State Route 247 Pavement Rehabilitation and Shoulder Widening Project

SAN BERNARDINO COUNTY, CALIFORNIA
DISTRICT 8 – SBD – 247 (PM 0.0/23.0)
EA 08-1J2700/PN 0818000014

Initial Study with (Proposed) Mitigated Negative Declaration/Environmental Assessment

Prepared by the
State of California, Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

March 2022

General Information about This Document

What's in this document:

The California Department of Transportation (Department), as assigned by the Federal Highway Administration (FHWA), has prepared this Initial Study/Environmental Assessment (IS/EA), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in San Bernardino County, California. The Department is the lead agency under the National Environmental Policy Act (NEPA). The Department is also the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- We'd like to hear what you think. If you have any comments about the proposed project, please send your written comments via postal mail or email to the Department by the deadline.
- Send comments via postal mail to:
- Shawn Oriaz, Environmental Branch Chief
  Department of Transportation, Environmental Planning
  464 West Fourth Street, 6th Floor, MS-827
- San Bernardino, CA 92401-1400
- Send comments via email to: sr247-improvements@dot.ca.gov
- Be sure to send comments by the deadline: May 6, 2022.

What happens next:

After comments are received from the public and reviewing agencies, the Department, as assigned by the FHWA, 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 obtained, the Department could design and construct all or part of the project.

Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Shawn Oriaz, Environmental Planning, 464 West Fourth Street, 6th Floor, MS-827, San Bernardino, CA 92401-1400; (909) 388-7034 (Voice), 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.

This Project is to extend the life of the existing pavement and improve ride quality along State Route 247 from State Route 62 to 0.4 miles north of Gin Road in San Bernardino County (Postmile 0.0 to Postmile 23.0).

INITIAL STUDY with (Proposed) Mitigated Negative Declaration/ Environmental Assessment

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

THE STATE OF CALIFORNIA
Department of Transportation

.

Cooperating Agencies:
Bureau of Land Management

Responsible Agencies:
California Transportation Commission
Colorado River Regional Water Quality Control Board

3/16/2022
Date

Kurt Heidelberg
Kurt Heidelberg
Deputy District Director
District 8, Division of Environmental Planning
California Department of Transportation
CEQA/NEPA Lead Agency

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

Shawn Oriaz,
Senior Environmental Planner
California Department of Transportation
464 West Fourth Street, 6th Floor, MS-827
San Bernardino, CA 92401-1400
(909) 388-7034

PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (the Department) proposes to extend the life of the existing pavement and improve ride quality along State Route 247 from State Route 62 to 0.4 miles north of Gin Road in San Bernardino County. The scope of work consists of cold plane and overlay from post mile (PM) 0.0 to PM 23.0, shoulder widening to current standards from PM 20.3 to PM 23.0, culvert and drainage repairs and improvements, regradng of the roadway between PM 2.9 and PM 3.0, constructing rock slope protection (RSP) at PM 0.3, and installation of bicycle lane markings and signs from PM 1.6 to PM 23.0.

Determination

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

The Department 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:

- Land Use
- Coastal Zone
- Wild and Scenic Rivers
- Parks and Recreational Facilities
- Growth
- Farmlands/Timberlands
- Community Impacts
- Environmental Justice
- Utilities/Emergency Services
- Traffic & Transportation/Pedestrian & Bicycle
- Visual/Aesthetics
- Paleontological Resources
- Air Quality
- Noise
- National Marine Fisheries Service Resources
- Section 4(f) Resources
- Energy
- Wildfire

In addition, the proposed project would have less than significant effects to:

- Relocations and Real Property Acquisition
- Cultural Resources
- Hydrology & Floodplain
- Water Quality And Storm Water Runoff
- Geology/Soils/Seismic/Topography
- Natural Communities
- Plant Species
- Animal Species
- Invasive Species

With the following mitigation measures incorporated, the proposed project would have less than significant effects to: Hazardous Waste/Materials, Wetlands and other Waters, and Threatened & Endangered Species:

HAZ-1: An ADL survey is recommended along the shoulders of SR-247 adjacent to the project area in areas that might be disturbed during culvert and roadway widening construction activities.

HAZ-2: A Lead Based Paint (LBP) survey is recommended prior to demolition or disturbance of suspect LBP.

HAZ-3: During subsurface work, samples of suspect ACM (e.g., underground utilities, pavements with reinforcing fabric, weep hole liners, etc.) if found, should be collected for laboratory analysis of asbestos prior to any renovation or demolition, in order to determine the need for compliance with EPA National Emission Standard for Hazardous Air Pollutants (NESHAP) regulations.

HAZ-4: A Phase II Environmental Site Assessment will be required for acquisition of the new properties to identify hazardous and potential hazardous waste contamination within and adjacent to the project location.

BIO-General-1 - Equipment Staging, Storing, and Borrow Sites: All staging, storing, and borrow sites require the approval of the Contractor-supplied biologist.

Bio-General-4 - Preconstruction Surveys: Preconstruction pallid San Diego pocket mouse and Mohave ground squirrel surveys must be conducted by a Contractor Supplied Biologist 7 days prior to project activities within the shoulder widening PIA (PM 20.3 to PM 23.0). If a pallid San Diego pocket mouse or Mohave ground squirrel is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures (i.e. protocol surveys) and/or agency coordination may be required.

Bio-General-6 - Species Avoidance: If during project activities a western Joshua tree (*Yucca brevifolia*) is discovered within the project site, all construction activities must stop within 40 feet

from the tree centerline and the Caltrans biologist and Resident Engineer must be notified. Coordination with CDFW and San Bernardino County may be required prior to restarting activities. If during project activities a desert tortoise is discovered within the project site, all construction activities must stop within 100 feet and the Caltrans biologist and Resident Engineer must be notified. Coordination with the USFWS, BLM, and CDFW may be required prior to restarting activities.

Bio-General-7 - Worker Environmental Awareness Program (WEAP): A Contractor Supplied biologist must present a biological resource information program/WEAP for desert tortoise, BLM Sensitive species, and special-status invertebrates, plant, reptiles, birds, mammals, and bats, 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-General-16 - Invasive Weed Control: To address impacts to the shoulder widening PIA (PM 20.3 to PM 23.0) and drainage improvement PIA (PM 0.3, PM 3.0, and PM 3.59), the Contractor Supplied biologist must identify the following CAL-IPC noxious weed species, plus any others incidentally observed -- Limited species: *Schismus* spp., puncture vine (*Tribulus terrestris*), and *Eucalyptus* spp. CAL-IPC Moderate rated species: Bermuda grass (*Cynodon dactylon*). CAL-IPC High rated species: tamarisk (*Tamarix ramosissima*). Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.

Bio-Plant-1 - Rare Plant Surveys, Flagging and Fencing: Within 30 days prior to construction and within the rare plant bloom season of March-June, a preconstruction survey must be conducted by a Contractor Supplied Biologist for special-status plant species within a 100-foot buffer for construction staging areas outside of previously-paved or developed areas within the BSA. Western Joshua tree, ivory-spined agave, San Bernardino milk-vetch, Lane Mountain milk-vetch, triple-ribbed milk-vetch, Fremont barberry, alkali mariposa lily, white-bracted spineflower, desert cymopterus, purple-nerve cymopterus, Mojave tarplant, Mojave monkeyflower, Parish's daisy, flat-seeded spurge, little San Bernardino Mountains linanthus, Mojave menodora, Robison's monardella, short-joint beavertail, Beaver Dam breadroot, white-margined beardtongue, Death Valley sandpaper-plant, and Latimer's woodland-gilia, plus any other rare plants, must be flagged for visual identification to construction personnel for work avoidance. Rare plants detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.

Bio-Arthropod-1 - Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing: No more than 30 days prior to project activities, a Contractor Supplied biologist must perform a preconstruction survey for rare insect host plants within the Project shoulder widening impact area (PM 20.3 to PM 23). Should any rare insect host plants be found, the Resident

Engineer and Caltrans biologist must be contacted, and host plants must be flagged by the Contractor Supplied 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 Environmentally Sensitive Area (ESA) temporary fencing.

Bio-Reptile-1 - Equipment Flagging: Project personnel must attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment for special-status reptile species - southern California legless lizard, red-diamond rattlesnake, desert tortoise, coast horned lizard, and Mojave fringe-toed lizard - before operating equipment at any time.

Bio-Reptile-2 - Pre-Project Surveys: To assess the number of listed reptile species that may be potentially impacted, pre-project surveys for desert tortoise must be conducted within the shoulder widening and culvert drainage PIA according to either the current protocol provided by the USFWS or a modified protocol agreed upon by the BLM and CDFW.

Bio-Reptile-5 - Trash/Predation: Caltrans must implement measures to reduce the attractiveness of job sites to southern California legless lizard, red-diamond rattlesnake, desert tortoise, coast horned lizard, and other subsidized predators by controlling trash and educating workers.

Bio-Reptile-8 - Rock Slope Protection: To prevent trapping of desert tortoise, interstitial spaces within rock slope protection must be partially filled with concrete grout or sand.

Bio-DT-1 - Agency Notification & Reporting Requirements: Any worker who observes desert tortoises within or near the job site found alive, injured, or dead during the implementation of the project must provide immediate notification to the Resident Engineer and Caltrans biologist. Caltrans biologist must then notify USFWS and CDFW. Veterinary treatment and/or final deposition must follow USFWS and CDFW approval.

Bio-DT-2 - Desert Tortoise Translocation: If determined necessary for this project, desert tortoise translocation must follow the current FWS Biological Opinion guidelines, BLM guidance, and CDFW 2081 permit measures, as applicable.

_____ _____

Kurt Heidelberg
Deputy District Director
District 8, Division of Environmental Planning
California Department of Transportation

Date

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Chapter 1 – Proposed Project

Introduction

1.1 NEPA Assignment

California participated in the "Surface Transportation Project Delivery Pilot Program" (Pilot Program) pursuant to 23 USC 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the Department entered into a Memorandum of Understanding pursuant to 23 USC 327 (NEPA Assignment MOU) with FHWA. The NEPA Assignment MOU became effective October 1, 2012, and was renewed on December 23, 2016, for a term of five years, which was granted an extension on December 8, 2021 until April 29, 2022. In summary, the Department continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and the Department assumed all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to the Department under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

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

State Route 247 (SR-247) is a two-lane undivided conventional highway beginning at its junction with State Route 62 (SR-62) in the Town of Yucca Valley and terminating at I-15 in the City of Barstow. The total route length is 78.1 miles and entirely within San Bernardino County. Shoulders have the standard 8-foot width, except between post mile (PM) 20.3 to PM 23.0 where the shoulder width varies from 2 feet to less than 1 foot. Shoulder and centerline rumble strips are present.

SR-247 connects several High Desert cities and communities, providing access to rural residential communities as well as several military bases including the Marine Corps Air Ground Combat Center Twentynine Palms, the Marine Corps Logistics Base Barstow and the National Training Center Fort Irwin, via I-15, I-40 and SR-62. Within the project limits, the highway traverses flat and rolling desert terrain and passes through the incorporated Town of Yucca Valley and the San Bernardino County communities of Flamingo Heights, Johnson Valley and Landers.

The Department proposes to extend the life of the existing pavement and improve ride quality along SR-247 from SR-62 to 0.4 miles north of Gin Road in San Bernardino County. The scope of work consists of cold plane and overlay from post mile (PM) 0.0 to PM 23.0, shoulder widening to current standards from PM 20.3 to PM 23.0, culvert and drainage repairs and improvements at PM 3.0 and PM 3.59, regrading of the roadway between PM 2.9 and PM 3.0, constructing rock slope protection (RSP) at PM 0.3, and installation of bicycle lane markings and signs from PM 1.6 to PM 23.0. The total length of the project is 23 miles. A regional vicinity map and project location maps are provided in **Figure 1.1** and **Figure 1.2**, respectively.

This project is included in the Final 2021 Federal Transportation Improvement Program (FTIP) and is proposed for funding from the HA22 program (2020 SHOPP – State Highway Operation and Protection Program; SHP03 - Roadway Rehabilitation). It is included in the list of grouped projects for pavement resurfacing and/or rehabilitation under the auspices of the San Bernardino County Transportation Authority (SBCTA).

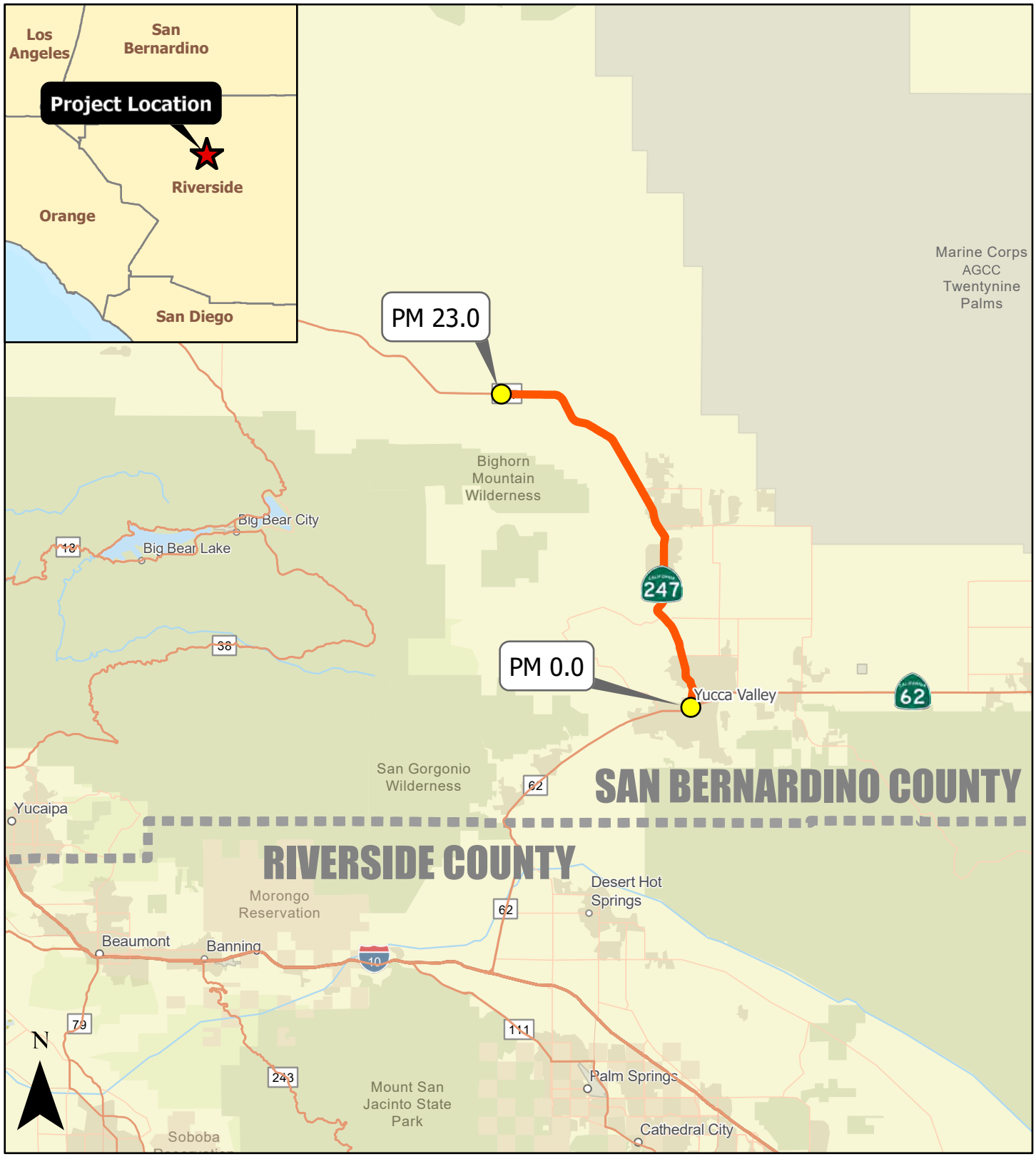
1.2 Purpose and Need

1.2.1 Purpose:

The purpose of the project is to extend the pavement life and improve the ride quality of the facility. It is also proposed to implement preservation treatments to existing asphalt concrete (AC) pavement where needed.

1.2.2 Need:

The 2016 Pavement Condition Report (PCR) indicates that the pavement within the project limits exhibits minor distress with poor ride quality.



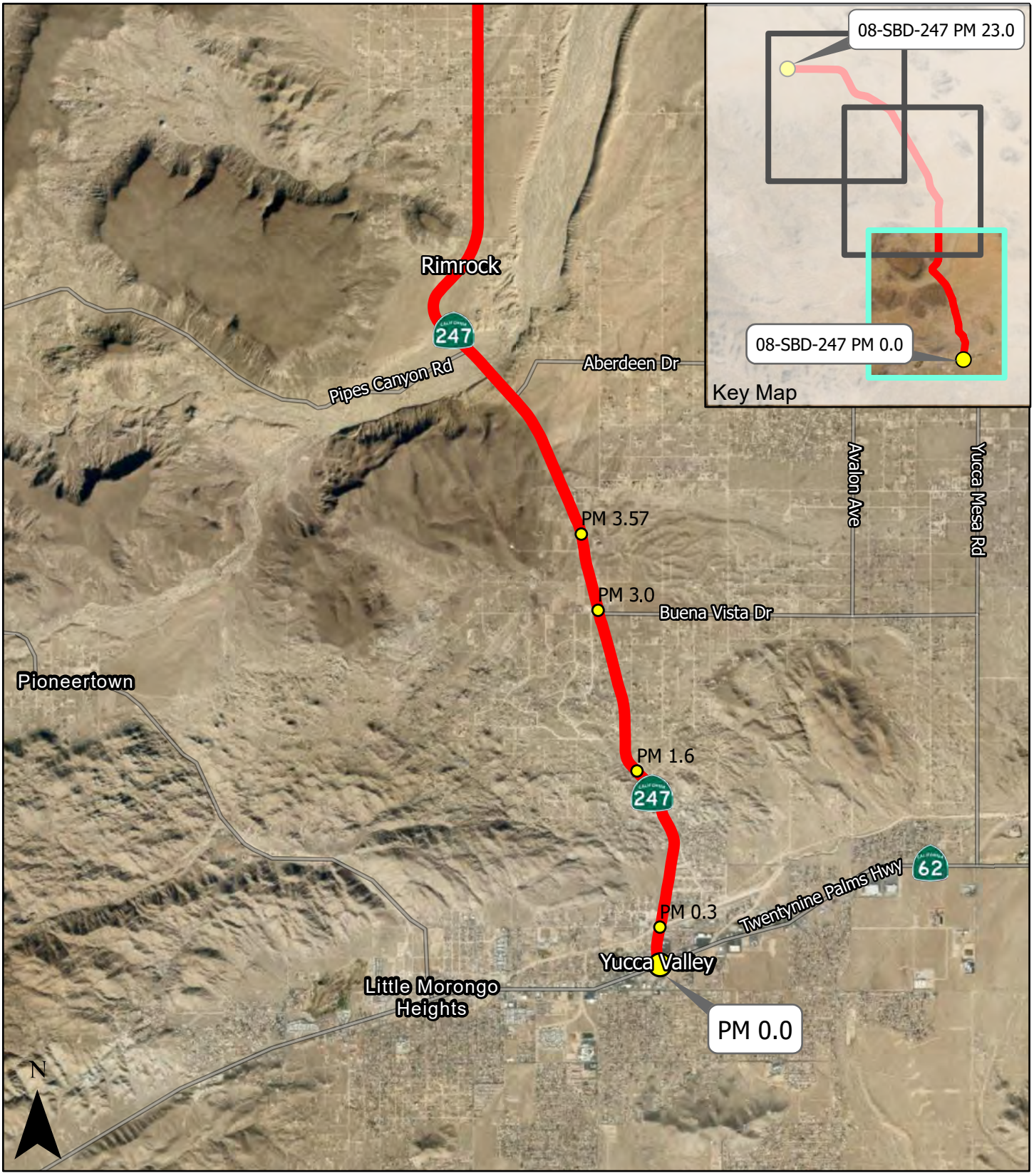
Legend

Postmile — Highway

Project Area — CA County Boundary

0 4 8 16 Miles

Figure 1.1
Regional Vicinity Map
SBD-247 Pavement Rehabilitation Project



Legend

Begin/End Postmile | Key Postmile | Project Area

0 0.5 1 2 Miles

Figure 1.2A
Project Location Map - Segment 1
SBD-247 Pavement Rehabilitation Project

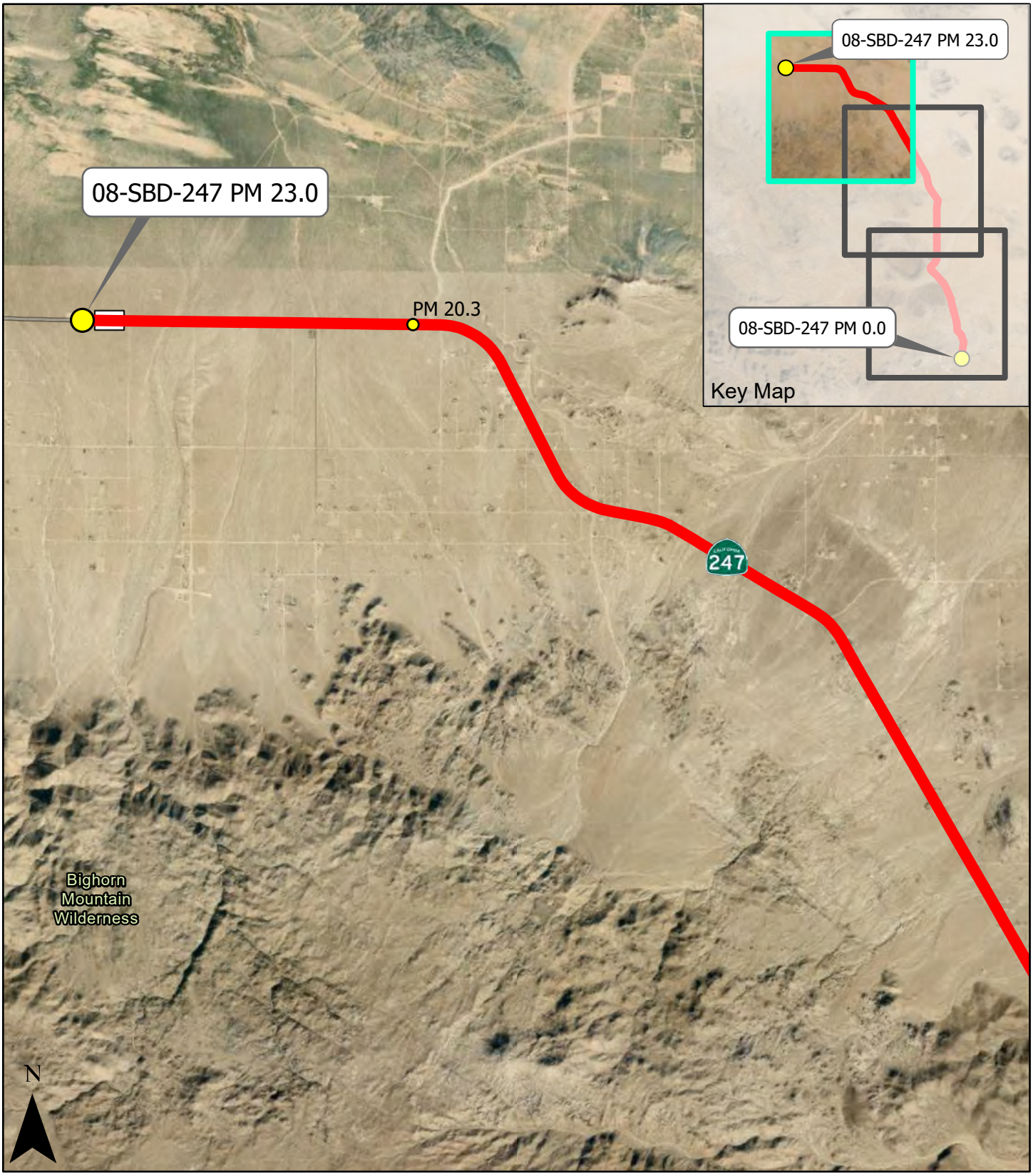
Legend

Begin/End Postmile

Project Area

0 0.5 1 2 Miles

Figure 1.2B
Project Location Map - Segment 2
SBD-247 Pavement Rehabilitation Project



Legend

Begin/End Postmile | Key Postmile | Project Area

0 0.5 1 2 Miles

Figure 1.2C
Project Location Map - Segment 3
SBD-247 Pavement Rehabilitation Project

1.2.3 Capacity, Transportation Demand, and Safety

The current and expected traffic characteristics on SR-247 are shown on the following tables:

Table 1.1 – SR-247 Mainline Traffic Data

SR 247 Mainline Traffic Data Information (PM 0.0-23.0) Source: Caltrans Census					
	Year 2021	**Year 2026**	**Year 2036**	**Year 2046**	**Year 2066**
Annual Average Daily Traffic (AADT)	11,900	12,700	14,600	16,000	17,800
2-way Peak Hour Volume (PHV)	1,120	1,160	1,230	1,310	1,460
One-way PHV	590	610	650	690	770
Directional Split	53%	53%	53%	53%	53%
Truck % in AADT	10%	10%	10%	10%	10%
Truck % in PHV	5%	5%	5%	5%	5%

Table 1.2 – SR-247 Mainline Traffic Index

SR-247 Mainline Traffic Index (PM0.0-23.0) Construction Completion Acceptance (CCA) year 2026		
Traffic Index Year	**Mainline**	**Shoulder**
10 Year (ESAL)	1,626,085	32,522
10 Year TI	**9.5**	**6.0**
20 Year (ESAL)	3,628,364	72,567
20 Year TI	**10.5**	**6.5**
40 Year (ESAL)	8,097,397	161,948
40 Year TI	**11.5**	**7.5**

Caltrans Traffic Accident Surveillance & Analysis System (TASAS) Table B indicates the following summary of collision data during the most current three-year period from May 01, 2018 to April 30, 2021 for the locations shown below.

