	
Number of Units Represented	1	0	1	2	3	5	4	2	3	1	2	1	1	6	6	2	
Existing Traffic Noise Level (dBA L_{eq}[h])	**73**	**71**	**76**	**75**	**73**	**76**	**74**	**74**	**73**	**69**	64	50	65	59	61	**68**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**73**	**73**	**74**	**73**	**73**	**74**	**73**	**74**	**74**	**69**	64	51	65	60	62	**69**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	0	+2	-2	-2	0	-2	-1	0	+1	0	0	+1	0	+1	+1	+1	
8-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**73**	**71**	**71**	**73**	**72**	**72**	**70**	**67**	62	51	62	59	60	**67**	
Predicted Noise Reduction (dB)	2	2	1	2	2	1	1	2	4	2	2	0	3	1	2	2	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**72**	**70**	**71**	**73**	**71**	**72**	**70**	**67**	62	51	61	58	60	**66**	
Predicted Noise Reduction (dB)	2	2	2	3	2	1	2	2	4	2	2	0	4	2	2	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12-Foot Barrier[b]																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**73**	**71**	**72**	**70**	**66**	61	51	60	58	59	65	
Predicted Noise Reduction (dB)	3	3	2	3	3	1	2	2	4	3	3	0	5	2	3	4	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**70**	**72**	**70**	**70**	**72**	**71**	**72**	**69**	**66**	61	50	59	57	58	65	
Predicted Noise Reduction (dB)	3	3	2	3	3	2	2	2	5	3	3	1	6	3	4	4	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	4

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-17. Analysis of Barrier W238C (Alternative 4)

	Receptor Location																Total Number of Benefited Receptors
	M4	M4A	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17	M18	
Number of Units Represented	1	0	1	2	3	5	4	2	3	1	2	1	1	6	6	2	
Existing Traffic Noise Level (dBA L_{eq}[h])	**73**	**71**	**76**	**75**	**73**	**76**	**74**	**74**	**73**	**69**	64	50	65	59	61	**68**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**73**	**73**	**74**	**73**	**73**	**74**	**73**	**74**	**74**	**69**	64	51	65	60	62	**69**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	0	+2	-2	-2	0	-2	-1	0	+1	0	0	+1	0	+1	+1	+1	
8-Foot Barrier[b]																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**72**	**73**	**71**	**71**	**73**	**72**	**72**	63	62	62	51	63	59	60	**67**	
Predicted Noise Reduction (dB)	2	1	1	2	2	1	1	2	11	7	2	0	2	1	2	2	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
10-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**72**	**72**	**71**	**71**	**73**	**71**	**72**	62	60	62	51	62	59	60	**66**	
Predicted Noise Reduction (dB)	2	1	2	2	2	1	2	2	12	9	2	0	3	1	2	3	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
12-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**72**	**70**	**70**	**73**	**71**	**72**	60	59	62	51	61	58	59	65	
Predicted Noise Reduction (dB)	2	2	2	3	3	1	2	2	14	10	2	0	4	2	3	4	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
14-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**71**	**72**	**70**	**70**	**73**	**71**	**72**	60	58	62	51	61	58	59	65	
Predicted Noise Reduction (dB)	3	2	2	3	3	1	2	2	14	11	2	0	4	2	3	4	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
16-Foot Barrier																	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**70**	**71**	**72**	**70**	**70**	**72**	**71**	**72**	59	57	62	51	60	57	58	65	
Predicted Noise Reduction (dB)	3	2	2	3	3	2	2	2	15	12	2	0	5	3	4	4	
Number of Benefited Receptors	0	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	5

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-18. Analysis of Barrier W238D (Alternative 4)

	Receptor Location														Total Number of Benefited Receptors
	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17	M18	
Number of Units Represented	1	2	3	5	4	2	3	1	2	1	1	6	6	2	
Existing Traffic Noise Level (dBA L_{eq}[h])	**76**	**75**	**73**	**76**	**74**	**74**	**73**	**69**	64	50	65	59	61	**68**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**74**	**73**	**73**	**74**	**73**	**74**	**74**	**69**	64	51	65	60	62	**69**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	-2	-2	0	-2	-1	0	+1	0	0	+1	0	+1	+1	+1	
6-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**71**	**71**	**67**	**68**	**68**	**69**	**66**	65	63	51	65	59	60	**68**	
Predicted Noise Reduction (dB)	3	2	6	6	5	5	8	4	1	0	0	1	2	1	
Number of Benefited Receptors	0	0	3	5	4	2	3	0	0	0	0	0	0	0	17
8-Foot Barrier[b]															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	65	**71**	64	65	64	**68**	63	62	62	51	65	59	60	**67**	
Predicted Noise Reduction (dB)	9	2	9	9	9	6	11	7	2	0	0	1	2	2	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19
10-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	63	**71**	62	63	62	**67**	61	61	62	51	65	58	59	**66**	
Predicted Noise Reduction (dB)	11	2	11	11	11	7	13	8	2	0	0	2	3	3	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19
12-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	62	**71**	61	61	61	**67**	61	60	62	51	65	58	59	**66**	
Predicted Noise Reduction (dB)	12	2	12	12	12	7	13	9	2	0	0	2	3	3	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19
14-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	61	**71**	60	60	60	**67**	60	59	62	51	65	58	59	65	
Predicted Noise Reduction (dB)	13	2	13	13	13	7	14	10	2	0	0	2	3	4	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19
16-Foot Barrier															
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	61	**70**	60	59	59	**67**	60	58	62	51	65	57	58	65	
Predicted Noise Reduction (dB)	13	3	13	14	14	7	14	11	2	0	0	3	4	4	
Number of Benefited Receptors	1	0	3	5	4	2	3	1	0	0	0	0	0	0	19

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-19. Analysis of Barrier W238E (Alternative 4)

	Receptor Location		Total Number of Benefited Receptors
	M4	M4A	
Number of Units Represented	1	0	
Existing Traffic Noise Level (dBA L_{eq}[h])	**73**	**71**	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**73**	**73**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	0	+2	
6-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**73**	**73**	
Predicted Noise Reduction (dB)	0	0	
Number of Benefited Receptors	0	0	0
8-Foot Barrier[b]			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	**70**	
Predicted Noise Reduction (dB)	4	3	
Number of Benefited Receptors	0	0	0
10-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**67**	**67**	
Predicted Noise Reduction (dB)	6	6	
Number of Benefited Receptors	1	0	1
12-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**66**	**66**	
Predicted Noise Reduction (dB)	7	7	
Number of Benefited Receptors	1	0	1
14-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	65	65	
Predicted Noise Reduction (dB)	8	8	
Number of Benefited Receptors	1	0	1
16-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	64	64	
Predicted Noise Reduction (dB)	9	9	
Number of Benefited Receptors	1	0	1

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-20. Analysis of Barrier N35-ROW (Alternative 4)

	Receptor Location		Total Number of Benefited Receptors
	M22	M23	
Number of Units Represented	1	1	
Existing Traffic Noise Level (dBA L_{eq}[h])	65	65	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	**69**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	4	4	
6-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	65	
Predicted Noise Reduction (dB)	0	4	
Number of Benefited Receptors	0	0	0
8-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	65	64	
Predicted Noise Reduction (dB)	4	5	
Number of Benefited Receptors	0	1	1
10-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	62	61	
Predicted Noise Reduction (dB)	7	8	
Number of Benefited Receptors	1	1	2
12-Foot Barrier[b]			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	59	59	
Predicted Noise Reduction (dB)	10	10	
Number of Benefited Receptors	1	1	2
14-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	57	58	
Predicted Noise Reduction (dB)	12	11	
Number of Benefited Receptors	1	1	2
16-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	56	57	
Predicted Noise Reduction (dB)	13	12	
Number of Benefited Receptors	1	1	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

Table C-21. Analysis of Barrier N35-PP1 and N35-PP2 (Alternative 4)

	Receptor Location		Total Number of Benefited Receptors
	M22	M23	
Number of Units Represented	1	1	
Existing Traffic Noise Level (dBA L_{eq}[h])	65	65	
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	**69**	
Design Year with Project minus Existing Traffic Noise Level (dBA L_{eq}[h])	4	4	
6-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**69**	64	
Predicted Noise Reduction (dB)	0	5	
Number of Benefited Receptors	0	1	1
8-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	**66**	61	
Predicted Noise Reduction (dB)	3	8	
Number of Benefited Receptors	0	1	1
10-Foot Barrier[b]			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	63	59	
Predicted Noise Reduction (dB)	6	10	
Number of Benefited Receptors	1	1	2
12-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	61	58	
Predicted Noise Reduction (dB)	8	11	
Number of Benefited Receptors	1	1	2
14-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	60	56	
Predicted Noise Reduction (dB)	9	13	
Number of Benefited Receptors	1	1	2
16-Foot Barrier			
Design Year with Project Traffic Noise Level (dBA L_{eq}[h])	59	56	
Predicted Noise Reduction (dB)	10	13	
Number of Benefited Receptors	1	1	2

[a] Traffic noise levels that approach or exceed the NAC are shown in bold.

[b] Noise barrier at this height and above breaks the line of sight to an 11.5-foot truck stack.

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Appendix M Energy Consumption Calculations

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Wildwood Energy Consumption Summary

Alternative and Construction Year	Gasoline (gallons)	Diesel (gallons)	Electricity (kWh)	Indirect Energy (million British thermal units)
Total Alternative 2	**32,042**	**119,149**	**33,628**	**20,663**
Year 2029	15,532	77,771	15,532	**12,793**
Year 2030	16,510	41,378	16,510	**7,864**
Total Alternative 3	**33,207**	**123,032**	**34,830**	**21,352**
Year 2029	16,209	80,508	17,660	**13,265**
Year 2030	16,998	42,524	17,171	**8,087**
Total Alternative 4	**42,225**	**146,795**	**45,597**	**25,815**
Year 2029	23,459	99,832	26,711	**16,885**
Year 2030	18,765	46,963	18,885	**8,930**

Conversions

138,874 Btu/gal diesel
124,884 Btu/gal gasoline
3412.14 BTU/kW

PROJECT: I-10 Wildwood Alternative 2 DATE:

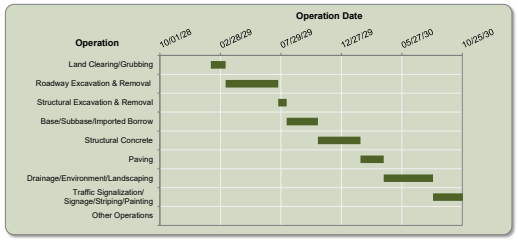
Required fields
Optional fields

PROJECT INFORMATION

Project Start Date (mm/dd/yy)	02/05/29	Project Type	Mainline Improvements
Road Type	Freeway	Construction Cost	$118,991,000
Project Length	4.1 (miles)	Estimated Working Days	470

Caltrans Construction Price Index		
2021 - 4th Quarter, last 12 months	82.10	The latest CPI should be available at the link below (web address is http://ppmoe.dot.ca.gov/des/oe/docs/CCI.pdf):
Latest 4th Quarter, last 12 months	161.64	Caltrans Construction Price Index

