FORM 201 – CEQA EXEMPTION DETERMINATION FORM

Project Title:	State Route (SR-) 210/Waterman Avenue Interchange Improvement Project	**SBCTA X**	**SBCOG ☐**
Project Location:	Waterman Avenue at SR-210 (Postmile R24.22), Eastbound On-Ramp		
Project Description:	The San Bernardino County Transportation Authority (SBCTA), in cooperation with the City of San Bernardino, proposes to improve the State Route 210 (SR-210) and Waterman Avenue Interchange in the City of San Bernardino (Project). The Project will add two southbound left turn lanes on Waterman Avenue to the eastbound on-ramp. The Project will also widen the eastbound on-ramp by adding an approximately 700 foot auxiliary lane to receive vehicles and allow safe weaving between vehicles from both left turn lanes. The additional auxiliary lane will converge with the existing lane into one lane prior to merging with the mainline. The Project will construct a retaining wall adjacent to the eastbound on-ramp, remove the raised median curb on the Waterman Avenue Bridge, and lanes will also be re-striped at the Waterman Avenue and East 30th Street intersection to allow for two left-turn lanes in the northbound direction. The proposed improvements will not result in expansion of use or capacity of the existing interchange facility.		
Project Background:	The purpose of the Project is to alleviate congestion at the SR-210/Waterman Avenue Interchange. The existing interchange experiences congestion due to queues of vehicles turning left to the eastbound on-ramp that extend and impair the through lanes on the Waterman Avenue bridge. This is due to a short left-turn lane and heavy turning movements during the peak period. The Project will improve local traffic operations along Waterman Avenue and facilitate freeway access.		

SBCTA CEQA Determination

Based on an examination of the proposed action and supporting information, the Project is:

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)

☐ **Categorically Exempt. Class** (PRC 21084; 14 CCR 15300 et seq.) Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 -Cortese List.
- This project does not cause a substantial adverse change in the significance of a historical resource.

☒ **Exempt by Common Sense Exemption.** [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Approval

R. S.	7/24/2023		July 25, 2023
Recommended for Approval	Date	Approved by Department Director	Date
Juanda L. Daniel	7/25/2023		
Approval as to Form	Date		

Reference additional information, as appropriate on continuation sheet (e.g., CE checklist, additional studies and design conditions).

Project Title: State Route (SR-) 210/Waterman Avenue Interchange Improvement Project

Additional Information/Environmental Commitments:

The following technical documents were prepared to assess if there are any potential significant impacts as defined under the California Environmental Quality Act (CEQA):

- Aerially Deposited Lead (ADL) Investigation Report (Date of Approval: June 2023)
- Air Quality Technical Memorandum (Date of Approval: April 2023)
- Natural Environment Study-Minimal Impacts (Date of Approval: April 2023)
- Historical Resources Compliance Report (Date of Approval: April 2023)
- Paleontological Identification Report/Paleontological Evaluation Report (Date of Approval: April 2023)
- Phase I Environmental Site Assessment Report (Date of Approval: April 2023)
- Traffic Operations Analysis Report (Date of Approval: February 2023)

Based on all the technical analyses performed on the proposed action, SBCTA is making the determination that the Project will not have a significant impact on the environment. The results of the analyses are summarized below.

Air Quality

The proposed Project has no federal nexus and therefore is exempt from the requirement to demonstrate transportation conformity. No interagency consultation is required.

Results of the criteria pollutant emissions calculations demonstrate that construction-related daily emissions for the criteria and precursor pollutants will be below South Coast Air Quality Management District (SCAQMD) significance thresholds for all criteria pollutants. The construction-related effect on air quality is short term in duration and will not result in long-term adverse conditions. Standard best management practices will be implemented to minimize construction-related air quality emissions.

Sensitive receptors are approximately 50 feet from the Project site. However, localized diesel particular matter (DPM) emissions will be less than the SCAQMD thresholds. The very low level of PM2.5 emissions coupled with the short-term duration of construction activity will result in an overall low level of DPM concentrations in the Project area. Furthermore, compliance with the CARB airborne toxic control measures anti-idling measure, which limits idling to no more than five (5) minutes at any location for diesel-fueled commercial vehicles, further minimized DPM emissions in the Project area. Sensitive receptors will be exposed to emissions below thresholds.