Table 1.3 – Summary of Collision Data: SR-247 Mainline

Actual Rates and Average Rates (# of Accidents/Million Vehicle Miles)						
Location Mainline	Actual Accident Rates			Average Rates		
	Fatal	Fat+Inj	Total	Fatal	Fat+Inj	Total
PM 0.0 to 23.0	0.018	.16	.42	0.023	.34	.76

Type of Collisions								
Head - On	Sideswipe	Rear - End	Broadside	Hit-Object	Overturn	Auto - Ped	Other	Not Stated
8.6%	6.5%	24.7%	21.5%	26.9%	7.5%	1.1%	3.2%	0.0%

Primary Collision Factors										
HBD	FTC	FTY	IT	ESS	OV	ID	OTD	UNK	FA	NS
8.6 %	4.3 %	16.1%	21.5 %	24.7 %	21.5%	0.0%	3.2 %	0.0%	0.0%	0.0%

Source: Caltrans, Traffic Accident Surveillance and Analysis System (TASAS). Data retrieved June 9-10, 2021

HBD	= Influence of Alcohol	IT	= Improper Turn	OTD	= Other Than Driver
FTC	= Follow too Close	ESS	= Speeding	UNK	= Unknown
FTY	= Failure to Yield	OV	= Other Violations	FA	= Fell Asleep
NS	= Not Stated	ID	= Improper Driving		

According to the Caltrans Traffic Accident Surveillance and Analysis System (TASAS), Traffic Selective Accident Retrieval (TSAR), and Selective Accident Rate Calculation (Table B), the three-year traffic accident history for this segment of SR- 247 resulted in the actual fatal, fatal plus injury and total rates are lower than the statewide average for similar facilities. For the three-year period, according to TSAR, the major types of collisions are Hit- Object, Rear-End and Broadside.

1.2.4 Roadway Deficiencies

Problem, Deficiencies, Justification

The pavement rehabilitation will extend the service life of existing pavement and improve the ride quality along this segment of Route 247. Construction of the 8.0’ standard shoulder (PM 20.3 to 23.0) will enhance safety along the route. Improvements to the drainage system at three locations will extend the life of the facility, enhance safety, and reduce maintenance needs at these locations.

1.2.5 Regional and System Planning

According to the Town of Yucca Valley’s General Plan Circulation Element Roadway Classifications, the segment of SR-247 that lies within Town limits (PM 0.0 - 4.8) is classified as a four-lane divided highway. Additionally, a smaller segment of SR-247 within Town limits (PM 0.3 - 0.8) is identified in the Circulation Element for a future Class II bicycle lane.

The proposed project is consistent with statewide, regional, and local planning goals and will be coordinated with governmental, regulatory, and private agencies in the area, if needed, to ensure consistency with specific local goals and objectives.

1.2.6 Modal Interrelationships and System Linkages

SR-247 connects several High Desert cities and communities, providing access to rural residential communities as well as several military bases including the Marine Corps Air Ground Combat Center Twentynine Palms, the Marine Corps Logistics Base Barstow and the National Training Center Fort Irwin, via I-15, I-40 and SR-62. Within the project limits, the highway connects the incorporated Town of Yucca Valley and the San Bernardino County communities of Flamingo Heights, Johnson Valley and Landers with the regional highway network.

1.2.7 Independent Utility and Logical Termini

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

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

2. Have independent utility or independent significance (be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made).

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

The proposed project in San Bernardino County will extend from the southern terminus of SR-247 (SR-62 in Yucca Valley, PM 0.0) to the point where the 8.0’ standard shoulder (PM 23.0) needs to be constructed to the standard configuration. This segment of SR-247 (PM 0.0 to PM 23.0) also requires pavement rehabilitation; PM 23.0 therefore serves as a logical point to terminate the project. The project is not dependent on similar or other improvements along other segments of SR-247 or on any connecting highway or other transportation facility. The project is of sufficient length, with project termini logically placed, to allow environmental issues to be addressed on a broad scope. As such, the proposed project is considered a project with independent utility.

1.3 Project Description

This section describes the proposed action and the project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives are the Build Alternative and the No-Build Alternative.

State Route 247 (SR-247) is a two-lane undivided conventional highway beginning at its junction with SR-62 in the Town of Yucca Valley and terminating at I-15 in the City of Barstow. The total route length is 78.1 miles, entirely within San Bernardino County in Caltrans District 8. Shoulders have the standard 8-foot width, except between post mile (PM) 20.3 to PM 23.0 where the shoulder width varies from 2 feet to less than 1 foot. Shoulder and centerline rumble strips are present.

The purpose of the project is to extend the pavement life and improve the ride quality of the facility. It is also proposed to implement preservation treatments to existing asphalt concrete (AC) pavement where needed. The 2016 Pavement Condition Report (PCR) indicates that the pavement within the project limits exhibits minor distress with poor ride quality. The project Build Alternative therefore consists of minor pavement rehabilitation to extend the life of the existing pavement and improve ride quality. In addition, widening to accommodate 8.0' outside shoulders, drainage improvements, and striping and signing the shoulders as Class II bike lanes are included as described in the following section of this report.

1.4 Project Alternatives

1.4.1 Proposed Build Alternative

Only one build alternative is considered for the project. The project Build Alternative includes pavement rehabilitation (cold plane and overlay) from post mile (PM) 0.0 to PM 23.0, shoulder widening to current standards from PM 20.3 to PM 23.0, culvert and drainage repairs and improvements at PM 3.0 and PM 3.59, regrading of the roadway between PM 2.9 and PM 3.0, constructing rock slope protection (RSP) at PM 0.3, and installation of bicycle lane markings and signs from PM 1.6 to PM 23.0.

The detailed scope of work and proposed improvements for the Build Alternative are described below:

- Cold plane 0.20-foot and overlay with 0.20-foot RHMA-G from Post Mile (PM) 0.0 to PM 23.0. Existing pavement distresses will be repaired (Partial or Full Depth Dig-outs) before overlaying the pavement.
- Shoulder widening to current standards from PM 20.3 to PM 23.0.(this Design safety feature will enhance the operational and maintenance safety of this segment of SR-247.
- Culvert and Drainage repair/improvements at PM 3.0.
- Culvert and Drainage repair/improvements at PM 3.59.
- Regrade the roadway to the between PM 2.9 and PM 3.0.

- Construct Rock Slope Protection (RSP) at both ends of Yucca Creek (flood control channel, FCC) at PM 0.3. Minor grading to direct the flow of runoff into the FCC.

- Install Bicycle Lane Markings and Signs from PM 1.6 to PM 23.0 as part of implementing complete streets.

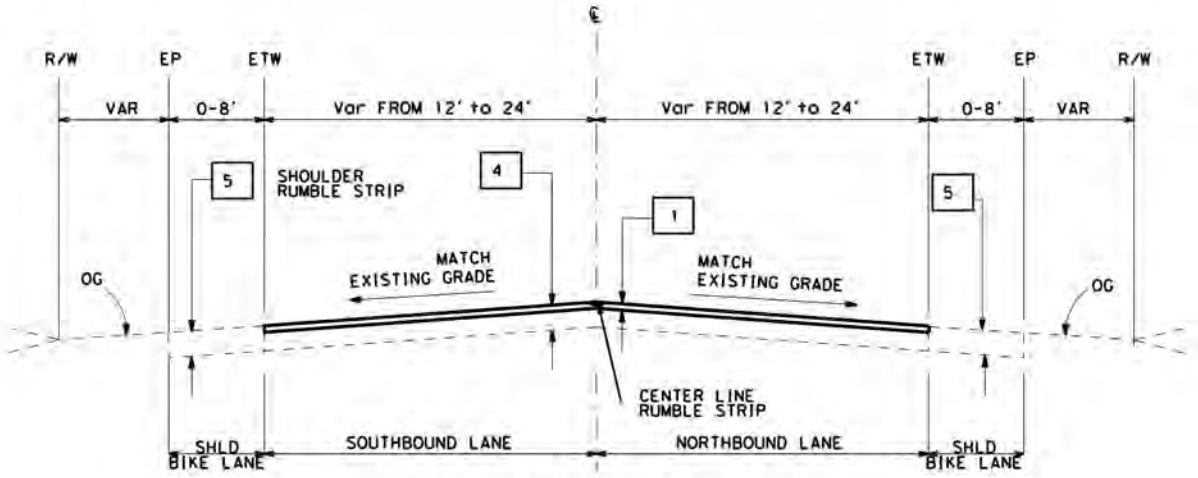
The proposed roadway cross-section at PM 20.3- 23.0 is shown in Figure 1.3. Project layout maps for the segment of shoulder widening are shown in Figure 1.4.

Non-Standard Design Features

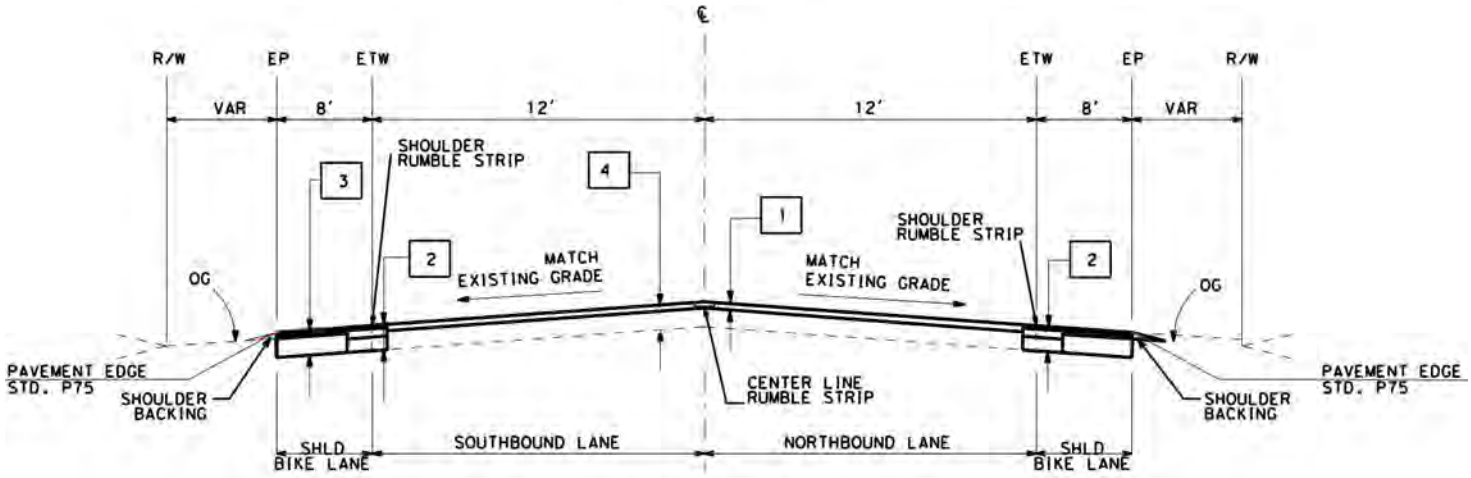
There are no non-standard features proposed for this project. Except for widening the shoulder from PM 20.3 to PM 23.0 to current standard, all other existing non-standard features, if any, will remain unchanged.

Utility and Other Owner Involvement

Utility conflicts are not anticipated at this time. However, verification of existing utilities will be required during the next phase of the project.



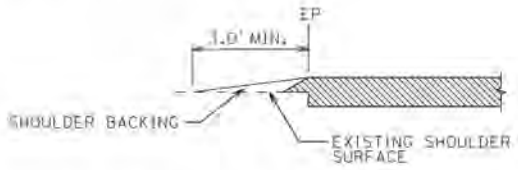
ROUTE 247
PM 0.0 TO PM 20.0



ROUTE 247
PM 20.0 TO PM 23.0

NOTES:

1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
2. EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS.



SHOULDER BACKING DETAIL
SEE STANDARD PLAN P75

STRUCTURAL SECTION NOTES:

1	0.20' COLD PLANE AC PAVEMENT 0.20' RHMA (TYPE G)
2	0.20' RHMA-G 0.50' HMA-A 0.90' CLASS 2 AB
3	0.20' RHMA-G 0.20' HMA-A 1.20' CLASS 2 AB
4	EXISTING MAINLINE PAVEMENT 0.1'-0.2' RHMA-G 0.45'-0.55' HMA-A 0.00'-0.65' AB
5	EXISTING SHOULDER PAVEMENT 0.10'-0.2' RHMA-G 0.35'-0.60 HMA-A 0.35'-0.45' AB

Figure 1.3
Proposed Roadway Cross Section
SBD-247 Pavement Rehabilitation Project

Legend

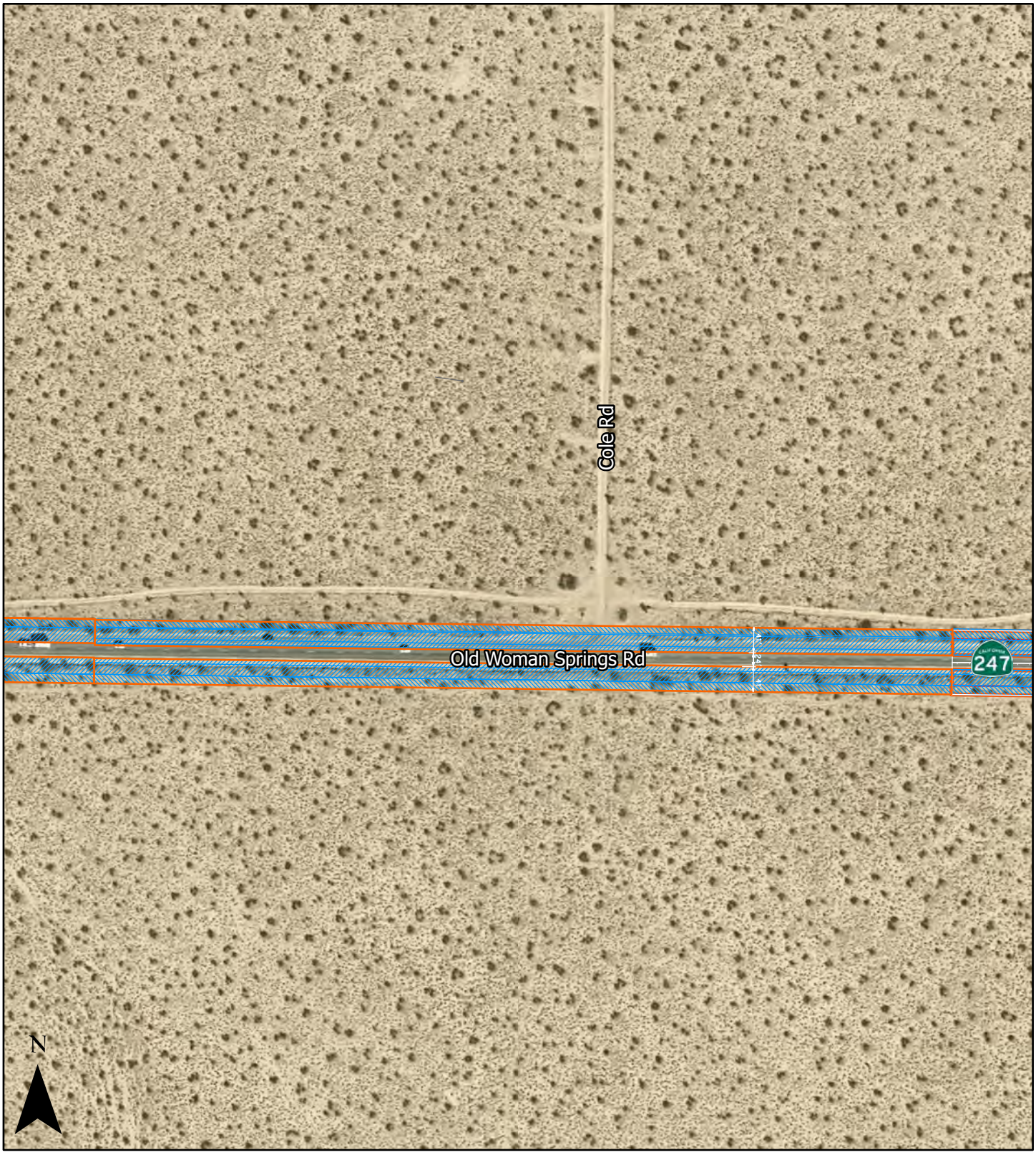
Proposed ROW

Permanent Impact Area

Permanent Impact Area

0 105 210 420 Feet

Figure 1.4A
Project Layout Map (PM 20.3 - PM23.0) - Segment 1
SBD-247 Pavement Rehabilitation Project



Legend

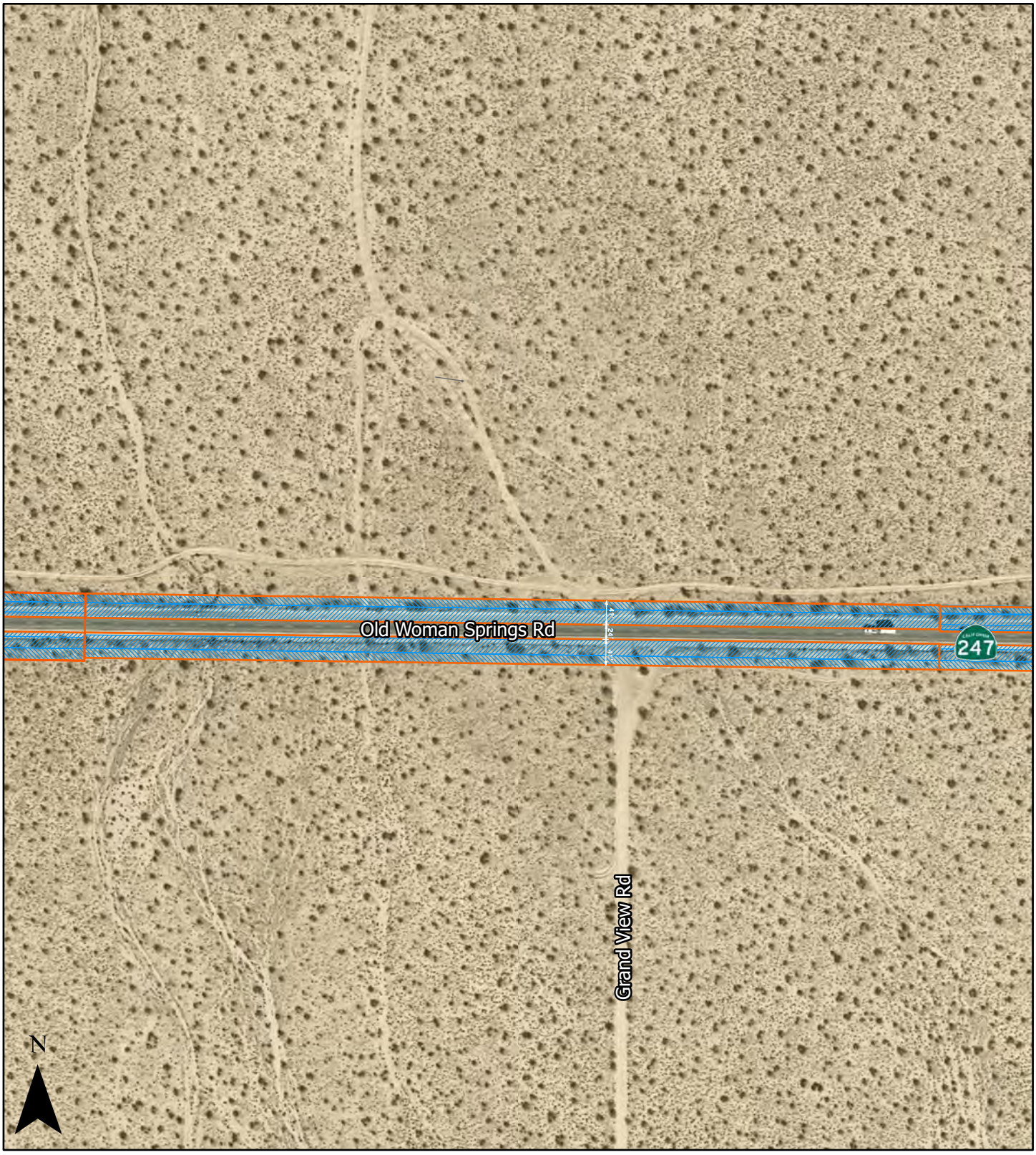
Proposed ROW

Permanent Impact Area

Permanent Impact Area

0 105 210 420 Feet

Figure 1.4B
Project Layout Map (PM 20.3 - PM23.0) - Segment 2
SBD-247 Pavement Rehabilitation Project



Legend

Proposed ROW

Permanent Impact Area

Permanent Impact Area

0 105 210 420 Feet

Figure 1.4C
Project Layout Map (PM 20.3 - PM23.0) - Segment 3
SBD-247 Pavement Rehabilitation Project

