US-395 Mill and Overlay

San Bernardino County, California
District 08
08-SBd-395 (PM R3.9-49.0)
EA 08-1G640/PN
0816000046

Initial Study [with Proposed] Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation

January 2022

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General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in San Bernardino County, California. The project proposes to rehabilitate pavement (PM R3.9/11.2) and (16.6/35.5), install changeable message signs (CMS), upgrade guardrail, and sign panels, and upgrade facilities to American with Disabilities Act (ADA) standards. No permanent right of way is anticipated to be required; a total of 7 temporary construction easements (TCE) are required for the proposed project, all of which are needed for ADA ramp upgrades. Additionally, 2 parcels are needed for the CMS elements in order to provide power to the CMS elements. The document describes the project, the existing environment that could be affected by the project, potential impacts from the project, and proposed measures.

What you should do:

- Please read this document.
- We welcome your comments. If you have any comments about the proposed project, please send your written comments to Caltrans by the deadline below.
- Submit comments via U.S. mail to Caltrans at the following address:

  Gabrielle Duff, Senior Environmental Planner

  California Department of Transportation, District 8

  464 West 4th Street

  San Bernardino, CA 92401-1400

- Submit comments via email to: D8.1G640.comments@dot.ca.gov
- Submit comments by the deadline: **3/3/2022**.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and build all or part of the project.

Alternative formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Gabrielle Duff, Senior Environmental Planner, 464 West Fourth Street, San Bernardino, 92401, 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.

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SCH#XXXXXXX
08-SBD-395-PM
R3.9/49.0,
EA
08-1G640/ PN
0816000046

Mill and Overlay on U.S. Route 395 from PM R3.9/49.0 in San Bernardino County, California

INITIAL STUDY
with (Proposed) Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

01/14/2022
Date

Craig WENTWORTH

Craig Wentworth
Acting Deputy District Director
California Department of Transportation
CEQA Lead Agency

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

Gabrielle Duff, Senior Environmental Planner
California Department of Transportation, District 8
464 West 4th Street
San Bernardino, CA 92410-1400
Phone: (909) 383-6933

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CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title: US-395 Mill and Overlay

Lead agency name: Caltrans District 8 **Address:** 464 West 4th Street, San Bernardino, CA 92401

Contact person: Gabrielle Duff **Phone number:** (909) 501-5142

Project sponsor's name: Caltrans District 8 **Address:** 464 West 4th Street San Bernardino, CA 92401

Project Location: US-395 San Bernardino county from PM R3.9/49.0
General plan description: **N/A**
Zoning: N/A
Description of project:
The project proposes to mill and overlay and install shoulder delineators and posts at PM R3.9/11.2 and PM 16.6/35.5. In addition to pavement preservation, the project proposes curb ramp upgrades, pull box and pedestrian pushbutton replacements, installation of CMS, installation of aircraft speed enforcement signs and markings, installation of bicycle and signage and pavement markings, upgrades to existing concrete dikes, and the addition of vehicle detection loops placed throughout the project area as needed.
Surrounding land uses and setting:

The project is located in the eastern portion of the Mojave Desert with Shadow Mountain to the east of the US-395 and Kramer Hills to the west of the US-395. The area is mostly rural underdeveloped land with sparsely located residential and commercial land, especially in the southern portion of the project area.

Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements)**:**

California Department of Fish and Wildlife, Regional Water Quality Control Board, and U.S. Fish and Wildlife.

NATIVE AMERICAN CONSULTATION

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) section 21080.3.1? ☒ **Yes** ☐ **No**

If yes, ensure that consultation and heritage resource confidentiality follow PRC sections 21080.3.1 and 21080.3.2 and California Government Code 65352.4

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information

System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 4 for additional information.

- ☐ Aesthetics
- ☐ Agriculture and Forestry
- ☐ Air Quality
- ☒ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance

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PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: Enter State Clearinghouse Number

DIST-CO-RTE-PM: 08-SBd-395 (PM R3.9/49.0)

EA: 1G640

Project Description

The California Department of Transportation (Caltrans) proposes to mill and overlay and install shoulder delineators and posts at PM R3.9/11.2 and PM 16.6/35.5. In addition to pavement preservation, the project proposes curb ramp upgrades, pull box and pedestrian pushbutton replacements, installation of CMS, installation of aircraft speed enforcement signs and markings, installation of bicycle and signage and pavement markings, upgrades to existing concrete dikes, and the addition of vehicle detection loops placed throughout the project area as needed.

The proposed project extends approximately a 46-mile distance between SR-395 (PM R3.9/49.0) and is located in several U.S. Geological Survey (USGS) 7.5-minute quadrangles (Table 1). The project crosses through several ranges and townships, as indicated below.

Table 1. Project Township, Range, and Section Data

USGS 7.5-minute Quadrangle	Township	Range	Section(s)
Baldy Mesa	T04N	R05W	3, 4, 9, 10, 15, 16, 21, 22, 27, 28
Adelanto	T05N	R05W	4, 9, 10, 15, 16, 22, 21
Baldy Mesa	T05N	R05W	27, 28, 33, 34
Baldy Mesa	T06N	R05W	5
Adelanto	T06N	R05W	8, 17, 20, 21, 28, 33
Victorville NW	T07N	R05W	18, 19, 30, 31, 32
Victorville NW	T07N	R06W	1, 12
Astley Rancho	T08N	R06W	2, 3, 11, 14, 23, 25, 26
Victorville NW	T08N	R06W	36
Astley Rancho	T09N	R06W	34
Red Buttes	T09N	R06W	4, 9, 15, 16, 22, 27
Kramer Junction	T10N	R06W	5, 8, 17, 20, 28, 29, 33
Kramer Junction	T11N	R06W	1, 6, 7, 18, 19, 30, 31, 32

Determination

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

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

- The proposed project would have no effect on Aesthetics, Agriculture and Forest Resources, Cultural Resources, Geology and Soils, Energy, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

- In addition, the proposed project would have less-than-significant effects on Air Quality, Greenhouse Gas Emissions, Hydrology and Water Quality, and Transportation and Traffic.

- With the following measures incorporated, the proposed project would have less-than-significant effects on Biological Resources:

BIO-1 (BIO-General-1): Equipment Staging, Storing & Borrow Sites. All staging, storing, and borrow sites require the approval of the Caltrans biologist.

BIO-2 (BIO-General-8): Biological Monitor. The Caltrans approved biologist much monitor project activities to ensure that measures are being implemented and documented

BIO-3 (BIO-General-9): Environmentally Sensitive Area (ESA): To address impacts to Joshua Tree Woodland, delineate this area as an ESA as shown on the plans and/or described in the specifications.

BIO-4 (BIO-General-10): Environmentally Sensitive Area (ESA) Fence Monitoring: Integrity inspections of Joshua Tree fencing and enclosures (onsite cleared areas) must occur throughout the duration of the project 30 days prior to commencing project activities and after activities are completed. If during construction, the fence fails, work must stop until it is repaired, and the Caltrans approved biologist inspects (and clears the job site).
BIO-5 (BIO-General-11): Environmentally Sensitive Area (ESA) Fence Removal: All fencing must be removed as a last order of work. During removal, a Caltrans approved biologist must be present**.**

BIO- 6 (BIO-General-4): Preconstruction Surveys: Preconstruction Joshua tree and desert tortoise surveys must be conducted by a Caltrans approved biologist 3 days prior to project activities within the BSA. If a Joshua tree is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be

required.

BIO-7 (BIO-General-6): Species Avoidance: If during project activities a Joshua Tree or desert tortoise is discovered within the project site, all construction activities must stop within 10 ft and the Caltrans biologist and Resident Engineer must be notified. Coordination with USFS and/or USFWS may be required prior to restarting activities.

BIO-8 (BIO-General-7): Worker Environmental Awareness Program (WEAP): A Caltrans approved biologist must present a biological resource information program/WEAP for special-status species prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time**.**

BIO-9 (BIO-General-16): Invasive Weed Control: To address impacts to special status plant species and Monarch butterfly habitat, a Caltrans approved biologist must identify invasive plants within the PIA during culvert replacement. Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.

BIO-10 (BIO-Plant-1): Rare Plant Surveys, Flagging, and Fencing: Within 3 days prior to construction, a preconstruction survey must be conducted by a Caltrans approved biologist for special-status species and Joshua trees within the PIA. These species must be flagged for visual identification to construction personnel for work avoidance. Any of these species detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.

BIO-11 (BIO-General-12): Animal Entrapment: To prevent inadvertent entrapment of desert tortoise during project activities, all excavated steep-walled holes or trenches more than 5" deep must be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the Caltrans approved biologist.

BIO-12 (BIO-Reptile-1): Equipment Flagging: After each shift, order project personnel to attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment for desert tortoises before operating equipment during the next shift.

BIO-13 (BIO-General-2): Temporary Artificial Lighting Restrictions: To address impacts to special-status species, artificial lighting must be directed at the job site to minimize light spill over onto the PIA if project activities occur at night.

BIO-14 (BIO-General-14): Predator Prevention: Project personnel are prohibited from feeding wildlife or bringing pets onto the job site.

BIO-15 (BIO-Avian-1): Preconstruction Nesting Bird Survey: If project activities cannot avoid the nesting season, generally regarded as February 1 – September 30, then preconstruction nesting bird surveys must be conducted up to the limit of the BSA no later than 3 days prior to construction by a Caltrans approved biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer may be established and monitored by the Caltrans Stewardship Biologist or Caltrans approved biologist until the young have fled.

BIO-16 (BIO-Avian-2): Preconstruction Burrowing Owl Survey: Two burrowing owl preconstruction surveys must be performed: one survey 14 to 30 days prior to project activities, and one survey 24 hours prior to project activities.

BIO-17 (BIO-General-13): Animal Sheltering: To prevent inadvertent harm of the Mojave Ground Squirrel (MGS) during project activities, all construction materials, including but not limited to culverts and sections of pipe, must be inspected for the presence of wildlife sheltering in them prior to use or movement of those materials. Sheltering animals must be released by the Caltrans approved biologist.

BIO-18 (BIO-Arthropod-1): Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing: No more than 3 days prior to the project activities, a Caltrans approved biologist must perform a preconstruction survey for rare insect host plants. Should any rare insect host plants be found, the Resident Engineer and Caltrans must be contacted, and host plants must be flagged by the Caltrans approved biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmental Sensitive Area (ESA) temporary fencing.

Signature

Craig Wentworth
Acting Deputy District Director Caltrans District 8

Date

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Chapter 1 Introduction

Project Description and Background

Project Title:	US-395 Mill and Overlay
Lead Agency Name and Address:	California Department of Transportation, District 8 464 West 4th Street San Bernardino, CA 92401-1400
Contact Person and Telephone Number:	Gabrielle Duff, Senior Environmental Planner Email address: gabrielle.duff@dot.ca.gov
Project Location:	US-395 San Bernardino county from PM R3.9/49.0
Project Sponsor's Name and Address:	California Department of Transportation, District 8 464 West 4th Street San Bernardino, CA 92401-1400
General Plan Description:	N/A
Zoning:	N/A
Description of Project:	The project proposes to mill and overlay and install shoulder delineators and posts at PM R3.9/11.2 and PM 16.6/35.5. In addition to pavement preservation, the project proposes curb ramp upgrades, pull box and pedestrian pushbutton replacements, installation of CMS, installation of aircraft speed enforcement signs and markings, installation of bicycle and signage and pavement markings, upgrades to existing concrete dikes, and the addition of vehicle detection loops placed throughout the project area as needed.
Surrounding Land Uses and Setting:	The project is located in the eastern portion of the Mojave Desert. The area is mostly rural underdeveloped land with sparsely located residential and commercial land, especially in the southern portion of the project area.
Other Public Agencies Whose Approval is	California Department of Fish & Wildlife (CDFW), Regional Water Quality Control Board, and U.S. Fish and Wildlife.

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Chapter 2 CEQA Environmental Checklist

DIST-CO-RTE:08-SBd-395 PM/PM: R3.9/49.0 EA/Project No.: 1G640/0816000046

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 indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. 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.

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I. 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?	No 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?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

Response to Item a) No Impact. Visual impacts on scenic vistas are not anticipated as the project would involve pavement rehabilitation.

Response to Item b) No Impact. US-395 is not designated as a state scenic highway according to Caltrans' State Scenic Highway Program. The project site does not contain any structures and would not damage any scenic resources or historic buildings.

