

# Appendix B Title VI Policy Statement

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STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**  
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*Making Conservation  
a California Way of Life.*

April 2018

## NON-DISCRIMINATION POLICY STATEMENT

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

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

For information or guidance on how to file a complaint, please visit the following web page:  
[http://www.dot.ca.gov/hq/bep/title\\_vi/t6\\_violated.htm](http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm).

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811. Telephone (916) 324-8379, TTY 711, email [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov), or visit the website [www.dot.ca.gov](http://www.dot.ca.gov).

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

LAURIE BERMAN  
Director

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

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Abril 2018

**DECLARACIÓN DE POLÍTICA  
DE NO DISCRIMINACIÓN**

El Departamento de Transporte de California, bajo el Título VI de la Ley de Derechos Civiles de 1964, asegura que *“Ninguna persona en los Estados Unidos, debido a su raza, color u origen nacional, será excluida de participar, ni se le negarán los beneficios, o será objeto de discriminación, en cualquier programa o actividad que reciba ayuda financiera federal”*.

Los estatutos federales relacionados y la ley estatal refuerzan estas protecciones para incluir el sexo, la discapacidad, la religión, la orientación sexual y la edad.

Para información u orientación sobre cómo presentar una queja relacionada, por favor visite la siguiente página de Internet: [http://www.dot.ca.gov/hq/bep/title\\_vi/t6\\_violated.htm](http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm).

Para obtener esta información en un formato alternativo como el Braille o en un lenguaje diferente al inglés, por favor póngase en contacto con la Oficina de Negocios y Oportunidades Económicas del Departamento de Transporte de California. Dirección: 1823 14th Street, MS-79, Sacramento, CA 95811. Teléfono: (916) 324-8379. Teléfono de Texto TTY: 711. Email [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov), o visite la página de Internet: [www.dot.ca.gov](http://www.dot.ca.gov).

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# **Appendix C** Summary of Relocation Benefits

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## **California Department of Transportation Relocation Assistance Program**

### **RELOCATION ASSISTANCE ADVISORY SERVICES**

This appendix is general in nature and is not intended to be a complete statement of federal and state relocation laws and regulations. Any questions about relocation should be addressed to Caltrans Right-of-Way. This section provides some general descriptive information on Public Law (PL) 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. This is often referred to simply as the “Uniform Act.” The information in this appendix is provided only as background and is not intended as a complete statement of all the state or federal laws and regulations; for specific details, the environmental planner should contact the Caltrans District or Regional Right-of-Way Relocation Branch. After presenting an outline of the basic legal foundation for relocation policy, the appendix looks at important relocation assistance information, including advisory services and the payment program. Refer to the Caltrans Right-of-Way Manual Chapter 10, for more detailed and specific information on relocation and housing programs.

### **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 *Code of Federal Regulations* (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

### ***Fair Housing***

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States 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 United States. 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 Payments***

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 180 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. The maximum combination of these three supplemental payments that the owner-occupant can receive is \$22,500. If the total entitlement (without the moving payments) is in excess of \$22,500, the Last Resort Housing Program will be used (see the explanation of the Last Resort Housing Program below).

### ***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. The maximum amount payable to any eligible tenant and any owner-occupant of less than 180 days, in addition to moving expenses, is \$5,250. If the total entitlement for rent supplement exceeds \$5,250, the Last Resort Housing Program will be used.

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 180 days and tenants in legal occupancy prior to Caltrans’ initiation of negotiations. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250. 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 \$22,500 and \$5,250 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 acquired in the right-of-way contract 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 \$10,000 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 \$20,000.

### ***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 Right-of-Way. 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.

Include as applicable:

## **RESIDENTIAL RELOCATION PAYMENTS PROGRAM**

The links below are to the Relocation Assistance for Residential Relocation Brochure. Print them and place them in the environmental document as applicable.

- [http://www.dot.ca.gov/hq/row/pubs/residential\\_english.pdf](http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf)
- [http://www.dot.ca.gov/hq/row/pubs/residential\\_spanish.pdf](http://www.dot.ca.gov/hq/row/pubs/residential_spanish.pdf)

If the project requires relocation of mobile homes, print and include the following:

- [http://www.dot.ca.gov/hq/row/pubs/mobile\\_eng.pdf](http://www.dot.ca.gov/hq/row/pubs/mobile_eng.pdf)
- [http://www.dot.ca.gov/hq/row/pubs/mobile\\_sp.pdf](http://www.dot.ca.gov/hq/row/pubs/mobile_sp.pdf)

## **THE BUSINESS AND FARM RELOCATION ASSISTANCE PROGRAM**

If the project requires relocation of businesses and/or farms, print and include the following:

- [http://www.dot.ca.gov/hq/row/pubs/business\\_farm.pdf](http://www.dot.ca.gov/hq/row/pubs/business_farm.pdf)
- [http://www.dot.ca.gov/hq/row/pubs/business\\_sp.pdf](http://www.dot.ca.gov/hq/row/pubs/business_sp.pdf)

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## **Appendix D**    Minimization and/or Mitigation Summary

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The following matrix lists each of the environmental topics evaluated in the environmental document and the avoidance, minimization, and mitigation measures required to reduce or eliminate project impacts related to those topics. The column headings include the following information:

- **ID No.:** This column provides each commitment, as defined in Chapters 2 and 3.
- **Task and Brief Description:** This column provides the complete language of each environmental commitment, from Chapters 2 and 3.
- **Source:** Describes the specific section in the Final Environmental Document from where the commitment was derived.
- **CEQA Significance Addressed:** This column describes the significance level (potentially significant impact, less than significant with mitigation, less than significant, and no impact) of the California Environmental Quality Act (CEQA) impact that the commitment addresses.