Legend

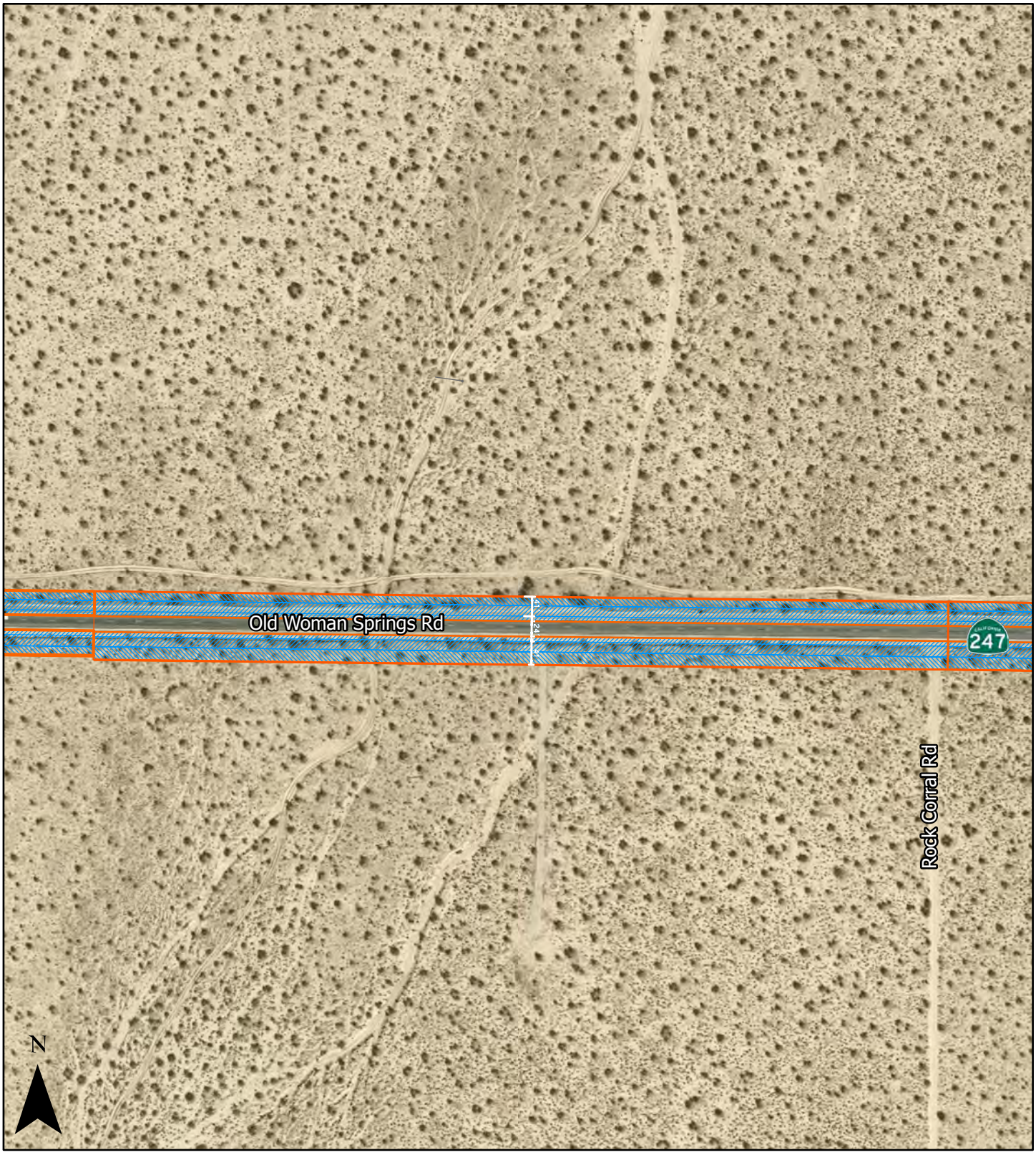
Proposed ROW

Permanent Impact Area

Permanent Impact Area

0 105 210 420 Feet

Figure 1.4D
Project Layout Map (PM 20.3 - PM23.0) - Segment 4
SBD-247 Pavement Rehabilitation Project



Legend

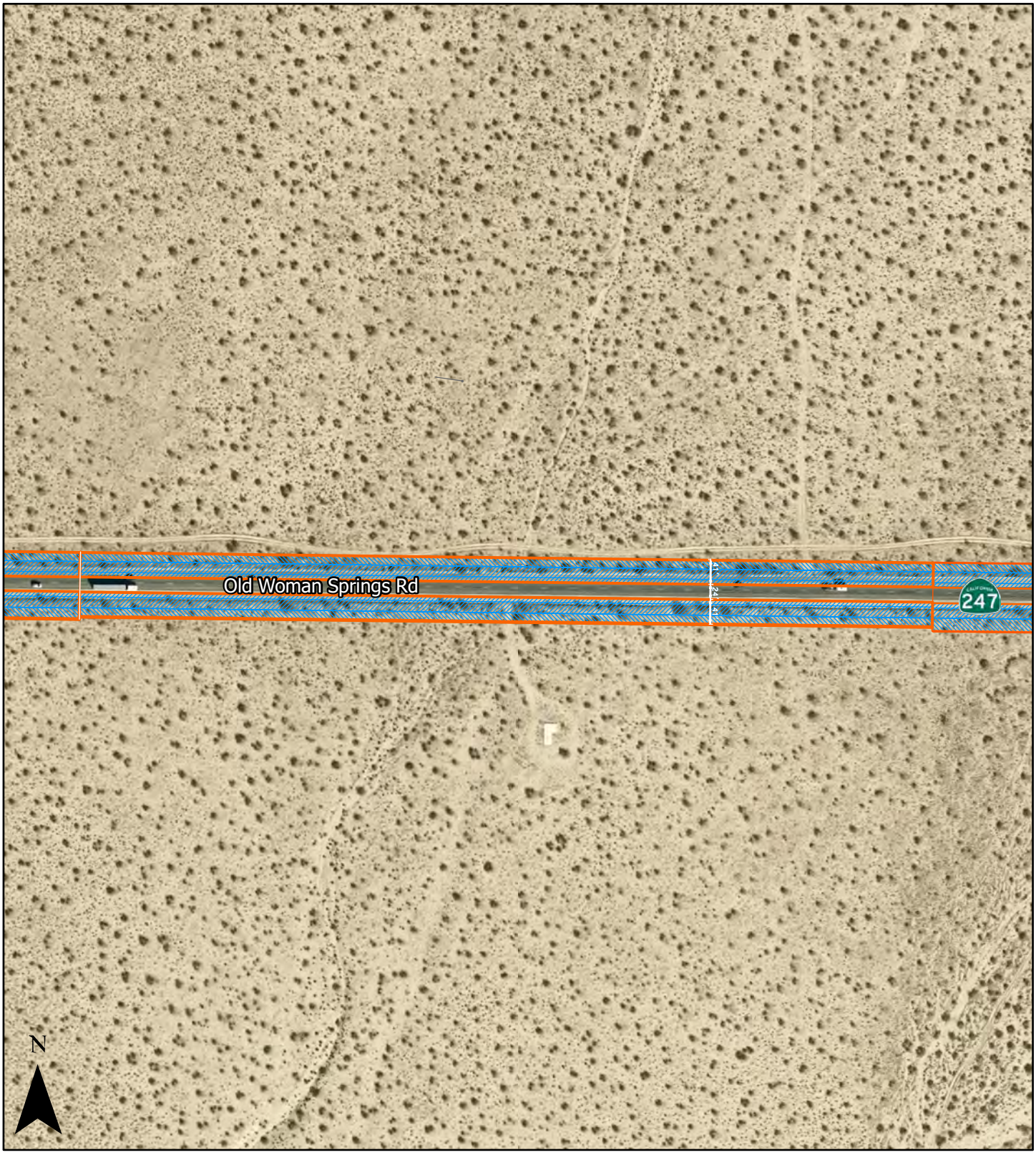
Proposed ROW

Permanent Impact Area

Permanent Impact Area

0 105 210 420 Feet

Figure 1.4E
Project Layout Map (PM 20.3 - PM23.0) - Segment 5
SBD-247 Pavement Rehabilitation Project



Legend

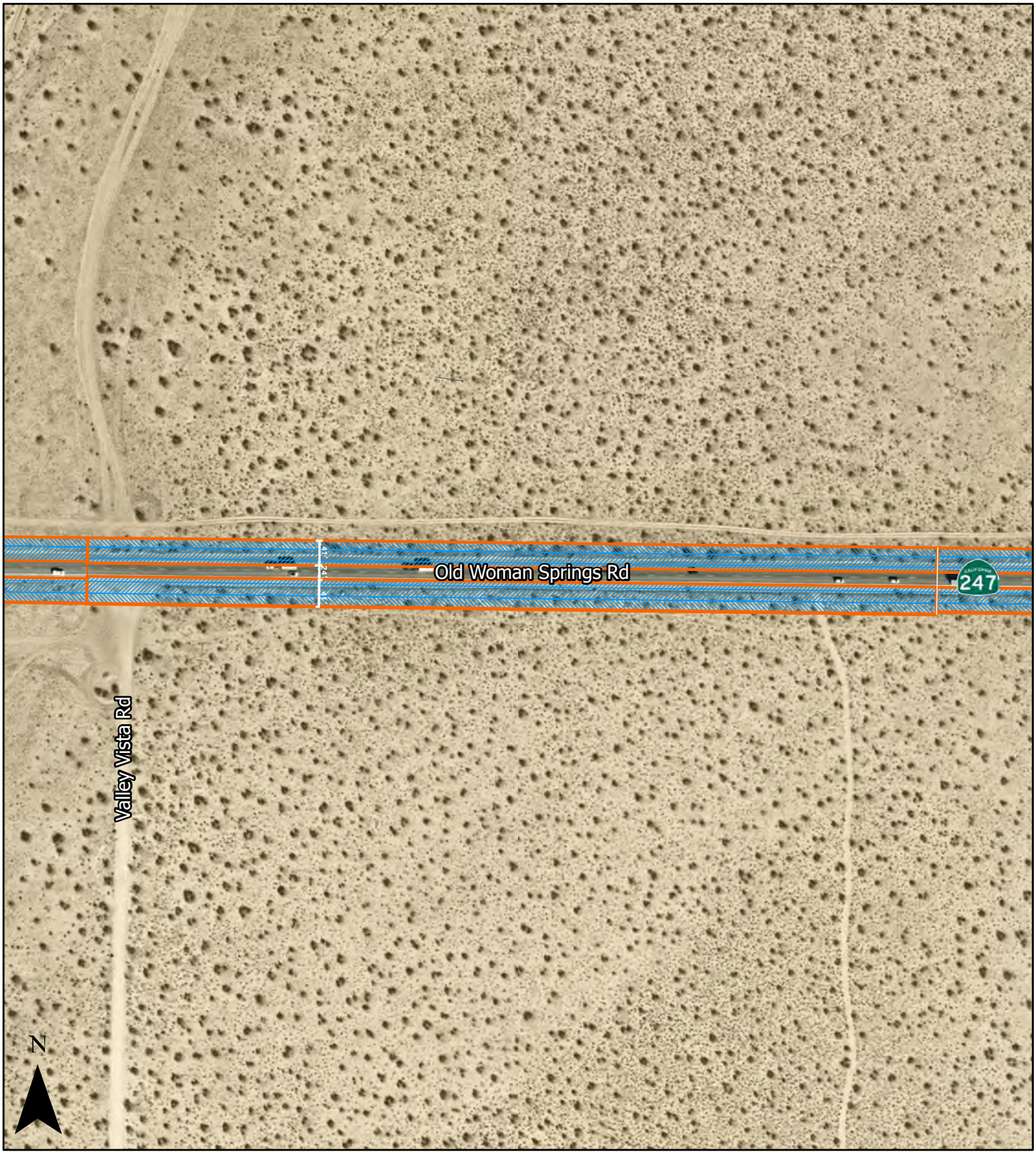
Proposed ROW

Permanent Impact Area

Permanent Impact Area

0 105 210 420 Feet

Figure 1.4F
Project Layout Map (PM 20.3 - PM23.0) - Segment 6
SBD-247 Pavement Rehabilitation Project



Legend

Proposed ROW

Permanent Impact Area

Permanent Impact Area

0 105 210 420 Feet

Figure 1.4G
Project Layout Map (PM 20.3 - PM23.0) - Segment 7
SBD-247 Pavement Rehabilitation Project

Legend

Proposed ROW

Permanent Impact Area

Permanent Impact Area

0 105 210 420 Feet

Figure 1.4H
Project Layout Map (PM 20.3 - PM23.0) - Segment 8
SBD-247 Pavement Rehabilitation Project

Legend

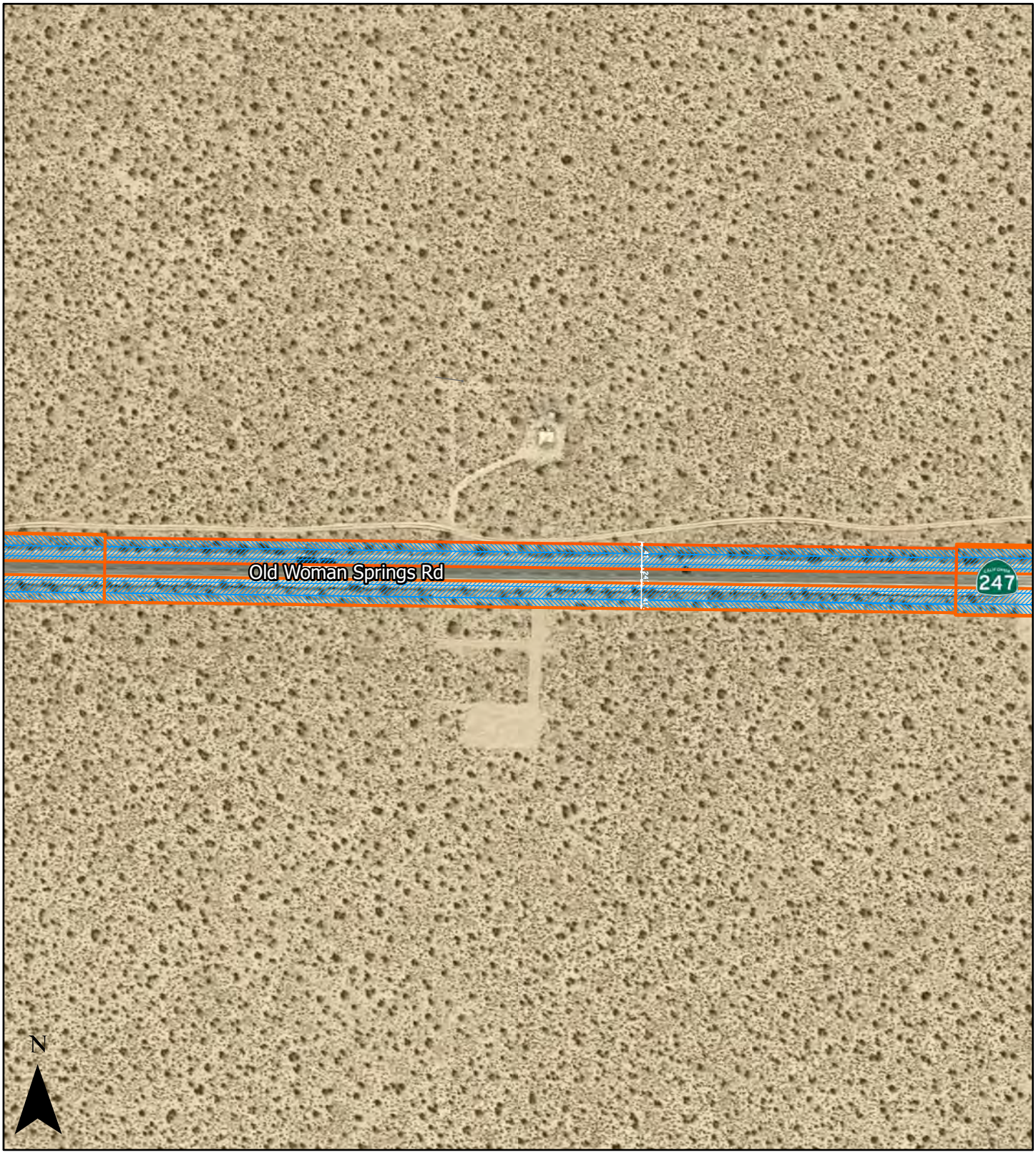
Proposed ROW

Permanent Impact Area

Permanent Impact Area

0 105 210 420 Feet

Figure 1.4I
Project Layout Map (PM 20.3 - PM23.0) - Segment 9
SBD-247 Pavement Rehabilitation Project



Legend

Proposed ROW

Permanent Impact Area

Permanent Impact Area

0 105 210 420 Feet

Figure 1.4J
Project Layout Map (PM 20.3 - PM23.0) - Segment 10
SBD-247 Pavement Rehabilitation Project

Legend

Proposed ROW

Permanent Impact Area

Permanent Impact Area

0 105 210 420 Feet

Figure 1.4K
Project Layout Map (PM 20.3 - PM23.0) - Segment 11
SBD-247 Pavement Rehabilitation Project

Railroad Involvement

No Railroad involvements are anticipated for the project.

Cost Estimates

The current total capital outlay cost for construction and right of way for this alternative is estimated at $28,150,000.

Right of Way

The scope of the project includes shoulder widening to current Caltrans standard of 8.0' feet from PM 20.3 to PM 23.0. The majority of the highway within this segment of the project falls within prescriptive rights. Additionally, this section of highway traverses 11 parcels under Bureau of Land Management jurisdiction (see Federal Lands Map, **Figure 1.5**). The construction of standard shoulders and graded slopes will result in the widening of the existing roadway and creation of new right-of-way limits. In total, partial acquisition of 52 parcels is anticipated. No displacement of any person or business will result from the right-of-way acquisition.

Erosion Control

The project will use native erosion control to stabilize the soil, while maintaining the visual character of the area. There will be no borrow/fill sites or staging areas associated with the project.

Resource Conservation and Recycling

Flexible pavement recycling techniques such as cold-in-place recycling or pulverization may be applied to this project as part of Caltrans resource conservation program.

Service Layer Credits: esri_landscape2 (Source: BLM, DoD, USFS, USFWS, NPS, PADUS 2.1), BLM Navigator

Legend

- Begin/End Postmile
- Key Postmile
- Project Area
- Bureau of Land Management
- Department of Defense
- Forest Service
- National Park Service
- OHV Recreation Area

0 1 2 4 Miles

Figure 1.5
Federal Land Map
SBD-247 Pavement Rehabilitation Project

Standardized Measures

Standardized project measures are employed on most, if not all, Caltrans projects and are not developed in response to any specific environmental impacts resulting from a project. The Build alternative includes the following standardized measures as part of the project scope. Standardized measures (such as Best Management Practices [BMPs]) are those measures that are generally applied to most or all Department projects; they allow little discretion regarding their implementation and are not specific to the circumstances of a particular project. More information on each measure can be found in the applicable sections of Chapter 2.

- Standard special provision (SSP) 14-2.03A, dealing with the discovery of unanticipated cultural materials or human remains.
- SSP 14-6.03B, dealing with nesting and migratory birds.
- SSP 14-11.07, dealing with removing yellow traffic stripe and pavement markings with hazardous waste residue.
- SSP 15-1.03B, dealing with residue containing lead from paint and thermoplastic.
- SSP 15-2.02C(2), dealing with removing traffic stripes and pavement marking containing lead.
- SSP 7-1.02K for handling, removing, and disposing of earth material containing lead.
- SSP 36-4 for residue from grinding or cold planning that contains lead from paint and thermoplastic.
- SSP 13-3.01A for construction site BMPs.
- SSP 14-11.14 for wood waste treatment.
- Inspect and clean all construction equipment prior to transporting equipment from one project location to another to avoid the introduction and spread of invasive plant species.
- Prior to construction, a Traffic Management Plan will be developed by Caltrans to minimize potential impacts on emergency services and commuters during construction.
- Construction will be conducted in accordance with Caltrans' provisions in Section 14-8.02,
- "Noise Control," of the 2015 Standard Specifications and Special Provisions.

- The provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) and the 1987 Amendments, as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the U.S. Department of Transportation (USDOT) (March 2, 1989) will be followed.

1.4.2 No-Build (No-Action) Alternative

Under the No-Build Alternative, no improvement to SR-247 would be constructed. The No Build Alternative would not enhance the pavement condition in the area; it would not provide standard paved shoulders, construct bicycle lane markings and signage, or address the drainage issues. Selecting the No Build alternative would likely result in deteriorating roadway level of service, increasing maintenance costs, and indirect economic impacts to nearby communities.

1.4.3 Comparison of Alternatives

SR-247 is a two-lane conventional highway with existing shoulders varying from one to two feet from PM 20.3 to PM 23.0. The existing shoulder widths do not meet current Caltrans Highway Design Manual standards. The pavement within the project limits along the entire length of the project route, PM 0.0 to PM 23.0, is exhibiting minor distress with poor ride quality. Drainage improvements are necessary to ensure consistent and reliable operation of the roadway and reduce future maintenance needs. The need for this project was identified in the 2016 Pavement Condition Report (PCR). The PCR identified this stretch of SR-247 as a location in need of improvements. The No Build Alternative would not enhance the pavement condition in the area, it would not provide standard paved shoulders, and it would not address the drainage issues. The No Build alternative would likely result in deteriorating ride quality, increasing maintenance costs, and indirect economic impacts through reduced level of service.

Following review and consideration of the benefits and impacts of the Build Alternative vs the No-Build Alternative, and after the public review and comment period, when all comments will be considered, the Department will select a preferred alternative and make the final determination of the project's effect on the environment. Under the California Environmental Quality Act (CEQA), if no unmitigable significant adverse impacts are identified, the Department will prepare a Negative Declaration (ND) or Mitigated ND.

Similarly, if the Department, as assigned by the Federal Highway Administration (FHWA), determines the National Environmental Policy Act (NEPA) action does not significantly impact the environment, the Department will issue a Finding of No Significant Impact (FONSI).

1.5 Permits and Approvals Needed

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

Table 1.4 - Permits, Licenses, Agreements, and Certifications

Agency	PLAC	Status
United States Fish and Wildlife Service (USFWS)	Section 7 Consultation for Threatened and Endangered Species	Programmatic Biological Opinion between Caltrans and the USFWS issued February 17, 2021.
California Department of Fish and Wildlife	1602 Agreement for Streambed Alteration	Application for 1602 permit expected after FED approval.
California Department of Fish and Wildlife	Section 2081(b) Agreement for Threatened and Endangered Species	Application for Section 2081 agreement expected after FED approval.
California Water Resources Board	National Pollutant Discharge Elimination System (NPDES) Permit Statewide Storm Water Permit (Order No. 2012-0111-DWQ-as amended NPDES No. CAS000003) and Construction General Permit (Order No. 2009-0009-DWQ, NPDES No. CAS000002)	The contractor will apply to the State Water Resources Control Board for coverage under the Construction General Permit prior to the start of construction.
California Regional Water Quality Control Board	Waste Discharge Requirements Permit (WDR)	Application for WDR permit expected after FED approval.
Bureau of Land Management	BLM easement	Issuance of a Decision Letter authorizing Right of Way CACA-045909 Amendment. To be executed following approval of Final Environmental Document.

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

2.1 Topics Considered but Determined not to be Relevant

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

1. **Land Use**: Within the project area SR-247 traverses flat and rolling desert terrain. East of Lucerne Valley and the junction with SR-18, the area traversed by SR-247 is sparsely populated with no roadside services until reaching the Town of Yucca Valley and the junction with SR-62. The project is consistent with regional planning goals and the SBCTA San Bernardino Countywide Transportation Plan, which Identifies SR-247 as one of the grouped projects for shoulder improvements and pavement resurfacing and/or rehabilitation. Minor right of way is anticipated to be partially acquired from 52 parcels (11 BLM parcels with easements), adjacent to the existing right of way. No relocation of residences or businesses would occur, and no land use change would occur because of the project.

2. **Coastal Zone**: The project is within San Bernardino County and is therefore not located within or in the vicinity of the coastal zone. No coastal zone impacts would occur.

3. **Wild and Scenic Rivers**: There are no wild and scenic rivers in or adjacent to the study area according to the Wild and Scenic River System list that is maintained by the National Park Service. Therefore, no impacts to wild and scenic rivers would occur.

4. **Parks and Recreational Facilities**: Johnson Valley OHV Recreation Area is a BLM-administered recreation and conservation area approximately 5 miles from the project site; access from SR-247 is located at Boone Road, approximately PM 20.3. A minor amount of additional right of way would be acquired (easement) from BLM in this area to accommodate the shoulder widening (refer to Table 2-1). However, the right of way acquisition is very minor and would have no impacts to the OHV area.