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 area. Therefore, the impact from naturally occurring asbestos during Project construction will be minimal to none.

The purpose of the Project is to improve traffic operations and local circulation at the SR-210/Waterman Avenue. The Project improvements will not change the local traffic volumes or regional vehicle miles traveled. Therefore, the improvements will not increase operational-related GHG emissions within the Project area.

Minimization measures shall be implemented as standard best management practices. Based on the evaluations conducted, in conjunction with the referenced measures being implemented, the proposed Project has no potential to result in significant impacts related to air quality.

Biological Resources

A survey of the Biological Study Area (BSA) for the potential presence of special-status plant and animal species and associated habitat was conducted on December 22, 2022. Based on the field survey, the Project will have no effect on federally-listed species or on any designated critical habitat. Section 7 consultation with U.S. Fish and Wildlife Service will not be required for this Project. In addition, and based on the field survey and lack of suitable habitat within the Project area, the Project will have "no take" of State-listed species as threatened, endangered, or candidate for endangered under Section 2081 of the California Fish and Game Code. Furthermore, no National Marine Fisheries Service (NMFS) resources occur within the BSA, including

mapped critical habitat as designated by NMFS; therefore, no NMFS resources will be affected by Project activities. No species permits are required.

Project-related work will not take place within any potentially jurisdictional drainage feature; therefore, no jurisdictional waters permits are required.

Minimization measures will be implemented to minimize the spread and importation of nonnative plant material and to ensure the Project does not result in impacts to nesting birds, respectively.

Based on the evaluations conducted, in conjunction with the above-referenced measures being implemented, the proposed Project has no potential to result in significant impacts related to biological resources or jurisdictional waters.

Cultural Resources

Records obtained from the Eastern Information Center (EIC) of the California Historical Resources Information System did not identify any previously recorded cultural resources within the Project Area Limits (PAL). In addition, the archaeological field survey conducted for the Project did not identify any prehistoric or historical-era resources over 50 years old within the PAL.

The Route 18/210 Separation (Bridge No. 54-0770) was previously determined not eligible for inclusion in the National Register of Historic Places and/or not eligible for registration as California Historical Landmarks and those determinations remain valid.

Deep excavations proposed for the Project (such as the retaining wall) will occur within previously constructed artificial slope because there is an approximately 20-foot elevation difference between the surrounding neighborhood and the pavement of the below-grade SR-210. The excavation proposed for the Project will occur within this artificial slope; therefore, the potential to impact cultural resources is determined to be low.

A Finding of No State-owned Historical Resources Affected is appropriate for this undertaking because there are no State-owned historical resources within the PAL. It has also been determined that there are No Historical Resources within the PAL.

Minimization measures will be implemented to avoid impacts to cultural resources.

Based on the evaluations conducted, the proposed Project has no potential to result in significant impacts to cultural resources.

Hazardous Materials

The Phase I Environmental Site Assessment (ESA) prepared for the proposed Project revealed no Recognized Environmental Conditions (REC) associated with the Project. However, the Phase I ESA recommends sampling be conducted prior to demolition to determine whether asbestos is present in the concrete center median. In addition, the Phase I ESA recommends further evaluation for potential presence of aerially deposited lead (ADL) in shallow soils in unpaved portions of the Project area.

Minimization measures will be implemented as best management practices to avoid hazardous materials related impacts.

Based on the evaluations conducted, in conjunction with the above-referenced measures being implemented, the proposed Project has no potential to result in significant impacts related to hazardous materials/waste.

Paleontological Resources

Geologic mapping of the region indicates that most of the Project area is underlain by recent alluvial surficial deposits of Holocene age. Below the Holocene deposits are potentially Pleistocene alluvial deposits that are approximately 1.8 million years to approximately 11,000 years old. Older alluvium has been found to be fossiliferous in the local area and have yielded paleontological resources. However, the

proposed Project is not expected to impact any surface or subsurface native *in situ* sediments because Project construction activities will be limited to areas of disturbance from the original construction of the existing freeway facilities. Standard best practices will be used during construction such as workers environmental awareness training and procedures will be outlined in the unlikely event that paleontological resources are uncovered during construction-related excavation activities.