Operation	Start Dates (mm/dd/yy)	Length of Operations (working days)	Daily Disturbed Areas (acres) Optional Input	Daily Disturbed Areas (acres) Default	Mitigation Factors
Land Clearing/Grubbing	02/05/29	27	5.00	1.85	50%
Roadway Excavation & Removal	03/14/29	93	5.00	0.54	50%
Structural Excavation & Removal	07/23/29	15	5.00	3.33	50%
Base/Subbase/Imported Borrow	08/13/29	56	5.00	0.89	50%
Structural Concrete	10/30/29	76			
Paving	02/13/30	42			
Drainage/Environment/Landscaping	04/12/30	87			
Traffic Signalization/Signage/Striping/Painting	08/13/30	74			
Other Operations	11/25/30				



Total Working Days (calculated)	470	working days

Painting and Asphalt Application

Painting	Water-Based Coating		(gallons)
	Solvent-Based Coating		(gallons)
Cutback Asphalt	Total Weight		(tons)
	Diluent Content	35	(%)

FLEET INFORMATION

Off-Road Engine Emission Standards	Default	
Are signal boards battery- or solar-powered?	No	
Distance per round-trip (heavy-duty trucks)	20	(miles)
Distance per round-trip (light-duty trucks)	8.26	(miles)
Diesel Sulfur Content	15	(ppmw)

Vehicle/Equipment Type	Land Clearing/ Grubbing		Roadway Excavation & Removal		Structural Excavation & Removal		Base/Subbase/ Imported Borrow		Structure Concrete		Paving		Drainage/Environment/ Landscaping		Traffic Signalization Signage		Other Operations			Distance per Round-Trip		
On-Road Vehicles	total trips		total trips		total trips		total trips		total trips		total trips		total trips		total trips		# of round-trips			miles		
Heavy-Duty Trucks	926		8,167		382		4,905		2,097		2,244		2,681		8,028		0			20		
Light-Duty Trucks	277		3,310		570		5,067		4,679		4,869		4,083		18,106		0			8.26		
	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	Load Factor	Emission Standards	Rated Power (hp)	Rated Power Default (hp)
Water Trucks	1	190	3	1900	3	309	3	1308	1	46	1	160	1	86	1	98		0	0.38	Default	Default ->	371
Off-Road Equipment	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	Load Factor	Emission Standards	Rated Power (hp)	Rated Power Default (hp)
Aerial Lifts	0	0	0	0	1	98	0	0	1	313	0	0	1	8	1	251		0	0.31	Default	Default ->	59
Bore/Drill Rigs	0	0	1	81	1	30	0	0	1	79	0	0	1	99	2	833		0	0.50	Default	Default ->	213
Cement & Mortar Mixers	0	0	0	0	1	11	0	0	1	608	0	0	0	0	2	1057		0	0.56	Default	Default ->	13
Commercial Turf Equipment	0	0	0	0	0	0	0	0	0	0	0	0	1	257	1	5		0	0.45	Default	Default ->	20
Concrete/Industrial Saws	1	11	1	392	1	10	1	14	1	43	2	650	1	24	1	98		0	0.73	Default	Default ->	35
Cranes	0	0	0	0	1	27	0	0	1	241	1	5	1	29	1	193		0	0.29	Default	Default ->	249
Crawler Tractors/Dozers	1	102	2	1290	1	15	4	1488	1	7	1	15	1	100	1	30		0	0.43	Default	Default ->	228
Crushing/Processing Equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.78	Default	Default ->	21
Excavators	4	779	2	1269	2	226	2	724	1	23	1	166	1	169	1	159		0	0.38	Default	Default ->	186
Graders	1	83	3	1866	0	0	6	2273	1	6	1	111	1	25	1	21		0	0.41	Default	Default ->	179
Light Commercial Air Compressors	3	523	1	71	4	366	1	38	2	1120	1	32	1	238	1	588		0	0.48	Default	Default ->	34
Light Commercial Generator Sets	0	0	1	104	2	186	0	0	4	2415	1	174	2	1080	1	142		0	0.74	Default	Default ->	21
Light Commercial Pressure Washers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.30	Default	Default ->	19
Light Commercial Pumps	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.74	Default	Default ->	20
Light Commercial Welders	0	0	1	177	1	1	0	0	1	121	0	0	1	241	1	2		0	0.45	Default	Default ->	27
Off-Highway Tractors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.44	Default	Default ->	130
Off-Highway Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.38	Default	Default ->	371
Other Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.42	Default	Default ->	186
Other General Industrial Equipment	0	0	1	139	1	1	0	0	1	318	1	84	1	110	2	630		0	0.34	Default	Default ->	92
Pavers/Shoulder Backing/AC Dikes	0	0	1	82	0	0	1	412	1	533	6	1713	1	318	2	683		0	0.42	Default	Default ->	125
Paving Equipment	0	0	1	226	0	0	1	329	1	156	5	1631	1	327	1	154		0	0.36	Default	Default ->	131
Plate Compactors	0	0	1	56	1	22	1	116	1	12	1	104	1	71	1	3		0	0.43	Default	Default ->	13
Rollers	1	16	3	1538	1	22	5	1844	1	30	12	3729	1	118	1	84		0	0.38	Default	Default ->	82
Rough Terrain Forklifts	0	0	1	28	1	32	1	35	3	1327	1	24	1	23	1	224		0	0.40	Default	Default ->	96
Rubber Tire Dozers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.40	Default	Default ->	302
Rubber Tire Loaders	1	91	2	1287	1	72	2	776	1	329	1	240	1	373	1	86		0	0.36	Default	Default ->	227
Scrapers	2	219	3	2154	1	2	6	2365	1	22	1	22	1	11	0	0		0	0.48	Default	Default ->	376
Skid Steer Loaders	1	78	1	87	1	26	1	29	1	140	1	235	2	978	1	245		0	0.37	Default	Default ->	57
Surfacing Equipment	0	0	1	705	1	68	1	118	1	99	2	351	1	3	1	272		0	0.30	Default	Default ->	259
Sweepers/Scrubbers	1	14	1	426	1	1	2	526	1	6	3	924	1	155	1	114		0	0.46	Default	Default ->	66
Tampers/Rammers	1	19	1	78	0	0	1	43	1	6	1	30	1	22	1	39		0	0.43	Default	Default ->	13
Tractors/Loaders/Backhoes	1	43	2	1278	1	95	2	645	1	248	2	350	2	1044	1	386		0	0.37	Default	Default ->	102
Trenchers	1	7	0	0	0	0	1	23	1	113	0	0	4	2310	1	256		0	0.50	Default	Default ->	83
Signal Boards	3	216	3	744	3	120	3	448	3	608	3	336	3	696	3	592		0	0.82	Default	Default ->	13
Project Total Off-Road Equipment and On-Road Water Truck Engine-on Hours by Operation	2,389		15,976		1,742		13,554		8,973		11,084		8,916		7,245		0					

PROJECT: I-10 Wildwood Alternative 2 **DATE:**

	Summary of Project Emissions and Consumption														
	TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4	N2O	BC	HFC	CO_2e	Diesel Fuel	Gasoline Fuel	Electricity
Daily Average (lbs/day; metric tons CO_2e/day; gal fuel/day; kWh electricity/day)	**4.704**	**4.428**	**22.965**	**29.322**	**22.442**	**4.122**	**7071**	**0.170**	**0.345**	**1.106**	**0.149**	**3.58**	**254**	**68**	**71.550**
Maximum Daily Average (lbs/day; metric tons CO_2e/day; gal fuel/day; kWh electricity/day)	**9.605**	**9.025**	**65.843**	**61.756**	**54.782**	**9.712**	**14141**	**0.393**	**0.571**	**2.500**	**0.246**	**7.16**	**540**	**134**	**130.035**
Annual Average (tons/year; metric tons CO_2e/year; gal fuel/year; kWh electricity/year)	**0.553**	**0.520**	**2.698**	**3.445**	**2.637**	**0.484**	**831**	**0.020**	**0.041**	**0.130**	**0.018**	**842**	**59,575**	**16,021**	**16,814.188**

Summary by Source	**Project Total Emissions and Consumption (tons; metric tons CO_2e; gal fuel; kWh electricity)**														
Source	**TOG**	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**CO2**	**CH4**	**N2O**	**BC**	**HFC**	**CO_2e**	**Diesel Fuel**	**Gasoline Fuel**	**Electricity**
On-Road	0.048	0.039	0.589	0.656	0.008	0.007	749	0.003	0.074	0.002	0.035	745	39,180	32,042	33,628.376
Off-Road	1.058	1.001	4.808	6.235	0.491	0.484	913	0.036	0.007	0.258	-	939	79,969	-	-
Area-Wide Fugitive Dust	-	-	-	-	4.775	0.478	-	-	-	-	-	-	-	-	-
Painting and Asphalt Application	0.000	0.000	-	-	-	-	-	-	-	-	-	-	-	-	-
Project Total	**1.105**	**1.041**	**5.397**	**6.891**	**5.274**	**0.969**	**1662**	**0.040**	**0.081**	**0.260**	**0.035**	**1684**	**119,149**	**32,042**	**33,628.376**

	Project Average Daily Emissions and Consumption (lbs/day; m							
	TOG	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**CO2**	**CH4**
	4.704	4.428	22.965	29.322	22.442	4.122	7071	0.170
Project Maximum*	**9.605**	**9.025**	**65.843**	**61.756**	**54.782**	**9.712**	**14141**	**0.393**

* The overall project maximum average daily value is the largest of either a single operation's average daily value or, when operations ov detail). Contributions to the project maximum average daily value by operation are indicated by red font.