Response to Item c) No Impact. The existing visual character or quality of the site and its surroundings would remain the same as existing conditions; therefore, the project would not substantially degrade the area.

Response to Item d) No Impact. The project would not implement or create any new sources of light or glare that would adversely affect day or nighttime views in the area.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Aesthetics.

II. AGRICULTURE AND FOREST 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental

effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?	No 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

Response to Item a) No Impact. According to the California Department of Conversation Farmland Mapping and Monitoring Program, there are no farmlands, or vacant lands that are mapped as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance within the vicinity of the proposed project.

Response to Item b) No Impact. There are no areas within the study area under Williamson Act contract.

Response to Item c) No Impact. The proposed project will not impact forest lands because there are no forest lands located within the project area. The proposed project would not conflict within existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production.

Response to Item d) No Impact. The proposed project would not result in the loss or conversion of forest land.

Response to Item e) No Impact. There are no forest lands, timberlands, or agricultural lands within the project site. The proposed project would not involve changes that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Agriculture and Forest Resources.

III. 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?	No Impact

Response to Item a) No Impact. California is divided geographically into 15 air basins for the purpose of managing the air resources of the state on a regional basis. Each air basin generally has similar meteorological and geographic conditions throughout. Local districts are responsible for preparing the portion of the State Implementation Plan (SIP) applicable within their boundaries.

The proposed project is located in the Mojave Desert Air Basin (Basin). The Mojave Desert Air Management District (MDAQMD) has responsibility for managing the air resources for the portion of the Basin in which the project is located and is responsible for bringing the Basin into attainment for federal and state air quality standards. To achieve this goal, MDAQMD prepares plans for the attainment of air quality standards, as well as maintenance of those standards once achieved.

The proposed project is listed, as currently proposed, in the region's conforming Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2019 Federal

Transportation Improvement Program (FTIP) regional transportation planning documents. As such, project emissions are consistent with applicable air quality plans.

Response to Item b) Less-than-Significant Impact.

Construction

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by grading, and other construction-related activities. Emissions from construction equipment also are expected and would include carbon monoxide (CO), nitrogen oxides (NOX), volatile organic compounds (VOCs), directly emitted particulate matter (PM10 and PM2.5), and toxic air contaminants such as diesel exhaust particulate matter. Ozone 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; cut/fill, trenching, and grading. 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 PM10, PM2.5, and small amounts of CO, sulfur dioxide (SO2), NOX, and VOCs to be of concern.

Sources of fugitive dust would include disturbed soils at the construction site and trucks grading and paving the roadway. 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. PM10 emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM10 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.

In addition to dust-related PM10 emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO2, NOX, VOCs, and some soot particulate (PM10 and PM2.5) in exhaust emissions. 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.

SO2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and California Air Resources Board (ARB) regulations, offroad diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 parts per million of sulfur), so SO2- related issues due to diesel exhaust would be minimal. 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 the standardized measures, such as compliance with MDAQMD Rule 403 to reduce onsite fugitive dust, would reduce any air quality impacts resulting from

construction activities to a less-than- significant level.

Operation

Because the project would not increase the number of travel lanes on US-395, it would not likely lead to a substantial or measurable increase in vehicle travel, and therefore does not require a travel analysis. Therefore, the proposed project would not increase roadway capacity on US-395 would not increase emissions of criteria pollutants and their precursors following the construction period. No operational impacts related to violation of air quality standards would occur.

As discussed above, project construction would generate criteria pollutants and their precursors. However, such emissions would be short term and transitory, and fugitive dust would be limited through compliance with MDAQMD Rule 403. No net increase in operational emissions would occur, as traffic volumes would be the same under the Build Alternative and No-Build Alternative. Implementation of the proposed project would not increase roadway capacity on US-395 would not increase emissions of criteria pollutants and their precursors following the construction period. Because project construction would result in short-term generation of emissions, but no increases would occur for project operation, impacts related to a cumulatively considerable net increase of any criteria pollutants would be less than significant.

Response to Item c) Less Than Significant. ARB characterizes sensitive land uses as simply as possible by using the example of residences, schools, day care centers, playgrounds, and medical facilities. However, a variety of facilities are encompassed. For example, residences can include houses, apartments, and senior living complexes. Medical facilities can include hospitals, convalescent homes, and health clinics. Playgrounds could be play areas associated with parks or community centers.

There are land uses that are sensitive to air pollutant emissions are located within 500 feet of proposed project improvements. These emissions would be short term and transitory, and fugitive dust would be limited through compliance with MDAQMD Rule 402. Implementation of the proposed project would not increase criteria pollutants and their precursors following the construction period. Since the construction of this project would result in short-term generation of emissions, but no increases would occur during project operation, impacts related to exposing sensitive receptors to substantial pollutant concentration would result in a less than significant impact.

Response to Item d) No Impact. According to ARB, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting areas, refineries, landfills, dairies, and fiberglass molding facilities. Because the project would not include any of these types of uses, and no sensitive land uses are located along the project alignment, no impacts would occur.

Avoidance, Minimization, and/or Mitigation Measures

The following Air Quality measures would be implemented to minimize potential impacts, as stated in Section 14-9, "Air Quality," of Caltrans' 2018 Standard Specifications and Special Provisions:

AQ-1: Fugitive Dust: Contractor must abide by Caltrans' provisions in Section 14-9, Air Quality of the 2018 Standard Specifications and Special Provisions.
AQ-2: Implement and follow Erosion Control and Air Quality Best Management Practices (BMPs).
AQ-3: Comply with AQMD rule 403 for Fugitive Dust and Caltrans Standard Specification Section 14-9.

IV. 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 with Mitigation Incorporated
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
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

Response to Items a), b), d) Less Than Significant with Mitigation Incorporated. The information from this section is based on the Natural Environment Study (NES) (Caltrans 2021). The Biological Study Area (BSA) encompasses the project footprint and habitats in the immediate project vicinity within a 500 ft buffer around the build alternative that may be affected by the proposed project. The "project impact area" (PIA) refers to the combined limits of ground disturbance of the build alternative.

Vegetation/Natural Communities

The BSA comprises of a 500-foot buffer from the limits of the PIA. The BSA is extensively dominated by Creosote scrub. It is entirely within the Mojave Desert EcoRegion Section. The terrain consists of plains with short mountain ranges, playas, basins, and dunes. Parts of this section (Death Valley) are below sea level. Soils formed in sedimentary and granitic rocks and alluvial deposits; some areas are affected by high salt concentration.

The PIA is mainly desert vegetation with pockets of herbaceous vegetation and urban development. The PIA is edge-of-pavement, disturbed roadway shoulders for staging, and some off-pavement work for shoulder-backing. The BSA is entirely within a Joshua Tree distribution range.

Plant species identified during the field visit include fourwing saltbush (*Atriplex canescens),* desert saltbush (*Atriplex polycarpa),* Russian thistle (*Salsola tragus),* flat spine bur ragweed (*Ambrosia acanthicarpa),* white bursage (*Ambrosia dumosa),* cheesebuse (*Ambrosia salsola)*, goldenbush (*Ericameria nauseosa),* desert rabbitbrush (*Ericameria paniculata),* valley lessingia (*Lessingia glandulifera),* Joshua tree (*Yucca brevifolia var. brevifolia),* fiddleneck sp. (*Amsinckia sp), Cryptantha sp,* desert Christmas tree (*Pholisma arenarium),* African mustard (*Brassica tournefortii),* shortpod mustard (*Hirschfeldia incana),* silver cholla (*Cylindropuntia echinocarpa),* Nevada ephedra (*Ephedra nevadensis),* dove weed (*Croton setiger),* Sonoran sandmat (*Euphorbia micromera),* dyebush (*Psorothamnus emoryi),* indigo bush (*Psorothamnus sp.),* filaree (*Erodium sp.),* Mexican bladder sage (*Scutellaria Mexicana),* desert glovemallow (*Sphaeralcea ambigua),* suncup (*Camissonia sp),* woollystar (*Eriastrum sp.),* California buckwheat (*Eriogonum fasciculatum),* desert trumpet (*Eriogonum inflatum),* sacred datura (*Datura wrightii),* creosote bush (*Larrea tridentata),* bromegrass (*Bromus diandrus),* Mediterranean grass *(Schismus barbatus),* and California juniper (*Juniperus californica).*

Many of the vegetation communities identified on site are moderately to greatly disturbed, as they are within a few feet of the roadway. There were invasive vegetation species present within the BSA.

The proposed project will cause temporary ground disturbance and vegetation removal. Removal of special-status plant species will be avoided, as feasible, and delineated as an environmentally sensitive area (ESA). Indirect impacts to the species, including habitat conversion through the introduction of invasive species, are addressed in the avoidance and minimization efforts.

A total of 11 Western Joshua trees were documented within the buffer. Direct or indirect

impacts to Joshua trees are possible if avoidance and minimization measures cannot be implemented during the pre-construction and construction phases of the proposed project. Potential indirect impacts are those that occur due to the proximity of a disturbance or development to a species or its habitat. These impacts can occur in association with Project construction due to grading, paving and other disturbances associated with upgrading and refurbishment of US-395. Potential direct impacts to the trees include removal, cutting, accidental vehicle collisions with tree or parts of tree, etc.

If direct impacts to Joshua trees are unavoidable during the Project and the species is still considered a candidate for listing or has been formally listed under the California ESA, then an 2081 Incidental Take Permit will need to be obtained from CDFW prior to the start of the proposed project to authorize take of live and dead Joshua trees within the BSA.

Wildlife

Animal species identified during site visits include Red-tailed hawk (*Buteo jamaicensis),* Mourning dove (*Zenaida macroura),* common raven (*Corvus corax),* Abert's towhee (*Melozone aberti),* White-crowned sparrow (*Zonotrichia leucophrys),* house finch (*Haemorhous mexicanus),* Western meadowlark (*Sturnella neglecta),* Yellow-rumped warbler (*Setophaga coronate),* Mojave desert hopper (*Trimerotropis pallidipennis),* western honey bee (*Apis mellifera),* Pinacate beetle (*Eleodes sp.),* Coyote scat (*Canis latrans),* white-tailed antelope squirrel (*Ammospermophilus leucurus),* common side-blotched lizard (*Uta stansburiana),* western zebra-tailed lizard (*Callisaurus draconoides).*

One designated critical habitat is located within the project area. This critical habitat is for the desert tortoise (*Gopherus agassizii).* This critical habitat is from PM 24.1 to PM 49.0*.* There is suitable desert tortoise habitat in the BSA. There are several special status species in the BSA, including the crotch bumblebee (*Bombus crotchii)*, white pygmy-poppy (*Canbya candida),* and the Mohave ground squirrel (*Xerospermophilus mohavensis).* A 2081 Incidental Take Permit from CDFW is anticipated for the desert tortoise, and Mojave ground squirrel. Mitigation will be determined based on coordination with CDFW.

Habitat Connectivity

Transportation facilities, particularly freeways and roadways, pose an inherent barrier to wildlife and habitat connectivity. Threats to habitat connectivity and wildlife movement include habitat loos, fragmentation from development, and barriers created by linear infrastructure, such as roads, highways, dams, canals, and railroads. Such barriers impede wildlife movement, population demographics, gene flow, resilience, and California wildlife populations. The proposed project occurs on the existing US-395 paved roadways with construction staging on disturbed shoulders and some driving/parking off pavement. Some work will take place within adjacent natural areas, which might provide suitable wildlife corridors or wildlife habitat connectivity.

The California Department of Fish and Wildlife's (CDFW) Areas of Conservation Emphasis (ACE) dataset contains terrestrial conservation information on species Biodiversity, Significant Habitats, and Climate Resilience. The Terrestrial Connectivity layer, one of four ACE key components, was developed to support conservation planning efforts by allowing users to spatially evaluate an area's relative contribution to terrestrial connectivity based on statewide, regional, and other connectivity analyses. ACE Connectivity Ranks are of 1-5, with Rank 1 being low potential and Rank 5 being high potential .

The Project BSA is located on SR-395 and is within developed and undeveloped natural habitat. According to the terrestrial connectivity map, the BSA is mostly a Rank 4 and 1, Conservation Planning Linkages and Limited Connectivity Opportunities. The Project BSA also includes Rank 2 and 3. Project work will take place on the paved roadway and disturbed habitat areas of the Caltrans ROW and will not add impervious surfaces or other permanent impacts.