Community Center Park is located approximately ¼ mile west of the project site, on Cassia Drive, near PM 0.15 in Yucca Valley. The project Traffic Management Plan will ensure that there are no impacts on Community Center Park.

5. **Growth**: The project includes shoulder widening, pavement cold plane and overlay, culvert and drainage repairs and improvements, roadway regrading, rock slope protection, and bicycle lane

markings and signs on an existing roadway. It will not change accessibility, increase capacity, or influence growth. Consequently, no growth impacts or indirect impacts on growth would occur.

6. **Farmlands and Timberlands**: According to the California Department of Conservation's 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 project. In addition, there are no areas within the study area under Williamson Act contract. Therefore, the project would have no effect on farmlands. There are no timberlands in the project vicinity, therefore there would be no effect on timberlands.

7. **Community Impacts**: The project would widen shoulders, cold plane and overlay existing pavement, repair culverts and drainage, re-grade the existing roadway, construct rock slope protection, mark bicycle lanes, and install signs on an existing roadway. The portion of the project within the Town of Yucca valley has some commercial development at the south end (from the junction with SR-62, approximately PM 0.0, to Aviation Drive, approximately PM 0.30). There is light density rural residential development from Crestview Drive approximately PM 0.45) to Aberdeen Drive, approximately PM 4.85). In the community of Flamingo Heights, there is light density rural residential development from La Brisa Drive (approximately PM 6.50) to Happy Trail (approximately PM 13.75). A Traffic Management Plan (TMP) will be developed to minimize any disruption to the communities in these areas.

The remainder of the project area, from approximately PM 13.75 to PM 23.0 is very lightly populated, with no residential or commercial development of any kind. A minor amount of right of way would be leased from BLM in this area to accommodate the shoulder widening.

As described, the nature of the project would not disrupt or divide an established community, conflict with an applicable land use plan or habitat conservation plan, convert prime agricultural land to nonagricultural use, conflict with existing zoning, require new roadway facilities, result in inadequate emergency services, result in inadequate parking capacity, or cause an increase in traffic. Consequently, with the implementation of the Traffic Management Plan no impacts on communities in the vicinity of the project would occur.

8. **Environmental Justice**: No minority or low-income populations that would be adversely affected by the proposed project have been identified as determined above. Therefore, this project is not subject to the provisions of Executive Order 12898.

9. **Utilities/Emergency Services:** There are no utility cabinets or poles within the project limits that would be affected by the project.

10. **Traffic and Transportation/Pedestrian and Bicycle Facilities**: The project would widen shoulders, cold plane and overlay existing pavement, repair culverts and drainage, re-grade the existing roadway, construct rock slope protection, mark bicycle lanes, and install signs on an existing roadway. No permanent traffic impacts will occur. No effect on existing pedestrian or bicycle facilities will occur. A Traffic Management Plan will be developed to address temporary traffic impacts.

11. **Visual/Aesthetics**: The project would widen shoulders, cold plane and overlay existing pavement, repair culverts and drainage, re-grade the existing roadway, construct rock slope protection, mark bicycle lanes, and install signs on an existing roadway. SR-247 is an eligible scenic highway. No effects related to visual/aesthetic resources are anticipated.

12. **Paleontology**: Based on the work associated with widening shoulders, cold plane and overlay existing pavement, repair culverts and drainage, re-grade the existing roadway, construct rock slope protection, mark bicycle lanes, and install signs on an existing roadway, and the fact that excavation involved with the project would be less than three feet deep, it is expected that the project would have no effects on paleontological resources. Caltrans Environmental Review/Paleontological Branch has indicated that no additional paleontological studies would be required for the project since the proposed depth of excavation is less than three feet (Email Correspondence, October 28, 2021).

13. **Air Quality**: The project location is within the Western Mojave Desert Air Basin (MDAB) in San Bernardino County; this area is in non-attainment for Ozone (O_3 - Classified as Severe -15) and Particulate Matter (PM_{10} - classified as Moderate); The Carbon Monoxide (CO), $PM_{2,5}$ and Nitrogen Dioxide (NO_2) are unclassified/attainments for National Ambient Air Quality Standards (NAAQS). Transportation Air Quality Conformity requirements therefore apply in the MDAB since it is a non-attainment area for NAAQS.

The project is however exempt from Environmental Protect Agency's (EPA's) Transportation Conformity Determination Requirements, even though it is within a non-attainment area for pollutants Ozone and PM10, as it falls under one of the categories of exempt projects: "Pavement resurfacing and /or rehabilitation; Shoulder improvement" Such exempt projects are listed in Caltrans Carbon Monoxide (CO) Protocol Table 1 or Table 2 of 40 Code of Federal Regulations (CFR) §93.126 and titled as "*Projects Exempt from all Emissions Analyses*". The project therefore does not require a project-level Air Quality Study (Caltrans Environmental Engineering Memorandum, April 19, 2018; Caltrans Environmental Engineering Email October 5, 2021).

14. **Noise**: The project does not fall into the category of a “Type I Project” or “Type II Project” under Title 23 Code of Federal regulations (CFR) 772.7. Type I projects include the construction of a highway at a new location, the physical alteration of an existing highway (substantial horizontal or vertical alignment changes), the addition of a through-traffic lane, the addition of an auxiliary lane, the addition or relocation of interchange lanes or ramps, or the addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza. Type II projects are defined as Federal or Federal-aid highway projects for noise abatement on an existing highway.

The project is therefore defined as a “Type III Project” per the Traffic Noise Analysis Protocol. A Type III project is a Federal or Federal-aid highway project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis. This project is a Type III project under 23 CFR 772.7. It is exempt from traffic noise analysis. A noise study and noise abatement measures are therefore not required (Caltrans Emails, July 27, 2018; October 4, 2021).

15. **National Marine Fisheries Service (NMFS)**: This project is located outside of NMFS Jurisdiction, therefore, an NMFS species list is not required and no effects to anadromous fish or their designated critical habitats; marine invertebrates or their designated critical habitats; Pacific pelagic species; or Essential Fish Habitat are anticipated. No effects to NOAA/NMFS species are anticipated.

16. Energy: The project will not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources because it will apply fuel efficient measures both for construction equipment and traffic management during delays or detours; it will use energy and water efficient construction methodologies; and it will recommend that material within a local radius of the project area and/or locally available building material be utilized.

17. Wildfire: The project is not located on or near lands classified as very high fire hazard severity zones. Additionally, this project is on an existing alignment; it is therefore unlikely to exacerbate wildfire risks or post-fire flooding/landslides.

18. Section 4(f)/6(f): There are no historic sites, parks and recreational resources, wildlife, or waterfowl refuges, which meet the definition of a Section 4(f) resource, within the project vicinity. Therefore, this project is not subject to the provisions of Section 4(f) of the Department of Transportation Act of 1966.

2.2 Human Environment

2.2.1 RELOCATIONS AND REAL PROPERTY ACQUISITION

Regulatory Setting

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

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

Affected Environment

SR-247 is currently configured as a two-lane asphalt concrete conventional highway with one lane in each direction within the project limits. The existing lanes are 12 feet wide. Shoulders have the standard 8-foot width, except between post mile (PM) 20.3 to PM 23.0 where the shoulder width varies from 2 feet to less than 1 foot. Shoulder and centerline rumble strips are present. There are no residential, commercial, or other type of structures along SR-247 between PM 20.3 and 23.0.

The highway connects several High Desert cities and communities, providing access to rural residential communities as well as several military bases. Within the project limits, the highway traverses flat and rolling desert terrain and passes through the incorporated town of Yucca Valley and the unincorporated communities of Flamingo Heights, Johnson Valley and Landers. Populated areas consist mainly of light density rural residential areas surrounded by undeveloped desert. Development is more typically urban at the south/east end of the project limits, particularly south of Yucca Creek (PM 0.0 to 0.3).

Environmental Consequences

The project anticipates a minor amount of additional right of way from 52 parcels, including 11 parcels from the BLM (see Table 2-1 below). All are partial acquisitions. There are no full parcel acquisitions. The additional right of way will extend approximately 40 feet from both sides of the existing edge of pavement to accommodate the proposed shoulder widening.

Table 2.1 – Proposed Property Acquisitions

Number	APN	Owner	Total Lot SQFT	Required Acquisition SQFT
1	0454-522-21	PRIVATE	108,900	17,532
2	0454-522-31	PRIVATE	108,900	17,532
3	0454-522-24	PRIVATE	217,800	35,043
4	0454-522-23	PRIVATE	108,900	17,532
5	0454-522-25	PRIVATE	217,800	35,044
6	0454-493-26	PRIVATE	108,900	17,522
7	0454-282-42	SEIZED PROPERTY	108,900	17,304
8	0454-282-43	SEIZED PROPERTY	108,900	17,367
9	0454-282-44	PRIVATE	108,900	17,367
19	0454-521-39	PRIVATE	108,900	17,367
11	0454-282-46	PRIVATE	108,900	17,367
12	0454-283-51	PRIVATE	108,900	17,444
13	0454-283-52	PRIVATE	108,900	17,444
14	0454-283-36	PRIVATE	108,900	17,444
15	0454-283-35	PRIVATE	108,900	17,444
16	0454-283-50	PRIVATE	108,900	17,444
17	0454-283-47	PRIVATE	217,800	34,889
18	0454-283-46	PRIVATE	108,900	17,444
19	0454-571-02	PRIVATE	217,800	35,150
20	0454-572-41	PRIVATE	108,900	17,569
21	0454-572-40	PRIVATE	108,900	17,569
22	0454-572-44	PRIVATE	217,800	17,569

Number	APN	Owner	Total Lot SQFT	Required Acquisition SQFT
23	0454-572-45	PRIVATE	217,800	17,569
24	0454-572-43	PRIVATE	76,934	21,928
25	0454-572-42	PRIVATE	76,939	21,928
26	0454-572-38	PRIVATE	76,944	21,928
27	0454-282-45	PRIVATE	108,900	17,367
28	0454-522-22	LAND, GOVERNMENT	109,109	17,532
29	0454-282-39	LAND, GOVERNMENT	108,090	17,304
30	0454-271-01	STATE OF CALIFORNIA	14,096,878	297,537
31	0454-571-07	LAND, GOVERNMENT	4,831,179	35,150
32	Not Available	Not Available	55,173	3,946
33	0454-282-40	LAND, GOVERNMENT	108,151	17,304
34	0454-282-41	LAND, GOVERNMENT	108,212	17,304
35	0454-571-08	STATE OF CALIFORNIA	1,687,950	65,688
36	0454-492-53	PRIVATE	108,900	17,532
37	0454-271-22	STATE OF CALIFORNIA	1,764,759	69,472
38	0454-492-54	PRIVATE	108,900	17,532
39	0454-271-02	STATE OF CALIFORNIA	7,042,167	139,559
40	0454-493-24	PRIVATE	108,900	17,522
41	Not Available	Not Available	159,482	
42	0454-243-03	LAND, GOVERNMENT	220,518	68,389

Number	APN	Owner	Total Lot SQFT	Required Acquisition SQFT
43	0454-493-25	PRIVATE	108,900	17,522
44	0454-493-27	LAND, GOVERNMENT	222,613	35,044
45	0454-492-51	PRIVATE	108,900	17,532
46	0454-572-39	LAND, GOVERNMENT	110,089	13,148
47	0454-651-11	STATE OF CALIFORNIA	7,035,332	18,388
48	0454-243-02	LAND, GOVERNMENT	220,597	37,361
49	0454-271-27	PRIVATE	435,600	37,736

All the land involved is undeveloped and vacant; it does not contain structures. Accordingly, no residents or businesses would need to be relocated because of implementing the Build Alternative. The grant amendment from the Bureau of Land Management will be completed in accordance with applicable regulations, and all requirements pertaining to revising the existing grant on Bureau of Land Management land will be addressed. Acquisitions would be conducted in accordance with applicable regulations, and all requirements pertaining to establishing the easement on Bureau of Land Management land would be completed. Furthermore, as with all Caltrans projects where acquisitions are required, the provisions of the Uniform Act and the 1987 Amendments—as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the United States Department of Transportation (March 2, 1989)—will be followed.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures for relocations and real property acquisitions are required that go above and beyond what is already required by the Uniform Act and/or the Department's Relocation Assistance Program.

2.2.2 CULTURAL RESOURCES

Regulatory Setting

The term “cultural resources,” as used in this document, refers to the “built environment” (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal and state laws, cultural resources that meet certain criteria of significance are referred to by various terms including “historic properties,” “historic sites,” “historical resources,” and “tribal cultural resources.” Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following regulations issued by the ACHP (36 Code of Federal Regulations [CFR] 800). On January 1, 2014, the First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the ACHP, the California State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the ACHP’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA’s responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

The California Environmental Quality Act (CEQA) requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as “unique” archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j). In 2014, Assembly Bill 52 (AB 52) added the term “tribal cultural resources” to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

PRC Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the NRHP listing criteria. It further requires the Department to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the NRHP or are registered or eligible for registration as California Historical Landmarks. Procedures for compliance with PRC Section 5024 are outlined in a Memorandum of Understanding (MOU)[1] between the Department and SHPO, effective January 1, 2015. For most Federal-aid projects on the State Highway System, compliance with the Section 106 PA will satisfy the requirements of PRC Section 5024.

The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act (Section 106 PA), as well as under Public Resources Code 5024 and pursuant to the January 2015 Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92, addended 2019 (5024 MOU) as applicable.

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

Affected Environment

Information for this section was drawn from the Historic Property Survey Report (HPSR) and the Archaeological Survey Report (ASR) for the SBD-247 Pavement Rehabilitation Project, approved November 2021.

Area of Potential Effect

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with Gary Jones, Principal Investigator (PI), Prehistoric

[1] The MOU is located on the SER at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/5024mou-15-a11y.pdf

Archaeology, and Bacson Quach, Project Manager, in November 2021. The APE maps are presented in **Figure 2.1**.

The APE was delineated to include all direct and indirect impacts both horizontally and vertically in the project limits. Construction activities from Postmiles 0.0 to 20.3 will be on existing pavement only and shoulder widening from Postmile 20.3 to 23.0 will extend beyond existing right of way for temporary construction activities.

Record Search and Field Review

A formal record search was not conducted for the project due to complete record search coverage from previous Caltrans studies (TEA survey and projects 0F660, 0G900, and 1F490 completed in 2009, 2011, 2012, and 2014). In December of 2020, and again in September of 2021, the Caltrans Cultural Resources Data Base (CCRD) was queried by Caltrans PQS Gary Jones, PI-Prehistoric Archaeology; The query included the project site and a quarter-mile radius. The CCRD incorporates information from the California Historical Resources Information System (CHRIS) derived from previous studies as well as the TEA Survey (2011) results and its associated record search.

Caltrans also consulted The National Register of Historic Places (NRHP), National Historic Landmarks (NHL), California Register of Historical Resources (CRHR), California Historic Landmarks (CHL), California Points of Historical Interest, and historic topographic and aerial maps from 1953 to the present for this project. These efforts resulted in the identification of three previous studies that overlap the project area, discussed above, and five cultural resources within a quarter mile of the project APE. However, none of these previously recorded resources are located within the APE.

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

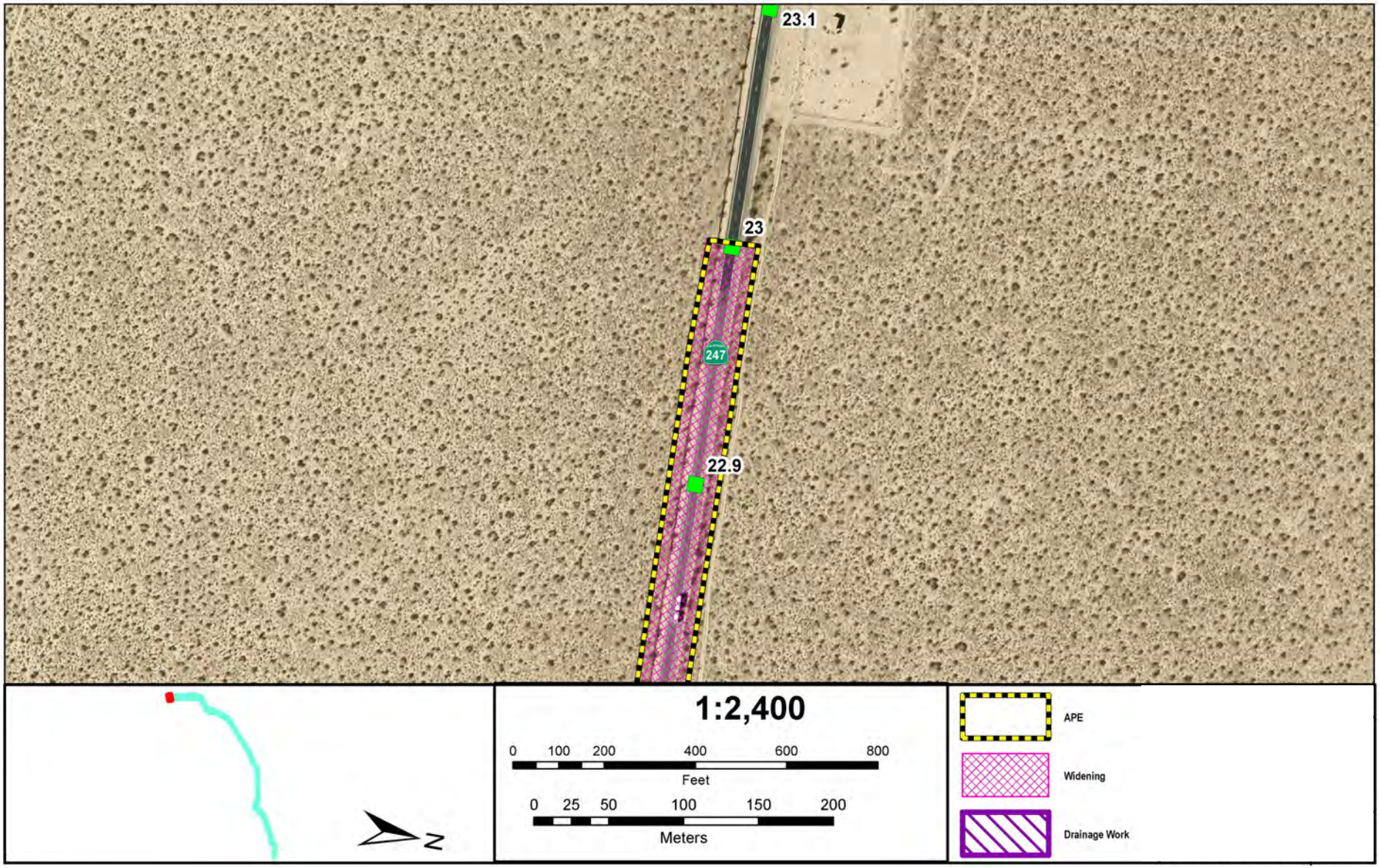


Figure 2.1A
Area of Potential Effect (APE) Map - Segment 1
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

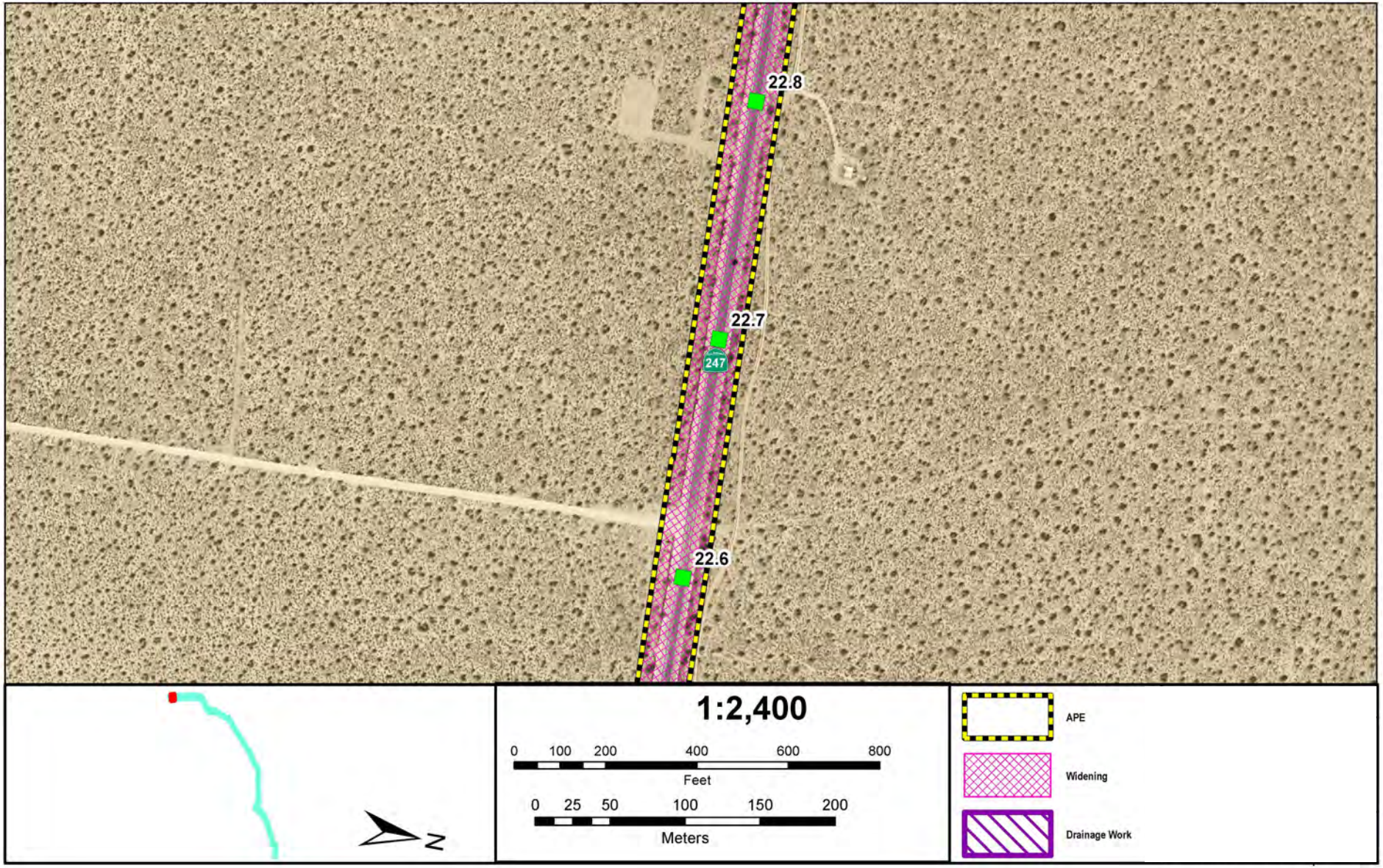


Figure 2.1B
Area of Potential Effect (APE) Map - Segment 2
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