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ID No.	Task and Brief Description	Source	SSP/NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
<b>Consistency with State, Regional, and Local Plans and Programs</b>										
LU-3	The remnant parking lot on the west side of John Galvin Park will be reconfigured to maintain as many parking spots at this location as possible.	Draft Environmental Document, Section 2.1.1.3, Measure LU-3	No				No Impact			
VA-2	Where it is not feasible to save the existing trees, new tree and vegetation plantings shall be included in the final design of the roadway. Replacement trees shall be two 24-inch boxed trees for each tree removed by the project. All areas disturbed by the project shall be fitted with new landscaping, including trees, groundcovers, accent plants, and turf grass (in park areas adjacent to existing remaining turf).	Draft Environmental Document, Section 2.1.7.4, Measure VA-2	Yes				Less Than Significant Impact			
NC-1	The project shall preserve as many mature trees as practicable. Although there is no City of Ontario (City) or County of San Bernardino (County) ordinance for tree removal, the project's landscape plan will incorporate a tree replacement plan with a replacement ratio of 2:1 – for every mature tree removed, two trees will be planted to be consistent with Measure VA-2. Mature trees (larger than 20 feet high) that are to be removed shall be replaced with two 24-inch box trees. Design plans shall indicate locations of existing mature trees (larger than 20 feet high) to be preserved in place. Tree replacement shall meet all California Department of Transportation (Caltrans) and City standards and policies, and near John Galvin Park, the replacement tree species will incorporate species that have been identified as those of the original planting of John Galvin Park in the 1930s.	Draft Environmental Document, Section 2.3.1.3, Measure NC-1	Yes				No Impact			
<b>Parks and Recreation</b>										
LU-1	Turf grass and rock curbs will be replaced in temporary construction easement (TCE) areas within Grove Memorial Park to match pre-project conditions in consultation with the property owner (City) during and at completion of construction.	Draft Environmental Document, Section 2.1.1.3, Measure LU-1	No				No Impact			
LU-2	Turf grass and rock curbs will be replaced in TCE areas within John Galvin Park to match pre-project conditions in consultation with the property owner (City) during and at completion of construction.	Draft Environmental Document, Section 2.1.1.3, Measure LU-2	No				No Impact			
LU-3	The remnant parking lot on the west side of John Galvin Park will be reconfigured to maintain as many parking spots at this location as possible.	Draft Environmental Document, Section 2.1.1.3, Measure LU-3	No				No Impact			
<b>Community Impacts</b>										
SC-CI-1	To the extent practicable, street closures required during construction shall be scheduled to occur during nighttime hours. This requirement will be addressed in the Transportation Management Plan (TMP) to be prepared during the final design phase of project development.	Draft Environmental Document, Section 3.3, Measure SC-CI-1	Yes				No Impact			
SC-CI-2	To the extent practicable, the contractor shall avoid blocking or limiting access to businesses during construction during normal business hours. Businesses will be contacted and advised of nearby construction activities before their start.	Draft Environmental Document, Section 3.3, Measure SC-CI-2	Yes				No Impact			
SC-CI-3	Caltrans shall notify emergency service providers, such as fire, police, and ambulance services, in advance of construction of the timing, location, and duration of construction activities and the locations of detours and lane closures.	Draft Environmental Document, Section 3.3, Measure SC-CI-3	No				No Impact			
<b>Utilities and Emergency Services</b>										
SC-CI-4	In accordance with the requirements in the California Code of Regulations (CCR), prior to the initiation of construction, the contractor shall coordinate and notify the operators of underground or overhead utility and service lines prior to any excavation activities. This coordination will avoid damage to existing utility lines and will limit disruption to existing utility services to the existing developments near the proposed alignments.	Draft Environmental Document, Section 3.3, Measure SC-CI-4	No				No Impact			
UT-1	During final design, the Project Engineer will prepare utility relocation plans in consultation with the affected utility providers/owners for those utility facilities that will need to be relocated, removed, or protected in-place	Draft Environmental Document, Section 2.1.5.3, Measure UT-1	Yes				No Impact			

ID No.	Task and Brief Description	Source	SSP/NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
UT-2	During final design, the Project Engineer will prepare utility relocation plans in consultation with the affected utility providers/owners for those utility facilities that will need to be relocated, removed, or protected in place. If relocation is necessary, the final design will focus on relocating utilities within the State right-of-way (ROW) or other existing public ROWs and/or easements. If relocation outside of existing or the additional public ROWs and/or easements required for the project is necessary, the final design will focus on relocating those facilities in adjacent public ROWs and in a manner so as to not result in significant community, land use, or natural resource impacts.	Draft Environmental Document, Section 2.5.1.3, Measure UT-2	Yes				No Impact			
UT-3	Close coordination with utility service providers and implementation of a public outreach program will be conducted, as needed, to minimize impacts to surrounding communities.	Draft Environmental Document, Section 2.1.5.3 Measure UT-3	No				No Impact			
UES-1	Prior to and during any construction activities, the City will coordinate with emergency service providers to ensure that all providers are aware of temporary road closures and detours.	Draft Environmental Document, Section 2.1.5.3, Measure UES-1	No				No Impact			
UES-2	Emergency service phone numbers (i.e., fire, emergency medical, police) will be posted in visible locations in all active construction areas.	Draft Environmental Document, Section 2.1.5.3, Measure UES-2	No				No impact			
UES-3	To avoid conflicts during construction, the project's Resident Engineer will notify all emergency and other essential service providers no less than 2 weeks prior to the start of construction. Agencies to be notified include: <ul style="list-style-type: none"> <li>• City of Ontario Police Department</li> <li>• City of Ontario Fire Department</li> <li>• San Bernardino County Sherriff's Department</li> <li>• San Bernardino County Fire Department</li> </ul>	Draft Environmental Document, Section 2.1.5.3, Measure UES-3	No				No Impact			
<b>Relocations and Real Property Acquisition</b>										
COM-1	Where acquisition and relocation are unavoidable, provisions of the Uniform Act and the 1987 Amendments, as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the United States Department of Transportation (USDOT) (March 2, 1989) and, where applicable, the California Public Park Preservation Act of 1971, will be followed. An appraisal of the affected property will be obtained, and an offer for the full appraisal will be made.	Draft Environmental Document, Section 2.1.4.2, Measure COM-1	No				Less Than Significant Impact			
<b>Traffic and Transportation / Pedestrian and Bicycle Facilities</b>										
SC-CI-5	Caltrans shall require the contractor to provide motorist alert and awareness information during construction, as appropriate for the conditions, to include the following options: changeable message signs (CMSs), stationary ground-mounted signs, traffic radio announcements, and the Caltrans Highway Information Network.	Draft Environmental Document, Section 3.3, Measure SC-CI-5	yes				No Impact			
T-1	Final TMP – A TMP (July 2015) was prepared during development of the preliminary engineering for the project. During final design, a Final TMP will be prepared. At a minimum, the Final TMP will include the detailing of any projected temporary street closures or expected traffic delays due to project construction activities. The Final TMP will include a public awareness program that will use an appropriate combination of the Highway Advisory Radio (HAR), local media, newsletters, and/or flyers. The following elements will be major components of the Final TMP: Public Awareness Campaign, particularly related to the scheduling of work; Construction Zone Enhanced Enforcement Program (COZEEP); utilization of portable CMSs; and notification to be sent to local cities and emergency responders, if applicable.	Draft Environmental Document, Section 2.1.4, Measure T-1	Yes				No Impact			
T-2	During project construction, the Project Engineer will ensure that the measures in the Final TMP are properly implemented by the contractor.	Draft Environmental Document, Section 2.1.6.4, Measure T-2	Yes				No Impact			