Regional Species and Habitats and Natural Communities of Concern

The proposed project is surrounded by undeveloped open lands consisting of native desert scrub habitats. Ephemeral drainages and washes are interspersed throughout the BSA and are primarily unmodified.

A literature search identified a total of thirty (30) special status plants and animals as potentially occurring within the vicinity of the Project and three (3) special-status natural communities. Information, including common name, scientific name, legal status, habitat requirements, and potential to occur for each special status biological resource is provided in Table 6, *Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area*.

Response to Items c) No Impact.

Wetlands and Other Waters

Surface hydrology in the project area is characterized mainly by upland swales, erosional features from recent precipitation events, roadside drainage ditches, natural springs, riparian wetlands, isolated waters, and potentially jurisdictional waters and wetlands. Representative non-jurisdictional features include upland swales and drainage ditches. The Jurisdictional Delineation Survey Area (JDSA) is located primarily within the Mojave watershed. A small amount of the northern portion of the JDSA falls within the Coyote-Cuddeback Lakes watershed. The JSDA falls within ten different subwatersheds.

The JDSA is within an arid region, therefore there is little natural perennial surface water. Surface hydrology is dominated by ephemeral washes, flowing only during storm events, and remaining dry for most of the year. The Mojave river, the largest stream in the vicinity of the JDSA, originates in the San Bernardino Mountains and flows northward through the high desert and provides muted hydrologic influence two manmade navigable lakes in the unincorporated community of Helendale before eventually term innating within playas to the

east of Baker in the central Mojave Desert. The portion that falls within the Coyote-Cuddeback Lakes watershed collects water from surrounding foothills and flows to both Coyote and Cuddeback dry lakes.

Most of the features within the JDSA are non-jurisdictional man-made drainage ditches ranging from five feet to 12 feet in width. These features are distributed throughout the JDSA, with a slightly larger concentration on the west side of US-395. These earthen roadside ditches are nearly completely straight and appear to be constructed to convey stormwater runoff from US-395, as water flows from west to east to the Mojave River, located approximately five miles to the east. The majority of these ditches are unvegetated, with allscale scrub and creosote bush- white bursage scrub occurring on the banks.

Direct impacts on waters include loss of vegetation from direct removal due to site preparation activities such as vegetation clearing, grubbing, and grading. However, the loss of resources is deemed minimal as there is little riparian or wetland vegetation. Other indirect effects to waters may include sediment entering draining areas from vegetation clearing, and/or invasive, non-native plants transported into areas along the roadway. Caltrans Standard Best Management Practices (BMPs), the BMPs in the anticipated Water Pollution Control Plan (WPCP), and the 2018 Standard Specifications (or latest version) must be implemented to minimize effects during construction. Proposed project impacts to jurisdictional areas will be mitigated and coordinated with Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife (CDFW), and U.S. Army Corp of Engineers (USACE) will be required. Aquatic resources that have been preliminarily determined to require regulatory permits including a Nationwide Permit from USACE, Report of Waste Discharge (RWD) from RWQCB, and a 1600 Streambed Alteration Agreement from CDFW.

Response to Item e): No Impact.

Chapter 88.01 of the San Bernardino County Development Code (SBCDC) provides regulations and guidelines for the management of plant resources in the unincorporated areas of the County on property or combinations of property under private or public ownership. The intent of the regulations is to promote and sustain the health, vigor, and productivity of plant life and aesthetic values within the County through appropriate management techniques. Section 88.01.060 provides regulations for the removal or harvesting of specified desert native plants in order to preserve and protect the plants and to provide for the conservation and wise use of desert resources. Desert native plants or any part of them, except the fruit, shall not be removed except under a Tree or

Plant Removal Permit in compliance with Section 88.01.050 (Tree or Plant Removal Permits). However, removal of regulated trees or plants shall not apply to lands owned by the United States or State of California and is exempt under Section 88.01.030.
Therefore, Caltrans is exempt under Section 88.01.030.

Response to Item f): No Impact. The proposed project is not located within the boundaries of an established HCP, NCCP, or other natural resources conservation plan. The proposed project footprint is not located within Federally designated Critical Habitat for any listed species. Therefore, the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan.

Avoidance, Minimization, and/or Mitigation Measures:

BIO-1 (BIO-General-1): Equipment Staging, Storing & Borrow Sites. All staging, storing, and borrow sites require the approval of the Caltrans biologist.

BIO-2 (BIO-General-8): Biological Monitor. The Caltrans approved biologist much monitor project activities to ensure that measures are being implemented and documented.

BIO-3 (BIO-General-9): Environmentally Sensitive Area (ESA): To address impacts to Joshua Tree Woodland, delineate this area as an ESA as shown on the plans and/or described in the specifications.

BIO-4 (BIO-General-10): Environmentally Sensitive Area (ESA) Fence Monitoring: Integrity inspections of Joshua Tree fencing and enclosures (onsite cleared areas) must occur throughout the duration of the project 30 days prior to commencing project activities and after activities are completed. If during construction, the fence fails, work must stop until it is repaired, and the Caltrans approved biologist inspects (and clears the job site).

BIO-5 (BIO-General-11): Environmentally Sensitive Area (ESA) Fence Removal: All fencing must be removed as a last order of work. During removal, a Caltrans approved biologist must be present**.**

BIO- 6 (BIO-General-4): Preconstruction Surveys: Preconstruction Joshua tree and desert tortoise surveys must be conducted by a Caltrans approved biologist 3 days prior to project activities within the BSA. If a Joshua tree is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.

BIO- 7 (BIO-General-6): Species Avoidance: If during project activities a Joshua Tree or desert tortoise is discovered within the project site, all construction activities must stop within 10 ft and the Caltrans biologist and Resident Engineer must be notified. Coordination with USFS and/or USFWS may be required prior to restarting activities.

BIO-8 (BIO-General-7): Worker Environmental Awareness Program (WEAP): A Caltrans approved biologist must present a biological resource information program/WEAP for special-status species prior to project activities to all personnel that will be present within the project

limits for longer than 30 minutes at any given time**.**

BIO-9 (BIO-General-16): Invasive Weed Control: To address impacts to special status plant species and Monarch butterfly habitat, a Caltrans approved biologist must identify invasive plants within the PIA during culvert replacement. Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.

BIO-10 (BIO-Plant-1): Rare Plant Surveys, Flagging, and Fencing: Within 3 days prior to construction, a preconstruction survey must be conducted by a Caltrans approved biologist for special-status species and Joshua trees within the PIA. These species must be flagged for visual identification to construction personnel for work avoidance. Any of these species detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.

BIO-11 (BIO-General-12): Animal Entrapment: To prevent inadvertent entrapment of desert tortoise during project activities, all excavated steep-walled holes or trenches more than 5" deep must be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the Caltrans approved biologist.

BIO-12 (BIO-Reptile-1): Equipment Flagging: After each shift, order project personnel to attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment for desert tortoises before operating equipment during the next shift.

BIO-13 (BIO-General-2): Temporary Artificial Lighting Restrictions: To address impacts to special-status species, artificial lighting must be directed at the job site to minimize light spill over onto the PIA if project activities occur at night.

BIO-14 (BIO-General-14): Predator Prevention: Project personnel are prohibited from feeding wildlife or bringing pets onto the job site.

BIO-15 (BIO-Avian-1): Preconstruction Nesting Bird Survey: If project activities cannot avoid the nesting season, generally regarded as February 1 – September 30, then preconstruction nesting bird surveys must be conducted up to the limit of the BSA no later than 3 days prior to construction by a Caltrans approved biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer may be established and monitored by the Caltrans Stewardship Biologist or Caltrans approved biologist until the young have fled.

BIO-16 (BIO-Avian-2): Preconstruction Burrowing Owl Survey: Two burrowing owl preconstruction surveys must be performed: one survey 14 to 30 days prior to project activities, and one survey 24 hours prior to project activities.

BIO-17 (BIO-General-13): Animal Sheltering: To prevent inadvertent harm of the Mojave

Ground Squirrel (MGS) during project activities, all construction materials, including but not limited to culverts and sections of pipe, must be inspected for the presence of wildlife sheltering in them prior to use or movement of those materials. Sheltering animals must be released by the Caltrans approved biologist.

BIO-18 (BIO-Arthropod-1): Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing: No more than 3 days prior to the project activities, a Caltrans approved biologist must perform a preconstruction survey for rare insect host plants. Should any rare insect host plants be found, the Resident Engineer and Caltrans must be contacted, and host plants must be flagged by the Caltrans approved biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmental Sensitive Area (ESA) temporary fencing.

V. 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

Response to Items a), b): No Impact. Information from this section was taken from the Archaeological Survey Report (ASR) and Historic Property Survey Report (HPSR) (Caltrans 2021). Caltrans uses a single process to fulfill both its CEQA and National Historic Preservation Act (NHPA) Section 106 responsibilities. The Area of Potential Effects (APE) includes all areas that may be potentially directly and indirectly affected by the project. The APE was established as discontinuous series of work zones from a starting point west of Hesperia to a finishing point north of Kramer Junction. Work is almost entirely confined to existing pavement and shoulders and is mostly confined to the existing right-of-way. However, some culvert work will require small TCEs into adjacent properties to access the drainages in need of servicing. A cultural resources review was performed in September 2021, which included a review of location maps, project plans, aerial photography, the Native American Heritage Commission (NAHC) Sacred Lands File, a review of the Caltrans Cultural Resource Database (CCRD), and Caltrans Historic Bridge Inventory.

A Sacred Lands File request was sent out to the NAHC October 8, 2020. A response with a negative Sacred Lands File finding was received November 9, 2020.One Native American Tribe was contacted under Assembly Bill (AB) 52. A letter was sent on November 3, 2020 to the San Manuel Band of Mission Indians. One response was received as a result of this

correspondence. San Manuel Band of Mission Indians responded November 30, 2020, noting that numerous prehistoric sites are located in the project vicinity, and requested continued consultation and document review. A draft ASR was provided to the Tribe on October 25, 2021.

A total of 10 previously recorded cultural resources were identified in the APE. These previously recorded cultural resources include: Lane's Crossing Toll Road (P36-004179 / CA-SBR-4179H), Oro Grande Wash Road (P36-004268 / CA-SBR-4268H), Santa Fe Trail (P36-004272 / CA-SBR-4272H), Mormon Road (P36-004411 / CA-SBR-4411H), Lithic Scatter (P36-007210 / CA-SBR-7210), Old Wagon Road (P36-007431 / CA-SBR-7431H), U.S. Route 395 (P36-007545 / CA-SBR-7545H), Phelan Road (P36-008082 / CA-SBR-8082H), Pearblossom Highway (P36-012189 / CA-SBR-12181H), and Lithic Scatter (P36-012469 / CA-SBR-12261). The portions of the above sites within the APE are no longer extant due to construction of U.S. 395. In addition, three previously recorded resources pass above or below the vertical APE: LADWP 1933 Boulder Lines 1&2 (P36-007694 / CA-SBR-7694H), SSPC 1911 "Tower Line" (P36-010316 / CA-SBR-10316H), and California Aqueduct (Eastern Branch) (P36-021351 / CA-SBR-15913H).

Caltrans, pursuant to Section 106 PA Stipulation IX.A and as applicable PRC 5024 MOU Stipulation IX.A.2, has determined a Finding of No Historic Properties Affected is appropriate for this undertaking. As a result, no historical resources will be impacted by the proposed project activities as outlined in State CEQA Guidelines 15064.5(a).

Response to Item c): No Impact. No human remains were discovered during field surveys conducted for the proposed project, and no formal cemeteries are located within the project site. If buried cultural materials, including human remains, are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. If human remains are discovered, California Health and Safety code (H&SC) Section 7050.5 will be followed, which, in summary, 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 to be Native American, the Native American Heritage Commission will be contacted, who pursuant to PRC Section 5097.98 will then notify the Most Likely Descendent (MLD), as further detailed in measure CR-2.