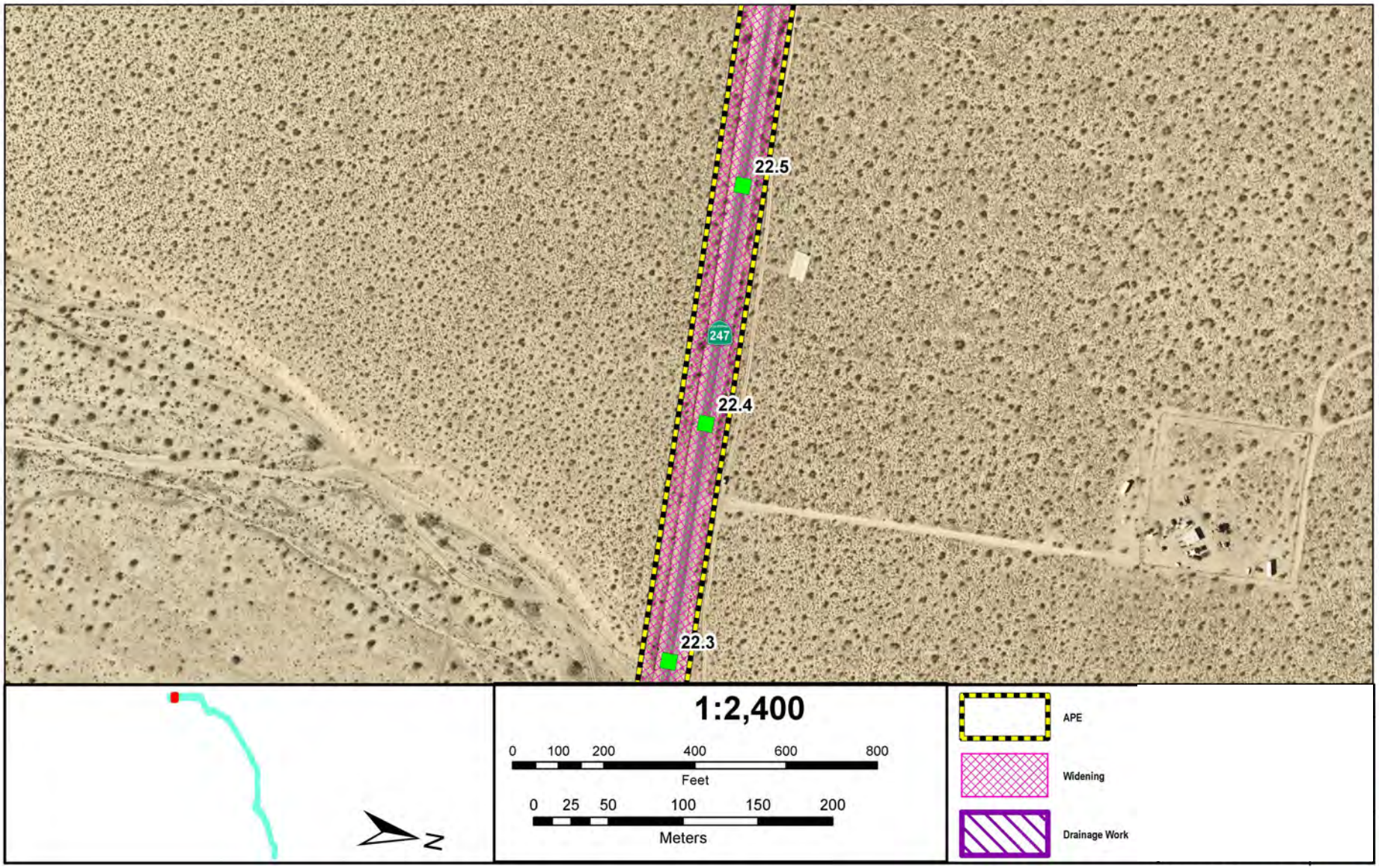


Figure 2.1C
Area of Potential Effect (APE) Map - Segment 3
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

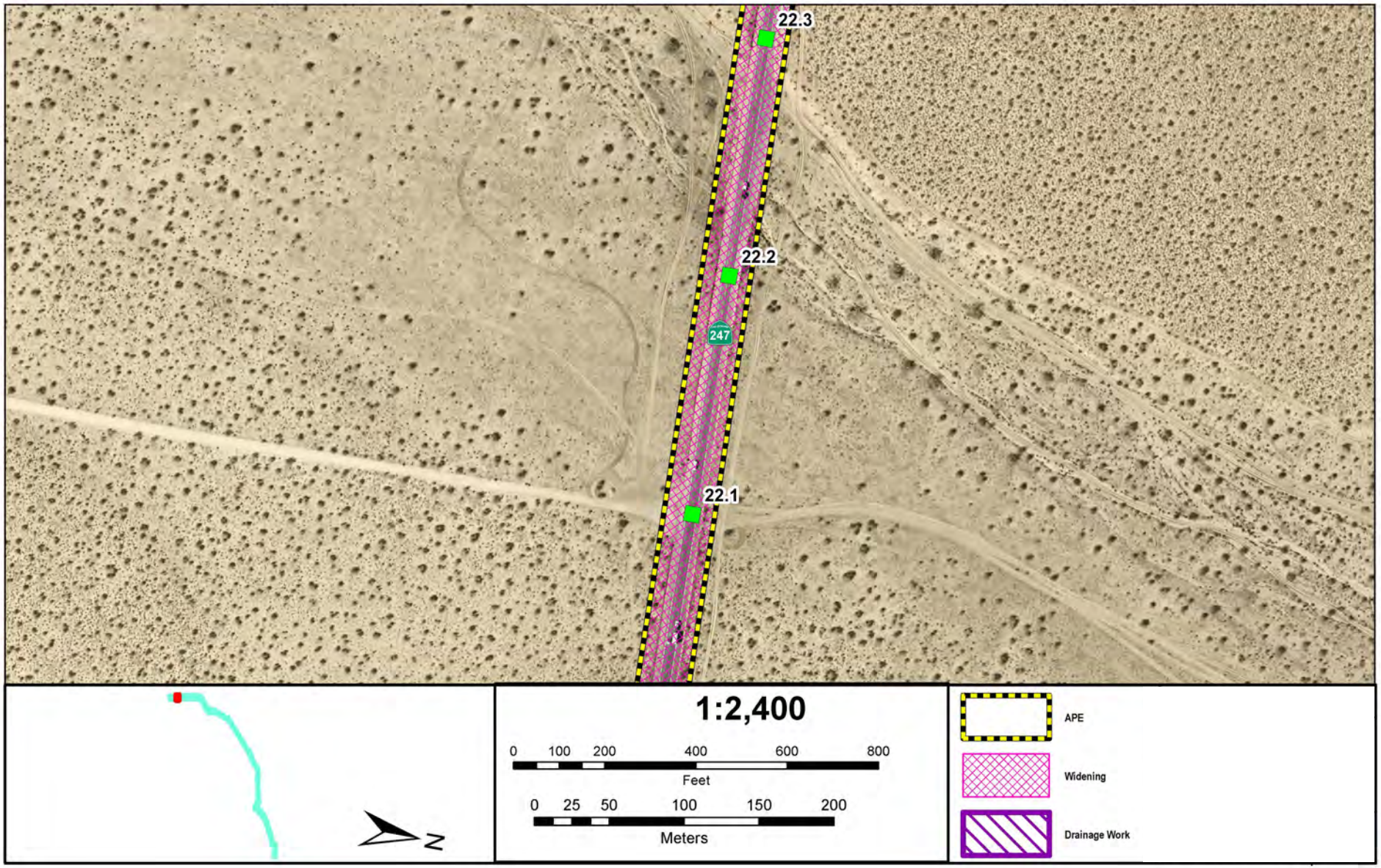


Figure 2.1D
Area of Potential Effect (APE) Map - Segment 4
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

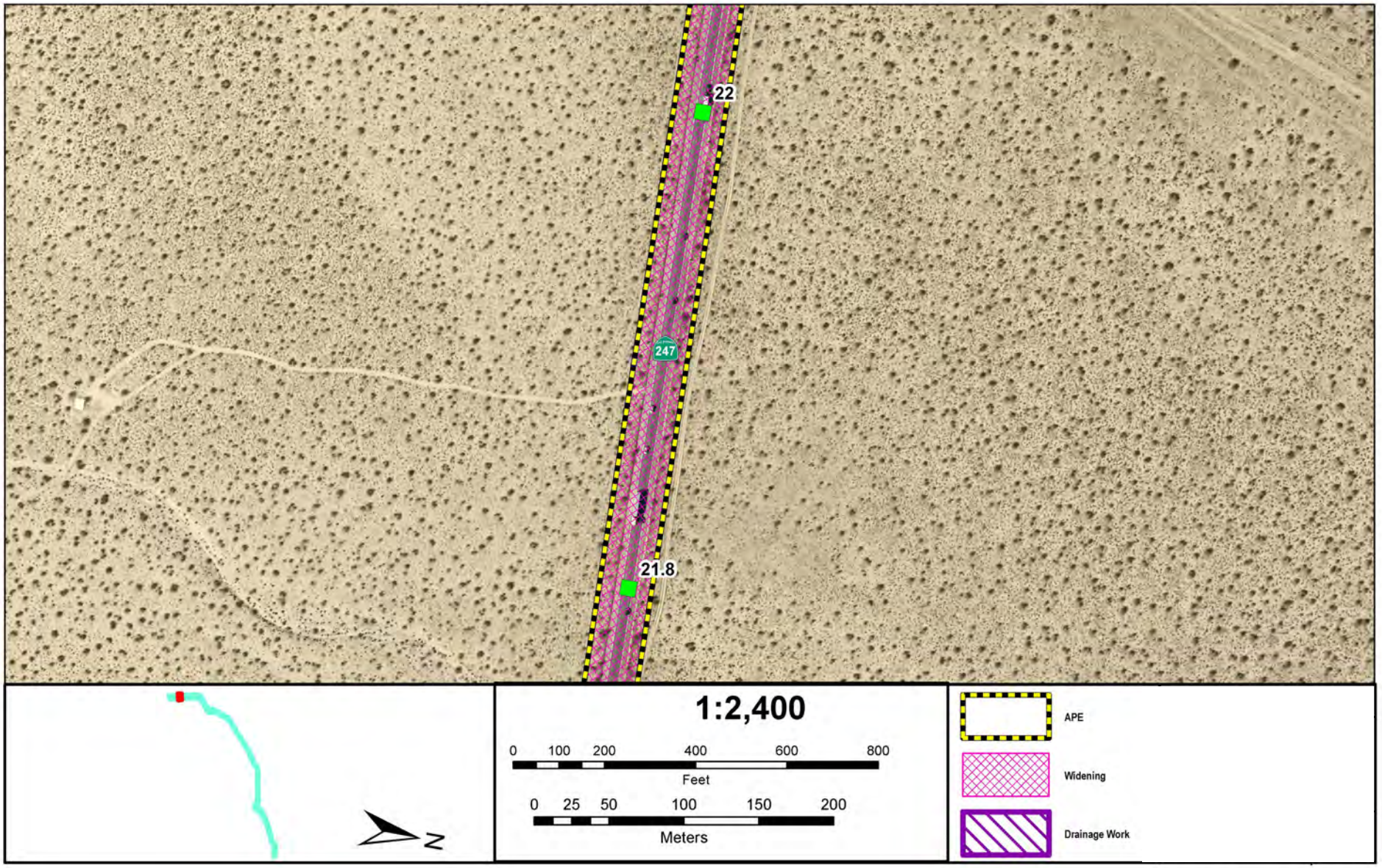


Figure 2.1E
Area of Potential Effect (APE) Map - Segment 5
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

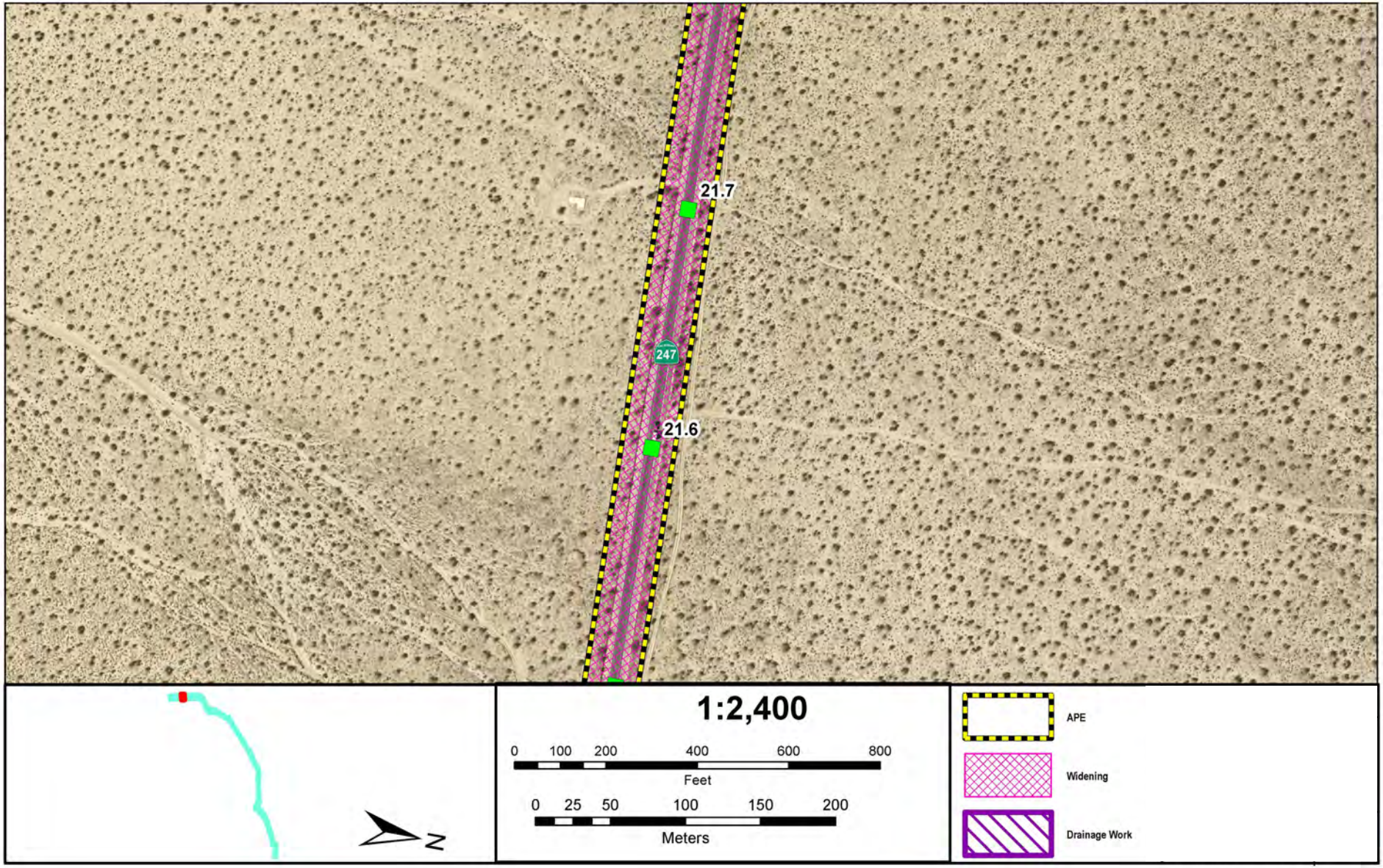


Figure 2.1F
Area of Potential Effect (APE) Map - Segment 6
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

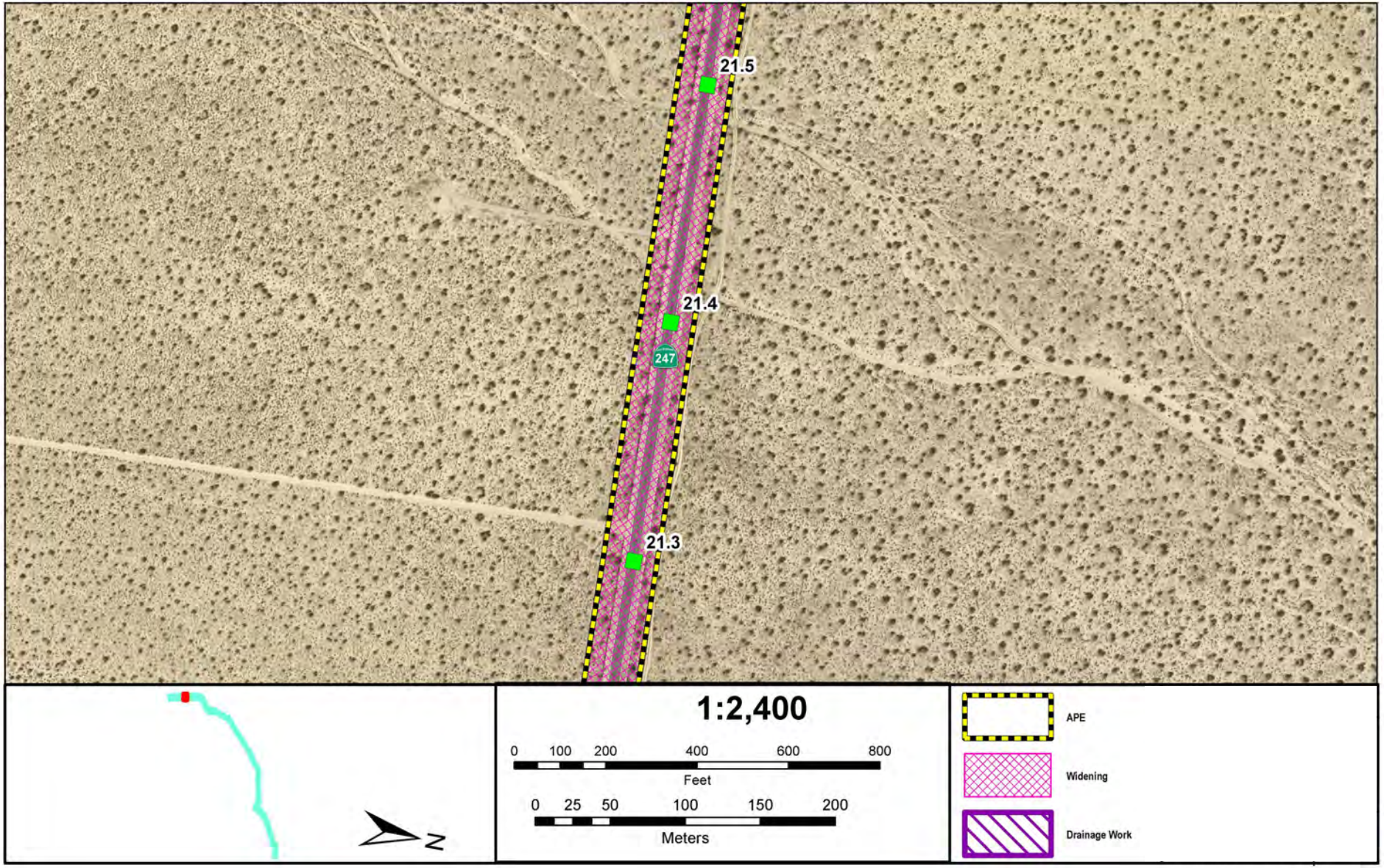


Figure 2.1G
Area of Potential Effect (APE) Map - Segment 7
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

Figure 2.1H
Area of Potential Effect (APE) Map - Segment 8
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

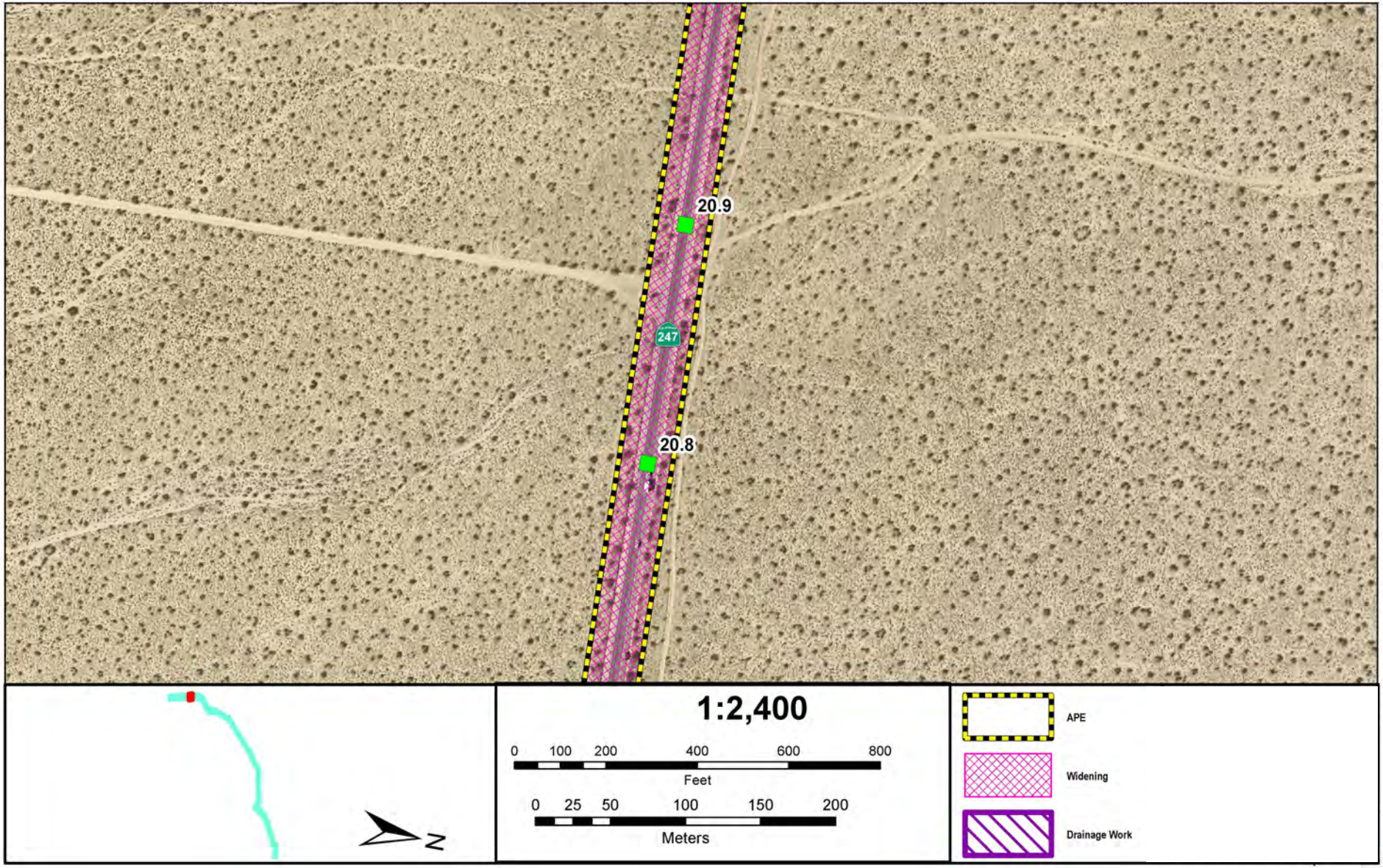


Figure 2.1I
Area of Potential Effect (APE) Map - Segment 9
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