ID No.	Task and Brief Description	Source	SSP/NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
T-3	During final design and construction, the Project Engineer will work with affected property owners to identify means to avoid and minimize parking impacts, including space management, such as restriping of parking areas and identifying parking replacement options.	Draft Environmental Document, Section 2.1.6.4, Measure T-3	No				No Impact			
T-4	All pedestrian facilities will be designed to meet or exceed requirements of the Americans with Disabilities Act (ADA) and current safety standards. Access to pedestrians and bicyclists shall be maintained to the extent practicable during the construction period.	Draft Environmental Document, Section 2.1.6.4, Measure T-4	Yes				No Impact			
T-5	Prior to and during construction, the Project Engineer will coordinate with Omnitrans, the Ontario-Montclair School District, and other affected transit providers to request and comply with applicable procedures for any required temporary bus stop relocations or other disruptions to transit service during construction, if necessary.	Draft Environmental Document, Section 2.1.6.4, Measure T-5	No				No Impact			
T-6	During final design and prior to and during construction, the Project Engineer will coordinate with the design and construction team for the I-10/Grove Avenue Interchange Project to ensure the Grove Avenue Corridor Project and the I-10/Grove Avenue Interchange Project are designed compatibly.	Draft Environmental Document, Section 2.1.6.4, Measure T-6	No				No Impact			
<b>Cultural Resources</b>										
SC-CI-6	In accordance with Caltrans standard specifications, if cultural materials are discovered during construction, all earth-moving activities within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. If human remains are discovered, Section 7050.5 of the State Health and Safety Code states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted. Pursuant to Section 5097.98 of the Public Resources Code (PRC), if the remains are thought to be Native American, the coroner will notify the Resident Engineer and the Native American Heritage Commission (NAHC), who will then notify the Most Likely Descendent (MLD). At this time, the Resident Engineer will contact the District 8 Environmental Branch so that staff may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of Section 5097.98 of the PRC are to be followed as applicable.	Draft Environmental Document, Section 3.3, Measure SC-CI-6	Yes				No Impact			
SC-CI-7	It is Caltrans' policy to avoid cultural resources whenever possible. Further investigation may be needed if resources cannot be avoided by the project. Additional survey(s) will be required if the project changes to include areas not previously surveyed.	Draft Environmental Document, Section 3.3, Measure SC-CI-7	Yes				No Impact			
CR-1	If cultural resources are discovered at the job site, all work activities shall stop within a 60-foot radius of the discovery, the discovery area shall be protected, and the Resident Engineer shall be notified. Cultural resources shall not be moved or taken from the job site until Caltrans investigates and determines the significance of the find. Work activities shall not resume within the discovery area until Caltrans provides written notification authorizing work activities to resume.	Draft Environmental Document, Section 2.1.8.4, Measure CR-1	Yes				No Impact			
CR-2	<b>Human Remains:</b> If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities will cease in any area or nearby area suspected to overlie remains, and the County Coroner will be contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the Coroner will notify the NAHC, who will designate the MLD. At this time, the Caltrans District 8 Environmental Branch Chief, Andrew Walters (909) 383-2647, will be contacted so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.	Draft Environmental Document, Section 2.1.8.4, Measure CR-2	Yes				No Impact			
CI-1	<b>Inadvertent Discoveries:</b> Should subsurface archaeological resources be discovered; a qualified archaeologist shall be contacted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, the archaeologist shall determine, in consultation with Caltrans, the City, and any local Native American groups expressing interest for prehistoric resources, appropriate avoidance measures or other appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources. Methods of avoidance may include, but shall not	Draft Environmental Document, Section 2.1.8.4, Measure CI-1	No				No Impact			