Avoidance, Minimization, and/or Mitigation Measures

The following measures will be included with implementation of the proposed project:

CR-1: Treatment of Previously Unidentified Cultural Resources. If cultural materials are discovered during construction, all earthmoving activity within 60 feet of the discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CR-2: Treatment of Human Remains. In the event that human remains are found the

county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909) 260-5178 and Gary Jones, DNAC: (909) 261-8157. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

VI. 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?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

Response to a) and b) No Impact. The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation, as the proposed project involves pavement preservation, upgrade curb ramps, pull box and pedestrian pushbutton replacements, installation of CMS, installation of aircraft speed enforcement signs and markings, installation of bicycle and signage and pavement markings, upgrades to existing concrete dikes, and the addition of vehicle detection loops placed throughout the project area as needed. The proposed project would not conflict with or obstruct state or local plans for renewable energy or energy efficiency.

Caltrans promotes energy-efficient development by incorporating statewide goals from California's Energy Efficiency Strategic Plan, setting policies, codes, and actions. Implementing these actions would assist in energy conservation and would minimize the impact on climate change.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Energy.

VII. 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.	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No 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?	No 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?	No Impact

Response to Item a.i), a.ii): No Impact. None of the project segments are near an Alquist-Priolo Special Studies Zone; therefore, no impacts are anticipated. The project area, like most of Southern California, is located in a seismically active area. According to the California Division of Mines and Geology (CDMG) Preliminary Fault Activity Map, nearby faults include Leuhman, Kramer Hills, South Lockhart, and Lockhart faults which are found near the intersection of SR-58 and US-395.There are many more faults located in the general area but are not located in the immediate vicinity of the project area.

Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, is anticipated to avoid or minimize any significant impacts related to seismic ground shaking. Seismic design would also meet county requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed project would result in no impact because project construction and operation would have no opportunity to

rupture a known earthquake fault or cause seismic shaking as the project would primarily consist of pavement rehabilitation.

Response to Item a.iii), a.iv): No Impact. According to CDMG liquefaction zone map, the project is not located in a liquefaction zone. Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, is anticipated to avoid or minimize any significant impacts related to liquefaction and seismic risk. Seismic design would also meet city and county requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed project would result in no impact because construction or operation would not cause any seismic-related ground failure, including liquefaction.

Response to Item b): No Impact. Mill and overlay and other project activities during the construction phase of the project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. The disturbed soil area is defined by Caltrans as consisting of areas of exposed, erodible soil that are within the construction limits and that result from construction-related activity. Construction site BMPs, which are standard practices for erosion and water quality control, would be used on the project site and would include the use of street sweeping, temporary cover for materials storage, and equipment parking at staging areas and side slopes. Construction methods related to water conservation practices, vehicle and equipment cleaning, fueling, and maintenance would be followed.

State jurisdictions require that an approved Stormwater Pollution Prevention Plan (SWPPP) be prepared for projects that involve greater than one acre of disturbance. A SWPPP specifies BMPs that would minimize erosion and keep all products of erosion from moving off site into receiving waters. Earthwork in the project area would be performed in accordance with the most current edition of the Caltrans Standard Specifications, the project SWPPP, and the requirements of applicable government agencies; therefore, the proposed project would result in no impacts.

Response to Item c) and d): No Impact. According to the CDMG liquefaction zone map, the project is not located in a liquefaction zone. The proposed project would not create substantial direct or indirect risks to life or property. Any earthwork in the project area would be performed in accordance with the most current edition of the Caltrans Standard Specifications; therefore, the proposed project would result in no impact.

Response to Item e): No Impact. The proposed project would not affect existing or proposed septic tanks or alternate wastewater disposal systems, nor would the use of septic tanks be involved during construction. Therefore, no impacts would occur.

Response to Item f): No Impact. Based on limited ground disturbance it is expected that the project would have no effect on paleontological resources.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Geology and Soils.

VIII. 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?	Less Than Significant
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

Response to Item a): Less Than Significant. While the project would result in GHG emissions during construction, it is anticipated that the project would not result in any increase in operational GHG emissions. With implementation of construction GHG-reduction measures, the impact would be less than significant. See extensive climate change section.

Response to Item b): No Impact. The project does not conflict with an applicable plan, policy, or regulation. See extensive climate change section.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented for Greenhouse Gases:

TRF-1: Implementation of a TMP would involve strategies to maintain traffic safety through the construction zone and to minimize traffic delays

IX. 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?	No 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?	No 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 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?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

Response to Items a), b): No Impact. Implementation of the project is not expected to result in the creation of any new health hazards or expose people to potential new health hazards, because the project involves grinding and recycling the existing asphalt, shoulder backing, and provide edge treatment throughout the project limits. No storage of toxic materials or chemicals would occur, and the project is not anticipated to increase the potential hazardous materials in the project area. The Initial Site Assessment (ISA) Checklist completed for this project determined that the potential for hazardous waste involvement is at a medium risk. The project will require an Aerially Deposited Lead (ADL) and Lead Based Paint (LBP) investigation for the following sections: PM R3.80/R11.20, and R16.60/R35.50, ADL testing for 7 curb ramps where TCEs are required, and a Title 22 metals investigation from PM R16.2 to R16.7. All of the investigations will occur during the PS&E design phase of the project.

Following construction of the project, operations are not expected to result in the creation of any new health hazards or expose people to potential new health hazards because the action involves grinding and recycling the existing asphalt, shoulder backing, and provide edge treatment throughout the project limits., and no structures or facilities would be constructed. As such, the proposed project would result in no impacts.

Response to Item c): No Impact. There are no schools within one-quarter mile of the project site; therefore, no impacts would occur.

Response to Item d): No Impact. The DTSC EnviroStor database did not identify any sites containing hazardous material near the project. No Impacts are expected to occur from project activities.

Response to Items e): No Impact. The Southern California Logistic Airport is in the proposed project vicinity, but it would not result in a safety hazard for people residing or working in the area. Additionally, the project would not contain any skyward features that would interfere with any air traffic flight paths or other airport activities. The project would only create excessive noise during construction thus creating a temporary impact, the proposed project will not result in a permanent impact.

Response to Item f): No Impact. The project is not anticipated to interfere with any adopted local emergency response plans or emergency evacuation plans. Applicable

traffic controls (e.g., flag person, signage), as identified in the Transportation Management Plan (TMP), would be implemented to minimize any potential interference with any adopted emergency response plan or evacuation plan (measure **TRF-1**).

Response to Item g): No Impact. The proposed project area is surrounded by underdeveloped, commercial, and residential land. The proposed project is not located in any very high fire severity zones, therefore, no impact is anticipated.

Avoidance, Minimization, and/or Mitigation Measures

The following measures will be included with implementation of the proposed project:

HW-1: SSP 6-1.03B for conditions for use of local material
HW-2: SSP 14-11.14 for treated wood waste generated from guardrail and signposts.
HW-3: SSP 14-11.15 if the project will dispose of electrical equipment containing hazardous materials.

X. 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
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	No 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
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No 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	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

Response to Item a): Less Than Significant. The potential temporary effects of the proposed project on the quality of the water in the area would come from runoff during construction, including erosion. The National Pollution Discharge Elimination System (NPDES) permits issued by the RWQCB set limits on discharges, schedules for compliance, special conditions, and monitoring programs. These permits also limit discharges, set water quality standards, and establish a monitoring program of the waste discharge. Permitting of underground storage tanks and cleanup of waste discharge is also enforced by RWQCB. Grading during the construction of the project would require the limited removal of vegetation and moving of soils. This would temporarily increase the exposure of soils to wind and water erosion and could increase the amount of sediments entering downstream drainages and waterways. Sediments can adversely affect water quality and negatively affect fish, aquatic plants, and other organisms.

A SWPPP will be prepared for the project to control pollutants, and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction. Temporary construction site BMPs would be implemented to reduce or eliminate pollutants in storm water discharges. Temporary construction site BMPs may include, but are not limited to, temporary soil binders, temporary check dams, temporary fiber rolls, temporary hydraulic mulch, temporary drainage inlet protection, temporary construction entrances, street sweeping, rain event action plans, and storm water sampling and analysis. A site-specific Construction Site Monitoring Program will be developed as part of the SWPPP prior to the start of construction and revised as necessary to reflect project revisions.

The project would use stormwater controls, as required, to minimize the amount of roadway pollution from the project area during construction. Compliance with the NPDES requirements would further reduce such polluting impacts. Projects within Caltrans' right of way are obligated to comply with the latest Caltrans and RWQCB water quality standards relative to the treatment of post-construction stormwater runoff. Determination and implementation of BMPs within the right of way are defined based on the evaluation of existing site constraints, constituents of concern at the receiving waters, soil conditions, and hydraulic conditions. At this time, the proposed project will have temporary construction BMPs, thus less-than significant impacts are anticipated.

Response to Item b): No Impact. The project proposes pavement preservation, upgrade curb ramps, pull box and pedestrian pushbutton replacements, installation of CMS, installation of aircraft speed enforcement signs and markings, installation of bicycle and signage and pavement markings, upgrades to existing concrete dikes, and the addition of vehicle detection loops placed throughout the project area as needed. The project would be within an area of rural desert without major infrastructure. It is not expected to substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The proposed project is not expected to affect the amount water consumed regionally through increased withdrawals from groundwater sources.

Response to Items c (i): Less Than Significant. The proposed project is primarily a pavement rehabilitation project that proposed to add shoulder backing and upgrade asphalt concrete dikes as needed throughout the project area. Those project elements would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces in a manner which would result in substantial erosion or siltation on or off-site.

Response to Items c (ii): No Impact. The proposed project is primarily a pavement rehabilitation project that proposed to add shoulder backing and upgrade asphalt concrete dikes as needed throughout the project area. Those project elements would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding or siltation on- or offsite.

Response to Items c (iii): No Impact. The proposed project is primarily a pavement rehabilitation project that proposed to add shoulder backing and upgrade asphalt concrete dikes as needed throughout the project area. Those project elements would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces in a manner which would substantially increase the rate or amount of surface runoff in a manner which would 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.

Response to Items c (iv): No Impact. The proposed project is primarily a pavement rehabilitation project that proposed to add shoulder backing and upgrade asphalt concrete dikes as needed throughout the project area. Those project elements would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces in a manner which would substantially increase the rate or amount of surface runoff in a manner which would create or contribute runoff water which would impede or redirect flood flows.

Response to Item d): No Impact. Based on the FEMA Flood Insurance Rate Map (FIRM), the proposed project is mostly located outside of a floodplain except for Adelanto, CA, which is located near and in a 100 Year Floodplain and 500 Year Floodplain/Reduced Risk Area. The proposed project is not anticipated to risk release of pollutants due to project inundation.

Response to Item e): No Impact. As the project proposes pavement preservation, upgrade curb ramps, pull box and pedestrian pushbutton replacements, installation of CMS, installation of aircraft speed enforcement signs and markings, installation of bicycle and signage and pavement markings, upgrades to existing concrete dikes, and the addition of vehicle detection loops placed throughout the project area as needed, the project would not conflict with or obstruct implementation of a water quality control

plan or sustainable groundwater management plan.

Avoidance, Minimization, and/or Mitigation Measures

The following standard measures will be included for Hydrology and Water Quality:

WQ-1: Prior to the start of construction, a SWPPP for reducing impacts on water quality shall be developed by the contractor, and approved by the Department.

WQ-2: The SWPPP control measures shall address the following categories: soil stabilization practices; sediment control practices; sediment tracking control practices; wind erosion control practices; and non-stormwater management and waste management and disposal control practices.

WQ-3: The contractor shall be required to comply with water pollution control provisions and SWPPP and conform to the requirements of the Department's Standard Specification Section 7-1.01G "Water Pollution," of the Standard Specifications.

WQ-4: If necessary, soil disturbed areas of the project site will be fully protected using soil stabilization and sediment control BMPs at the end of each day, unless fair weather is predicted.

XI. 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

Response to Items a), b): No Impact. According to the San Bernardino County Land Use Plan – Public San Bernardino County Map Viewer, the project area is mapped as Rural Living, and Resource Conservation. The proposed project on SR-395 goes through the cities of Hesperia, Victorville, and Adelanto. The established communities (Hesperia,, Victorville, and Adelanto) exist but the project is not a new alignment or realignment of an existing highway, thus the current project is not dividing the communities.. As the proposed project involves the pavement rehabilitation, and various upgrades, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The project improvements would occur within Caltrans right of way and additional right of way but no detours would be required for the project.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Land Use and Planning.

XII. MINERAL RESOURCES

Would the project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
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

Response to Items a), b): No Impact. No classified or designated mineral deposits of statewide or regional significance are known to occur within the project area. Also, the project is located outside of mineral resource recovery sites; therefore, no impacts are anticipated to occur.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required Mineral Resources.