Summary by Operation	**Total Emissions and Consumption by Operation (tons; metric tons CO_2e; gal fuel; kWh electricity)**														
Project Phases	**TOG**	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**CO2**	**CH4**	**N2O**	**BC**	**HFC**	**CO_2e**	**Diesel Fuel**	**Gasoline Fuel**	**Electricity**
Land Clearing/Grubbing	0.038	0.036	0.203	0.217	0.690	0.083	57	0.001	0.003	0.008	0.001	57	4,354	782	957.291
Roadway Excavation & Removal	0.290	0.272	1.796	1.868	2.463	0.369	476	0.012	0.024	0.072	0.010	481	35,765	7,179	8,607.310
Structural Excavation & Removal	0.020	0.019	0.056	0.100	0.381	0.044	29	0.001	0.002	0.003	0.001	29	2,049	613	671.498
Base/Subbase/Imported Borrow	0.269	0.253	1.844	1.729	1.534	0.272	396	0.011	0.016	0.070	0.006	401	30,263	5,336	5,497.240
Structure Concrete	0.117	0.110	0.337	0.545	0.033	0.032	125	0.003	0.005	0.017	0.003	125	8,798	2,650	2,164.598
Paving	0.149	0.142	0.416	1.012	0.076	0.075	161	0.004	0.006	0.040	0.003	168	11,766	2,805	2,902.561
Drainage/Environment/Landscaping	0.124	0.117	0.334	0.743	0.055	0.054	145	0.004	0.007	0.029	0.003	149	10,425	2,779	3,205.268
Traffic Signalization/Signage/Striping/Painting	0.099	0.092	0.411	0.678	0.041	0.041	273	0.004	0.018	0.021	0.009	273	15,728	9,898	9,622.611
Other Operation	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
Total	**1.105**	**1.041**	**5.397**	**6.891**	**5.274**	**0.969**	**1662**	**0.040**	**0.081**	**0.260**	**0.035**	**1684**	**119,149**	**32,042**	**33,628.376**

	Average Daily Emissions and Consumption by Operation (lbs/day							
	TOG	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**CO2**	**CH4**
	2.794	2.637	15.048	16.078	51.129	6.114	4222	0.109
	6.229	5.856	38.632	40.171	52.968	7.926	10231	0.252
	2.646	2.507	7.415	13.269	50.833	5.820	3864	0.081
	9.605	9.025	65.843	61.756	54.782	9.712	14141	0.393
	3.067	2.902	8.869	14.330	0.857	0.839	3287	0.083
	7.109	6.741	19.798	48.170	3.634	3.580	7657	0.209
	2.859	2.689	7.689	17.089	1.270	1.244	3335	0.083
	2.678	2.499	11.105	18.312	1.120	1.102	7381	0.108
	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
Highest across Operations	9.605	9.025	65.843	61.756	54.782	9.712	14141	0.393

Summary by Year	Total Emissions and Consumption by Year (tons; metric tons CO_2e; gal fuel; kWh electricity)														
Year	TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4	N2O	BC	HFC	CO_2e	Diesel Fuel	Gasoline Fuel	Electricity
2015	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2016	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2017	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2018	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2019	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2020	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2021	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2022	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2023	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2024	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2025	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2026	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2027	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2028	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2029	**0.687**	**0.646**	**4.104**	**4.244**	**5.088**	**0.786**	**1034**	**0.027**	**0.048**	**0.163**	**0.019**	**1045**	**77,771**	**15,532**	**16,884,453**
2030	**0.419**	**0.394**	**1.293**	**2.647**	**0.186**	**0.183**	**628**	**0.013**	**0.033**	**0.097**	**0.016**	**639**	**41,378**	**16,510**	**16,743,923**
2031	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2032	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2033	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2034	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2035	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2036	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2037	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2038	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2039	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2040	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2041	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2042	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2043	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2044	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2045	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2046	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2047	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2048	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2049	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2050	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
Total	**1.105**	**1.041**	**5.397**	**6.891**	**5.274**	**0.969**	**1662**	**0.040**	**0.081**	**0.260**	**0.035**	**1684**	**119,149**	**32,042**	**33,628,376**
	Average Emissions and Consumption per Year (tons/year; metric tons CO_2e/year; gal fuel/year; kWh electricity/year)														
Summary	**0.553**	**0.520**	**2.698**	**3.445**	**2.637**	**0.484**	**831**	**0.020**	**0.041**	**0.130**	**0.018**	**842**	**59,575**	**16,021**	**16,814,188**

	Average Daily Emissions and Consumption by Year (lbs/day; m							
TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000

PROJECT: I-10 Wildwood Alternative 3 **DATE:**

Required fields
Optional fields

PROJECT INFORMATION

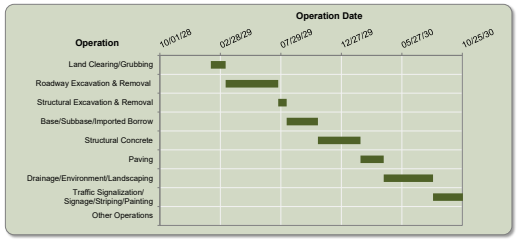
Project Start Date (mm/dd/yy)	02/05/29	
Road Type	Freeway	
Project Length	4.1	(miles)

Project Type	Mainline Improvements
Construction Cost	$122,647,000
Estimated Working Days	470

Caltrans Construction Price Index	
2021 - 4th Quarter, last 12 months	82.10
Latest 4th Quarter, last 12 months	161.64

The latest CPI should be available at the link below (web address is http://ppmoe.dot.ca.gov/des/oe/docs/CCI.pdf):
Caltrans Construction Price Index

Operation	Start Dates (mm/dd/yy)	Length of Operations (working days)	Daily Disturbed Areas (acres) Optional Input	Daily Disturbed Areas (acres) Default	Mitigation Factors
Land Clearing/Grubbing	02/05/29	27	5.00	1.85	50%
Roadway Excavation & Removal	03/14/29	93	5.00	0.54	50%
Structural Excavation & Removal	07/23/29	15	5.00	3.33	50%
Base/Subbase/Imported Borrow	08/13/29	56	5.00	0.89	50%
Structural Concrete	10/30/29	76			
Paving	02/13/30	42			
Drainage/Environment/Landscaping	04/12/30	87			
Traffic Signalization/Signage/Striping/Painting	08/13/30	74			
Other Operations	11/25/30				



Total Working Days (calculated)	470 working days

Painting and Asphalt Application

Painting	Water-Based Coating		(gallons)
	Solvent-Based Coating		(gallons)
Cutback Asphalt	Total Weight		(tons)
	Diluent Content	35	(%)

FLEET INFORMATION

Off-Road Engine Emission Standards	Default
Are signal boards battery- or solar-powered?	No
Distance per round-trip (heavy-duty trucks)	20 (miles)
Distance per round-trip (light-duty trucks)	8.26 (miles)
Diesel Sulfur Content	15 (ppmw)

Vehicle/Equipment Type	Land Clearing/ Grubbing		Roadway Excavation & Removal		Structural Excavation & Removal		Base/Subbase/ Imported Borrow		Structure Concrete		Paving		Drainage/Environment/ Landscaping		Traffic Signalization Signage		Other Operations			Distance per Round-Trip		
On-Road Vehicles	total trips		total trips		total trips		total trips		total trips		total trips		total trips		total trips		# of round-trips			miles		
Heavy-Duty Trucks	954		8,730		393		5,056		2,161		2,244		2,764		8,275		0			20		
Light-Duty Trucks	286		3,411		588		5,223		4,823		5,018		4,209		18,662		0			8.26		
	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	Load Factor	Emission Standards	Rated Power (hp)	Rated Power Default (hp)
Water Trucks	1	196	3	1958	3	318	4	1348	1	48	1	165	1	89	1	101		0	0.38	Default	Default ->	371
Off-Road Equipment	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	Load Factor	Emission Standards	Rated Power (hp)	Rated Power Default (hp)
Aerial Lifts	0	0	0	0	1	101	0	0	1	323	0	0	1	9	1	259		0	0.31	Default	Default ->	59
Bore/Drill Rigs	0	0	1	84	1	31	0	0	1	81	0	0	1	102	2	859		0	0.50	Default	Default ->	213
Cement & Mortar Mixers	0	0	0	0	1	12	0	0	2	627	0	0	0	0	2	1089		0	0.56	Default	Default ->	13
Commercial Turf Equipment	0	0	0	0	0	0	0	0	0	0	0	0	1	265	1	5		0	0.45	Default	Default ->	20
Concrete/Industrial Saws	1	11	1	404	1	10	1	14	1	44	2	670	1	25	1	101		0	0.73	Default	Default ->	35
Cranes	0	0	0	0	1	28	0	0	1	248	1	5	1	30	1	199		0	0.29	Default	Default ->	249
Crawler Tractors/Dozers	1	105	2	1329	1	15	4	1534	1	7	1	15	1	103	1	31		0	0.43	Default	Default ->	228
Crushing/Processing Equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.78	Default	Default ->	21
Excavators	4	803	2	1308	2	233	2	747	1	24	1	171	1	174	1	164		0	0.38	Default	Default ->	186
Graders	1	86	3	1924	0	0	6	2343	1	7	1	115	1	25	1	21		0	0.41	Default	Default ->	179
Light Commercial Air Compressors	3	539	1	73	4	378	1	39	2	1155	1	33	1	246	2	606		0	0.48	Default	Default ->	34
Light Commercial Generator Sets	0	0	1	107	2	192	0	0	5	2489	1	179	2	1113	1	146		0	0.74	Default	Default ->	21
Light Commercial Pressure Washers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.30	Default	Default ->	19
Light Commercial Pumps	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.74	Default	Default ->	20
Light Commercial Welders	0	0	1	182	1	2	0	0	1	125	0	0	1	249	1	2		0	0.45	Default	Default ->	27
Off-Highway Tractors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.44	Default	Default ->	130
Off-Highway Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.38	Default	Default ->	371
Other Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.42	Default	Default ->	186
Other General Industrial Equipment	0	0	1	143	1	1	0	0	1	328	1	87	1	113	2	649		0	0.34	Default	Default ->	92
Pavers/Shoulder Backing/AC Dikes	0	0	1	84	0	0	1	424	1	550	6	1765	1	327	2	704		0	0.42	Default	Default ->	125
Paving Equipment	0	0	1	233	0	0	1	339	1	161	6	1681	1	337	1	159		0	0.36	Default	Default ->	131
Plate Compactors	0	0	1	57	1	23	1	119	1	12	1	107	1	73	1	4		0	0.43	Default	Default ->	13
Rollers	1	16	3	1585	1	23	5	1901	1	31	12	3843	1	122	1	87		0	0.38	Default	Default ->	82
Rough Terrain Forklifts	0	0	1	29	1	33	1	36	3	1368	1	25	1	24	1	230		0	0.40	Default	Default ->	96
Rubber Tire Dozers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.40	Default	Default ->	302
Rubber Tire Loaders	1	93	2	1326	1	75	2	800	1	340	1	247	1	384	1	88		0	0.36	Default	Default ->	227
Scrapers	2	225	3	2220	1	2	6	2437	1	23	1	23	1	11	0	0		0	0.48	Default	Default ->	376
Skid Steer Loaders	1	81	1	89	1	27	1	30	1	145	1	242	2	1008	1	253		0	0.37	Default	Default ->	57
Surfacing Equipment	0	0	1	726	1	71	1	122	1	102	2	362	1	3	1	281		0	0.30	Default	Default ->	259
Sweepers/Scrubbers	1	14	1	439	1	1	2	542	1	7	3	952	1	160	1	117		0	0.46	Default	Default ->	66
Tampers/Rammers	1	19	1	81	0	0	1	45	1	7	1	31	1	23	1	40		0	0.43	Default	Default ->	13
Tractors/Loaders/Backhoes	1	44	2	1317	1	98	2	665	1	256	2	361	2	1077	1	398		0	0.37	Default	Default ->	102
Trenchers	1	8	0	0	0	0	1	23	1	117	0	0	4	2381	1	263		0	0.50	Default	Default ->	83
Signal Boards	3	216	3	744	3	120	3	448	3	608	3	336	3	696	3	592		0	0.82	Default	Default ->	13
Project Total Off-Road Equipment and On-Road Water Truck Engine-on Hours by Operation	2,456		16,444		1,791		13,957		9,230		11,414		9,168		7,449		0					