ID No.	Task and Brief Description	Source	SSP/NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
	be limited to, rerouting or redesign, cancellation, or identification of protection measures such as capping or fencing. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with Caltrans, the City, and any local Native American representatives expressing interest for prehistoric archaeological resources. If an archaeological site does not qualify as a historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provisions of Section 21083.2.									
<b>Water Quality and Stormwater Runoff</b>										
SC-CI-8	The project shall conform to and submit a Water Quality Management Plan to the City. In addition, the project shall conform to the requirements of the National Pollutant Discharge Elimination System (NPDES) Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009- DWQ, NPDES No. CAS000002, as amended by 2010-0014-DWQ and 2012-0006-DWQ), also referred to as the Construction General Permit.	Draft Environmental Document, Section 3.3, Measure SC-CI-8	Yes				No Impact			
SC-CI-9	The contractor shall develop an acceptable Storm Water Pollution Prevention Plan (SWPPP) containing proven best management practices (BMPs) to minimize stormwater pollution that has the potential to affect water quality. All construction site BMPs will follow the latest edition of the Storm Water Quality Handbooks and the Construction Site Best Management Practices Manual. In addition, the SWPPP shall include implementation of specific stormwater effluent monitoring requirements based on the project's risk level to ensure water quality standards are met.	Draft Environmental Document, Section 3.3, Measure SC-CI-9	Yes				No Impact			
SC-CI-10	During construction, when dewatering is required, the contractor shall fully conform to the requirements specified in Order No. R5-00-175 (CAG 995001), General Waste Discharge Requirements for Discharges to Surface Water which Pose an Insignificant ( <i>De Minimis</i> ) Threat to Water Quality, from the Regional Water Quality Control Board (RWQCB).	Draft Environmental Document, Section 3.3, Measure SC-CI-10	Yes				Less Than Significant Impact			
SC-CI-11	The contractor shall comply with all requirements of the Section 404 Permit issued by the U.S. Army Corps of Engineers (USACE) for the discharge of dredged or fill material into waters of the U.S.	Draft Environmental Document, Section 3.3, Measure SC-CI-11	Yes				No Impact			
SC-CI-12	The contractor shall comply with all requirements of the Section 401 Certification issued by the RWQCB to ensure that all discharges comply with applicable federal and State effluent limitations and water quality standards.	Draft Environmental Document, Section 3.3, Measure SC-CI-12	Yes				No Impact			
SC-CI-13	The contractor shall comply with all requirements of the Streambed Alteration Agreement per Section 1602 of the California Fish and Game Code (CFG Code).	Draft Environmental Document, Section 3.3, Measure SC-CI-13	Yes				No Impact			
WQ-1	<b>Implement Temporary Construction BMPs.</b> The project will be required to conform to the requirements of the NPDES Permit for Construction Activities, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ, NPDES No. CAS000002.	Draft Environmental Document, Section 2.2.2.4, Measure WQ-1	Yes				No Impact			
WQ-2	<b>Prepare and Implement an SWPPP.</b> The Contractor will be required to develop an acceptable SWPPP. The SWPPP shall contain BMPs that have demonstrated effectiveness at reducing stormwater pollution. The SWPPP shall address all construction-related activities, equipment, and materials that have the potential to affect water quality. All Construction Site BMPs will be installed, maintained, and inspected to control and minimize the impacts of construction-related pollutants. The SWPPP shall include BMPs to control pollutants, sediment from erosion, stormwater runoff, and other construction-related impacts. In addition, the SWPPP shall include implementation of specific stormwater effluent monitoring requirements based on the project's risk level to ensure that the implemented BMPs are effective in preventing discharges from exceeding any of the water quality standards.	Draft Environmental Document, Section 2.2.2.4, Measure WQ-2	Yes				Less Than Significant Impact			

ID No.	Task and Brief Description	Source	SSP/NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
WQ-3	<b>Incorporate Design Principles into Final Roadway Design.</b> Design Principles are permanent measures to minimize pollution discharges by retaining source materials and stabilizing soils. The three objectives associated with Design Principle BMPs include maximizing vegetated surfaces, preventing downstream erosion, and stabilizing soil areas. These design objectives will be applied to the entire project.	Draft Environmental Document, Section 2.2.2.4, Measure WQ-3	Yes				No Impact			
<b>Paleontology</b>										
P-1	Develop and implement a Paleontological Monitoring Plan (PMP), with monitoring in excavations more than 10 feet deep for sediments mapped as Holocene at the surface and more than 5 feet deep for excavations mapped as Pleistocene at the surface. The PMP will guide and facilitate the identification and treatment of paleontological resources, if any are found, during project construction to reduce adverse effects on significant resources. The PMP will summarize identified paleontologically sensitive areas within the area of potential effects (APE), the organization and responsibilities of the paleontological team, the responsibilities of other parties, and the treatment and communications procedures to be implemented if paleontological resources are encountered during the project.	Draft Environmental Document, Section 2.2.4.4, Measure P-1	No				Less than Significant Impact			
SC-CI-14	Specifications for paleontological mitigation shall be included in the construction contract special provisions section for this project to advise the construction contractor of the requirement to cooperate with the salvage of paleontological resources, particularly fossil remains and associated locality data.	Draft Environmental Document, Section 3.3, Measure SC-CI-14	Yes				Less Than Significant Impact			
SC-CI-15	A principal paleontologist that meets the qualifications in Chapter 8 – Paleontology of the Caltrans Standard Environmental Reference shall prepare a detailed Paleontological Mitigation Plan before the start of construction. The paleontologist must have a Master of Science/Arts (M.S./M.A.) or Doctor of Philosophy (Ph.D.) degree in paleontology or geology and will be familiar with paleontological salvage or mitigation procedures and techniques. The Paleontological Mitigation Plan shall be certified by a California Professional Geologist.	Draft Environmental Document, Section 3.3, Measure SC-CI-15	Yes				Less Than Significant Impact			
SC-CI-16	If unanticipated fossils are discovered in an area of the project site not being actively monitored, the remains shall not be disturbed. The Resident Engineer shall direct that all work within a 60-foot radius of the discovery be stopped and that the area be protected. The Resident Engineer, in consultation with the paleontologist, will investigate and modify the dimensions of the protected area, if necessary. Paleontological resources will not be removed from the project site without authorization. Work will not resume within the specified radius of the discovery until authorized by the Resident Engineer.	Draft Environmental Document, Section 3.3, Measure SC-CI-16	Yes				Less Than Significant Impact			
SC-CI-17	The construction contractor shall attend a preconstruction meeting with the Paleontological Salvage Team and the Resident Engineer to establish procedures for cooperation in the event fossil remains are encountered and to provide for worker safety during monitoring and salvage activities. The Principal Paleontologist and the Caltrans paleontology coordinator will be present at pregrading meetings to consult with grading and excavation contractors.	Draft Environmental Document, Section 3.3, Measure SC-CI-17	Yes				Less Than Significant Impact			
<b>Environmental Justice</b>										
COM-2	Outreach activities targeted to low-income residents will be conducted during the planning, design, and construction phases of the Build Alternative.	Draft Environmental Document, Section 2.1.4.3, Measure COM-2	No				Not Available- NEPA Only			
<b>Visual Aesthetics</b>										
VA-1	The existing trees, particularly within the park area, provide scale, shade, and visual relief to the extent of roadway paving. Preserving existing trees to the extent feasible will help maintain the existing visual character of the roadway.	Draft Environmental Document, Section 2.1.7.4, Measure VA-1	Yes				Less Than Significant Impact			
VA-2	Where it is not feasible to save the existing trees, new tree and vegetation plantings shall be included in the final design of the roadway. Replacement trees shall be two 24-inch boxed trees for each tree removed by the project. All areas disturbed by the project shall be fitted with new landscaping, including trees, groundcovers, accent plants, and turf grass (in park areas adjacent to existing remaining turf).	Draft Environmental Document, Section 2.1.7.4, Measure VA-2	Yes				Less Than Significant Impact			