XIII. 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?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No 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 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

Response to Item a): No Impact. There are structures sparsely located near the alignment; therefore, there are noise-sensitive receptors located within or near the project. Temporary Construction noise impacts would occur because of the noise receptors are adjacent to the project area. Additionally, construction noise would be short term and intermittent during the 120-day (working days) construction period and

construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02 (measure **NOI-1 and NOI-2** The project would not expose people to or generate noise levels in excess of standards established in a general plan or noise ordinance, or applicable standards of other agencies.

Response to Item b): No Impact. Any ground borne noise or vibration would be limited to the 3-month construction period (120-working days) and would be short in duration.

Response to Item c): No Impact. The Southern California Logistics Airport is located within the project vicinity. Because the proposed project would comply with Caltrans' Standard Specifications as outlined in **NOI-1** and **NOI-2**, no impacts would occur.

Avoidance, Minimization, and/or Mitigation Measures

The following Noise measures would be implemented to minimize potential impacts located in Caltrans' provisions in Section 14-8, "Noise Control," of the 2018 Standard Specifications and Special Provisions:

NOI-1: The contractor shall comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract.

NOI-2: Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler or a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.

XIV. 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)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

Response to Item a): No Impact. The project is a State Highway Operation and Protection Program (SHOPP) project and would not induce population growth in an area, either directly or indirectly. The proposed project would not result in any construction of new homes, businesses, nor would the project result in the need for roads or other infrastructure that would facilitate an increase in population. No impacts are anticipated in this regard.

Response to Item b): No Impact. The project would not require any additional right of way acquisition. Seven parcels are needed for Temporary Construction Easements

(TCEs) including four privately owned parcels and three parcels owned by the City of Victorville Two additional parcels are needed for work by others to provide electricity to the CMS elements. No residents or businesses would need to be relocated as a result of implementing the project. The proposed project would not necessitate the relocation of any existing developments and/or people. No impacts are anticipated in this regard.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Population and Housing.

XV. 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?	No Impact
b) Police protection?	No Impact
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	No Impact

Response to a) Fire Protection: No Impact. San Bernardino County, Kern County, and the City of Victorville provide fire protection in the project vicinity. There are several fire stations along the project area, which includes San Bernardino County Fire Stations (#305, #315, #322, #4), Kern County Fire Station #17, and the City of Victorville Fire Stations (#312 and #313). The proposed project involves pavement rehabilitation and facility upgrades which would not result in an increase population and therefore not increase the demand for community services. In addition, the proposed project would not induce growth or increase population in the study area or the greater community beyond that previously planned for and would not result in the need for additional fire protection. No fire stations would be acquired or displaced.

Response to b) Police Protection: No Impact. The San Bernardino County Sheriff's Department, Victor Valley Sheriff's Station, Victorville Sheriff's Department, Hesperia Police Department, and California Highway Patrol (CHP), as appropriate, provide police protection in the project vicinity. The proposed project would not induce population growth in the area beyond that previously planned for and would not result in the need for additional police protection. No impacts on police protection from operation of the proposed project would occur. Implementation of a construction-period TMP (TRF-1, refer to Section XVII for measure), which is prepared for all Caltrans highway projects, would ensure that access is maintained to and from the project area and that the police service providers are notified prior to the start of construction activities; therefore, there are no anticipated impacts.

Response to c) Schools: No Impact. Adelanto Elementary School, Mesa Linda Middle School, Taylion Academy and Westside Park Elementary School are within the project vicinity. The proposed project would not result in accessibility problems to existing schools in the vicinity of the project and is not expected to result in any other impacts on school services.

Response to d) Parks: No Impact. There are no parks located within the project vicinity. Thus, there will be no impact on parks.

Response to e) Other Public Facilities: No Impact. There are no other public facilities in the immediate project area and, as such, there would be no impacts on public facilities as a result of construction or operation of the project.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Public Services.

XVI. 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

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Recreation.

XVII. 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) Would the project 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

Response to Items a) and b): No Impact. The project would not conflict with any adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities. Accordingly, no impacts in this regard are expected. The project would not increase traffic because no new land uses are proposed. The project would accommodate existing traffic demand, but it would not create new demand, directly or indirectly. The project would also not reduce congestion and/or improve the level of service of traffic. The proposed project would not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. No impacts are anticipated.

Response to Item c): No Impact. Due to the nature and scope of the project, no change in road alignment including curves or intersections area proposed.

Response to Item d): Less-Than-Significant Impact. Construction activities have the potential to result in temporary, localized, site-specific disruptions during the 120-day (working days) construction period. This could lead to an increase in delay times for emergency response vehicles during construction; however, the proposed project would include the preparation and implementation of a Transportation Management Plan (TMP) (measure **TRF-1**), which would avoid or minimize any potential impacts. Applicable traffic controls (e.g., flag person, signage), as identified in the TMP, would be implemented to minimize any potential interference with any adopted emergency response plan or evacuation plan. Impacts would be less-than-significant during the construction period.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and/or minimization measure would be implemented to minimize potential traffic impacts.

TRF-1: Prior to construction, a Traffic Management Plan will be developed by Caltrans to minimize potential impacts on emergency services and commuters during construction.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal

cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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	No Impact
Question	**CEQA Determination**
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.	No Impact

Response to Item a) No Impact. A Sacred Lands File request was sent out to the NAHC October 8, 2020. A response with a negative Sacred Lands File finding was received November 9, 2020.One Native American Tribe was contacted under Assembly Bill (AB) 52. A letter was sent on November 3, 2020 to the San Manuel Band of Mission Indians. One response was received as a result of this correspondence. San Manuel Band of Mission Indians responded November 30, 2020, noting that numerous prehistoric sites are located in the project vicinity, and requested continued consultation and document review. A draft ASR was provided to the Tribe on October 25, 2021. No Tribal Cultural Resources have been identified within the project footprint. As such, no impacts on Tribal Cultural Resources are anticipated at this time.

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Tribal Cultural Resources.

XIX. 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 storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No 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?	No 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?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

Response to Item a): No Impact. Construction of the project would not generate the need for additional wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. No impacts would occur.

Response to Item b): No Impact. The project would not require a water supply, as there are no existing entitlements or resources within the project area. No impacts would occur.

Response to Item c): No Impact. The proposed project would not require wastewater treatment. As a result, there would be no impact.

Response to Item d, e): No Impact. The proposed project would be in compliance with all federal, state, and local solid waste statutes and regulations; therefore, there would be no impact.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Utility and Service Systems.

XX. 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?	No 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?	No 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?	No 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?	No Impact

Response to Item a): No Impact. The proposed project is not located in any very high fire severity zones. Construction activities have the potential to result in temporary, localized, site-specific disruptions during 120-day construction period. This could lead to an increase in delay times for emergency response vehicles during construction. However, the proposed project would include the preparation and implementation of a TMP (measure TRF-1), which would avoid or minimize any potential impacts.

Response to Item b): No Impact. The project area is surrounded by rural, commercial, and residential land. Based on Cal Fire, Fire Hazard Severity Zones Map of the County of San Bernardino, the proposed project is not in or near most areas designated as Very High, High fire, or Moderate hazard severity zones. Therefore, the project is not anticipated to exacerbate wildfire risks.

Response to Item c), and d): No Impact. The proposed project is not located in any very high fire severity zones. The proposed project involves pavement rehabilitation and upgrade facilities of SR-395, thus the project will not install infrastructure that may result in increased fire risk. The project does not propose significantly alter drainage patterns that would cause downslope or downstream flooding or landslides should a fire occur.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Wildfire.

XXI. 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)?	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

Response to Item a): Less-than-Significant Impact with Mitigation Incorporated. The BSA contains potential suitable habitat for Joshua Tree, desert tortoise and Mojave ground squirrel are species listed as threatened. 11 Joshua Trees were incidentally observed during Jurisdictional Delineation surveys. Direct or indirect impacts to Joshua Trees can be minimized by implementing avoidance and minimization measures **BIO-1, BIO-3, BIO-4, BIO-5, BIO-7, and BIO-9 through BIO-11**. The Mojave ground squirrel is only found in the Mojave Desert and is a State-threatened and BLM Sensitive species. Impacts to this threatened species can be addressed by the following avoidance and minimization measures: **BIO-1, BIO-12, and BIO-15**. Desert tortoise is a State Threatened and Federally Threatened species and are located within Mojave and Sonoran deserts. Desert tortoise critical habitat is present within the BSA and PIA. Caltrans has determined that the proposed project will have *no take* of desert tortoise. Caltrans has determined that the proposed project *may affect, is likely to adversely affect* desert tortoise and would have *may affect, likely to adversely affect* on desert tortoise critical habitat. The protocol surveys may change this determination. Minimal impacts are anticipated if appropriate avoidance and minimization measures are implemented as follows: **BIO-1 through 4, BIO-7, BIO-8, and BIO-9.**

The proposed project is mostly located within the Mojave watershed with smaller portions of the project being located within the Coyote-Cuddeback Lakes watershed and ten different sub-watersheds. The project is located within an arid region, which contains little

natural perennial surface water. Surface hydrology is dominated by ephemeral washes, flowing only during storm events, and remaining dry during most of the year. The project proposes pavement preservation, upgrade curb ramps, pull box and pedestrian pushbutton replacements, installation of CMS, installation of aircraft speed enforcement signs and markings, installation of bicycle and signage and pavement markings, upgrades to existing concrete dikes, and the addition of vehicle detection loops placed throughout the project area as needed. Caltrans anticipates the proposed project will not result in additional permeant or temporary impacts in jurisdiction drainage areas because the removal of vegetation during site preparation activities is minimal.

Response to Item b): No Impact. The project's impacts are either temporary and/or avoidable. In the case of temporary impacts, Caltrans standard measures will be implemented to avoid and/or minimize potential impacts. In the case of biological resources, specific measures will be implemented to minimize potential impacts or avoid impacts altogether. Therefore, there will be no cumulatively considered impacts.

Response to Item c): No Impact. The project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

Avoidance, Minimization, and/or Mitigation Measures

No measures that have not already been identified for other topics are required for Mandatory Findings of Significance.

Climate Change

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

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring component of Earth’s atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2.

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

REGULATORY SETTING

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

Federal

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

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

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2019). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social

values—“the triple bottom line of sustainability” (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE) Standards. This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the CAFE program based on each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States.

Energy Policy Act of 2005, 109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) is responsible for setting GHG emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. Fuel efficiency standards directly influence GHG emissions.

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California’s GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California’s transportation fuels is to be

reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the governor's 2030 and 2050 GHG reduction goals.

Senate Bill (SB) 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to identify strategies to address California's climate change goals under AB 32.

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent ($MMTCO_2e$).[1] Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

SB 32, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

SB 1386, Chapter 545, 2016, declared "it to be the policy of the state that the protection and management of natural and working lands … is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands."

[1] GHGs differ in how much heat each trap in the atmosphere (global warming potential, or GWP). CO_2 is the most important GHG, so 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 a value of 1, and the GWP of other gases is assessed as multiples of CO_2.

AB 134, Chapter 254, 2017, allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

SB 743**,** Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles travelled, to promote the state's goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

SB 150**,** Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

EO N-19-19 (September 2019) advances California's climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce GHG emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This EO also directs ARB to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

EO N-79-20 (September 2020) establishes goals for 100 percent of in-state sales of new passenger cars and trucks to be zero-emissions vehicles by 2035, that the state transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible, and that 100 percent of medium- and heavy-duty vehicles in the state be zero-emissions by 2045 where feasible.

ENVIRONMENTAL SETTING

The proposed project is in urban and rural areas of San Bernardino County along US-395 from PM R3.9 0 to PM 49.00. US 395 begins in the Mojave Desert community of Hesperia at the junction of I-15. The highway proceeds north across the Mojave Desert crossing SR-58 at Kramer Junction. The route is a major transportation corridor, carrying traffic and various goods across the Western United States. Within the project limits, US 395 consists of a four-lane to two-lane highway, which is surrounded by residential, undeveloped desert, state, and federal lands.

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4.