PROJECT: I-10 Wildwood Alternative 3 **DATE:**

	Summary of Project Emissions and Consumption														
	TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4	N2O	BC	HFC	CO_2e	Diesel Fuel	Gasoline Fuel	Electricity
Daily Average (lbs/day; metric tons CO_2e/day; gal fuel/day; kWh electricity/day)	**4.847**	**4.563**	**23.679**	**30.228**	**22.507**	**4.186**	**7306**	**0.175**	**0.358**	**1.140**	**0.155**	**3.70**	**262**	**71**	**74.107**
Maximum Daily Average (lbs/day; metric tons CO_2e/day; gal fuel/day; kWh electricity/day)	**9.899**	**9.301**	**67.870**	**63.650**	**54.928**	**9.856**	**14585**	**0.406**	**0.590**	**2.576**	**0.253**	**7.39**	**557**	**138**	**133.682**
Annual Average (tons/year; metric tons CO_2e/year; gal fuel/year; kWh electricity/year)	**0.570**	**0.536**	**2.782**	**3.552**	**2.645**	**0.492**	**858**	**0.021**	**0.042**	**0.134**	**0.018**	**870**	**61,516**	**16,603**	**17,415,215**

Summary by Source	Project Total Emissions and Consumption (tons; metric tons CO_2e; gal fuel; kWh electricity)														
Source	**TOG**	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**CO2**	**CH4**	**N2O**	**BC**	**HFC**	**CO_2e**	**Diesel Fuel**	**Gasoline Fuel**	**Electricity**
On-Road	0.050	0.041	0.610	0.681	0.008	0.008	777	0.004	0.077	0.002	0.036	773	40.664	33.207	34,830.431
Off-Road	1.090	1.031	4.954	6.422	0.506	0.498	940	0.038	0.008	0.266	-	967	82.369	-	-
Area-Wide Fugitive Dust	-	-	-	-	4.775	0.478	-	-	-	-	-	-	-	-	-
Painting and Asphalt Application	0.000	0.000	-	-	-	-	-	-	-	-	-	-	-	-	-
Project Total	**1.139**	**1.072**	**5.565**	**7.104**	**5.289**	**0.984**	**1717**	**0.041**	**0.084**	**0.268**	**0.036**	**1740**	**123.032**	**33.207**	**34,830.431**

	Project Average Daily Emissions and Consumption (lbs/day; m							
	TOG	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**CO2**	**CH4**
	4.847	4.563	23.679	30.228	22.507	4.186	7306	0.175
Project Maximum*	**9.899**	**9.301**	**67.870**	**63.650**	**54.928**	**9.856**	**14585**	**0.406**

* The overall project maximum average daily value is the largest of either a single operation's average daily value or, when operations ov
detail). Contributions to the project maximum average daily value by operation are indicated by red font.

Summary by Operation	Total Emissions and Consumption by Operation (tons; metric tons CO_2e; gal fuel; kWh electricity)														
Project Phases	**TOG**	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**CO2**	**CH4**	**N2O**	**BC**	**HFC**	**CO_2e**	**Diesel Fuel**	**Gasoline Fuel**	**Electricity**
Land Clearing/Grubbing	0.039	0.037	0.209	0.223	0.691	0.083	59	0.002	0.003	0.008	0.001	59	4.482	803	984.737
Roadway Excavation & Removal	0.299	0.281	1.854	1.930	2.467	0.373	496	0.012	0.026	0.074	0.010	502	37.202	7.579	9,108.866
Structural Excavation & Removal	0.020	0.019	0.057	0.103	0.381	0.044	30	0.001	0.002	0.003	0.001	30	2.114	637	695.000
Base/Subbase/Imported Borrow	0.277	0.260	1.900	1.782	1.538	0.276	408	0.011	0.017	0.072	0.006	414	31.205	5.513	5,679.482
Structure Concrete	0.120	0.114	0.347	0.561	0.034	0.033	129	0.003	0.006	0.017	0.003	129	9.071	2.740	2,240.870
Paving	0.154	0.146	0.428	1.041	0.079	0.077	164	0.005	0.006	0.041	0.003	172	12.045	2.857	2,918.479
Drainage/Environment/Landscaping	0.128	0.120	0.345	0.766	0.057	0.056	150	0.004	0.007	0.030	0.003	154	10.740	2.880	3,310.510
Traffic Signalization/Signage/Striping/Painting	0.102	0.095	0.423	0.697	0.043	0.042	281	0.004	0.019	0.022	0.009	281	16.173	10.198	9,892.486
Other Operation	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
Total	**1.139**	**1.072**	**5.565**	**7.104**	**5.289**	**0.984**	**1717**	**0.041**	**0.084**	**0.268**	**0.036**	**1740**	**123.032**	**33.207**	**34,830.431**

	Average Daily Emissions and Consumption by Operation (lbs/day							
	TOG	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**CO2**	**CH4**
	2.877	2.716	15.499	16.554	51.163	6.148	4344	0.112
	6.426	6.040	39.867	41.515	53.061	8.017	10665	0.260
	2.726	2.583	7.656	13.670	50.858	5.845	3992	0.083
	9.899	9.301	67.870	63.650	54.928	9.856	14585	0.406
	3.159	2.989	9.141	14.760	0.883	0.864	3391	0.086
	7.321	6.942	20.384	49.576	3.745	3.688	7832	0.215
	2.944	2.769	7.930	17.601	1.309	1.282	3440	0.086
	2.757	2.573	11.444	18.847	1.153	1.135	7595	0.111
	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
Highest across Operations	9.899	9.301	67.870	63.650	54.928	9.856	14585	0.406

Summary by Year	Total Emissions and Consumption by Year (tons; metric tons CO_2e; gal fuel; kWh electricity)														
Year	TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4	N2O	BC	HFC	CO_2e	Diesel Fuel	Gasoline Fuel	Electricity
2015	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2016	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2017	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2018	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2019	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2020	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2021	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2022	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2023	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2024	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2025	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2026	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2027	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2028	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2029	0.708	0.666	4.232	4.379	5.098	0.795	1071	0.028	0.050	0.168	0.020	1083	80.508	16.209	17,659.734
2030	0.431	0.406	1.333	2.725	0.191	0.188	646	0.014	0.034	0.099	0.016	657	42.524	16.998	17,170.697
2031	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2032	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2033	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2034	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2035	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2036	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2037	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2038	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2039	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2040	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2041	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2042	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2043	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2044	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2045	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2046	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2047	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2048	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2049	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2050	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
Total	**1.139**	**1.072**	**5.565**	**7.104**	**5.289**	**0.984**	**1717**	**0.041**	**0.084**	**0.268**	**0.036**	**1740**	**123.032**	**33.207**	**34,830.431**
	Average Emissions and Consumption per Year (tons/year; metric tons CO_2e/year; gal fuel/year; kWh electricity/year)														
Summary	**0.570**	**0.536**	**2.782**	**3.552**	**2.645**	**0.492**	**858**	**0.021**	**0.042**	**0.134**	**0.018**	**870**	**61.516**	**16.603**	**17,415.215**

	Average Daily Emissions and Consumption by Year (lbs/day; m							
TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
5.975	5.621	35.712	36.953	43.019	6.713	9040	0.232
3.701	3.487	11.440	23.388	1.644	1.615	5542	0.117
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000
	Average Emissions and Consumption per Day (lbs/day; metr						
4.847	**4.563**	**23.679**	**30.228**	**22.507**	**4.186**	**7306**	**0.175**

PROJECT: I-10 Wildwood Alternative 4 **DATE:**

Required fields
Optional fields

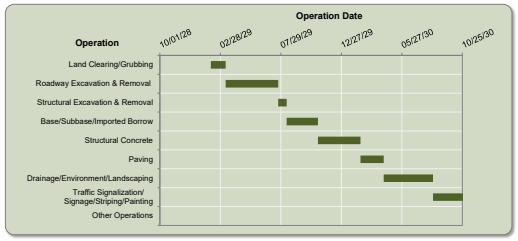
PROJECT INFORMATION

Project Start Date (mm/dd/yy)	02/05/29	Project Type	Mainline Improvements
Road Type	Freeway	Construction Cost	$136,355,000
Project Length	4.1 (miles)	Estimated Working Days	470

Caltrans Construction Price Index	
2021 - 4th Quarter, last 12 months	82.10
Latest 4th Quarter, last 12 months	161.64

The latest CPI should be available at the link below (web address is http://ppmoe.dot.ca.gov/des/oe/docs/CCI.pdf):
Caltrans Construction Price Index

Operation	Start Dates (mm/dd/yy)	Length of Operations (working days)	Daily Disturbed Areas (acres) Optional Input	Daily Disturbed Areas (acres) Default	Mitigation Factors
Land Clearing/Grubbing	02/05/29	27	5.00	1.85	50%
Roadway Excavation & Removal	03/14/29	93	5.00	0.54	50%
Structural Excavation & Removal	07/23/29	15	5.00	3.33	50%
Base/Subbase/Imported Borrow	08/13/29	56	5.00	0.89	50%
Structural Concrete	10/30/29	76			
Paving	02/13/30	42			
Drainage/Environment/Landscaping	04/12/30	87			
Traffic Signalization/Signage/Striping/Painting	08/13/30	74			
Other Operations	11/25/30				



Total Working Days (calculated)	470	working days

Painting and Asphalt Application

Painting	Water-Based Coating		(gallons)
	Solvent-Based Coating		(gallons)
Cutback Asphalt	Total Weight		(tons)
	Diluent Content	35	(%)

FLEET INFORMATION

Off-Road Engine Emission Standards	Default	
Are signal boards battery- or solar-powered?	No	
Distance per round-trip (heavy-duty trucks)	20	(miles)
Distance per round-trip (light-duty trucks)	8.26	(miles)
Diesel Sulfur Content	15	(ppmw)