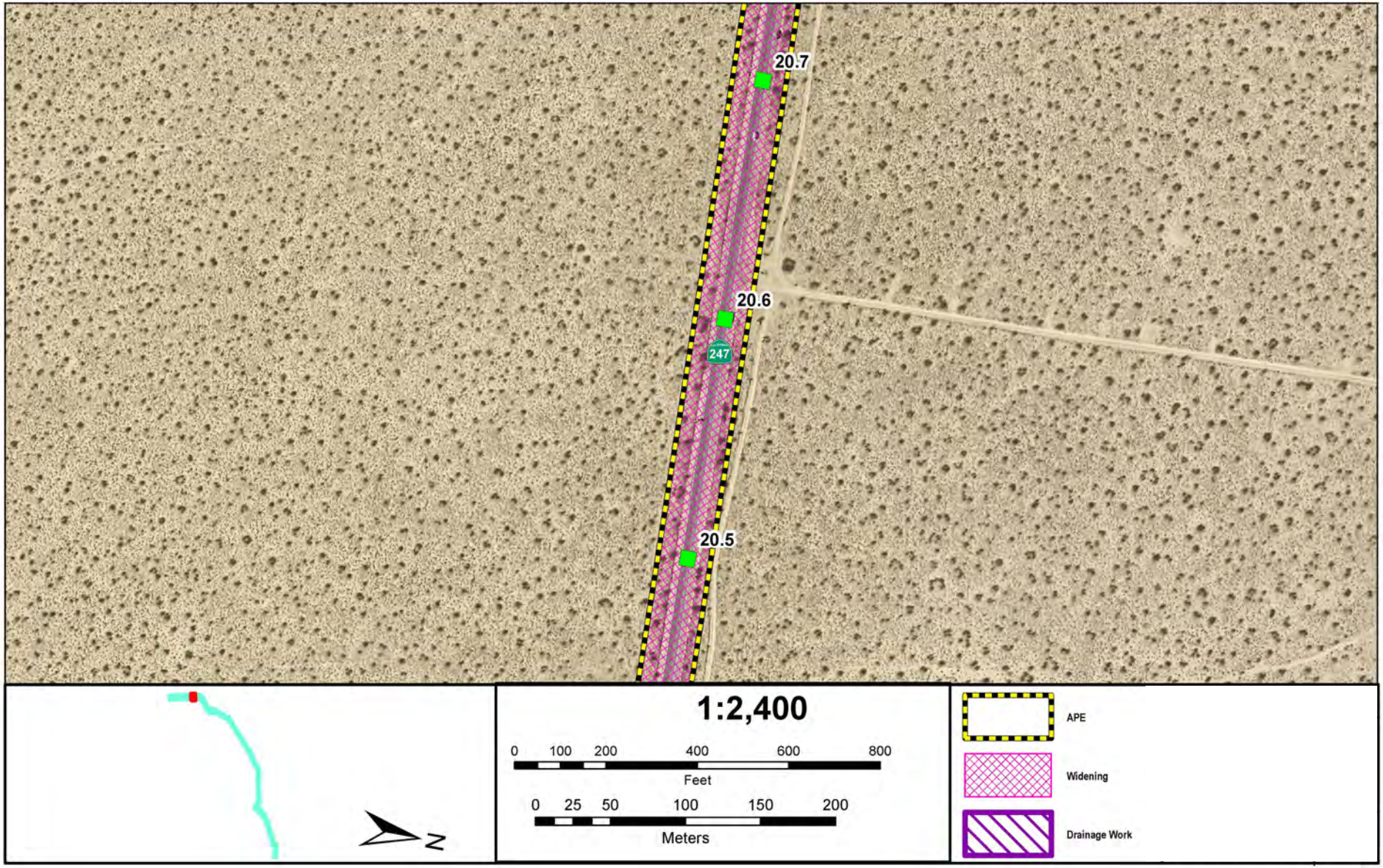


Figure 2.1J
Area of Potential Effect (APE) Map - Segment 10
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

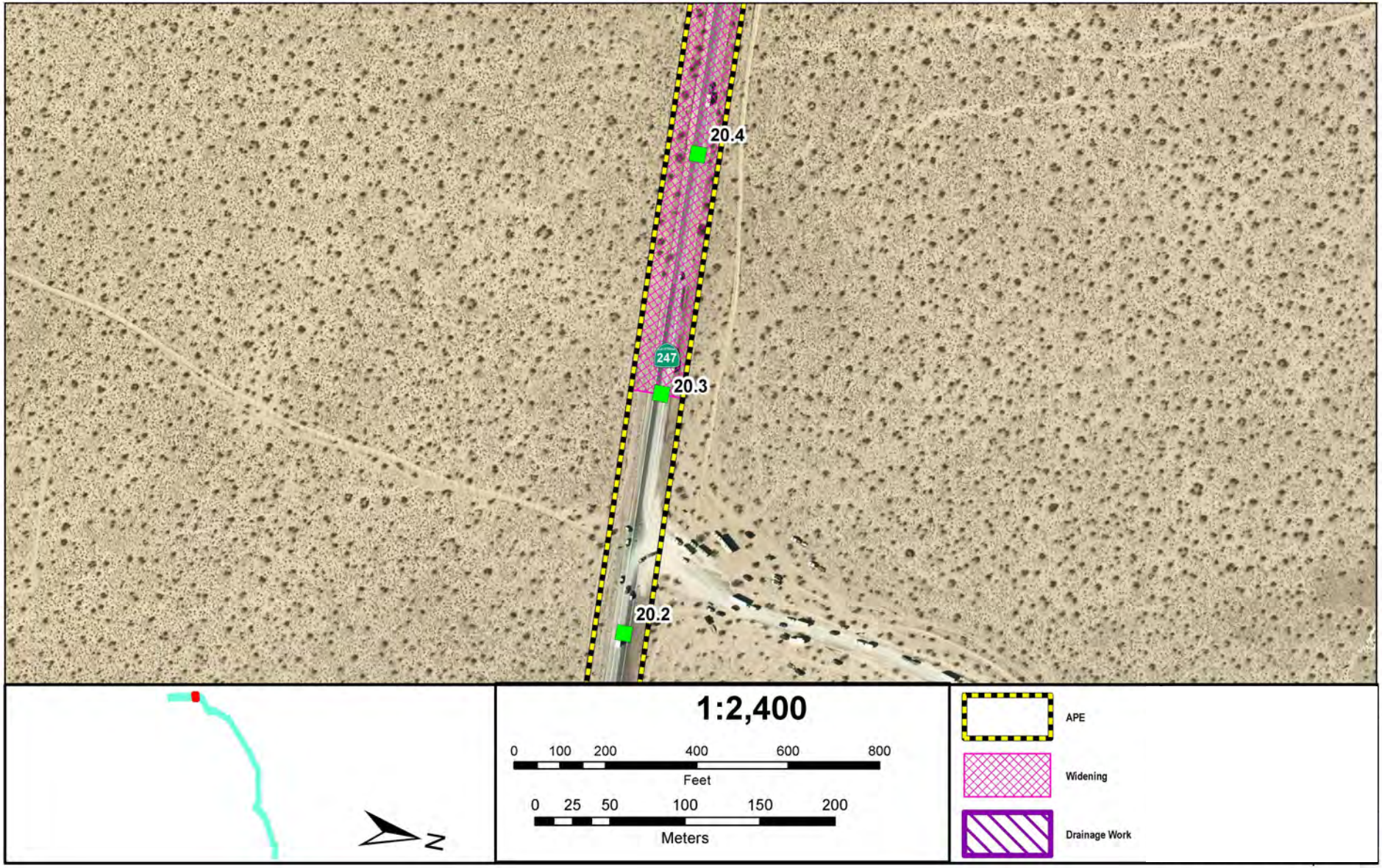


Figure 2.1K
Area of Potential Effect (APE) Map - Segment 11
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

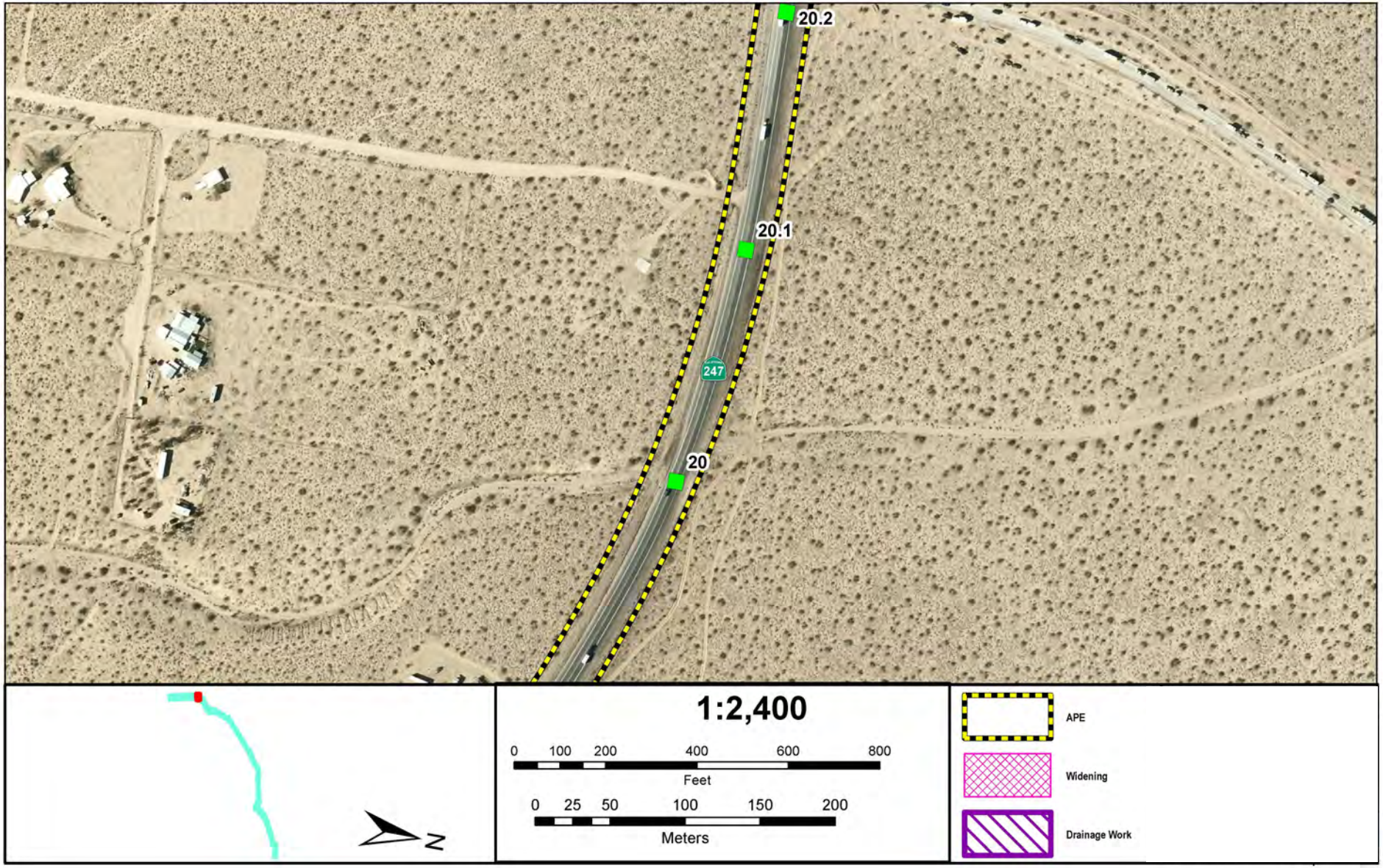


Figure 2.1L
Area of Potential Effect (APE) Map - Segment 12
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

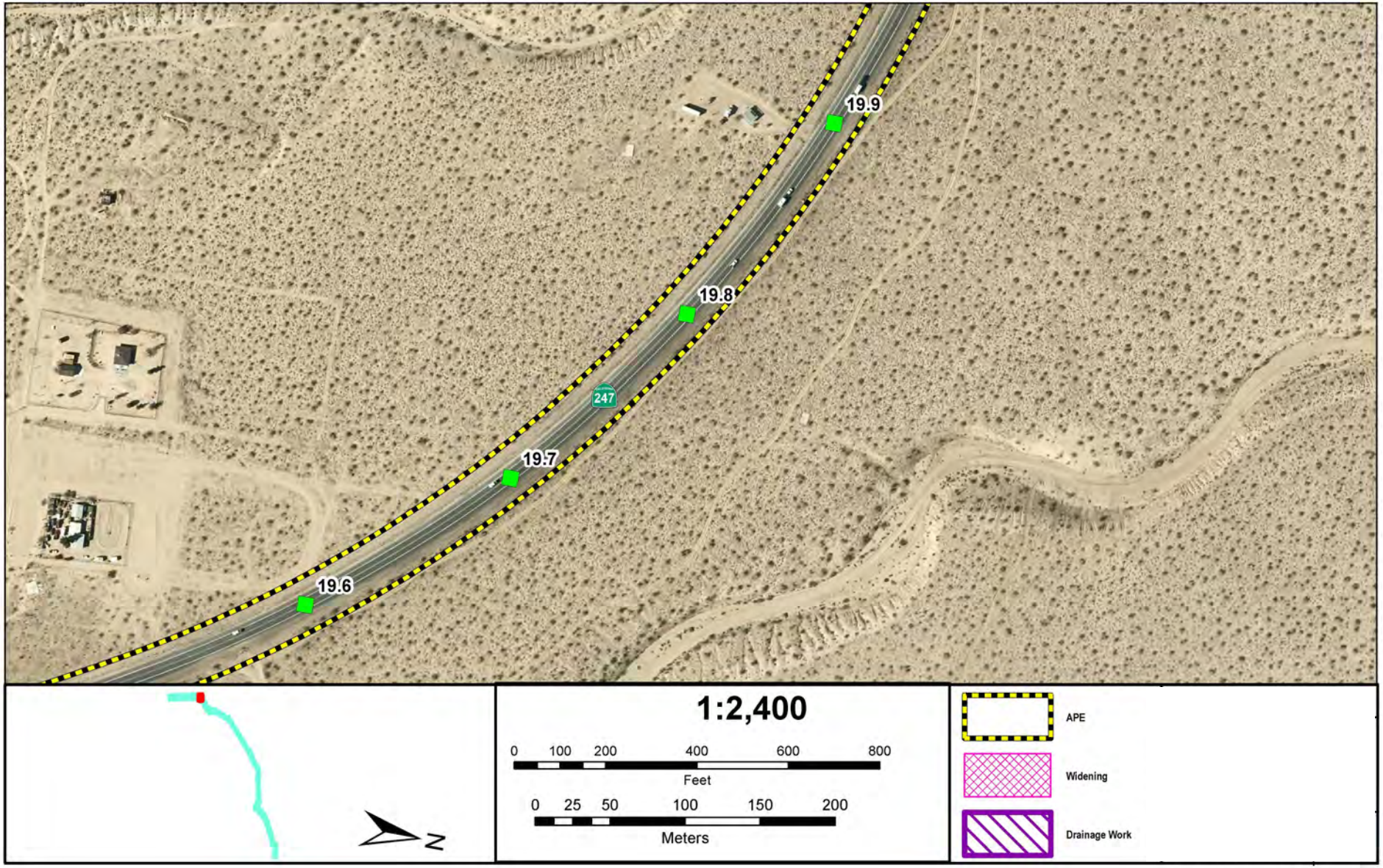


Figure 2.1M
Area of Potential Effect (APE) Map - Segment 13
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

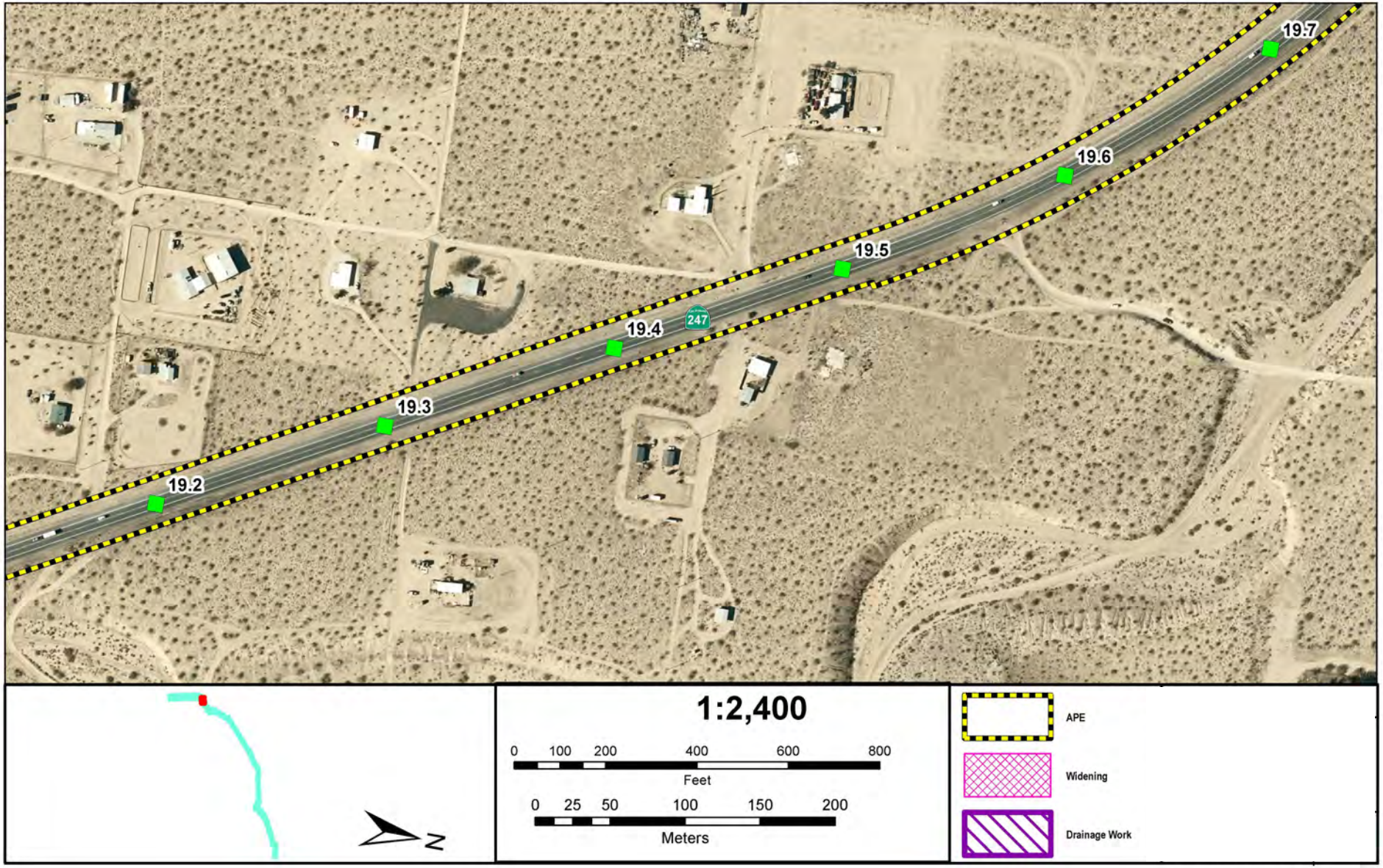


Figure 2.1N
Area of Potential Effect (APE) Map - Segment 14
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

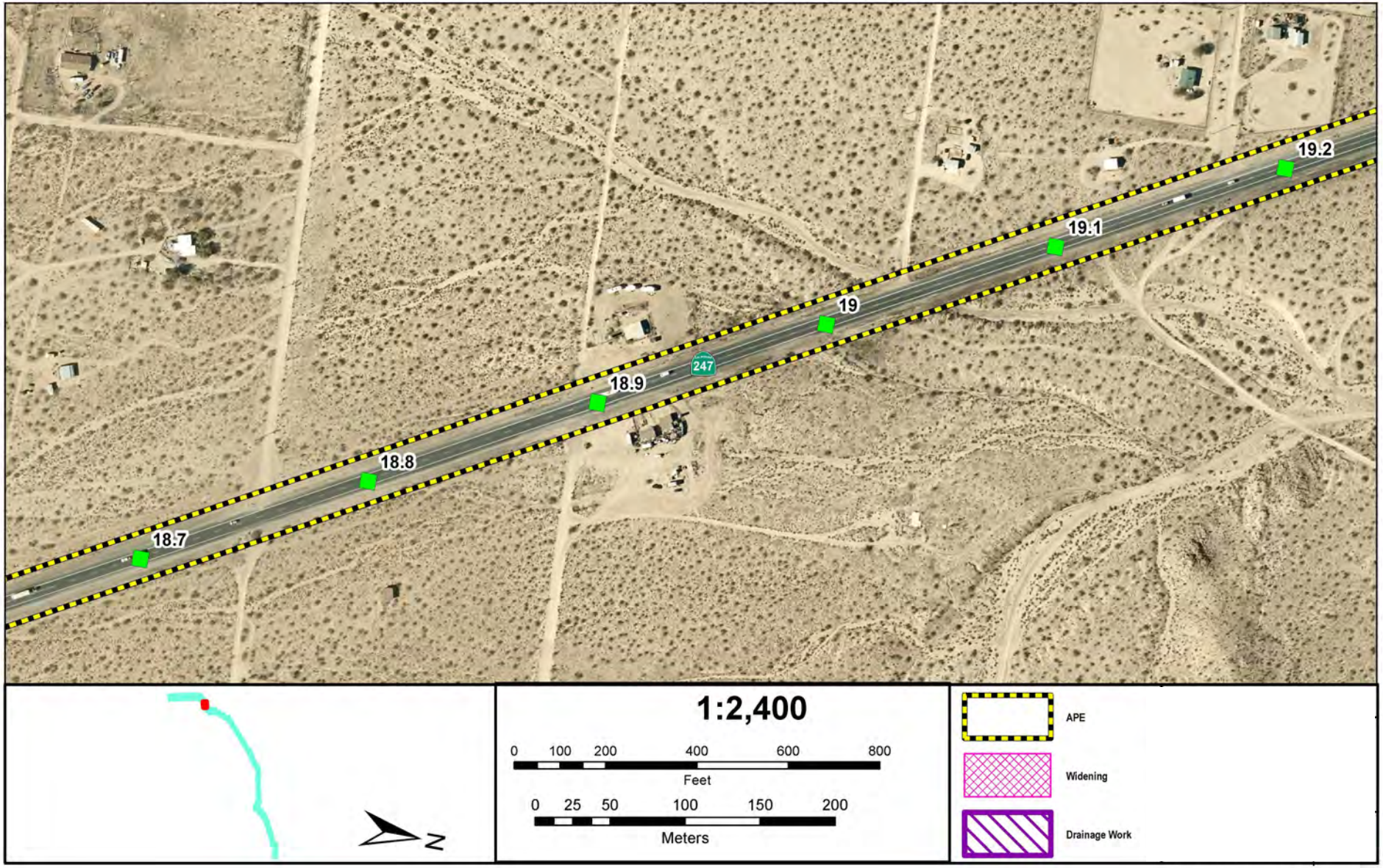


Figure 2.1O
Area of Potential Effect (APE) Map - Segment 15
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

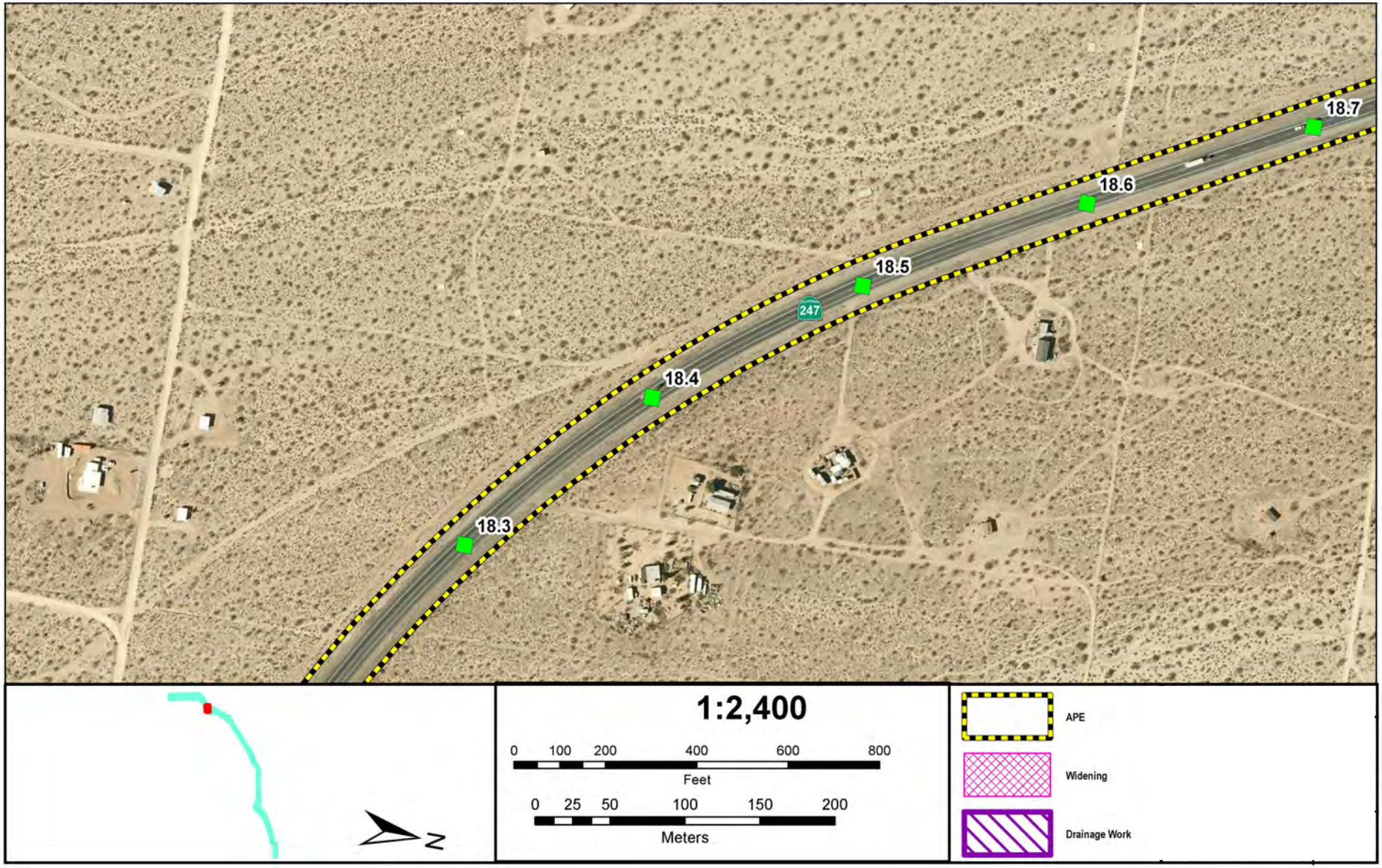


Figure 2.1P
Area of Potential Effect (APE) Map - Segment 16
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