National GHG Inventory

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO_2, CH_4, N_2O, HFCs, perfluorocarbons, SF_6, and nitrogen trifluoride. It also accounts for emissions of CO_2 that are removed from the atmosphere by "sinks" such as forests, vegetation, and soils that uptake and store CO_2 (carbon sequestration). The 1990-2019 inventory found that overall GHG emissions were 6,558 million metric tons (MMT) in 2019, down 1.7 percent from 2018 but up 1.8% from 1990 levels. Of these, 80 percent were CO_2, 10 percent were CH_4, and 7 percent were N_2O; the balance consisted of fluorinated gases. CO_2 emissions in 2019 were 2.2 percent less than in 2018, but 2.8 percent more than in 1990. As shown on Figure 1, the transportation sector accounted for 29 percent of U.S. GHG emissions in 2019 (U.S. EPA 2021a, 2021b).

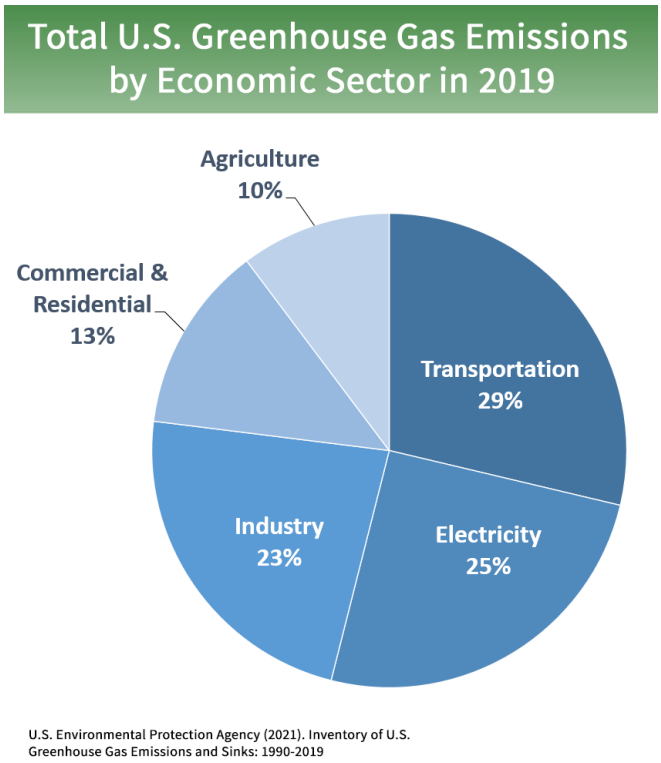

Figure 1. U.S. 2019 Greenhouse Gas Emissions (Source: U.S. EPA 2021c)

State GHG Inventory

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2021 edition of the GHG emissions inventory reported emissions trends from 2000 to 2019. It found total California emissions were 418.2 MMTCO2e in 2019, a reduction of 7.2 MMTCO2e since 2018 and almost 13 MMTCO2e below the statewide 2020

limit of 431 MMTCO2e. The transportation sector (including intrastate aviation and off road sources) was responsible for about 40 percent of direct GHG emissions, a 3.5 MMTCO2e decrease from 2018 (Figure 2). Overall statewide GHG emissions declined from 2000 to 2019 despite growth in population and state economic output (Figure 3) (ARB 2021a).

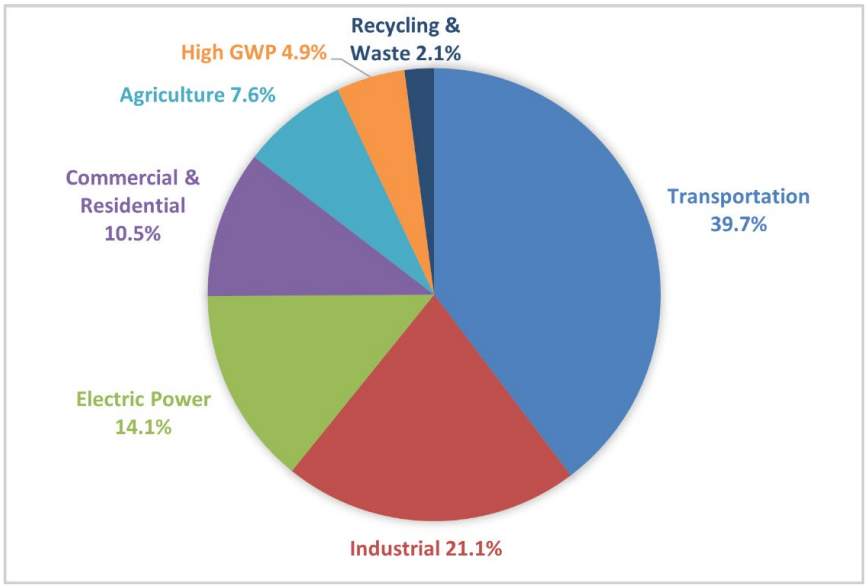

Figure 2. California 2019 Greenhouse Gas Emissions (Source: ARB 2021a)

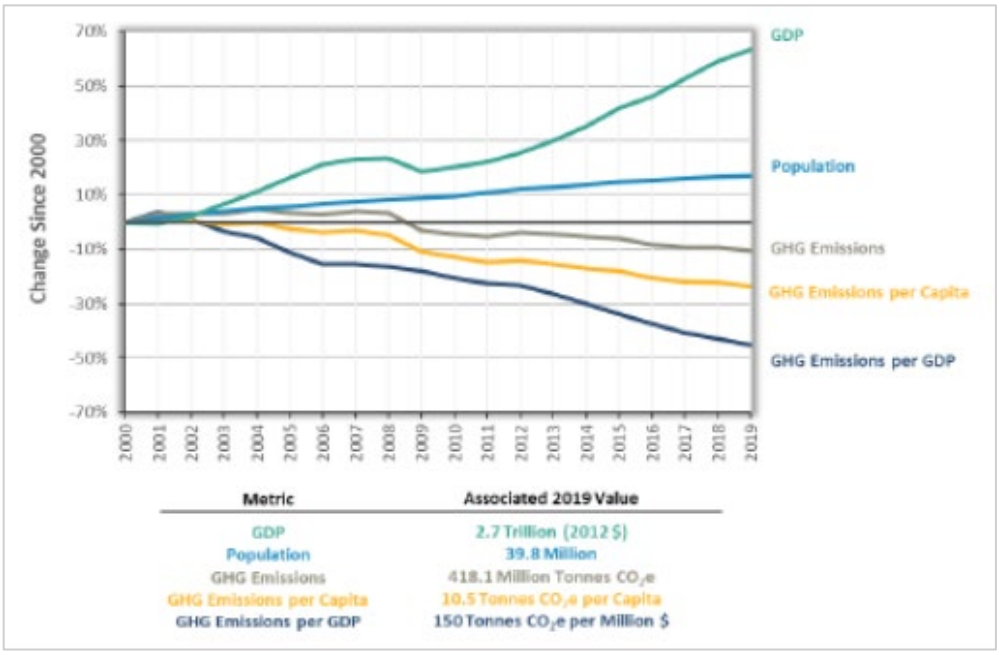

Figure 3. Change in California GDP, Population, and GHG Emissions since 2000 (*Source*: ARB 2021a)

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every

5 years. ARB adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

Regional Plans

ARB sets regional targets for California's 18 MPOs to use in their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to plan future projects that will cumulatively achieve GHG reduction goals. Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The project is included in the RTP/SCS for Southern California Association of Governments (SCAG) and is listed under RTP ID REG0701-SBDLS02 as part of group of projects for pavement resurfacing and/or rehabilitation. The regional reduction target for SCAG is 8 percent and 19 percent for the years 2020 and 2035, respectively (ARB 2021b). San Bernardino County's Emissions Reduction Plan sets a target to reduce countywide GHG emissions from all sources by 15% below 2007 levels by 2020. SCAG and San Bernardino County policies directed at reducing GHG emissions include the following, among other measures.

Table 2. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Southern California Association of Governments *2016- 2040 Regional Transportation Plan/Sustainable Communities Strategy* (adopted April 2016)	• Invest in long-term emission-reduction investments for trucks and rail. • Implement technology and mobility innovations. • Invest in adding capacity and improving critical road conditions. • Implement technology and mobility innovations.
San Bernardino County Regional Greenhouse Gas Reduction Plan (adopted March 2014)	• Roadway improvements, including signal synchronization and transportation flow management. • Expand renewable fuel/low-emission vehicle use. • Anti-idling enforcement. • Electric-powered construction equipment.

PROJECT ANALYSIS

GHG emissions from transportation projects can be divided into those produced during operation of the SHS and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH_4 and N_2O are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation *v.* San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The purpose of the project is to rehabilitate the pavement, install changeable message signs (CMS), upgrade guardrail and side panels, and upgrade facilities to Americans with Disabilities Act (ADA) standards on US-395 and will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on US-395, no increase in vehicle miles traveled (VMT) would occur as result of project implementation. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

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

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

Construction is expected to require 120 working days during a 4-month construction window and to result in approximately 1,398 metric tons of CO2-equivalent (CO2e).

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which 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.

CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG-reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 GHG emissions targets. Former Governor Edmund G. Brown promoted GHG reduction goals that involved (1) reducing today’s petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

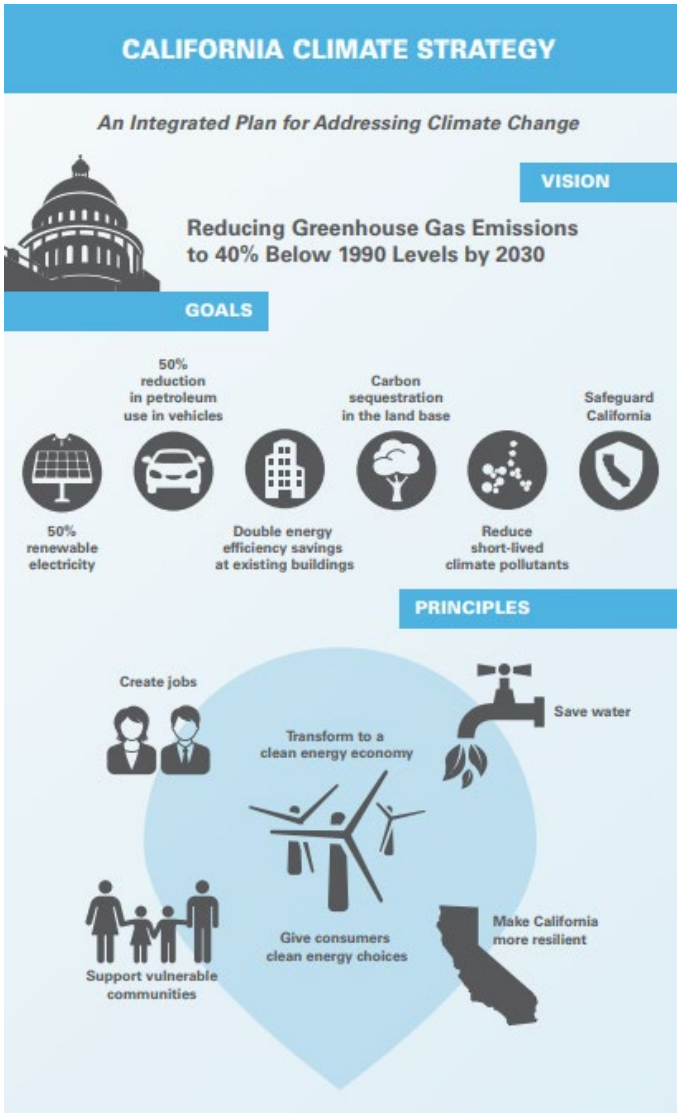

Figure 4. California Climate Strategy

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). A key state goal for reducing GHG emissions is to reduce today's petroleum use in cars and trucks by up to 40 percent by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged and vulnerable communities. Each agency is to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the State's carbon neutrality goal and build climate resilience.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

CALIFORNIA TRANSPORTATION PLAN

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions.

It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, the CTP identifies additional strategies.

CALTRANS STRATEGIC PLAN

The *Caltrans 2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

FUNDING AND TECHNICAL ASSISTANCE PROGRAMS

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's RTP/SCS; contribute to the State's GHG reduction targets and advance transportation-related GHG emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a Department policy to ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Activities to Address Climate Change* (April 2013) provides a comprehensive overview of Caltrans' statewide activities to reduce GHG emissions resulting from agency operations.

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.

Implementation of a TMP would include strategies to minimize traffic delays (TRF-1). Reducing traffic delays would also reduce short-term increases in GHG emissions from disruptions in traffic flow.