Vehicle/Equipment Type	Land Clearing/ Grubbing		Roadway Excavation & Removal		Structural Excavation & Removal		Base/Subbase/ Imported Borrow		Structure Concrete		Paving		Drainage/Environment/ Landscaping		Traffic Signalization Signage		Other Operations			Distance per Round-Trip		
On-Road Vehicles	total trips		total trips		total trips		total trips		total trips		total trips		total trips		total trips		# of round-trips			miles		
Heavy-Duty Trucks	1,061		18,868		437		5,621		2,403		2,244		3,073		9,200		0			20		
Light-Duty Trucks	318		3,793		653		5,806		5,362		5,579		4,679		20,748		0			8.26		
	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	number of trucks	total engine-on hours	Load Factor	Emission Standards	Rated Power (hp)	Rated Power Default (hp)
Water Trucks	2	218	3	2177	3	354	4	1499	1	53	1	183	1	99	1	113		0	0.38	Default	Default ->	371
Off-Road Equipment	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	pieces of equipment	total engine-on hours	Load Factor	Emission Standards	Rated Power (hp)	Rated Power Default (hp)
Aerial Lifts	0	0	0	0	1	112	0	0	1	359	0	0	1	9	1	288		0	0.31	Default	Default ->	59
Bore/Drill Rigs	0	0	1	93	1	35	0	0	1	90	0	0	1	114	2	955		0	0.50	Default	Default ->	213
Cement & Mortar Mixers	0	0	0	0	1	13	0	0	2	697	0	0	0	0	3	1211		0	0.56	Default	Default ->	13
Commercial Turf Equipment	0	0	0	0	0	0	0	0	0	0	0	0	1	295	1	5		0	0.45	Default	Default ->	20
Concrete/Industrial Saws	1	12	1	449	1	11	1	16	1	49	3	745	1	28	1	113		0	0.73	Default	Default ->	35
Cranes	0	0	0	0	1	31	0	0	1	276	1	6	1	34	1	221		0	0.29	Default	Default ->	249
Crawler Tractors/Dozers	1	117	2	1478	1	17	4	1705	1	8	1	17	1	114	1	35		0	0.43	Default	Default ->	228
Crushing/Processing Equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.78	Default	Default ->	21
Excavators	5	892	2	1454	3	259	2	830	1	27	1	190	1	193	1	182		0	0.38	Default	Default ->	186
Graders	1	95	3	2139	0	0	6	2605	1	7	1	127	1	28	1	24		0	0.41	Default	Default ->	179
Light Commercial Air Compressors	3	599	1	81	4	420	1	44	3	1284	1	36	1	273	2	674		0	0.48	Default	Default ->	34
Light Commercial Generator Sets	0	0	1	119	2	213	0	0	5	2768	1	199	2	1237	1	162		0	0.74	Default	Default ->	21
Light Commercial Pressure Washers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.30	Default	Default ->	19
Light Commercial Pumps	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.74	Default	Default ->	20
Light Commercial Welders	0	0	1	202	1	2	0	0	1	139	0	0	1	277	1	2		0	0.45	Default	Default ->	27
Off-Highway Tractors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.44	Default	Default ->	130
Off-Highway Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.38	Default	Default ->	371
Other Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.42	Default	Default ->	186
Other General Industrial Equipment	0	0	1	159	1	2	0	0	1	364	1	96	1	126	2	722		0	0.34	Default	Default ->	92
Pavers/Shoulder Backing/AC Dikes	0	0	1	93	0	0	2	472	2	611	6	1963	1	364	2	783		0	0.42	Default	Default ->	125
Paving Equipment	0	0	1	259	0	0	1	377	1	179	6	1869	1	374	1	177		0	0.36	Default	Default ->	131
Plate Compactors	0	0	1	64	1	25	1	133	1	13	1	119	1	82	1	4		0	0.43	Default	Default ->	13
Rollers	1	18	3	1762	1	25	5	2113	1	35	13	4273	1	135	1	97		0	0.38	Default	Default ->	82
Rough Terrain Forklifts	0	0	1	32	1	37	1	40	3	1521	1	28	1	27	1	256		0	0.40	Default	Default ->	96
Rubber Tire Dozers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0.40	Default	Default ->	302
Rubber Tire Loaders	1	104	2	1474	1	83	2	889	1	377	1	275	1	427	1	98		0	0.36	Default	Default ->	227
Scrapers	2	251	4	2468	1	2	7	2710	1	25	1	25	1	12	0	0		0	0.48	Default	Default ->	376
Skid Steer Loaders	1	90	1	99	1	29	1	33	1	161	1	269	2	1121	1	281		0	0.37	Default	Default ->	57
Surfacing Equipment	0	0	2	807	1	78	1	136	1	113	2	402	1	4	1	312		0	0.30	Default	Default ->	259
Sweepers/Scrubbers	1	16	1	488	1	1	2	603	1	7	4	1059	1	178	1	130		0	0.46	Default	Default ->	66
Tampers/Rammers	1	22	1	90	0	0	1	50	1	7	1	35	1	25	1	44		0	0.43	Default	Default ->	13
Tractors/Loaders/Backhoes	1	49	2	1465	1	109	2	739	1	285	2	401	2	1197	1	442		0	0.37	Default	Default ->	102
Trenchers	1	8	0	0	0	0	1	26	1	130	0	0	4	2647	1	293		0	0.50	Default	Default ->	83
Signal Boards	3	216	3	744	3	120	3	448	3	608	3	336	3	696	3	592		0	0.82	Default	Default ->	13
Project Total Off-Road Equipment and On-Road Water Truck Engine-on Hours by Operation	2,707		18,199		1,978		15,467		10,194		12,652		10,115		8,215		0					

PROJECT: I-10 Wildwood Alternative 4 DATE:

	Summary of Project Emissions and Consumption													
	TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4	N2O	BC	HFC	CO2e	Diesel Fuel	Gasoline Fuel	Electricity
Daily Average (lbs/day: metric tons CO2e/day: gal fuel/day: kWh electricity/day)	5.428	5.106	26.622	34.277	22.759	4.433	8822	0.197	0.478	1.268	0.212	4.47	312	90	97.015
Maximum Daily Average (lbs/day: metric tons CO2e/day: gal fuel/day: kWh electricity/day)	10.994	10.331	75.428	70.701	55.477	10.397	16196	0.460	1.029	2.663	0.455	8.20	619	153	185.201
Annual Average (tons/year: metric tons CO2e/year: gal fuel/year: kWh electricity/year)	0.638	0.600	3.128	4.028	2.674	0.521	1037	0.023	0.056	0.149	0.025	1051	73.397	21.112	22.798.441

Summary by Source	Project Total Emissions and Consumption (tons: metric tons CO2e: gal fuel: kWh electricity)														
Source	TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4	N2O	BC	HFC	CO2e	Diesel Fuel	Gasoline Fuel	Electricity
On-Road	0.067	0.055	0.752	0.926	0.011	0.011	1030	0.005	0.104	0.003	0.050	1028	55.430	42.225	45.596.693
Off-Road	1.209	1.145	5.504	7.127	0.562	0.554	1043	0.042	0.008	0.295	-	1073	91.365	-	-
Area-Wide Fugitive Dust	-	-	-	-	4.775	0.478	-	-	-	-	-	-	-	-	-
Painting and Asphalt Application	0.000	0.000	0.000	0.000	0.000	0.000	-	-	-	-	-	-	-	-	-
Project Total	1.276	1.200	6.256	8.055	5.348	1.042	2073	0.046	0.112	0.298	0.050	2101	146.795	42.225	45.596.693

	Project Average Daily Emissions and Consumption (lbs/day: metric tons CO2e/day: gal fuel/day: kWh electricity/day)														
	TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4	N2O	BC	HFC	CO2e	Diesel Fuel	Gasoline Fuel	Electricity
	5.428	5.106	26.622	34.277	22.759	4.433	8822	0.197	0.478	1.268	0.212	4.471	312	90	97.015
Project Maximum*	10.994	10.331	75.428	70.701	55.477	10.397	16196	0.460	1.029	2.663	0.455	8.204	619	153	185.201

* The overall project maximum average daily value is the largest of either a single operation's average daily value or, when operations overlap in time, the maximum of summations of average daily values for overlapping operation(s) (see User Guide for more detail). Contributions to the project maximum average daily value by operation are indicated by red font.

Summary by Operation	Total Emissions and Consumption by Operation (tons; metric tons CO_2e; gal fuel; kWh electricity)														
Project Phases	TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4	N2O	BC	HFC	CO2e	Diesel Fuel	Gasoline Fuel	Electricity
Land Clearing/Grubbing	0.043	0.041	0.232	0.248	0.692	0.085	65	0.002	0.003	0.009	0.001	65	4.971	890	1,094.040
Roadway Excavation & Removal	0.344	0.322	2.136	2.318	2.485	0.390	722	0.014	0.049	0.083	0.021	730	51.775	13.892	17,223.658
Structural Excavation & Removal	0.023	0.021	0.064	0.114	0.382	0.045	33	0.001	0.002	0.004	0.001	33	2.343	706	772.172
Base/Subbase/Imported Borrow	0.308	0.289	2.112	1.980	1.553	0.291	453	0.013	0.018	0.060	0.007	459	34.857	6.115	6,305.642
Structure Concrete	0.133	0.126	0.385	0.621	0.037	0.036	143	0.004	0.006	0.019	0.003	143	10.031	3.032	2,474.501
Paving	0.170	0.162	0.474	1.152	0.087	0.086	178	0.005	0.006	0.046	0.003	186	13.090	3.025	2,974.089
Drainage/Environment/Landscaping	0.142	0.134	0.383	0.649	0.063	0.062	166	0.004	0.008	0.033	0.003	171	11.942	3.212	3,717.697
Traffic Signalization/Signage/Striping/Painting	0.113	0.106	0.470	0.774	0.047	0.047	313	0.005	0.021	0.024	0.010	313	17.987	11.352	11,035.104
Other Operation	0.000	0.000	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000
Total	1.276	1.200	6.256	8.055	5.348	1.042	2073	0.046	0.112	0.298	0.050	2101	146.795	42.225	45.596.693

	Average Daily Emissions and Consumption by Operation (lbs/day; metric tons CO_2e/day; gal fuel/day; kWh electricity/day)														
	TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4	N2O	BC	HFC	CO2e	Diesel Fuel	Gasoline Fuel	Electricity
	3.188	3.010	17.211	18.347	51.291	6.274	4817	0.124	0.233	0.674	0.094	2.420	184	33	40.520
	7.389	6.923	45.942	49.850	53.447	8.396	15525	0.303	1.029	1.783	0.455	7.851	567	149	185.201
	3.020	2.862	8.487	15.141	50.952	5.937	4425	0.092	0.266	0.493	0.095	2.209	156	47	51.478
	10.994	10.331	75.428	70.701	55.477	10.397	16196	0.460	0.655	2.663	0.257	8.204	619	109	112.691
	3.501	3.313	10.140	16.345	0.979	0.958	3750	0.095	0.161	0.507	0.077	1.880	132	40	32.559
	8.115	7.697	22.549	54.847	4.159	4.098	8476	0.238	0.300	2.176	0.127	4.425	312	72	70.811
	3.264	3.070	8.799	19.527	1.453	1.424	3827	0.095	0.176	0.795	0.078	1.969	137	37	42.732
	3.056	2.852	12.710	20.915	1.280	1.260	8450	0.123	0.564	0.655	0.282	4.231	243	153	149.125
	0.000	0.000	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Highest across Operations	10.994	10.331	75.428	70.701	55.477	10.397	16196	0.460	1.029	2.663	0.455	8.204	619	153	185.201

Summary by Year	Total Emissions and Consumption by Year (tons; metric tons CO_2e; gal fuel; kWh electricity)														
Year	TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4	N2O	BC	HFC	CO_2e	Diesel Fuel	Gasoline Fuel	Electricity
2015	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2016	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2017	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2018	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2019	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2020	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2021	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2022	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2023	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2024	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2025	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2026	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2027	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2028	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2029	0.798	0.750	4.778	5.036	5.136	0.833	1360	0.031	0.075	0.188	0.032	1375	99,832	23,459	26,711,448
2030	0.478	0.450	1.478	3.019	0.213	0.209	713	0.015	0.037	0.110	0.018	726	46,963	18,765	18,885,435
2031	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2032	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2033	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2034	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2035	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2036	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2037	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2038	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2039	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2040	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2041	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2042	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2043	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2044	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2045	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2046	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2047	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2048	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2049	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
2050	0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0	-	-	-
Total	1.276	1.200	6.256	8.055	5.348	1.042	2073	0.046	0.112	0.298	0.050	2101	146,795	42,225	45,596,883
	Average Emissions and Consumption per Year (tons/year; metric tons CO_2e/year; gal fuel/year; kWh electricity/year)														
Summary	0.638	0.600	3.128	4.028	2.674	0.521	1037	0.023	0.056	0.149	0.025	1051	73,397	21,112	22,798,441

Average Daily Emissions and Consumption by Year (lbs/day; metric tons CO_2e/day; gal fuel/day; kWh electricity/day)															
TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4	N2O	BC	HFC	CO_2e	Diesel Fuel	Gasoline Fuel	Electricity
0.000	0.000	0.000	0.000	0.000	0.000	0	0.000	0.000	0.000	0.000	0.000	-	-	-

User Notes

Obtained construction cost (Roadway and structures only), set in 2025, for each alternative.