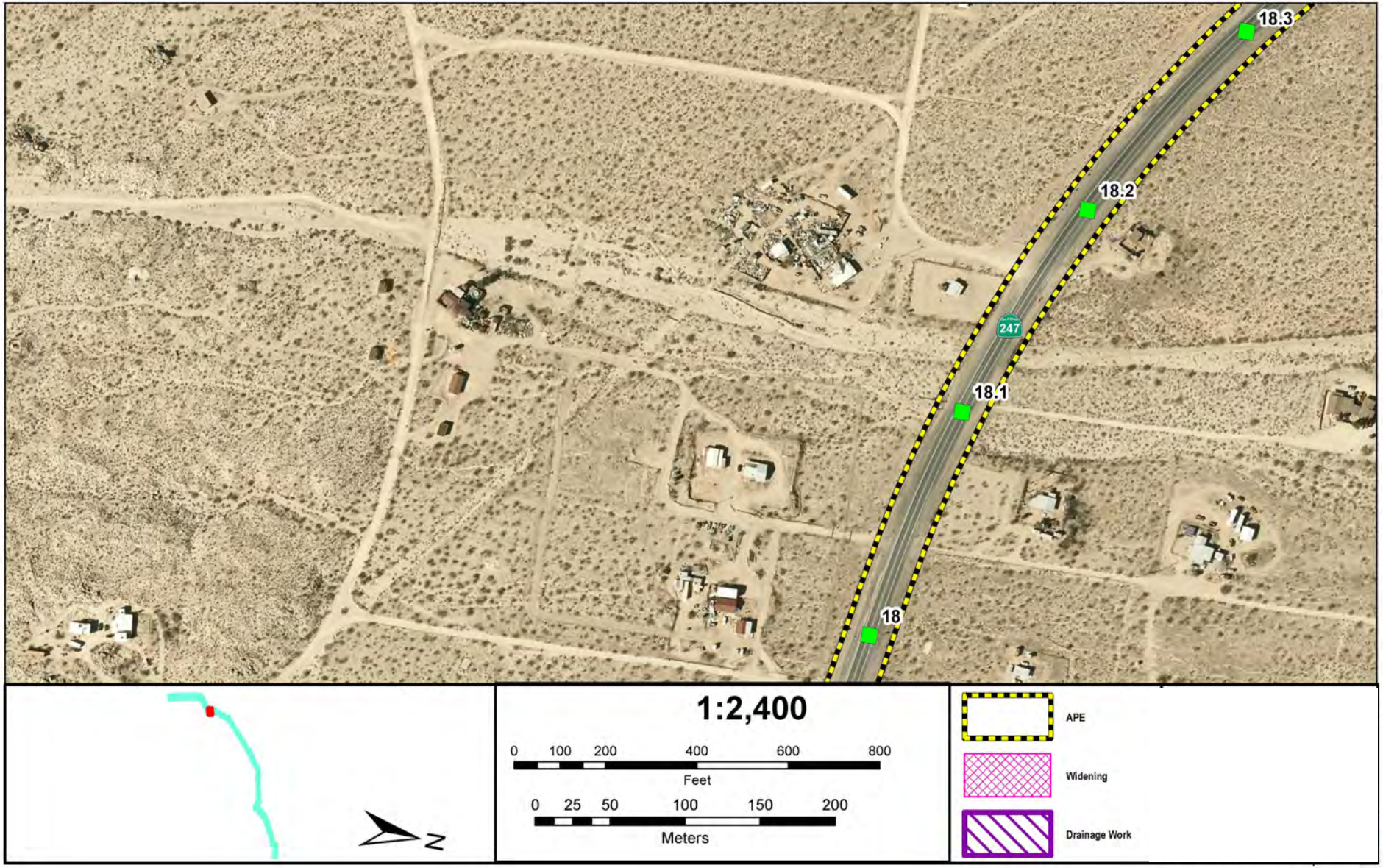


Figure 2.1Q
Area of Potential Effect (APE) Map - Segment 17
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

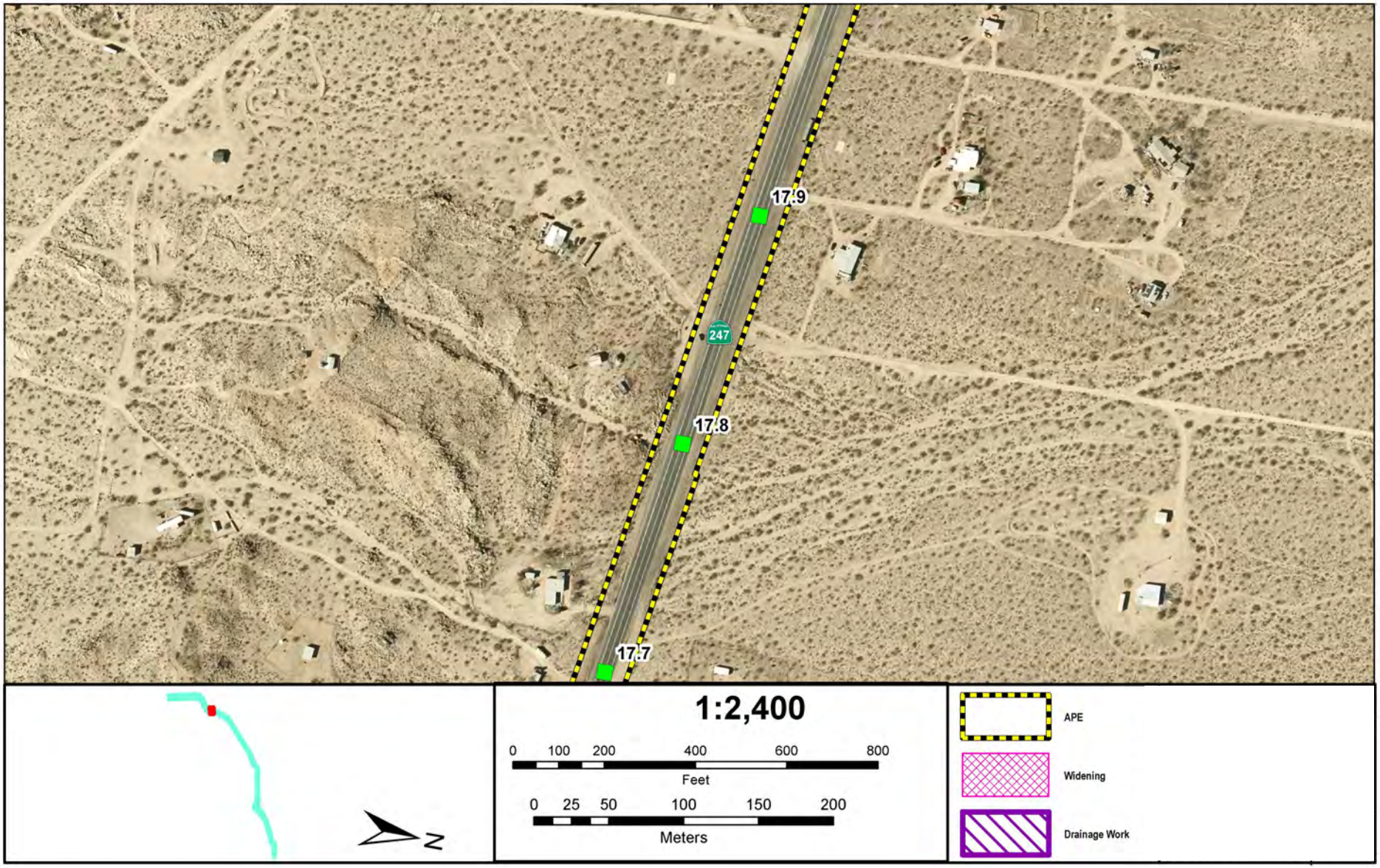


Figure 2.1R
Area of Potential Effect (APE) Map - Segment 18
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

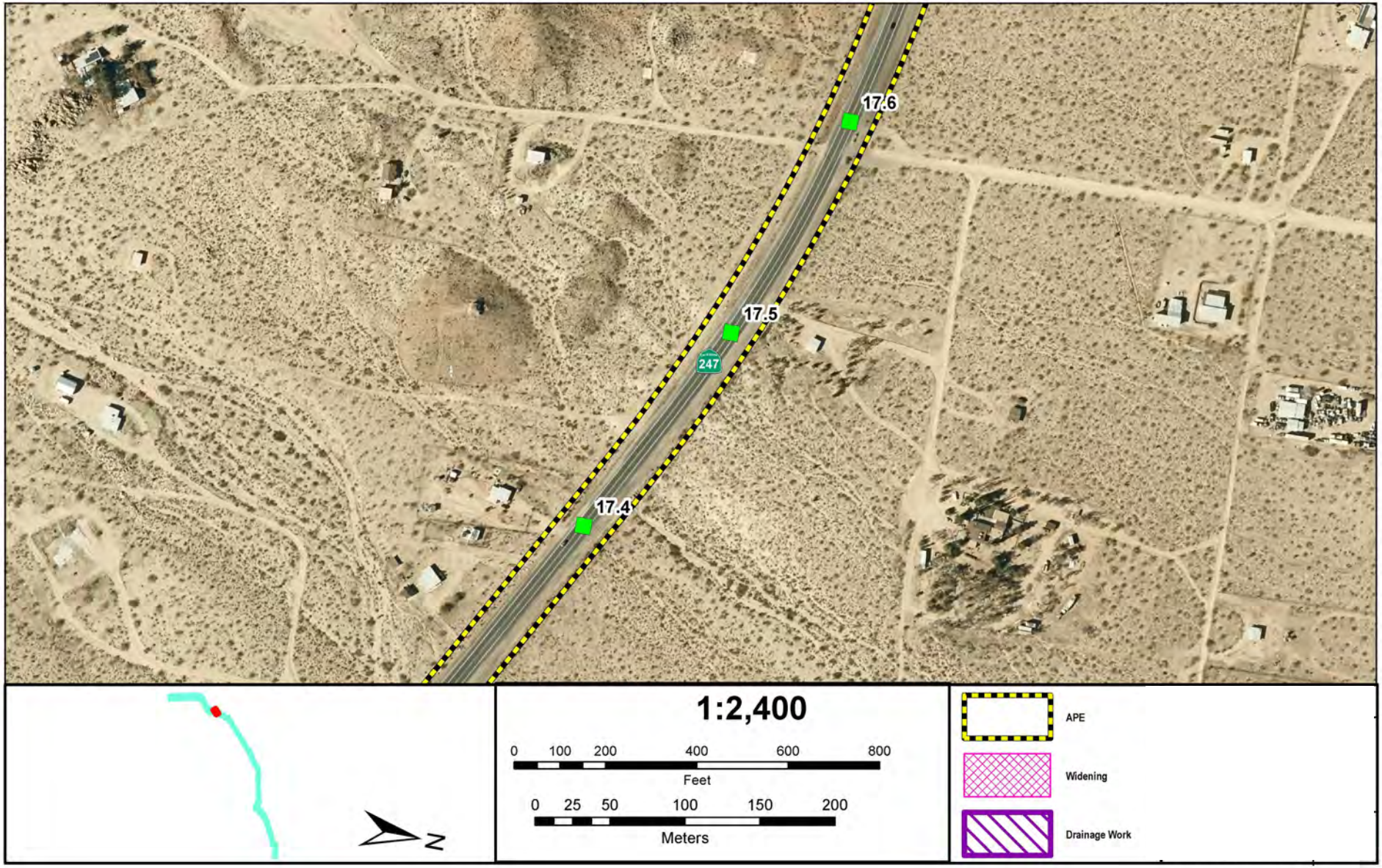


Figure 2.1S
Area of Potential Effect (APE) Map - Segment 19
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

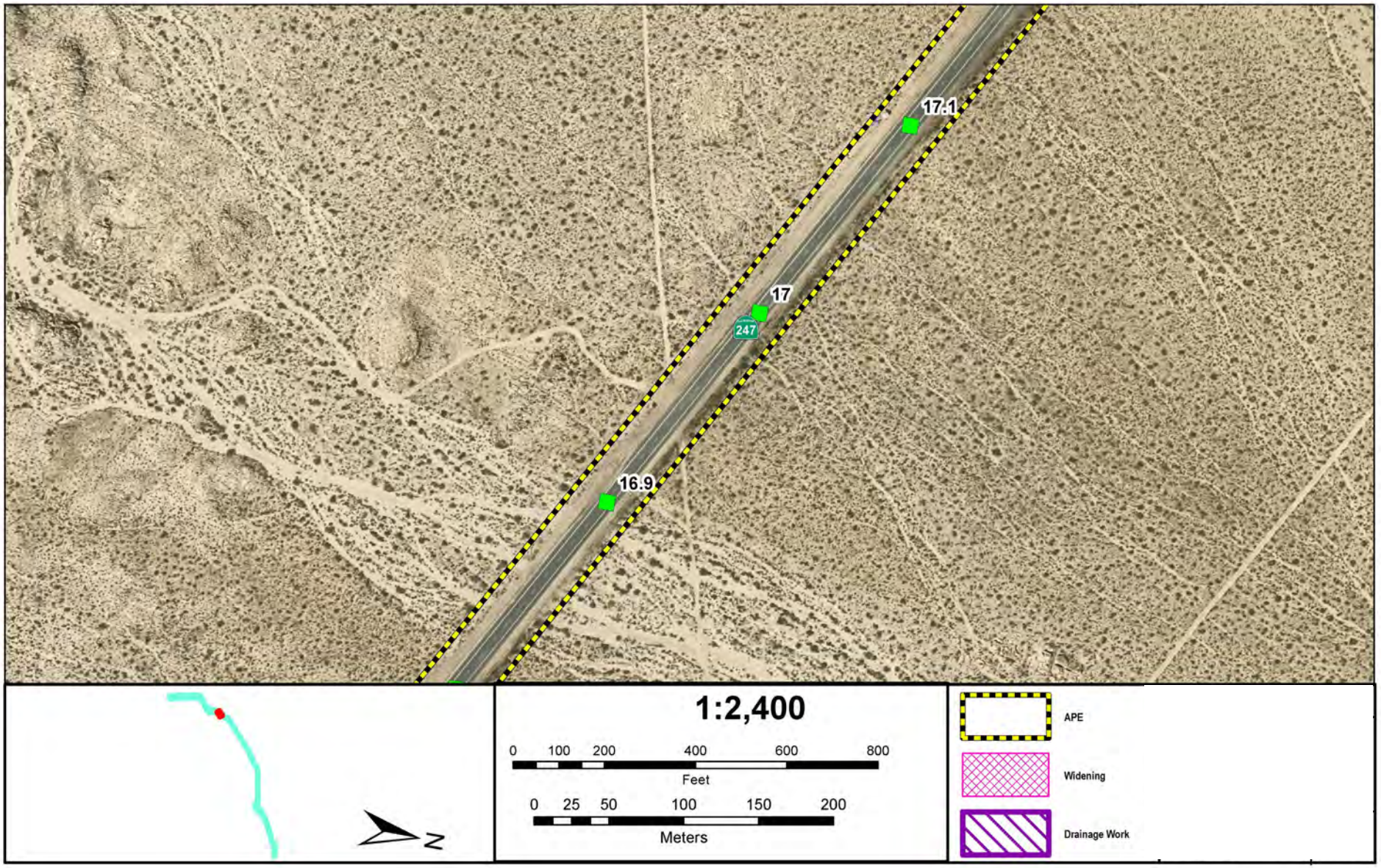


Figure 2.1T
Area of Potential Effect (APE) Map - Segment 20
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

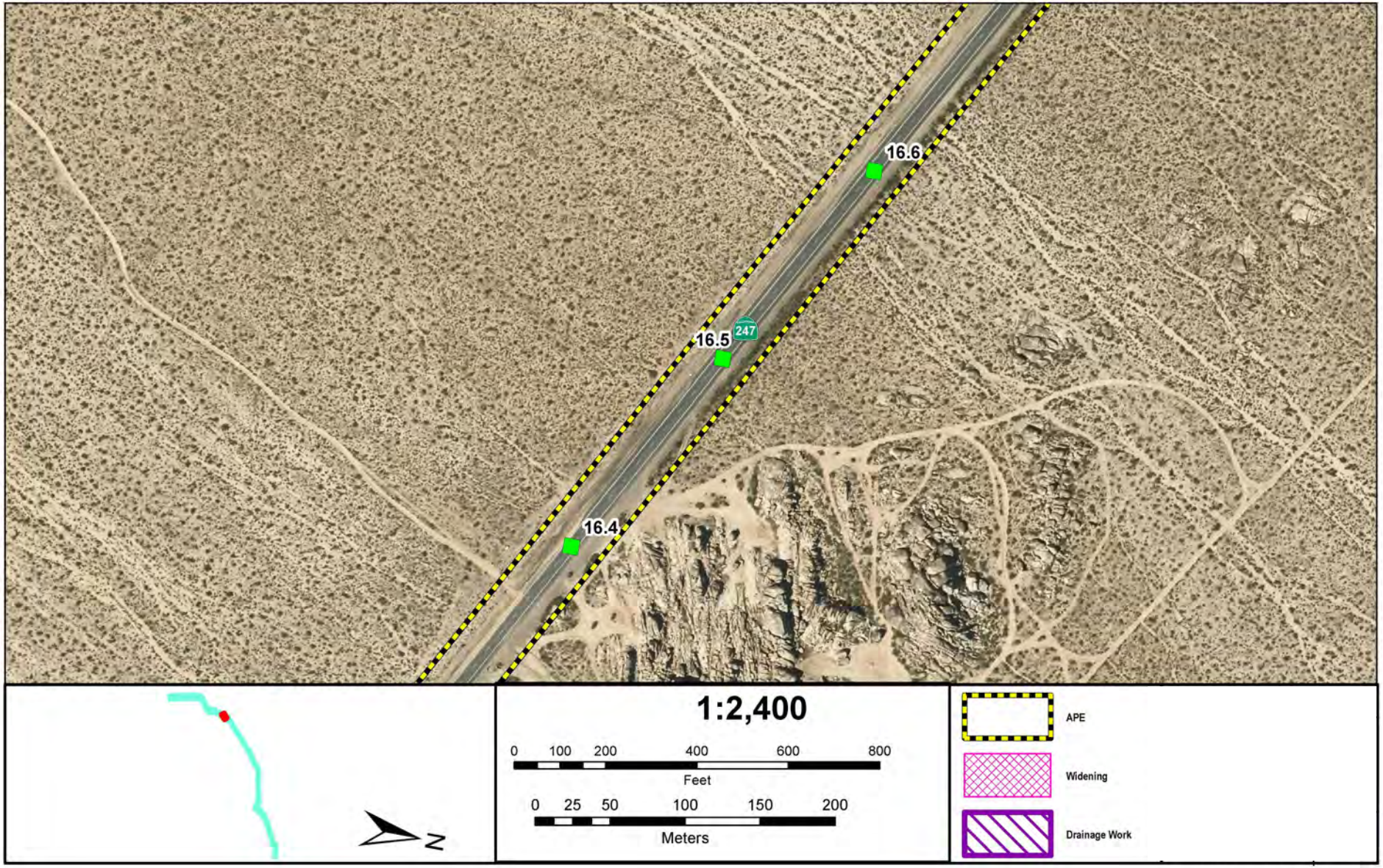


Figure 2.1U
Area of Potential Effect (APE) Map - Segment 21
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

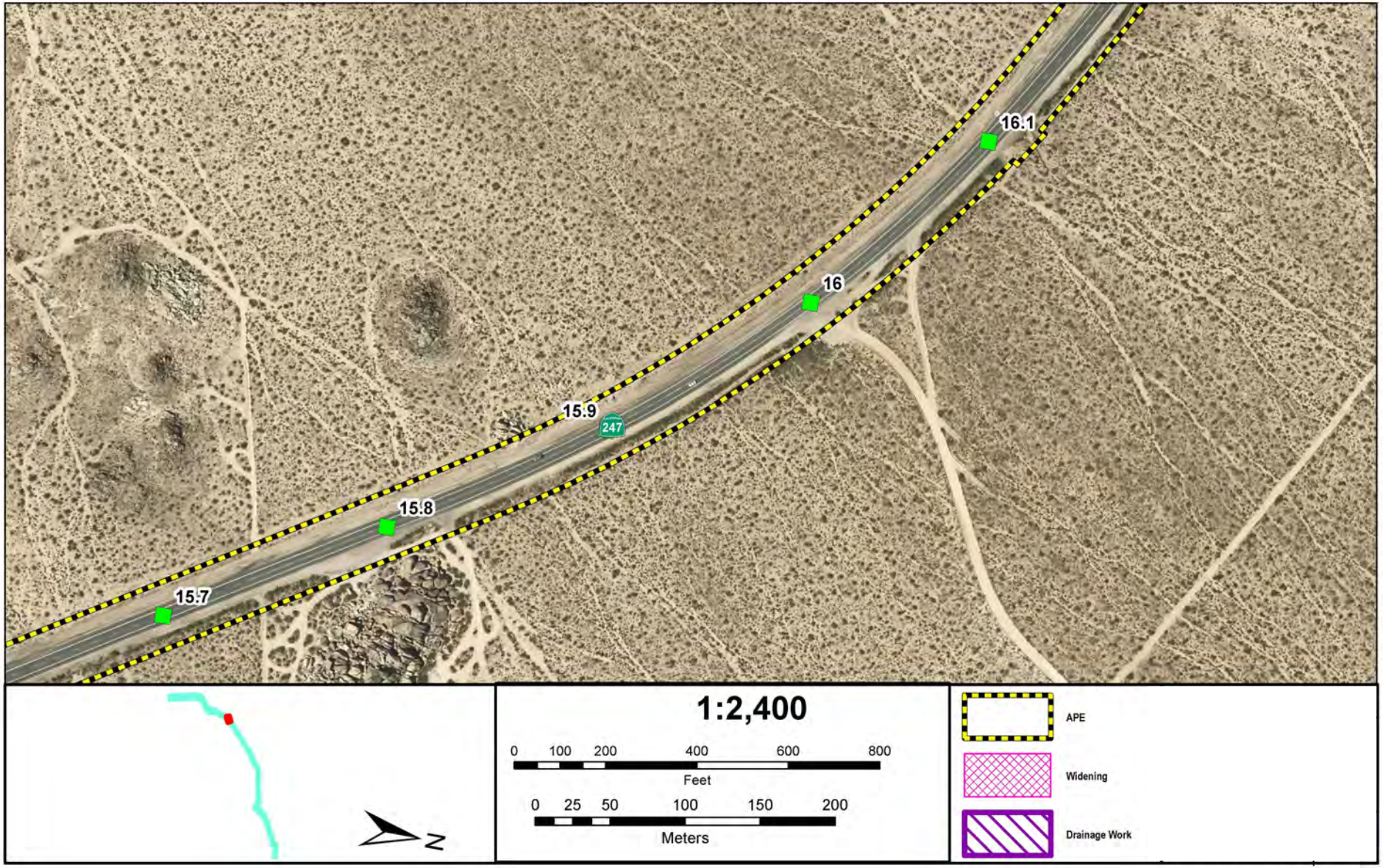


Figure 2.1V
Area of Potential Effect (APE) Map - Segment 22
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