ID No.	Task and Brief Description	Source	SSP/NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
VA-3	To support the replacement of plantings, the project shall include a permanent irrigation system to all new plantings. Materials used for irrigation shall be as per City of Ontario standards.	Draft Environmental Document, Section 2.1.7.4, Measure VA-3	Yes				Less Than Significant Impact			
VA-4	Decorative paving shall be employed for medians, islands, and parkway strips that are too narrow to plant. Paving color and texture/pattern shall match City of Ontario standards.	Draft Environmental Document, Section 2.1.7.4, Measure VA-4	Yes				No Impact			
<b>Hydrology</b>										
HYD-1	Provide positive drainage during construction and refrain from filling designated floodplains. Construction site surface runoff will be channeled into existing drainage facilities so as to not cause water flow on neighboring properties. Offsite flows will be managed in a manner that will mimic the existing drainage network and will not inundate the roadway surface of any of the existing drainage systems.	Draft Environmental Document, Section 2.2.1.4, Measure HYD-1	Yes				Less Than Significant Impact			
HYD-2	Implement standard BMPs as identified in the City of Ontario's Water Quality Management Plan, including temporary construction site BMPs to address site soil stabilization and reduce deposition of sediments to receiving waters.	Draft Environmental Document, Section 2.2.1.4, Measure HYD-2	Yes				No Impact			
HYD-3	Include erosion control and water quality protection during construction at the West Cucamonga Channel. BMPs will be designed and implemented to reduce the discharge of pollutants to the Maximum Extent Practicable (MEP). Typical measures that may be implemented include preservation of existing vegetation, use of soil binders or hydroseeding, and installation of silt fences or fiber rolls.	Draft Environmental Document, Section 2.2.1.4, Measure HYD-3	Yes				No Impact			
HYD-4	Contractor shall develop a contingency plan for unforeseen discovery of underground contaminants in the SWPPP.	Draft Environmental Document, Section 2.2.1.4, Measure HYD-4	Yes				No Impact			
HYD-5	Limit construction activities between October and May to those actions that can adequately withstand high flows and entrainment of construction materials. The Contractor shall prepare a Rain Event Action Plan (REAP) and discuss high flows mitigation.	Draft Environmental Document, Section 2.2.1.4, Measure HYD-5	Yes				No Impact			
<b>Natural Communities</b>										
NC-1	The project shall preserve as many mature trees as practicable. Although there is no City or County ordinance for tree removal, the project's landscape plan will incorporate a tree replacement plan with a replacement ratio of 2:1 – for every mature tree removed, two trees will be planted to be consistent with Measure VA-2. Mature trees (larger than 20 feet high) that are to be removed shall be replaced with two 24-inch box trees. Design plans shall indicate locations of existing mature trees (larger than 20 feet high) to be preserved in place. Tree replacement shall meet all Caltrans and City standards and policies, and near John Galvin Park, the replacement tree species will incorporate species that have been identified as those of the original planting of John Galvin Park in the 1930s.	Draft Environmental Document, Section 2.3.1.3, Measure NC-1	Yes				No Impact			
<b>Wetlands and Other</b>										
WET-1	Construction activities within the West Cucamonga Channel and Princeton Basin will be designed and conducted to maintain downstream flow conditions. All construction activities will be effectively isolated from water flows to the greatest extent feasible. This may be accomplished by working in the dry season or dewatering the work area in the wet season. When work in standing or flowing water is required, structures for isolating the in-water work area and/or diverting the water flow must not be removed until all disturbed areas are cleaned and stabilized. The diverted water flow must not be contaminated by construction activities. Structures used to isolate the in-water work area and/or diverting the water flow (e.g., coffer dam, geotextile silt curtain) must not be removed until all disturbed areas are stabilized.	Draft Environmental Document, Section 2.3.2.4, Measure WET-1	Yes				No Impact			