Caltrans CPI was provided for last 12 months for 4th quarter ending in December 31, 2025.

Revised project start date and working days to match construction cost sheet. Compressed schedule from 4 yr to 2 yr.

Extracted # of total heavy duty roundtrips used in RCEM and entered it into CAL-CET for applicable phases (roadway excavation and paving). Kept defaults on other phases.

The RCEM used Phase 1-4 for each alternative. This is now combined into one concurrent construction sequence with the default construction subphases in CAL-CET.

Continued using equipment defaults, light duty truck defaults, and water truck defaults in CAL-CET (was previously RCEM defaults for these values).

Added optional input of 5 acres for daily disturbance area consistent with RCEM.

Updated project type to "mainline improvements" from "bridge/overpass construction".

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Existing Fleet Mix 2022												
	EMFAC fleet****					Project						
Fuel Type	Energy Consumption of EMFAC fleet	Units	Btu per Unit	Btu	Percent of Energy	CO2 per Vehicle Type (MTCO2)	Emission Factor*	Units	Energy Consumption by Project	Units	Btu
Diesel	888,570,494	Gallons	137,381	122,072,702,977,316	14.2%	362,044.31	10.21	kg CO2/Gallon	35,459,776	Gallons	4,871,499,469,568
Gasoline	5,911,922,666	Gallons	120,214	710,695,871,394,469	82.8%	2,107,788.16	8.78	kg CO2/Gallon	240,066,988	Gallons	28,859,412,922,296
Electric**	1,298,065,515	kWh	3,412	4,428,999,536,808	0.5%	13,135.57	348.637	lbs/MWh	83,063,377	kWh	283,412,243,517
Hybrid Plug-In (gasoline)	44,124,181	Gallons	120,214	5,304,344,257,984	0.6%	15,731.67	8.78	kg CO2/Gallon	1,791,762	Gallons	215,394,893,068
Hybrid Plug-In (electricity) **	351,555,183	kWh	3,412	1,199,506,285,116	0.1%	3,557.51	348.637	lbs/MWh	22,496,061	kWh	76,756,559,704
Natural Gas	107,203,922	DEG	137,381	14,727,782,042,817	1.7%	43,679.79	0.05444	kg CO2/scf	802,347,306.98	scf	831,231,810,031
				858,429,206,494,510							35,137,707,898,185

Total CO_{2}*** 2,545,937 MT

Conversions:

2204.62 lbs/MT
1036 btu/scf

Existing 2022 - No Build Alternative Energy Consumption		
Energy Type	**Total Consumption**	**Units**
Diesel	35,459,776	gallons
Gasoline	241,858,750	gallons
Electric	105,559,438	kWh
Natural Gas	802,347,307	scf

Notes: Btu - British thermal unit, scf - standard cubic feet, MWh - Mega watts hour, DEG - diesel equivalent gallons

* Sources: USEPA GHG Emissions Factors Hub, https://www.epa.gov/climateleadership/ghg-emission-factors-hub

** CalEEMod, Appendix G, Table G-3.

*** 1-10 Wildwood Interchange_Ops_Mobile Emissions_02-23-23.pdf, Mobile Emissions page 1

**** EMFAC2021 (v1.0.2) Emissions Inventory for South Coast Air Basin, Calendar Year 2022, Annual, EMFAC2007 categories

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Air Basin
Region: South Coast
Calendar Year: 2022
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/year for CVMT and EVMT, trips/year for Trips, kWh/year for Energy Consumption, tons/year for Emissions, 1000 gallons/year for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Consumption	Fuel Consumption
South Coast		2022 HHDT	Aggregate	Aggregate	Gasoline	93.77521787	1593421.986	1593421.986	0	613535.2409	0	415.867789
South Coast		2022 HHDT	Aggregate	Aggregate	Diesel	86344.61493	3457256394	3457256394	0	408248343	0	587547.6589
South Coast		2022 HHDT	Aggregate	Aggregate	Natural Gas	9530.013799	203873921.4	203873921.4	0	20107013.82	0	35582.68486
South Coast		2022 LDA	Aggregate	Aggregate	Gasoline	5432984.929	75624482515	75624482515	0	8790590728	0	2680716.315
South Coast		2022 LDA	Aggregate	Aggregate	Diesel	16596.66266	182194415.5	182194415.5	0	24311385.42	0	4502.592519
South Coast		2022 LDA	Aggregate	Aggregate	Electricity	204269.3588	3175550680	0	3175550680	356386273.6	1226024655	0
South Coast		2022 LDA	Aggregate	Aggregate	Plug-in Hybrid	123066.1719	2039432959	1055973762	983459196.8	176580881.4	297033989.2	37606.64366
South Coast		2022 LDT1	Aggregate	Aggregate	Gasoline	508118.9525	6310622232	6310622232	0	775509383.8	0	267690.7325
South Coast		2022 LDT1	Aggregate	Aggregate	Diesel	219.3543012	1463516.717	1463516.717	0	225721.9386	0	62.89732123
South Coast		2022 LDT1	Aggregate	Aggregate	Electricity	860.4090968	10094127.36	0	10094127.36	1363460.169	3897166.276	0
South Coast		2022 LDT1	Aggregate	Aggregate	Plug-in Hybrid	262.0628223	4784807.629	2288863.852	2495943.777	376019.5303	753849.4118	82.05213627
South Coast		2022 LDT2	Aggregate	Aggregate	Gasoline	2380478.996	33783434606	33783434606	0	3879687863	0	1486231.649
South Coast		2022 LDT2	Aggregate	Aggregate	Diesel	7265.359325	110370581	110370581	0	12200590.22	0	3614.27768
South Coast		2022 LDT2	Aggregate	Aggregate	Electricity	6619.441536	85557951.32	0	85557951.32	11839758.92	33032430.69	0
South Coast		2022 LDT2	Aggregate	Aggregate	Plug-in Hybrid	12770.05734	226106066.4	111821992.1	114284074.4	18323052.92	34517196.67	4017.969304
South Coast		2022 LHDT1	Aggregate	Aggregate	Gasoline	200207.0512	2508108014	2508108014	0	975371268.9	0	194974.8161
South Coast		2022 LHDT1	Aggregate	Aggregate	Diesel	95425.65716	1288055218	1288055218	0	392509454	0	63843.99001
South Coast		2022 LHDT2	Aggregate	Aggregate	Gasoline	31310.70271	375504400	375504400	0	152539881.3	0	32975.53035
South Coast		2022 LHDT2	Aggregate	Aggregate	Diesel	41221.34914	557149144.4	557149144.4	0	169553658	0	33068.11459
South Coast		2022 MCY	Aggregate	Aggregate	Gasoline	232866.3127	513081897.4	513081897.4	0	161609221	0	12505.85819
South Coast		2022 MDV	Aggregate	Aggregate	Gasoline	1546490.389	20460534784	20460534784	0	2477806201	0	1102868.747
South Coast		2022 MDV	Aggregate	Aggregate	Diesel	19342.84345	269802145	269802145	0	31784088.13	0	11768.2383
South Coast		2022 MDV	Aggregate	Aggregate	Electricity	6696.74782	86425382.26	0	86425382.26	11972415.21	33367330.63	0
South Coast		2022 MDV	Aggregate	Aggregate	Plug-in Hybrid	8117.761373	130373597.1	66637675.6	63735921.51	11647729.32	19250147.93	2417.515595
South Coast		2022 MH	Aggregate	Aggregate	Gasoline	31850.36852	96724267.78	96724267.78	0	1041923.653	0	19898.67812
South Coast		2022 MH	Aggregate	Aggregate	Diesel	11356.53565	36607488.67	36607488.67	0	371358.7157	0	3622.072066
South Coast		2022 MHDT	Aggregate	Aggregate	Gasoline	26007.04178	453776301.4	453776301.4	0	170154087.6	0	89645.99975
South Coast		2022 MHDT	Aggregate	Aggregate	Diesel	111240.7041	1487091464	1487091464	0	425381564.5	0	167665.3309
South Coast		2022 MHDT	Aggregate	Aggregate	Natural Gas	1338.762023	20166942.66	20166942.66	0	3828508.334	0	2451.403162
South Coast		2022 OBUS	Aggregate	Aggregate	Gasoline	5619.001977	75043185.09	75043185.09	0	36762972.24	0	15076.10503
South Coast		2022 OBUS	Aggregate	Aggregate	Diesel	2896.768075	66878522.76	66878522.76	0	10729074.07	0	9576.173765
South Coast		2022 OBUS	Aggregate	Aggregate	Natural Gas	537.7361163	9342603.167	9342603.167	0	1397468.619	0	1078.034232
South Coast		2022 SBUS	Aggregate	Aggregate	Gasoline	2656.068282	37919298.08	37919298.08	0	3474137.313	0	4294.812776
South Coast		2022 SBUS	Aggregate	Aggregate	Diesel	3463.174133	23423554.19	23423554.19	0	16397990.99	0	3208.559012
South Coast		2022 SBUS	Aggregate	Aggregate	Natural Gas	2857.078854	23686708.31	23686708.31	0	13528154.09	0	5679.767882
South Coast		2022 UBUS	Aggregate	Aggregate	Gasoline	892.5609011	31641976.95	31641976.95	0	1167469.659	0	4627.554698
South Coast		2022 UBUS	Aggregate	Aggregate	Diesel	15.79905129	609244.6718	609244.6718	0	20665.15909	0	90.58853241
South Coast		2022 UBUS	Aggregate	Aggregate	Electricity	58.06621632	831518.9149	0	831518.9149	75950.61094	1743932.348	0
South Coast		2022 UBUS	Aggregate	Aggregate	Natural Gas	4946.181814	193670916.5	193670916.5	0	6469605.813	0	62412.03212

Row Labels	Sum of Energy Consumption	Sum of Fuel Consumption
Diesel	0	888570.4936
Electricity	1298065515	0
Gasoline	0	5911922.666
Natural Gas	0	107203.9223
Plug-in Hybrid	351555183.2	44124.18069
Grand Total	**1649620698**	**6951821.263**

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Opening Year 2030 - No Build Alternative