Minimization measure will be implemented to address unforeseen discovery of paleontological resources should they be unearthed during construction.

Based on the evaluations conducted, the proposed Project has no potential to result in significant impacts related to paleontological resources.

Traffic

The traffic operations analysis was conducted for Existing (2022) Conditions and for the Project alternatives including the No Build Alternative under both Opening Year (2025) and Horizon Year (2045). Key findings of the Project's Traffic Operations Analysis Report include the following:

- For Existing (2022) Conditions, the intersection of eastbound SR-210/Waterman Avenue was found to operate at level of service (LOS) C and E during the AM and PM peak hours respectively. The intersection of Waterman Avenue/30th Street was found to operate at a satisfactory LOS C or better. The queue analysis indicated that except for the eastbound and southbound left-turn at SR-210/Waterman Avenue ramp intersection, the storage length for the other turning movements were found to be adequate.
- For Opening Year (2025) no-build conditions, the intersection of eastbound SR-210/Waterman Avenue was found to operate at LOS C and F during the AM and PM peak hours, respectively. The queue analysis indicated that except for the eastbound and southbound left turn at SR-210/Waterman Avenue ramp intersection, the storage length for the other turning movements were found to be adequate.
- For Horizon Year (2045) no-build conditions, Waterman Avenue & Eastbound SR-210 ramp intersection was found to approach capacity with a LOS E during the AM peak hour and failed with LOS F during the PM peak hour. The intersection of Waterman Avenue and 30th Street operated satisfactorily during both AM and PM peak hours with LOS D and C respectively. The queue length for most of the turning movements at both intersections were longer than the existing storage length.

Because the Project is an operational improvement which will only add left turn lanes and an approximately 700-foot aux lane on eastbound on-ramp to SR-210 from Waterman Avenue, the Project will not likely lead to a measurable and substantial increase in vehicle miles traveled (VMT). For these reasons, a VMT analysis is not necessary.

Based on the analyses conducted, the proposed Project has no potential to result in significant impacts related to traffic.

Enclosures:

- Attachment 1 – Project Improvements

Attachment 1 – Project Improvements

LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT-OF-WAY
- EXISTING CURB
- EXISTING EDGE OF PAVEMENT
- PROPOSED CURB
- PROPOSED EDGE OF PAVEMENT
- PROPOSED RETAINING WALL
- VEHICLE TURNING TRAJECTORY

0 40' 80'

WATERMAN AVE ON-RAMP(EB) EXHIBIT

SR-210/WATERMAN AVE INTERCHANGE

SCALE:	1"=40'
DATE:	10/14/21
DESIGNED:	JLC
CHECKED:	–
PLN CK REF:	–
F.B.	–

exp. 451 E. VENDERBILT WAY SUITE 375 SAN BERNARDINO, CA. 92408 PH. (909) 751-3250

W.O.	–
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OF 3	SHEETS
DWG. NO.	

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LEGEND

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SHEET 2
OF 3 SHEETS
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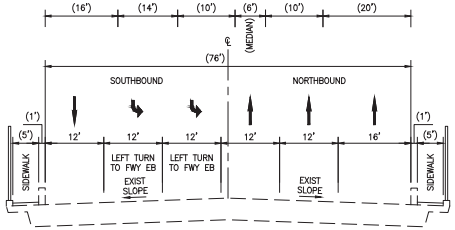

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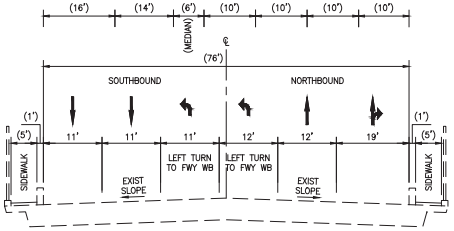

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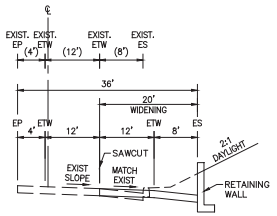

SECTION C-C
N.T.S.

LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT-OF-WAY
- EXISTING CURB
- EXISTING EDGE OF PAVEMENT
- PROPOSED CURB
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