ID No.	Task and Brief Description	Source	SSP/NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
<b>Hazardous Waste</b>										
HW-1	Prior to property acquisition, limited soil investigations at 1194 E. Holt Boulevard and 1111 E. Holt Boulevard will be performed to determine the presence of compromised soils. If any compromised soils are present, they shall be removed and disposed of per regulatory requirements.	Draft Environmental Document, Section 2.2.5.4, Measure HW-1	Yes				Less than Significant Impact			
SC-CI-18	Appropriately manage, per regulatory compliance requirements, environmental areas of concern (AOCs) including treated wood waste (TWW) and transformers if encountered prior to or during construction.	Draft Environmental Document, Section 3.3, Measure SC-CI-18	Yes				Less than Significant Impact			
SC-CI-19	As part of the ROW acquisition process, property to be acquired will be tested for asbestos-containing material (ACM) and lead-based paint (LBP). If ACM and LBP are found, the contractor will remove these materials per California Occupational Safety and Health Administration standards. Removal and/or disturbance of ACM must be conducted by a California Occupational Safety and Health Administration-registered and State-licensed asbestos removal contractor. At no time shall the identified asbestos-containing construction materials be drilled, cut, sanded, scraped, or otherwise disturbed by untrained personnel. Construction activities involving the potential for impacting asbestos-containing construction materials shall be conducted in accordance with the requirements of Title 8 of the CCR, Section 1529. Written notification shall be made to the California Occupational Safety and Health Administration at least 24 hours prior to the initiation of any construction activities that involve asbestos-related work of at least 100 square or linear feet.	Draft Environmental Document, Section 3.3, Measure SC-CI-19	Yes				Less than Significant Impact			
SC-CI-20	Any compromised soils, if present, will be removed and disposed of per regulatory requirements.	Draft Environmental Document, Section 3.3, Measure SC-CI-20	Yes				Less than Significant Impact			
<b>Air Quality</b>										
SC-CI-21	<p>The contractor shall implement all applicable measures that are feasible during construction. Examples of air quality control measures include:</p> <ul style="list-style-type: none"> <li>All disturbed areas, including storage piles that are not being actively used for construction purposes shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant, or they shall be covered with a tarp, another suitable cover, or vegetative ground cover.</li> <li>All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer/suppressant.</li> <li>All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions by applying water or by presoaking.</li> <li>With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.</li> <li>When materials are transported offsite, all material shall be covered or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.</li> <li>All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.</li> <li>Within urban areas, an owner/operator shall prevent carryout and trackout, or immediately remove carryout and trackout when it extends 50 feet or more from the nearest unpaved surface exit point of the site.</li> <li>Any construction site with 150 or more vehicle trips per day shall prevent carryout and trackout.</li> </ul>	Draft Environmental Document, Section 3.3, Measure SC-CI-21	Yes				No Impact			

ID No.	Task and Brief Description	Source	SSP/NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
	<p>The following measures shall be implemented at large construction sites near sensitive receptors:</p> <ul style="list-style-type: none"> <li>• Install wheel washers for all exiting trucks, or wash off tires of trucks and equipment leaving the site.</li> <li>• Install wind breaks at windward side(s) of construction areas.</li> <li>• Suspend excavation and grading activities when wind exceeds 20 mph.</li> <li>• Limit areas subject to excavation, grading, and other earthwork activity at any one time.</li> </ul>									
SC-CI-22	<p>The contractor shall comply with the following Caltrans' Standard Specifications and South Coast Air Quality Management District (SCAQMD) rules, ordinances, and regulations:</p> <ul style="list-style-type: none"> <li>• The construction contractor must comply with SCAQMD Rule 403 (Fugitive Dust), which specifies actions or control measures to prevent, reduce, or mitigate particulate matter (PM) emissions generated from construction, demolition, excavation, extraction, and other earth-moving activities.</li> <li>• Water or dust palliative will be applied to the site and equipment as frequently as necessary to control fugitive dust emissions.</li> <li>• Soil binder will be spread on any unpaved roads used for construction purposes and all project construction parking areas.</li> <li>• Trucks will be washed off as they leave the ROW as necessary to control fugitive dust emissions.</li> <li>• Construction equipment and vehicles shall be properly tuned and maintained. Low-sulfur fuel shall be used in all construction equipment as provided in CCR Title 17, Section 93114.</li> <li>• Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Keep construction areas clean and orderly.</li> <li>• Track-out reduction measures, such as gravel pads, will be used at project access points to minimize dust and mud deposits on roads affected by construction traffic.</li> <li>• All transported loads of soils and wet materials will be covered prior to transport or adequate freeboard will be provided (i.e., space from the top of the material to the top of the truck) to reduce particulate matter less than 10 microns in diameter (PM<sub>10</sub>) and deposition of particulates during transportation.</li> <li>• Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be removed to decrease PM.</li> <li>• The construction contractor must comply with Caltrans Standard Specifications in Section 14-9.</li> <li>• Section 14-9.02 includes specifications relating to compliance with air pollution control rules, regulations, ordinances, and statutes of the local ordinances and air quality management district.</li> <li>• Section 14-9.03 includes specifications relating to preventing and alleviating dust by applying water, dust palliative, or both and by covering active and inactive stockpiles.</li> </ul>	Draft Environmental Document, Section 3.3, Measure SC-CI-22	Yes				No Impact			
<b>Noise</b>										
SC-CI-23	<p>The contractor shall be required to adhere to the following equipment noise-control measures:</p> <ul style="list-style-type: none"> <li>• Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler.</li> <li>• Construction methods or equipment that will provide the lowest level of noise and ground vibration impact (e.g., avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) shall be used.</li> <li>• Idling equipment shall be turned off.</li> </ul>	Draft Environmental Document, Section 3.3, Measure SC-CI-23	Yes				No Impact			