EMFAC fleet					Project					
Fuel Type	Energy Consumption*	Units	Btu per Unit	Btu	Percent of Energy	CO2 per Vehicle Type	Emission Factor**	Energy Consumptions by Project	Units	Btu
Diesel	904,307,984	Gallons	137,381	124,234,735,185,778	16.2%	420,756.08	10.21	41,210,194	Gallons	5,661,497,660,011
Gasoline	5,035,648,574	Gallons	120,214	605,355,457,715,340	78.9%	2,050,207.53	8.78	233,508,830	Gallons	28,071,030,546,358
Electric*	4,179,409,028	kWh	3,412	14,260,143,604,160	1.9%	48,296.01	552	192,888,547	kWh	658,135,724,005
Hybrid Plug-In (fuel)	65,360,087	Gallons	120,214	7,857,197,449,585	1.0%	26,610.62	8.78	3,030,823	Gallons	364,347,305,050
Hybrid Plug-In (electricity) *	704,604,916	kWh	3,412	2,404,111,971,956	0.3%	8,142.21	552	32,519,004	kWh	110,954,841,492
Natural Gas	93,102,184	DEG	137,381	12,790,471,128,218	1.668%	43,318.55	0.05444	795,711,780	scf	824,357,404,019
				766,902,117,055,037						35,690,323,480,936

CO2***			Conversions:	
No Build Alternative	2,597,331	MT	2204.62	lbs/MT
Alternatives 2-4	2,594,070	MT	1036	btu/scf

Opening Year 2030 - Alternatives 2-4

EMFAC fleet					Project					
Fuel Type	Energy Consumption*	Units	Btu per Unit	Btu	Percent of Energy	CO2 per Vehicle Type	Emission Factor**	Energy Consumptions by Project	Units	Btu
Diesel	904,307,984	Gallons	137,381	124,234,735,185,778	16.2%	420,227.81	10.21	41,158,454	Gallons	5,654,389,538,686
Gasoline	5,035,648,574	Gallons	120,214	605,355,457,715,340	78.9%	2,047,633.46	8.78	233,215,656	Gallons	28,035,786,817,079
Electric*	4,179,409,028	kWh	3,412	14,260,143,604,160	1.9%	48,235.37	552	192,646,372	kWh	657,309,421,699
Hybrid Plug-In (fuel)	65,360,087	Gallons	120,214	7,857,197,449,585	1.0%	26,577.21	8.78	3,027,017	Gallons	363,889,859,865
Hybrid Plug-In (electricity) *	704,604,916	kWh	3,412	2,404,111,971,956	0.3%	8,131.98	552	32,478,176	kWh	110,815,535,513
Natural Gas	93,102,184	DEG	137,381	12,790,471,128,218	1.668%	43,264.16	0.05444	794,712,748	scf	823,322,407,134
				766,902,117,055,037						35,645,513,579,976

Opening Year 2030- No Build Alternative		
Energy Type	**Total Consumption**	**Units**
Diesel	41,210,194	gallons
Gasoline	236,539,653	gallons
Electric	225,407,551	kWh
Natural Gas	795,711,780	scf

Opening Year 2030 - Alternatives 2-4		
Energy Type	**Total Consumption**	**Units**
Diesel	41,158,454	gallons
Gasoline	236,242,673	gallons
Electric	225,124,548	kWh
Natural Gas	794,712,748	scf

Notes: Btu - British thermal unit, scf - standard cubic feet, MWh - Mega watts hour

* 1-10 Wildwood Interchange_Ops_Mobile Emissions_02-23-23.pdf, Mobile Emissions page 1

** Sources: USEPA GHG Emissions Factors Hub, https://www.epa.gov/climateleadership/ghg-emission-factors-hub

Southern California Edison 2022 Power Content Label. Available at: www.energy.ca.gov/filebrowser/download/6072. 552 lbs CO2e/MWh

*** 1-10 Wildwood Interchange_Ops_Mobile Emissions_02-23-23.pdf, Mobile Emissions page 1

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Air Basin
Region: South Coast
Calendar Year: 2030
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/year for CVMT and EVMT, trips/year for Trips, kWh/year for Energy Consumption, tons/year for Emissions, 1000 gallons/year for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Consumption	Fuel Consumption
South Coa	2030	HHDT	Aggregate	Aggregate	Gasoline	28.9605017	954268.71	954268.7086	0	189477.4421	0	205.708423
South Coa	2030	HHDT	Aggregate	Aggregate	Diesel	103216.883	3.911E+09	3911226014	0	497834652.8	0	594153.9095
South Coa	2030	HHDT	Aggregate	Aggregate	Electricity	5486.8294	183449034	0	183449034.1	22029761.97	329220768.8	0
South Coa	2030	HHDT	Aggregate	Aggregate	Natural G	12203.7208	233516604	233516604.2	0	24834737.97	0	36768.27654
South Coa	2030	LDA	Aggregate	Aggregate	Gasoline	5024990.19	6.905E+10	69048941170	0	8095634834	0	2104452.141
South Coa	2030	LDA	Aggregate	Aggregate	Diesel	7607.52687	84495644	84495643.79	0	11422476.25	0	1876.197788
South Coa	2030	LDA	Aggregate	Aggregate	Electricity	455084.796	7.129E+09	0	7128869690	770846108.2	2752332078	0
South Coa	2030	LDA	Aggregate	Aggregate	Plug-in Hy	196450.44	2.972E+09	1322187750	1649329566	281875931.6	498146686.9	47049.06371
South Coa	2030	LDT1	Aggregate	Aggregate	Gasoline	452746.031	5.677E+09	5677404445	0	694289507.7	0	208822.1117
South Coa	2030	LDT1	Aggregate	Aggregate	Diesel	6.8544638	67289.381	67289.38086	0	8400.581591	0	2.536333382
South Coa	2030	LDT1	Aggregate	Aggregate	Electricity	4018.98723	65895328	0	65895328.41	6890260.36	25441035.4	0
South Coa	2030	LDT1	Aggregate	Aggregate	Plug-in Hy	3158.65713	52456345	21673772.06	30782573.31	4532183.393	9297254.606	776.3967471
South Coa	2030	LDT2	Aggregate	Aggregate	Gasoline	2767379.55	3.883E+10	38830991043	0	4500307884	0	1430573.778
South Coa	2030	LDT2	Aggregate	Aggregate	Diesel	9931.79258	142205776	142205775.7	0	16367757.7	0	4013.339381
South Coa	2030	LDT2	Aggregate	Aggregate	Electricity	52045.3966	602644831	0	602644831.1	90089318.83	232670643.8	0
South Coa	2030	LDT2	Aggregate	Aggregate	Plug-in Hy	45627.2074	715986625	305013765.3	410972860.1	65467970.44	124126052.7	10967.15986
South Coa	2030	LHDT1	Aggregate	Aggregate	Gasoline	193955.336	2.471E+09	2471374800	0	944914081.6	0	162839.4487
South Coa	2030	LHDT1	Aggregate	Aggregate	Diesel	119296.604	1.573E+09	1573475864	0	490696592.1	0	74830.56168
South Coa	2030	LHDT1	Aggregate	Aggregate	Electricity	21584.6017	421545122	0	421545122	98667423.16	236312318.5	0
South Coa	2030	LHDT2	Aggregate	Aggregate	Gasoline	29075.795	345021542	345021542.4	0	141651829.2	0	26177.96312
South Coa	2030	LHDT2	Aggregate	Aggregate	Diesel	55326.6928	711737973	711737972.7	0	227572443.7	0	39817.76885
South Coa	2030	LHDT2	Aggregate	Aggregate	Electricity	5628.08573	104724366	0	104724365.9	24406092.75	58743543.79	0
South Coa	2030	MCY	Aggregate	Aggregate	Gasoline	265539.3	573817111	573817110.6	0	184284274.5	0	13619.42607
South Coa	2030	MDV	Aggregate	Aggregate	Gasoline	1650722.05	2.192E+10	21924773031	0	2653836233	0	991172.1267
South Coa	2030	MDV	Aggregate	Aggregate	Diesel	20006.4611	262421283	262421283.1	0	32146119.66	0	9976.353521
South Coa	2030	MDV	Aggregate	Aggregate	Electricity	52164.6897	599989512	0	599989512.4	90107694.84	231645471.6	0
South Coa	2030	MDV	Aggregate	Aggregate	Plug-in Hy	28346.8472	422262053	180448429.4	241813623.1	40673331.95	73034921.39	6567.466271
South Coa	2030	MH	Aggregate	Aggregate	Gasoline	24254.3311	79818980	79818979.51	0	793433.8727	0	16427.2125
South Coa	2030	MH	Aggregate	Aggregate	Diesel	12405.0141	39403446	39403446.11	0	405643.9624	0	3916.425785
South Coa	2030	MHDT	Aggregate	Aggregate	Gasoline	21049.2563	346111832	346111832.1	0	137717200.8	0	63553.05652
South Coa	2030	MHDT	Aggregate	Aggregate	Diesel	121766.956	1.505E+09	1505426844	0	468523699	0	164226.0984
South Coa	2030	MHDT	Aggregate	Aggregate	Electricity	11275.9682	185151919	0	185151918.6	46717706.84	194107926	0
South Coa	2030	MHDT	Aggregate	Aggregate	Natural G	1940.38374	25887297	25887296.81	0	5412994.361	0	3098.368643
South Coa	2030	OBUS	Aggregate	Aggregate	Gasoline	4368.0914	50281429	50281428.99	0	28578744.68	0	9369.012214
South Coa	2030	OBUS	Aggregate	Aggregate	Diesel	3347.44674	69160348	69160348.26	0	12725654.32	0	9293.145777
South Coa	2030	OBUS	Aggregate	Aggregate	Electricity	252.155755	5709384.9	0	5709384.938	1649758.274	5997598.296	0
South Coa	2030	OBUS	Aggregate	Aggregate	Natural G	587.708981	9517202.6	9517202.633	0	1527338.1	0	1018.545478
South Coa	2030	SBUS	Aggregate	Aggregate	Gasoline	2959.25865	42072562	42072561.8	0	3870710.318	0	4626.134591
South Coa	2030	SBUS	Aggregate	Aggregate	Diesel	2508.40637	16425221	16425220.91	0	11877203.83	0	2189.447893
South Coa	2030	SBUS	Aggregate	Aggregate	Electricity	429.542623	4347708.1	0	4347708.146	1612957.985	5027260.765	0
South Coa	2030	SBUS	Aggregate	Aggregate	Natural G	3699.62635	28081546	28081545.82	0	17517582.8	0	6485.940664
South Coa	2030	UBUS	Aggregate	Aggregate	Gasoline	846.434127	29397650	29397650.1	0	1107135.838	0	3810.455219
South Coa	2030	UBUS	Aggregate	Aggregate	Diesel	3.64524901	120212.39	120212.3935	0	4767.985708	0	12.19938205
South Coa	2030	UBUS	Aggregate	Aggregate	Electricity	1331.73665	51793677	0	51793677.5	1741911.54	107910383.4	0
South Coa	2030	UBUS	Aggregate	Aggregate	Natural G	3826.65224	149108716	149108716.5	0	5005261.127	0	45731.05259

Row Labels	Sum of Energy Consumption	Sum of Fuel Consumption
Diesel	0	904307.9843
Electricity	4179409028	0
Gasoline	0	5035648.574
Natural Gas	0	93102.18391
Plug-in Hybric	704604915.6	65360.08659
Grand Total	**4884013944**	**6098418.829**

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Horizon Year 2050 - No Build Alternative