In the event that portable changeable message signs are required as part of the TMP, these signs would be solar-powered and would not involve GHG emissions during use.

Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations.

Caltrans Standard Specifications Section 14-9, Air Quality, a part of all construction contracts, requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality. Requirements of the MDAQMD would apply to this project. Requirements that reduce vehicle emissions, such as limits on idling time, may help reduce GHG emissions.

ADAPTATION

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and

railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

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

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

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

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

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. *California's Fourth Climate Change Assessment* (2018) is the state's effort to "translate the state of climate science into useful information for action" in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

Adaptation to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.

Adaptive capacity is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."

Exposure is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.

Resilience is the "capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience". Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.

Sensitivity is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.

Vulnerability is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

EO S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

EO S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance) in 2010, with instructions for how state agencies could incorporate "sea-level rise (SLR) projections into planning and decision making for projects in California" in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California – An Update on Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018.

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change other than sea-level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

Caltrans Adaptation Efforts

CALTRANS VULNERABILITY ASSESSMENTS

Caltrans conducted climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

Exposure – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
Consequence – Determine what might occur to system assets in terms of loss of use or costs of repair.
Prioritization – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

Project Adaptation Analysis

SEA-LEVEL RISE

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

FLOODING AND PRECIPITATION

The proposed project is mostly located outside of a floodplain except for Adelanto, CA, which is located near and in a 100 Year Floodplain and 500 Year Floodplain/Reduced Risk Area. The Caltrans Climate Change Vulnerability Assessment for District 8 maps projected changes in 100-year storm precipitation depths under climate change scenario. In the project area, storm depth is projected to change by less than 5% through 2085 (Caltrans 2019). Effects of climate change on precipitation are not likely to adversely affect the project.

WILDFIRE

The area surrounding the proposed project is mostly undeveloped desert land with sparse vegetation with few small towns sporadically spread throughout the project vicinity. Based on the Cal Fire Fire Hazard Severity Zones Map for San Bernardino County, the proposed project is in areas designated as Federal Responsibility Area (FRA) and Local Responsibility Area (LRA). The proposed project is not in or near areas designated as Very High, High, or Moderate fire hazard severity zones (FHSZ). From postmile 3.90 to 11, there are State Responsibility Areas (SRA) of High and Moderate FHSZ in the surrounding areas but not within the proposed project area. The project would not introduce new structures or uses that exacerbate fire risk or would be vulnerable to fire damage. Caltrans 2018 revised Standard Specification 7-1.02M(2) mandates fire prevention procedures during construction, including a fire prevention plan. Accordingly, the project is not anticipated to exacerbate the impacts of wildfires intensified by climate change.

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Public Involvement and Draft IS Circulation

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings and Project Development Team (PDT) meetings. This section summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

U.S. Fish and Wildlife Service

A list of threatened and endangered species was obtained from the USFWS on September 29, 2021.

Native American Tribes

On November 3, 2020, a consultation letter was sent out to San Manuel Band of Mission Indians. San Manuel Band of Mission responded on November 30, 2020 noting that numerous prehistoric sites are located in the project vicinity and requested continued consultation and document review. Draft ASR was provided to the San Manuel Band of Mission Indians on October 25, 2021.

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Appendix A Maps

- Figure 5. Project Vicinity Map
- Figure 6. Aerial Project Location Map
- Figure 7. Project Location Map

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Figure 5. Vicinity Map

Figure 6. Aerial Project Location Map

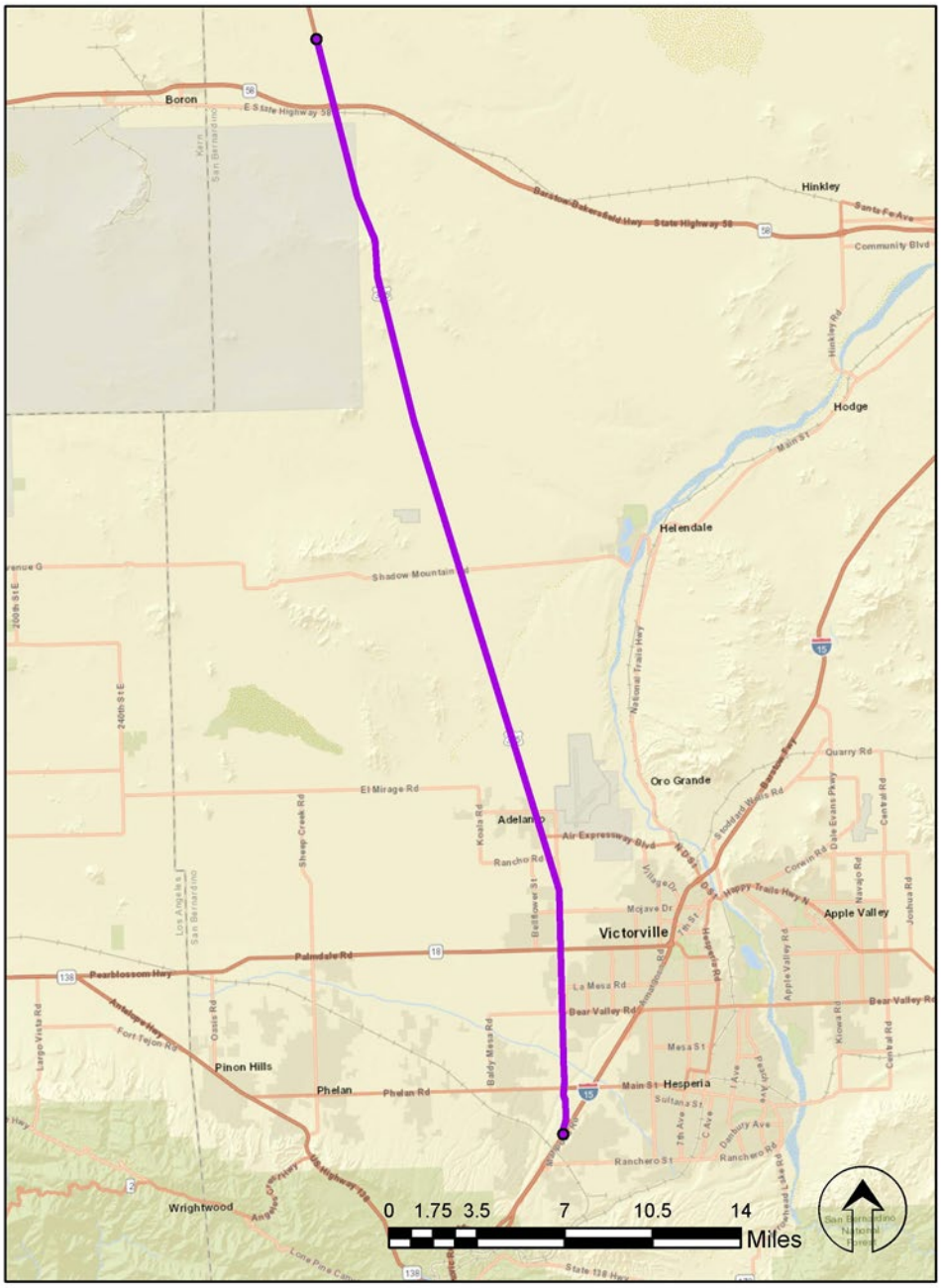

Figure 7. Project Location Map

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Appendix B Distribution List

A public notice of this IS and/or a Notice of Intent to Adopt a Mitigated Negative Declaration was distributed to federal, state, regional and local agencies, elected officials and utilities and service providers. In addition, all property owners and occupants within a 500-foot radius of the project limits were provided the Notice of Intent.

Debra Jones
Mayor of Victorville, CA
14343 Civic Dr,
Victorville, CA 92392
Email:
dsjones@victorvilleca.gov

Leslie Irving
Mayor Pro Tem of
Victorville, CA
14343 Civic Dr,
Victorville, CA 92392
Email:
lirving@victorvilleca.gov

Elizabeth Becerra
Council Member
14343 Civic Dr,
Victorville, CA 92392
Email: lbecerra@victorvilleca.gov

Blanca Gomez
Council Member
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Victorville, CA
92392
Email:bagomez@vi
ctorvilleca.gov

Scott Web
City Planner
Planning Department
14343 Civic Dr,
Victorville,CA 92392
Email:
planning@victorvilleca.gov

John Wickum, Captain
San Bernardino County
Sheriff's Department
14200 Amargosa Road
Victorville, CA 92392
Email: paffairs@sbcsd.org

Victorville California
Highway Patrol (CHP)
14210 Amargosa Road
Victorville, CA 92395

Jeff Armstrong, Fire Chief
Fire Station 312
City of Victorville Fire Department
15182 El Evado Road
Email: jarmstrong@victorvilleca.gov

Jeff Armstrong, Fire
Chief
Fire Station 313
City of Victorville Fire
Department
13086 Amethyst Road
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orvilleca.gov

Gabriel Reyes
Mayor of Adelanto, CA
11600 Air Expy,
Adelanto, CA 92301
Email: GReyes@ci.adelanto.ca.us

Daniel Ramos
Mayor Pro Tem of
Adelanto,CA
1160 Air Expy,
Adelanto, CA 92301
Email:
dramos@ci.adelanto.ca.us

Ms. Stevevonna Evans
Council Member of
Adelanto, CA
11600 Air Expy,
Adelanto, CA 92301
Email:
SEvans@ci.adelanto.ca.us

Joy Jeannette
Commission Member of
Adelanto, CA
11600 Air Expy,
Adelanto, CA 92301
Email:
jjeannette@ci.adelanto.ca.us

Keron Jones
Council Member of Adelanto, CA
11600 Air Expy,
Adelanto, CA 92301
Email: KJones@ci.adelanto.ca.us

Jeremy Martinez, Captain
Victor Valley Patrol Station
San Bernardino County Sheriff's
Department
11613 Bartlett Ave,
Adelanto, California 92301
Email: victor-valley@sbcsd.org

City of Adelanto Planning
Department
11600 Air Expy,
Adelanto, CA 92301
Email:
nallen@ci.adelanto.ca.us

Cameron Gregg
Mayor of Adelanto, CA
9700 Seventh Ave,
Hesperia, CA 92345
Email: csecretary@cityofhesperia.us

Brigit Bennington
Mayor Pro Tem of Adelanto, CA
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Hesperia, CA 92345
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Rebekah Swanson
Council Member of
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9700 Seventh Ave,
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Email:
csecretary@cityofhesperia.
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William J. Holland
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Email: csecretary@cityofhesperia.us

Larry Bird
Council Member of Adelanto,
CA
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Hesperia, CA 92345
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csecretary@cityofhesperia.us

Chris Borchert
City of Hesperia Planning
Department
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Email:
planning@cityofhesperia.us

Jon Billings, Captain
Hesperia Patrol Station
San Bernardino County
Sheriff's Department
15840 Smoketree Street
Hesperia, California 92345
Email: paffairs@sbcsd.org

Hesperia – Station 305
8331 Caliente Rd.
Hesperia, CA 92344
760-948-7858

Adelanto – Station 322
10370 Rancho Rd.
Adelanto, CA 92301
Phone: 760-246-3331

Silver Lakes/Helendale
– Station 4
27089 Helendale Rd.
Helendale, CA 92342
760-245-5022

U.S. Fish and Wildlife Service Carlsbad
Office
2177 Salk Avenue, Suite 250
Carlsbad, CA 92008

Bureau of Land Management
Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

Senator Jay Obernolte
California 8th District
Hesperia District Office
Suite 201
Hesperia, CA 92345
Phone: (760) 247-1815

State Senator Scott Wilk
Victor Valley Office
14343 Civic Drive, First Floor
Victorville, CA 92392
Phone: (760) 843-8414

State Assembly member Thurston
Smith
33rd Assembly District
9700 7th Avenue, Suite 227
Hesperia, CA 92345
Phone: (760 224-5447

Kevin Johnston
2288 Buena Vista Ave,
Livermore, CA 94550

Appendix C List of Preparers

The following personnel contributed to the preparation of this IS:

California Department of Transportation

- JaShawn Combs, Environmental Planner (Generalist), Environmental Studies "B"
- Adam Compton, Senior Environmental Planner, Regulatory Permits
- Gabrielle Duff, Senior Environmental Planner, Environmental Studies "B"
- Dicken Everson, Associate Environmental Planner, Cultural Studies
- Tyrha Delger, Associate Environmental Planner, Biological Studies
- Andrew Walters, Senior Environmental Planner, Cultural Studies
- Nancy Frost, Senior Environmental Planner, Biological Studies
- Paul Phan, Civil Engineer/Environmental Engineering, Branch Chief: Environmental Engineering "A"
- Rodrigo Panganiban, Civil Engineer/Environmental Engineering, Environmental Engineering "A"
- Neil Azzu, Civil Engineer/Environmental Engineering, Environmental Engineering "A"
- Sarah Gallimore, Associate Environmental Planner, Regulatory Permits

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Appendix D Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

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

Making Conservation a California Way of Life.