ID No.	Task and Brief Description	Source	SSP/NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
	<ul style="list-style-type: none"> <li>Construction activities shall be coordinated to build recommended permanent soundwalls during the first phase of construction to protect sensitive receivers from subsequent construction noise, dust, light, glare, and other impacts, to the extent feasible.</li> <li>Temporary noise barriers shall be used and relocated, as needed, to protect sensitive receptors against excessive noise from construction activities involving large equipment and by small items such as compressors, generators, pneumatic tools, and jackhammers. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques.</li> <li>Newer equipment with improved noise muffling shall be used, and all equipment items shall have the manufacturers' recommended noise abatement measures (e.g., mufflers, engine covers, and engine vibration isolators) intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers and shrouding).</li> <li>Construction activities shall be minimized to the extent possible in residential areas during evening, nighttime, weekend, and holiday periods. Noise impacts are typically minimized when construction activities are performed during daytime hours. However, nighttime construction may be desirable (e.g., in commercial areas where businesses may be disrupted during daytime hours) or necessary to avoid major traffic disruption. Coordination with the City or County shall occur before construction can be performed in noise-sensitive areas between 9:00 p.m. and 6:00 a.m.</li> </ul>									
SC-CI-24	<p>The contractor shall be required to adhere to the following vibration control measures:</p> <ul style="list-style-type: none"> <li>Restrict the hours of vibration-intensive equipment or activities such as vibratory rollers so that impacts to residents are minimal (e.g., weekdays during daytime hours only when as many residents as possible are away from home).</li> <li>The owner of a building close enough to a construction vibration source that could cause damage to that structure could be entitled to a preconstruction building inspection to document the preconstruction condition of that structure.</li> <li>Conduct vibration monitoring during vibration-intensive activities.</li> </ul>	Draft Environmental Document, Section 3.3, Measure SC-CI-24	Yes				No Impact			
SC-CI-25	<p>The contractor shall be required to adhere to the following administrative noise control measures:</p> <ul style="list-style-type: none"> <li>Once details of the construction activities become available, the contractor shall work with local authorities to develop an acceptable approach to minimize interference with the business and residential communities, traffic disruptions, and the total duration of the construction.</li> <li>Good public relations shall be maintained with the community to minimize objections to unavoidable construction impacts. Frequent activity updates of all construction activities shall be provided. A construction noise monitoring program to track sound levels and limit the impacts shall be implemented.</li> <li>In case of construction noise complaints by the public, the Resident Engineer shall coordinate with the construction manager, and the specific noise-producing activity may be changed, altered, or temporarily suspended, if necessary.</li> </ul>	Draft Environmental Document, Section 3.3, Measure SC-CI-25	Yes				No Impact			
N-1	<p>Based on the studies completed, Caltrans and the City will incorporate noise abatement in the form of soundwalls that meet the criteria for reasonableness and feasibility. The recommended soundwalls would reduce the traffic noise by at least 5 decibels (dB) at the impacted receivers, would meet the design goal by providing a 7-dB reduction for at least one receiver, and would cost less than the reasonable cost allowance. If, during final design, conditions have substantially changed, noise abatement may change or not be necessary, depending on the results of the updated noise analysis using final design information. The final decision of the noise abatement will be made upon completion of the project design and the public involvement process.</p> <p>During circulation of the draft environmental document, soundwall surveys will be conducted with all property owners and residents of benefited receptors located within the footprint of the</p>	Draft Environmental Document, Section 2.2.7.4, Measure N-1	Yes				Unavoidable Significant Environmental Impacts			

ID No.	Task and Brief Description	Source	SSP/NSSP	Project Timing	Responsible Staff	Action to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
	Build Alternative. If more than 50 percent of the responding benefited receptors oppose the soundwall, then the soundwall will not be constructed.									
<b>Energy</b>										
SC-CI-26	The contractor shall identify specific measures that reduce the amount of refuse generated by construction of the proposed project, consistent with the waste reduction requirements established by the California Integrated Waste Management Act of 1989.	Draft Environmental Document, Section 3.3, Measure SC-CI-26	Yes				Not Available- NEPA Only			
<b>Invasive Species</b>										
SC-CI-27	In compliance with the Executive Order (EO) on Invasive Species (EO 13112) and subsequent guidance from the Federal Highway Administration (FHWA), Caltrans shall not use species listed as invasive as part of landscaping erosion control measures. In areas of particular sensitivity, extra precautions shall be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur. To adhere to this requirement, any landscape designs shall be submitted to Caltrans for review and concurrence by a qualified biologist during the project design phase. The review shall verify that no noxious weeds/invasive exotic plant species are in the proposed landscaping plan. If the plan contains noxious weeds/invasive species, the reviewing biologist shall coordinate suitable substitutes.	Draft Environmental Document, Section 3.3, Measure SC-CI-27	Yes				Not Available- NEPA Only			
IS-1	In compliance with the EO on Invasive Species (EO 13112) and guidance from FHWA, the landscaping and erosion control included in the project will not use species listed as invasive. In areas of particular sensitivity (i.e., near or adjacent to drainages), extra precautions will be taken if invasive species are found in or next to the construction areas. This includes the inspection and cleaning of construction equipment and eradication strategies, as required by the Caltrans Biological Monitor, to be implemented should an invasion occur. Any cleaning of equipment or site watering will be conducted in adherence to any applicable drought conditions and related regulations. A Caltrans biologist or landscape Architect will approve any seed lists (for planting).	Draft Environmental Document, Section 2.3.6.4, Measure IS-1	Yes				Not Available- NEPA Only			
<b>Animal Species</b>										
Mitigation Measure AS-1	<p>To avoid effects to nesting birds, the Project Engineer will require the contractor to conduct vegetation removal or tree-trimming activities outside of the nesting bird season (i.e., February 15 through August 31).</p> <p>If vegetation clearing is necessary during the nesting season, the Project Engineer will require the contractor to have a qualified biologist conduct a preconstruction survey within 150 feet of construction areas no more than 10 days prior to construction at the location to identify the location of nests, if any. A qualified biologist is one that has previously surveyed for nesting bird species within southern California.</p> <p>Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist around each nest site. The buffer will be clearly marked in the field by construction personnel under guidance of the contractor's qualified biologist, and construction or clearing will not be conducted within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active.</p> <p>The qualified biologist will monitor the nests on a weekly basis to ensure that construction activities do not disturb or disrupt nesting activities.</p> <p>If the qualified biologist determines that construction activities are disturbing or disrupting nesting activities, then the biologist will notify the Project Engineer, who has the authority to stop or modify construction to reduce the noise and/or disturbance to the nests. Responses may include, but are not limited to, increasing the size of the exclusionary buffer, curtailing nearby work activities, turning off vehicle engines and other equipment wherever possible to reduce noise, installing a protective noise barrier between the nest and the construction activities, and/or working in other areas until the young have fledged.</p>	Draft Environmental Document, Section 2.3.4.4, Measure AS-1	Yes				Less Than Significant with Mitigation			