Fuel Type	Energy Consumption*	Units	Btu per Unit	Btu	Percent of Energy	CO2 per Vehicle Type	Emission Factor**	Units	Energy Consumptions by Project	Units	Btu
Diesel	998,621,722	Gallons	137,381	137,191,650,819,207	19.2%	592,876	10.21	kg CO2/Gallon	58,068,213	Gallons	7,977,469,231,731
Gasoline	4,342,398,178	Gallons	120,214	522,017,054,522,007	73.1%	2,255,907	8.78	kg CO2/Gallon	256,937,031	Gallons	30,887,428,187,147
Electric*	10,984,045,740	kwh	3,412	37,477,564,064,880	5.2%	161,960	552	lbs/MWh	646,849,224	kWh	2,207,049,551,041
Hybrid Plug-In (fuel)	74,159,310	Gallons	120,214	8,914,987,292,340	1.2%	38,526	8.78	kg CO2/Gallon	4,387,961	Gallons	527,494,317,276
Hybrid Plug-In (electricity	905,880,515	kwh	3,412	3,090,864,317,180	0%	13,357	552	lbs/MWh	53,347,202	kWh	182,020,653,524
Natural Gas	38,251,718	DEG	137,381	5,255,059,243,082	0.7%	22710	0.05444	kg CO2/scf	417,153,627.6	scf	432,171,158,155
				713,947,180,258,695							42,213,633,098,873

CO2***			Conversions:	
No Build Alternative	3,085,337	MT	2204.62	lbs/MT
Alternatives 2-4	3,081,464	MT	1036	btu/scf

Horizon Year 2050 - Alternatives 2-4

Fuel Type	Energy Consumption*	Units	Btu per Unit	Btu	Percent of Energy	CO2 per Vehicle Type	Emission Factor**	Units	Energy Consumptions by Project	Units	Btu
Diesel	998,621,722	gallons	137,381	137,191,650,819,207	19.2%	592,132	10.21	kg CO2/Gallon	57,995,321	Gallons	7,967,455,175,460
Gasoline	4,342,398,178	gallons	120,214	522,017,054,522,007	73.1%	2,253,075	8.78	kg CO2/Gallon	256,614,499	Gallons	30,848,655,434,164
Electric*	10,984,045,740	Mwh	3,412	37,477,564,064,880	5.2%	161,757	552	lbs/MWh	646,037,239	kWh	2,204,279,058,575
Hybrid Plug-In (fuel)	74,159,310	gallons	120,214	8,914,987,292,340	1.2%	38,478	8.78	kg CO2/Gallon	4,382,453	Gallons	526,832,157,683
Hybrid Plug-In (electricity	905,880,515	Mwh	3,412	3,090,864,317,180	0.4%	13,340	552	lbs/MWh	53,280,236	kWh	181,792,164,386
Natural Gas	38,251,718	DEG	137,381	5,255,059,243,082	0.7%	22,681	0.05444	kg CO2/scf	416629977.8	scf	431,628,656,997
				713,947,180,258,695							42,160,642,647,265

Horizon Year 2050- No Build Alternative

Energy Type	Total Consumption	Units
Diesel	58,068,213	gallons
Gasoline	261,324,991	gallons
Electric	700,196,426	kWh
Natural Gas	417,153,628	scf

Horizon Year 2050 - Alternatives 2-4

Energy Type	Total Consumption	Units
Diesel	57,995,321	gallons
Gasoline	260,996,952	gallons
Electric	699,317,474	kWh
Natural Gas	416,629,978	scf

Btu - British thermal unit

* Units are in gallons with the exception of electric vehicles and Hybrid Plug-In (electricty) which are in MWh.

** Source: USEPA GHG Emissions Factors Hub, https://www.epa.gov/climateleadership/ghg-emission-factors-hub

Electricity: 2022 PCL Southern California Edison ADA

*** 1-10 Wildwood Interchange_Ops_Mobile Emissions_02-23-23.pdf, Mobile Emissions page 1

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: Air Basin
Region: South Coast
Calendar Year: 2050
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/year for CVMT and EVMT, trips/year for Trips, kWh/year for Energy Consumption, tons/year for Emissions, 1000 gallons/year for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Consumption	Fuel Consumption
South Coast	2050	HHDT	Aggregate	Aggregate	Gasoline	12.95132	490420.1	490420.1	0	84735.53	0	91.9536
South Coast	2050	HHDT	Aggregate	Aggregate	Diesel	133633.7	5.83E+09	5.83E+09	0	7.02E+08	0	771777
South Coast	2050	HHDT	Aggregate	Aggregate	Electricity	46669.51	1.28E+09	0	1.28E+09	1.72E+08	2.30E+09	0
South Coast	2050	HHDT	Aggregate	Aggregate	Natural Gas	10845.19	2.11E+08	2.11E+08	0	25130666	0	31041.29
South Coast	2050	LDA	Aggregate	Aggregate	Gasoline	4867942	6.54E+10	6.54E+10	0	7.89E+09	0	1788558
South Coast	2050	LDA	Aggregate	Aggregate	Diesel	2997.93	37921495	37921495	0	4733597	0	696.3188
South Coast	2050	LDA	Aggregate	Aggregate	Electricity	677050.3	9.13E+09	0	9.13E+09	1.11E+09	3.52E+09	0
South Coast	2050	LDA	Aggregate	Aggregate	Plug-in Hybrid	229513.3	3.10E+09	1.26E+09	1.84E+09	3.29E+08	5.56E+08	45186.32
South Coast	2050	LDT1	Aggregate	Aggregate	Gasoline	410755.8	5.14E+09	5.14E+09	0	6.45E+08	0	162673.6
South Coast	2050	LDT1	Aggregate	Aggregate	Diesel	4.765508	61211.74	61211.74	0	7614.924	0	2.110812
South Coast	2050	LDT1	Aggregate	Aggregate	Electricity	12833.15	1.67E+08	0	1.67E+08	20728298	64511931	0
South Coast	2050	LDT1	Aggregate	Aggregate	Plug-in Hybrid	9768.661	1.28E+08	51973278	75755820	14016515	22880515	1881.74
South Coast	2050	LDT2	Aggregate	Aggregate	Gasoline	3093116	4.06E+10	4.06E+10	0	4.98E+09	0	1332606
South Coast	2050	LDT2	Aggregate	Aggregate	Diesel	11843.43	1.56E+08	1.56E+08	0	19086278	0	3969.216
South Coast	2050	LDT2	Aggregate	Aggregate	Electricity	126944.3	1.17E+09	0	1.17E+09	2.07E+08	4.53E+08	0
South Coast	2050	LDT2	Aggregate	Aggregate	Plug-in Hybrid	86019.1	1.13E+09	4.61E+08	6.71E+08	1.23E+08	2.03E+08	16706.55
South Coast	2050	LHDT1	Aggregate	Aggregate	Gasoline	124342.1	1.44E+09	1.44E+09	0	6.06E+08	0	85304.85
South Coast	2050	LHDT1	Aggregate	Aggregate	Diesel	96122.59	1.07E+09	1.07E+09	0	3.95E+08	0	49137.14
South Coast	2050	LHDT1	Aggregate	Aggregate	Electricity	187884.9	2.49E+09	0	2.49E+09	8.56E+08	1.40E+09	0
South Coast	2050	LHDT2	Aggregate	Aggregate	Gasoline	17521.65	1.92E+08	1.92E+08	0	85362213	0	12788.45
South Coast	2050	LHDT2	Aggregate	Aggregate	Diesel	47069.74	5.01E+08	5.01E+08	0	1.94E+08	0	26894.9
South Coast	2050	LHDT2	Aggregate	Aggregate	Electricity	51118.81	6.49E+08	0	6.49E+08	2.21E+08	3.65E+08	0
South Coast	2050	MCY	Aggregate	Aggregate	Gasoline	311938.9	6.01E+08	6.01E+08	0	2.16E+08	0	14076.53
South Coast	2050	MDV	Aggregate	Aggregate	Gasoline	1804002	2.27E+10	2.27E+10	0	2.88E+09	0	901285.4
South Coast	2050	MDV	Aggregate	Aggregate	Diesel	19664.72	2.45E+08	2.45E+08	0	31296461	0	8109.436
South Coast	2050	MDV	Aggregate	Aggregate	Electricity	117412.2	1.07E+09	0	1.07E+09	1.90E+08	4.13E+08	0
South Coast	2050	MDV	Aggregate	Aggregate	Plug-in Hybrid	55212.82	6.93E+08	2.82E+08	4.11E+08	79221836	1.24E+08	10384.7
South Coast	2050	MH	Aggregate	Aggregate	Gasoline	20593.65	70583306	70583306	0	673681.8	0	14514.11
South Coast	2050	MH	Aggregate	Aggregate	Diesel	13026.98	39584107	39584107	0	425982.1	0	3947.932
South Coast	2050	MHDT	Aggregate	Aggregate	Gasoline	9420.284	1.42E+08	1.42E+08	0	61633298	0	23360.42
South Coast	2050	MHDT	Aggregate	Aggregate	Diesel	97725.72	1.26E+09	1.26E+09	0	3.79E+08	0	124291.8
South Coast	2050	MHDT	Aggregate	Aggregate	Electricity	117734.7	1.59E+09	0	1.59E+09	4.83E+08	1.67E+09	0
South Coast	2050	MHDT	Aggregate	Aggregate	Natural Gas	1744.206	22255935	22255935	0	5227679	0	2589.908
South Coast	2050	OBUS	Aggregate	Aggregate	Gasoline	2095.028	20365918	20365918	0	13706961	0	3441.192
South Coast	2050	OBUS	Aggregate	Aggregate	Diesel	3378.818	72336024	72336024	0	13001563	0	9091.801
South Coast	2050	OBUS	Aggregate	Aggregate	Electricity	1667.572	27560479	0	27560479	10910283	28948040	0
South Coast	2050	OBUS	Aggregate	Aggregate	Natural Gas	711.4389	10651672	10651672	0	1848888	0	1071.06
South Coast	2050	SBUS	Aggregate	Aggregate	Gasoline	1244.688	16854720	16854720	0	1628052	0	1629.739
South Coast	2050	SBUS	Aggregate	Aggregate	Diesel	875.7056	5984028	5984028	0	4146431	0	704.0676
South Coast	2050	SBUS	Aggregate	Aggregate	Electricity	4396.762	41153432	0	41153432	16844047	47585769	0
South Coast	2050	SBUS	Aggregate	Aggregate	Natural Gas	2289.791	15672332	15672332	0	10842070	0	3254.791
South Coast	2050	UBUS	Aggregate	Aggregate	Gasoline	852.6751	33010769	33010769	0	1115299	0	2067.933
South Coast	2050	UBUS	Aggregate	Aggregate	Electricity	8941.963	3.45E+08	0	3.45E+08	11696088	7.22E+08	0
South Coast	2050	UBUS	Aggregate	Aggregate	Natural Gas	169.408	4147044	4147044	0	221585.7	0	294.6688

Fuel	Sum of Energy Consumption	Sum of Fuel Consumption
Diesel	0	998621.7222
Electricity	10984045740	0
Gasoline	0	4342398.178
Natural Gas	0	38251.7178
Plug-in Hybrid	905880515	74159.31
Grand Total	**11889926255**	**5453430.928**

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