November 2019

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, remedies, 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, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page: https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi.

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, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

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Director

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Appendix E List of Technical Studies

Historic Property Survey Report, US-395 Mill and Overlay, 08-SBD-395- PM R3.9/49.0, EA 1G640/0816000046. Prepared by Dicken Everson, Caltrans, November 2021.

Visual Impact Assessment for US-395 Mill and Overlay, 08-SBD-395- PM R3.9/49.0, EA 1G640/0816000046. Prepared by Gabriela Cardenas, Caltrans, October 2021.

Initial Site Assessment (ISA) Checklist for Mill and Overlay, 08-SBD-395- PM R3.9/49.0, EA 1G640/0816000046. Prepared by Neil Azzu, Caltrans, October 2021.

Natural Environment Study, SBD 395 Mill 0.10’ and Overlay 0.20’ Rubberized Asphalt with Digouts, 08-SBD-395- PM R3.9/49.0, EA 1G640/0816000046. Prepared by Tyrha Delger, Caltrans, November 2021.

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Appendix F Environmental Commitments Record

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**
1600	California Department of Fish & Wildlife	N/A	N/A	N/A
401	Report of Waste Discharge (RWD) from the State Water Resources Quality Control Board	N/A	N/A	N/A
404	Approved Jurisdictional Determination (AJD) from U.S. Army Corps of Engineers	N/A	N/A	N/A
2081	Incidental Take Permit from California Department of Fish & Wildlife	N/A	N/A	N/A
	Programmatic Biological Opinion from the United States Fish and Wildlife Service	N/A	N/A	N/A

Date of ECR:
Date:

ENVIRONMENTAL COMMITMENTS RECORD
(US-395 Mill and Overlay)

PM R3.9-49.0
EA 08-1G640
PN 0816000046
Generalist: JaShawn Combs
ECL:

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

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**	**Construction Task Complete**	**Environmental Compliance**	
							Date / Initials	**Date / Initials**	**YES**	**NO**
CULTURAL RESOURCES										

Date of ECR:
Date:

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD
(US-395 Mill and Overlay)

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							Date / Initials	Date / Initials	YES	NO
CUL-1: If cultural materials are discovered during construction, all earthmoving activity within 60 feet of the discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.		HPSR (11/17/21)	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Design/ Construction	SSP: 14-2.03A					
CUL-2: In the event that human remains are found the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the		HPSR (11/17/21)	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construction	SSP: 14-2.03A					

Date of ECR:
Date:

Project Phase:
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							Date / Initials	Date / Initials	YES	NO
District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909) 260-5178and Gary Jones, DNAC: (909) 261-8157. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.										
BIOLOGICAL RESOURCES										
BIO-1 (BIO-General-1): Equipment Staging, Storing & Borrow Sites. All staging, storing, and borrow sites require the approval of the Caltrans biologist.	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP: 14-6.03A					
BIO-2 (BIO-General-8): Biological Monitor. The Caltrans approved biologist much monitor project activities to ensure that measures are being	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	14-6.03A 14-6.03D (1)					

Date of ECR:
Date:

Project Phase:
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							Date / Initials	Date / Initials	YES	NO
implemented and documented.										
BIO-3 (BIO-General-9): Environmentally Sensitive Area (ESA): To address impacts to Joshua Tree Woodland, delineate this area as an ESA as shown on the plans and/or described in the specifications.	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP: 14-6.03D (3) 14-6.03A					
BIO-4 (BIO-General-10): Environmentally Sensitive Area (ESA) Fence Monitoring: Integrity inspections of Joshua Tree fencing and enclosures (onsite cleared areas) must occur throughout the duration	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP: 14-6.03D (3) 14-6.03A					

Date of ECR:
Date:

Project Phase:
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							Date / Initials	Date / Initials	YES	NO
of the project 30 days prior to commencing project activities and after activities are completed. If during construction, the fence fails, work must stop until it is repaired, and the Caltrans approved biologist inspects (and clears the job site).										
BIO-5 (BIO-General-11): Environmentally Sensitive Area (ESA) Fence Removal: All fencing must be removed as a last order of work. During removal, a Caltrans approved biologist must be present**.**	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP: 14-6.03D (3) 14-6.03A					

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							Date / Initials	Date / Initials	YES	NO
BIO- 6 (BIO-General-4): Preconstruction Surveys: Preconstruction Joshua tree and desert tortoise surveys must be conducted by a Caltrans approved biologist 3 days prior to project activities within the BSA. If a Joshua tree is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	14-6.03A					
BIO- 7 (BIO-General-6): Species Avoidance: If during project activities a Joshua Tree or desert tortoise is discovered within the project site, all construction activities	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	14-6.03A					

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Date:

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							Date / Initials	Date / Initials	YES	NO
must stop within 10 ft and the Caltrans biologist and Resident Engineer must be notified. Coordination with USFS and/or USFWS may be required prior to restarting activities.										
BIO-8 (BIO-General-7): Worker Environmental Awareness Program (WEAP): A Caltrans approved biologist must present a biological resource information program/WEAP for special-status species prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP: 14-6.03A					

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							Date / Initials	Date / Initials	YES	NO
BIO-9 (BIO-General-16): Invasive Weed Control: To address impacts to special status plant species and Monarch butterfly habitat, a Caltrans approved biologist must identify invasive plants within the PIA during culvert replacement. Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP: 14-6.03A					
BIO-10 (BIO-Plant-1): Rare Plant Surveys, Flagging, and Fencing: Within 3 days prior to construction, a preconstruction survey must be conducted by a Caltrans approved biologist for	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP: 14-6.03 A					

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							Date / Initials	Date / Initials	YES	NO
special-status species and Joshua trees within the PIA. These species must be flagged for visual identification to construction personnel for work avoidance. Any of these species detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.										
BIO-11 (BIO-General-12): Animal Entrapment: To prevent inadvertent entrapment of desert tortoise during project activities, all excavated steep-walled holes or trenches more than 5”	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP: 14-6.03A					

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							Date / Initials	Date / Initials	YES	NO
deep must be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the Caltrans approved biologist.										
BIO-12 (BIO-Reptile-1): Equipment Flagging: After each shift, order project	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized	Pre-Construction,	SSP:					

Date of ECR:
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							Date / Initials	Date / Initials	YES	NO
personnel to attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment for desert tortoises before operating equipment during the next shift.			Biologist/ Contractor	During Construction	14-6.03A					
BIO-13 (BIO-General-2): Temporary Artificial Lighting Restrictions: To address impacts to special-status species, artificial lighting must be directed at the job site to minimize light spill over onto the PIA if project activities occur at night.	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction						
BIO-14 (BIO-General-14): Predator Prevention: Project personnel are	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized	Pre-Construction,	SSP: 14-6.03A					

Date of ECR:
Date:

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD
(US-395 Mill and Overlay)

PM R3.9-49.0
EA 08-1G640
PN 0816000046
Generalist: JaShawn Combs
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	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
prohibited from feeding wildlife or bringing pets onto the job site.			Biologist/ Contractor	During Construction						
BIO-15 (BIO-Avian-1): Preconstruction Nesting Bird Survey: If project activities cannot avoid the nesting season, generally regarded as February 1 – September 30, then preconstruction nesting bird surveys must be conducted up to the limit of the BSA no later than 3 days prior to construction by a Caltrans approved biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer may be established and monitored by the Caltrans	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP: 14-6.03B					

Date of ECR:
Date:

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD (US-395 Mill and Overlay)

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EA 08-1G640
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							Date / Initials	Date / Initials	YES	NO
Stewardship Biologist or Caltrans approved biologist until the young have fled.										
BIO-16 (BIO-Avian-2): Preconstruction Burrowing Owl Survey: Two burrowing owl preconstruction surveys must be performed: one survey 14 to 30 days prior to project activities, and one survey 24 hours prior to project activities.	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP: 14-6.03A					
BIO-17 (BIO-General-13): Animal Sheltering: To prevent inadvertent harm of the Mojave Ground Squirrel (MGS) during project activities, all construction materials, including but not	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP: 14-6.03A					

Date of ECR:
Date:

Project Phase:
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ENVIRONMENTAL COMMITMENTS RECORD (US-395 Mill and Overlay)

PM R3.9-49.0
EA 08-1G640
PN 0816000046
Generalist: JaShawn Combs
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	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
limited to culverts and sections of pipe, must be inspected for the presence of wildlife sheltering in them prior to use or movement of those materials. Sheltering animals must be released by the Caltrans approved biologist.										
BIO-18 (BIO-Arthropod-1): Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing: No more than 3 days prior to the project activities, a Caltrans approved biologist must perform a preconstruction survey for rare insect host plants. Should any rare insect host plants be found, the Resident Engineer and	VI-VII	NES (11/15/2021)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP: 14-6.03A					

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Caltrans must be contacted, and host plants must be flagged by the Caltrans approved biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmental Sensitive Area (ESA) temporary fencing.										
TRAFFIC AND TRANSPORTATION/BICYCLE AND PEDESTRIAN FACILITIES										
TR-1: Prior to construction, a Traffic Management Plan will be developed by Caltrans to minimize potential impacts on emergency services and		ISMND	District Design / District Traffic Management / District	Pre-Construction						

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commuters during construction.			Environmental Planning / Resident Engineer / Contractor							
WATER QUALITY AND STORM RUNOFF										
WQ-1: Prior to the start of construction, a SWPP for reducing impacts on water quality shall be developed by the contractor, and approved by the Department.		ISMND	Resident Engineer	Pre-Construc tion						
WQ-2: The SWPPP control measures shall address the following categories: soil stabilization practices; sediment control practices; sediment tracking control practices; wind erosion control practices; and non-stormwater management and		ISMND	District Design / District Storm Water / Resident Engineer / Contractor	Pre-Construc tion						

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waste management and disposal control practices.										
WQ-3: The contractor shall be required to comply with water pollution control provisions and SWPPP and conform to the requirements of the Department's Standard Specification Section 7-1.01G "Water Pollution," of the Standard Specifications.		ISMND	District Design / District Storm Water / Resident Engineer / Contractor	Construc tion						
WQ-4: If necessary, soil disturbed areas of the project site will be fully protected using soil stabilization and sediment control BMPs at the end of each day, unless fair weather is predicted.		ISMND	District Design / District Storm Water / Resident Engineer / Contractor	Construc tion						

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NOISE AND VIBRATION										
NOI-1: The contractor shall comply with all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract.		ISMND	District Design / District Environmental Engineering / Resident Engineer / Contractor		SSP: 14-8.02					
NOI-2: Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler or a type recommended by the manufacturer. No internal combustion engine shall be		ISMND	District Design / District Environmental Engineering / Resident Engineer / Contractor		SSP: 14-8.02					

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operated on the project without the muffler.										
HAZARDOUS WASTE / MATERIALS										
HAZ-1: Include SSP 6-1.03B for conditions for use of local materials.	1	ISA Checklist (10/01/2021)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	SSP: 6-1.03B					
HAZ-2: Include SSP 14-11.14 for treated wood waste generated from guardrail and signposts.	1	ISA Checklist (10/01/2021)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	SSP: 14-11.14					

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HAZ-3: Include SSP 14-11.15 if the project will dispose of electrical equipment containing hazardous material.	1	ISA Checklist (10/01/2021)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	SSP: 14-11.15					
AIR QUALITY										
AQ-1: Fugitive Dust: Contractor must abide by Caltrans' provisions in Section 14-9, Air Quality of the 2018 Standard Specifications and Special Provisions.			District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	SSP: 14-9					
AQ-2: Implement and follow Erosion Control and Air Quality Best Management Practices (BMPs).										

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AQ-3: Comply with AQMD rule 403 for Fugitive Dust and Caltrans Standard Specification Section 14-9.					SSP: 14-9					