## **Appendix E** List of Acronyms and Abbreviations

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°F	degrees Fahrenheit
µg/m <sup>3</sup>	micrograms per cubic meter
AADT	average annual daily traffic
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACS	American Community Survey
ACM	asbestos-containing material
ADA	Americans with Disabilities Act
ADT	average daily traffic
ALUCP	Airport Land Use Compatibility Plan
AOC	Areas of Concern
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
ARAR	Applicable or Relevant and Appropriate Requirements
ARB	California Air Resources Board
ASR	Archaeological Survey Report
BACM	Best Available Control Measures
Basin	South Coast Air Basin
BAU	business as usual
bgs	below ground surface
BFE	base flood elevation

BMPs	Best Management Practices
BSA	Biological Study Area
BTEX	benzene, toluene, ethylbenzene, and xylene
BTU	British thermal units
CAFÉ	Corporate Average Fuel Economy
Cal/EPA	California Environmental Protection Agency
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CE	Categorical Exclusion
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CERFA	Community Environmental Response Facilitation Act of 1992
CESA	California Endangered Species Act
CFG Code	California Fish and Game Code
CFR	<i>Code of Federal Regulations</i>
CH <sub>4</sub>	methane
CHP	California Highway Patrol
C+M	Construction and Management

City	City of Ontario
CMS	changeable message sign
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO-CAT	Coastal and Ocean Working Group of the California Climate Action Team
County	San Bernardino County
COZEEP	Construction Zone Enhanced Enforcement Program
CRHR	California Register of Historic Resources
CSA	construction staging area
CTP	California Transportation Plan
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DOC	California Department of Conservation
DPM	diesel particulate matter
DSA	disturbed soil area
DTSC	Department of Toxic Substances Control
EA	Environmental Assessment
EDR	Environmental Data Resources, Inc.
EIR	Environmental Impact Report
EIS	Environmental Impact Statement

EO	Executive Order
EPA	United States Environmental Protection Agency
EPACT92	Energy Policy Act of 1992
ESA	Environmentally Sensitive Area
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Map
FIS	Flood Insurance Study
FMMP	Farmland Mapping and Monitoring Program
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FSTIP	Federal Statewide Transportation Improvement Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
GIS	geographic information system
GPS	global positioning system
H <sub>2</sub> S	hydrogen sulfide
HAR	Highway Advisory Radio
HCM	Highway Capacity Manual
HEI	Health Effects Institute

HHS	Department of Health and Human Services
HOV	High-Occupancy Vehicle
HPSR	Historic Property Survey Report
HREC	Historic Recognized Environmental Condition
HRER	Historical Resources Evaluation Report
HSA	hydrologic subarea
I-10	Interstate 10
I-15	Interstate 15
IBI	Index of Biotic Integrity
IEUA	Inland Empire Utility Agency
IPaC	Information, Planning, and Conservation
IPCC	Intergovernmental Panel on Climate Change
LCFS	low carbon fuel standard
LED	light-emitting diode
LBP	Lead-based paint
LEDPA	least environmentally damaging practicable alternative
LOS	Level of Service
LST	Localized Significance Threshold
LUST	leaking underground storage tank
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MBTA	Migratory Bird Treaty Act
MEP	maximum extent practicable
MLD	Most Likely Descendent
MMTCO <sub>2e</sub>	million metric tons of carbon dioxide equivalent

MOU	Memorandum of Understanding
mpg	miles per gallon
mph	miles per hour
MPO	Metropolitan Planning Organization
MS4	municipal separate storm sewer system
MSAT	Mobile source air toxic
MSWMP	Master Stormwater System Maintenance Program
MTCO <sub>2e</sub>	metric tons of carbon dioxide equivalent
N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAHC	Native American Heritage Commission
NCP	National Oil and Hazardous Substances Pollution Contingency Plan
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	nitrogen oxides
NOA	Notice of Availability
NOAA	National Oceanic and Atmospheric Administration
NOAA Fisheries Service	National Oceanic and Atmospheric Administration's National Marine Fisheries Service
NOIS	Notice of Initiation of Studies

NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSR	Noise Study Report
NWI	National Wetlands Inventory
NWP	Nationwide Permit
O <sub>3</sub>	ozone
OE	Operations Engineer
OHWM	ordinary high water mark
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Act
OSTP	Office of Science and Technology Policy
PA	Programmatic Agreement
PA/ED	Project Approval/Environmental Document
Pb	lead
PCB	polychlorinated biphenyls
PCE	passenger car equivalent
PCL	Pacific Coast League
PDT	Project Development Team
PFYC	Potential Fossil Yield Classification
PL	Public Law
PM	particulate matter
PM <sub>10</sub>	particulate matter less than 10 microns in diameter

PM <sub>2.5</sub>	particulate matter less than 2.5 microns in diameter
PMP	Paleontological Monitoring Plan
POAQC	Project of Air Quality Concern
ppb	parts per billion
ppm	parts per million
PRC	Public Resources Code
Project	Grove Avenue Corridor Project
RAP	Relocation Assistance Program
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act of 1976
RCTC	Riverside County Transportation Commission
REC	Recognized environmental conditions
REAP	Rain Event Action Plan
Resources Agency	California Natural Resources Agency
RIS	Relocation Impact Statement
ROG	reactive organic gases
ROW	right-of-way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
SAWCO	San Antonio Water Company
SB	Senate Bill
SBAIC	San Bernardino Archaeological Information Center
SBCFCD	San Bernardino County Flood Control District

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
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SER	Standard Environmental Reference
SF <sub>6</sub>	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO <sub>2</sub>	sulfur dioxide
SO <sub>x</sub>	sulfur oxides
SPRR	Southern Pacific Railroad
SR	State Route
SWMP	Storm Water Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCE	Temporary Construction Easement
TCWG	Transportation Conformity Working Group
TDS	total dissolved solids
TMDLs	Total Maximum Daily Loads
TMP	Transportation Management Plan

TPH	total petroleum hydrocarbon
TSCA	Toxic Substances Control Act
TWW	treated wood waste
U.S.C.	United States Code
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
v/c	volume to capacity
VHT	vehicle hours traveled
VMT	vehicle miles traveled
VOC	volatile organic compounds
VRP	visibility-reducing particles
WDR	Waste Discharge Requirements
WPCP	Water Pollution Control Program