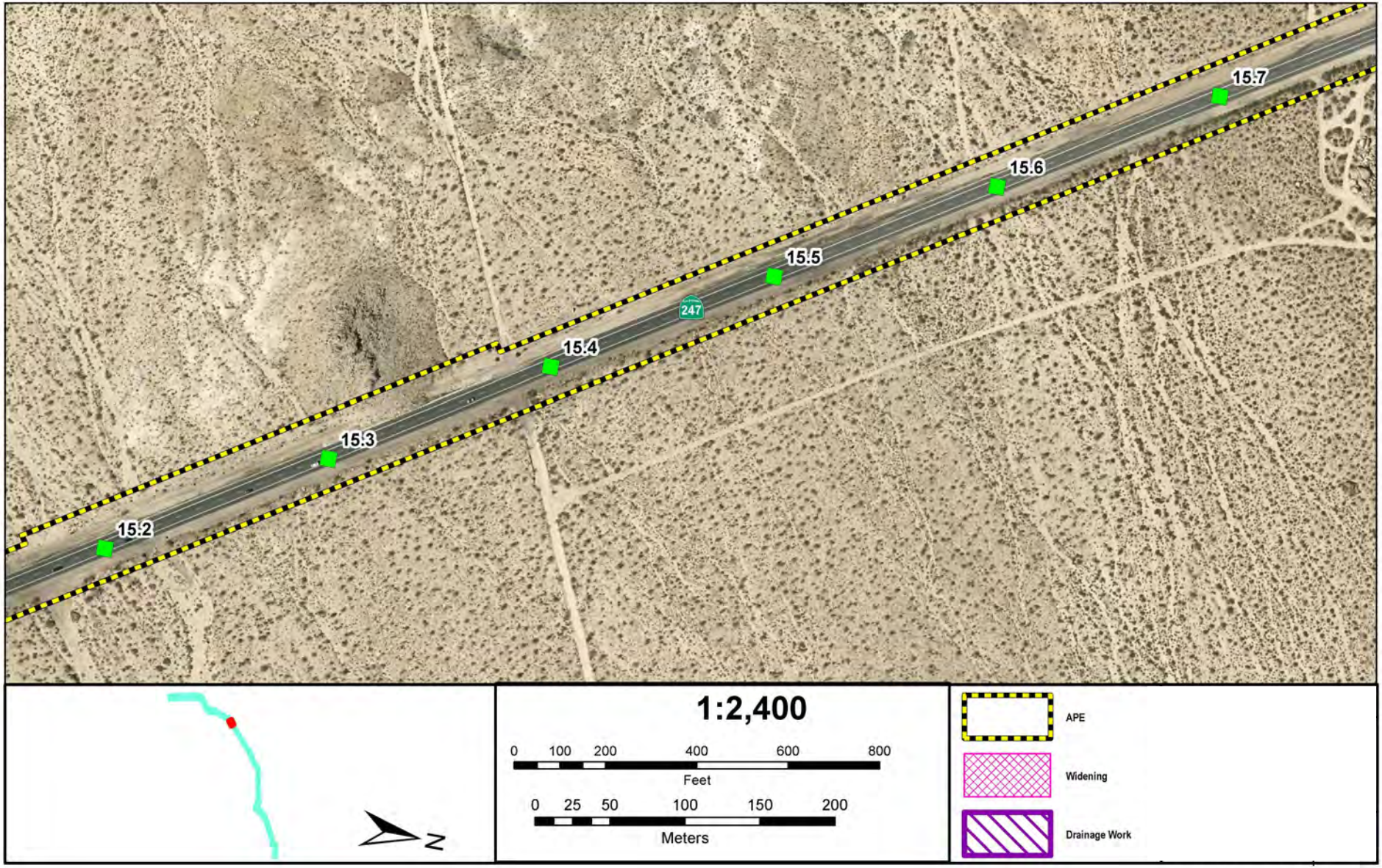


Figure 2.1W
Area of Potential Effect (APE) Map - Segment 23
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

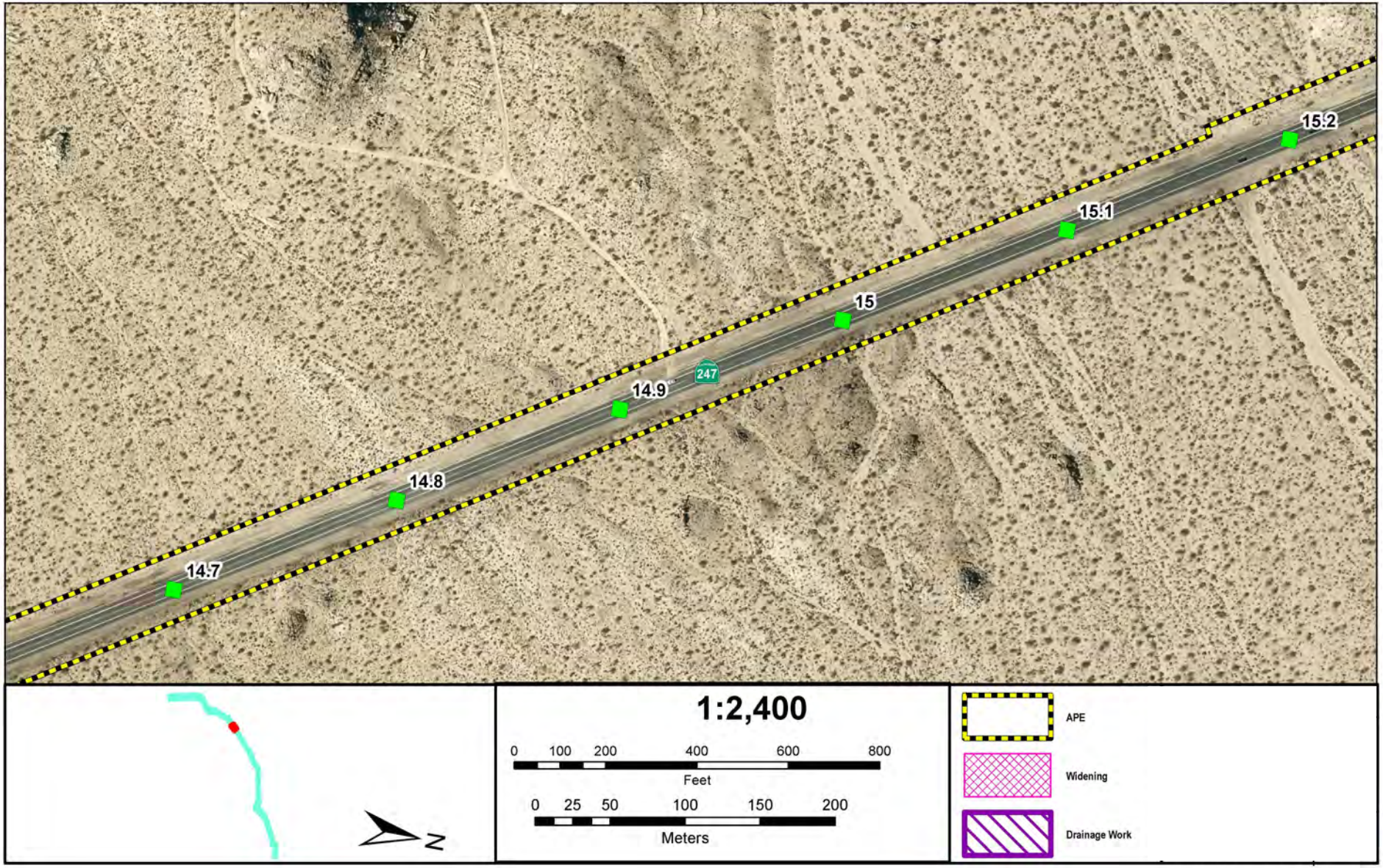


Figure 2.1X
Area of Potential Effect (APE) Map - Segment 24
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

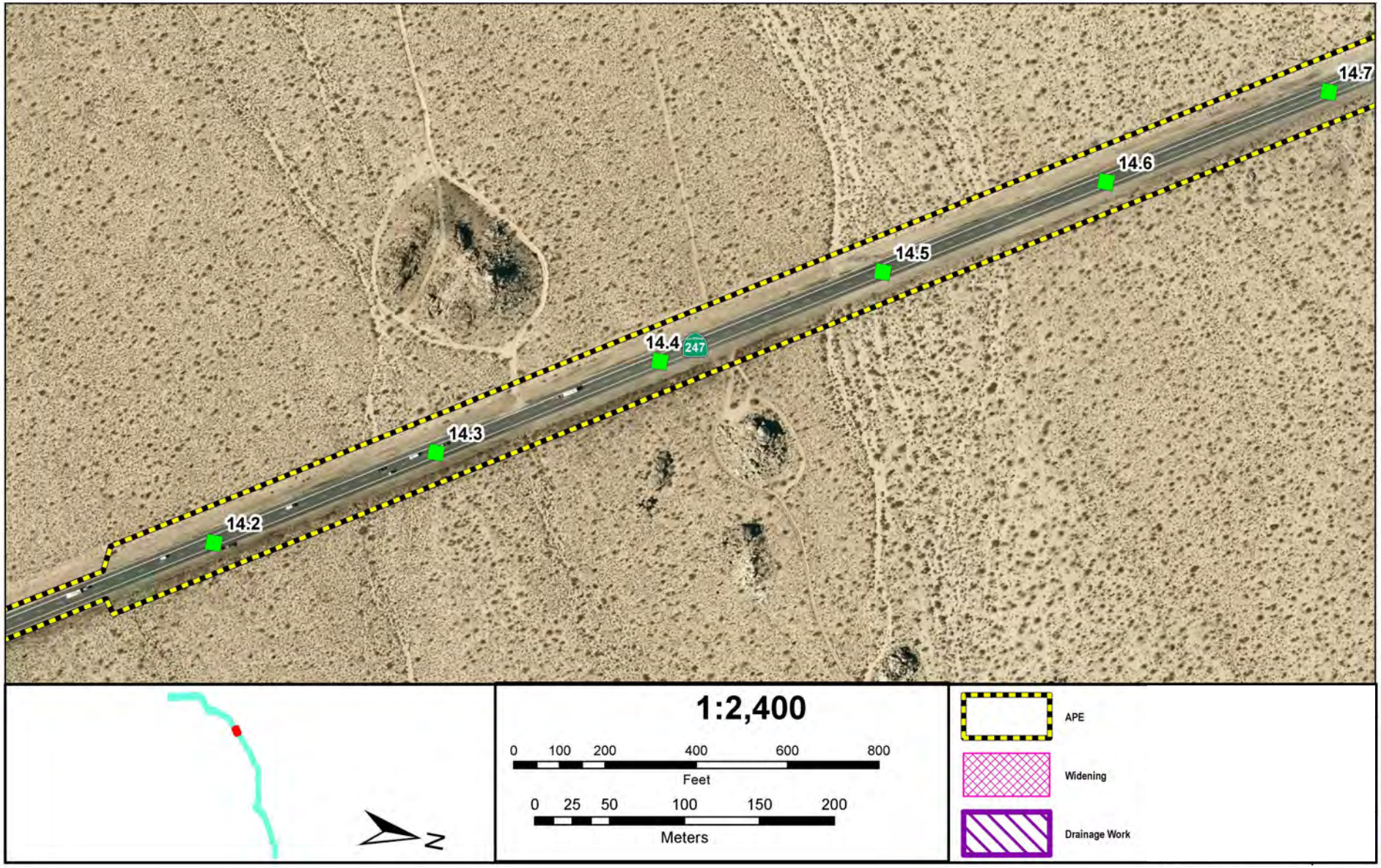


Figure 2.1Y
Area of Potential Effect (APE) Map - Segment 25
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

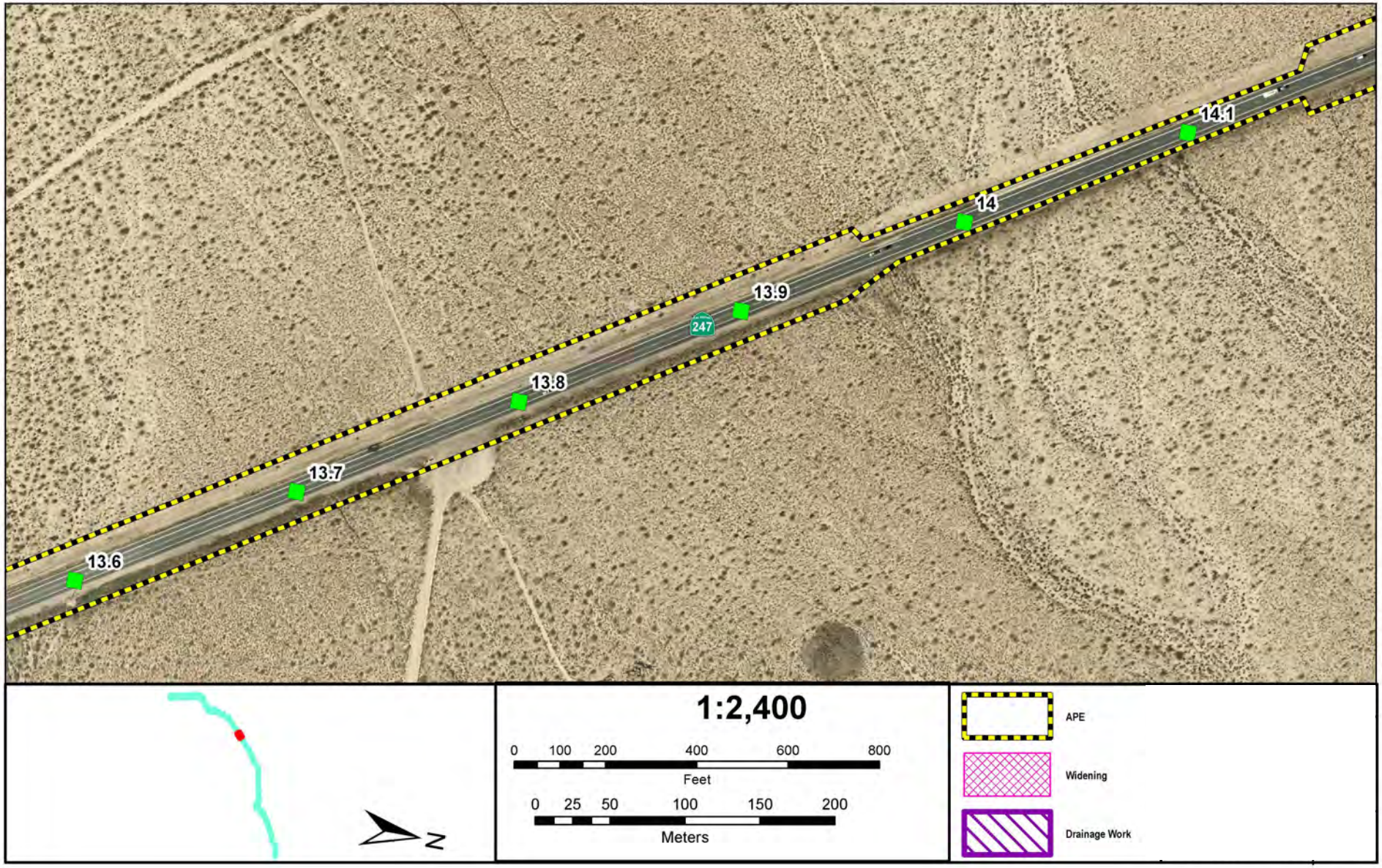


Figure 2.1Z
Area of Potential Effect (APE) Map - Segment 26
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

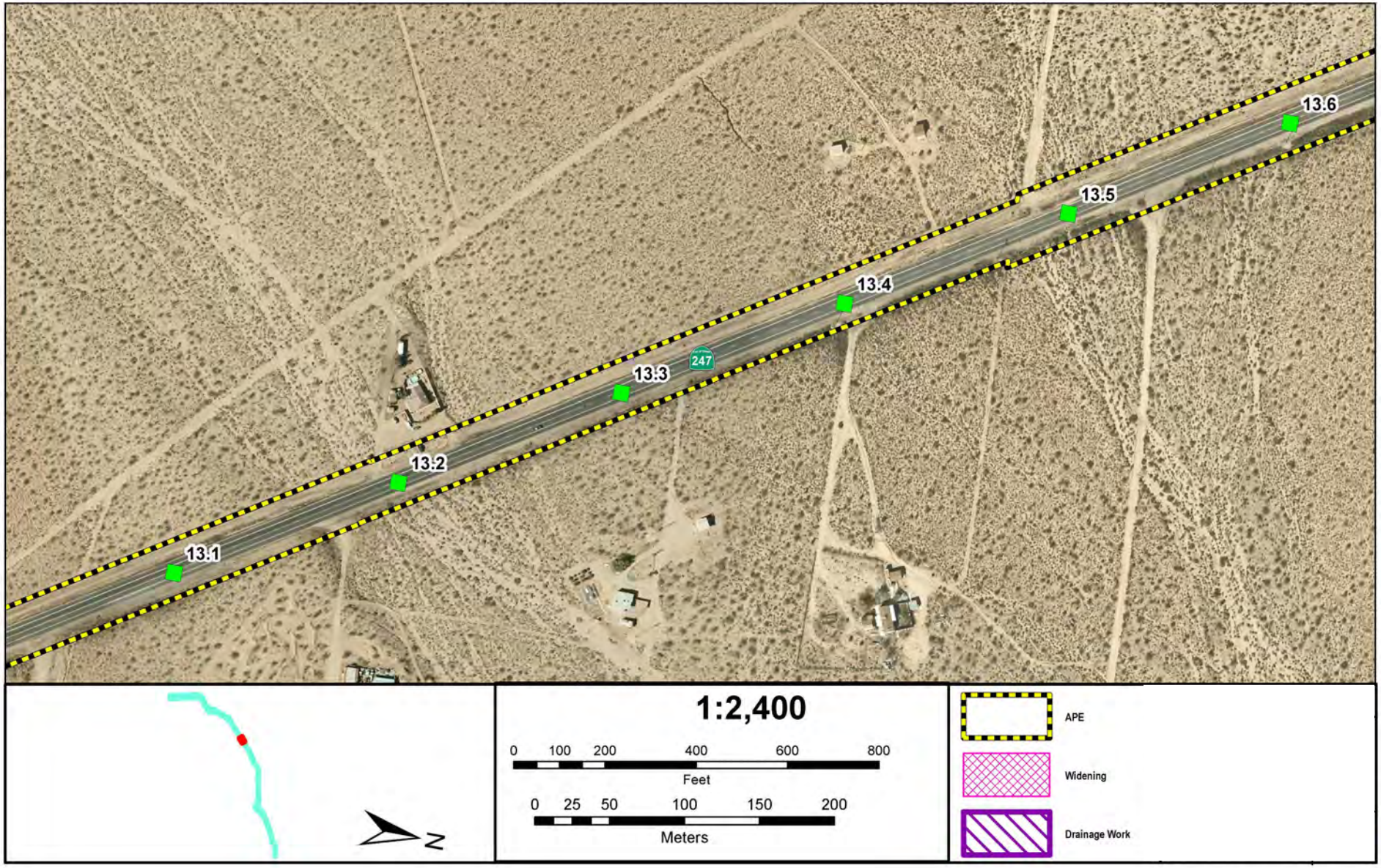


Figure 2.1AA
Area of Potential Effect (APE) Map - Segment 27
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

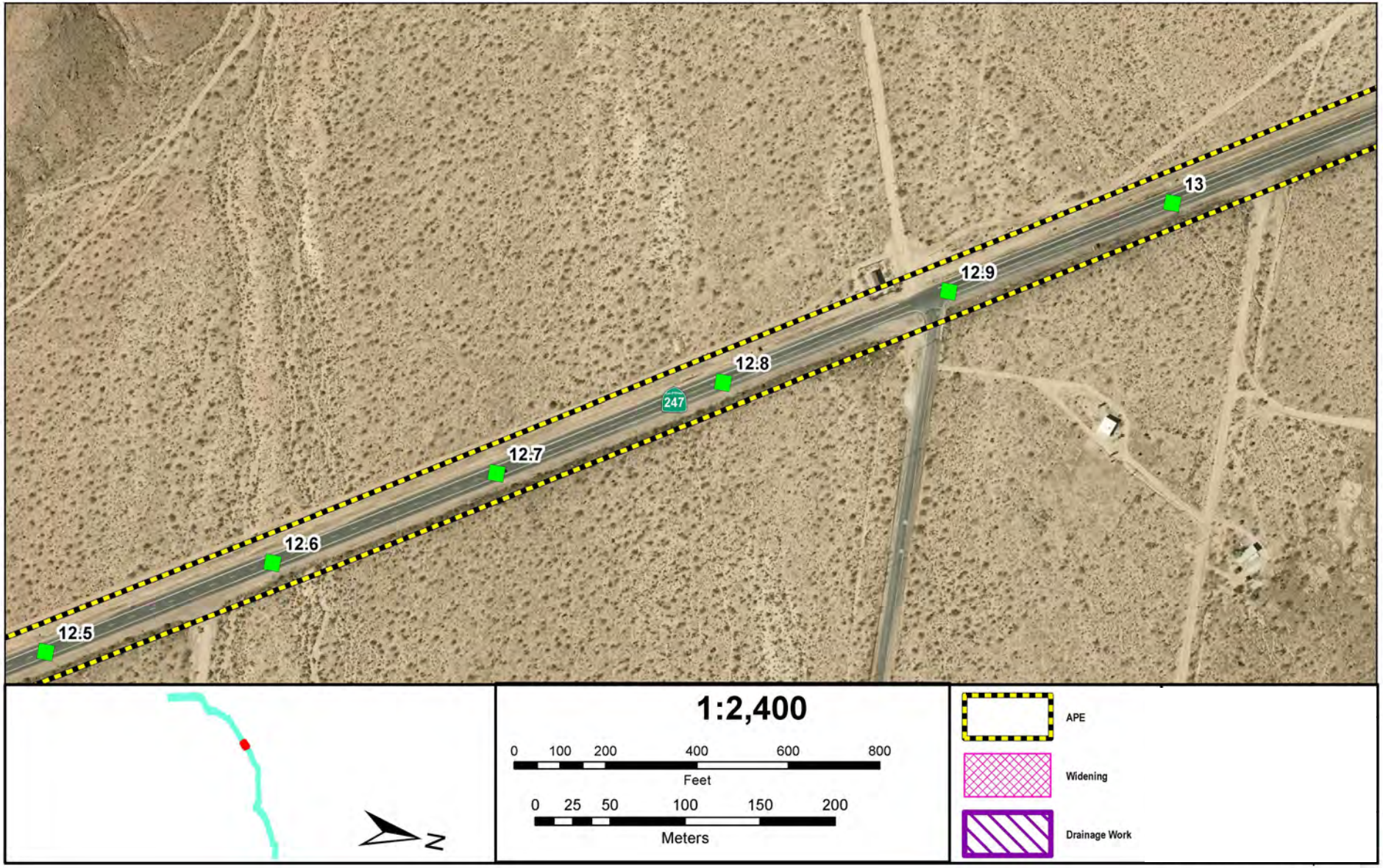


Figure 2.1AB
Area of Potential Effect (APE) Map - Segment 28
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

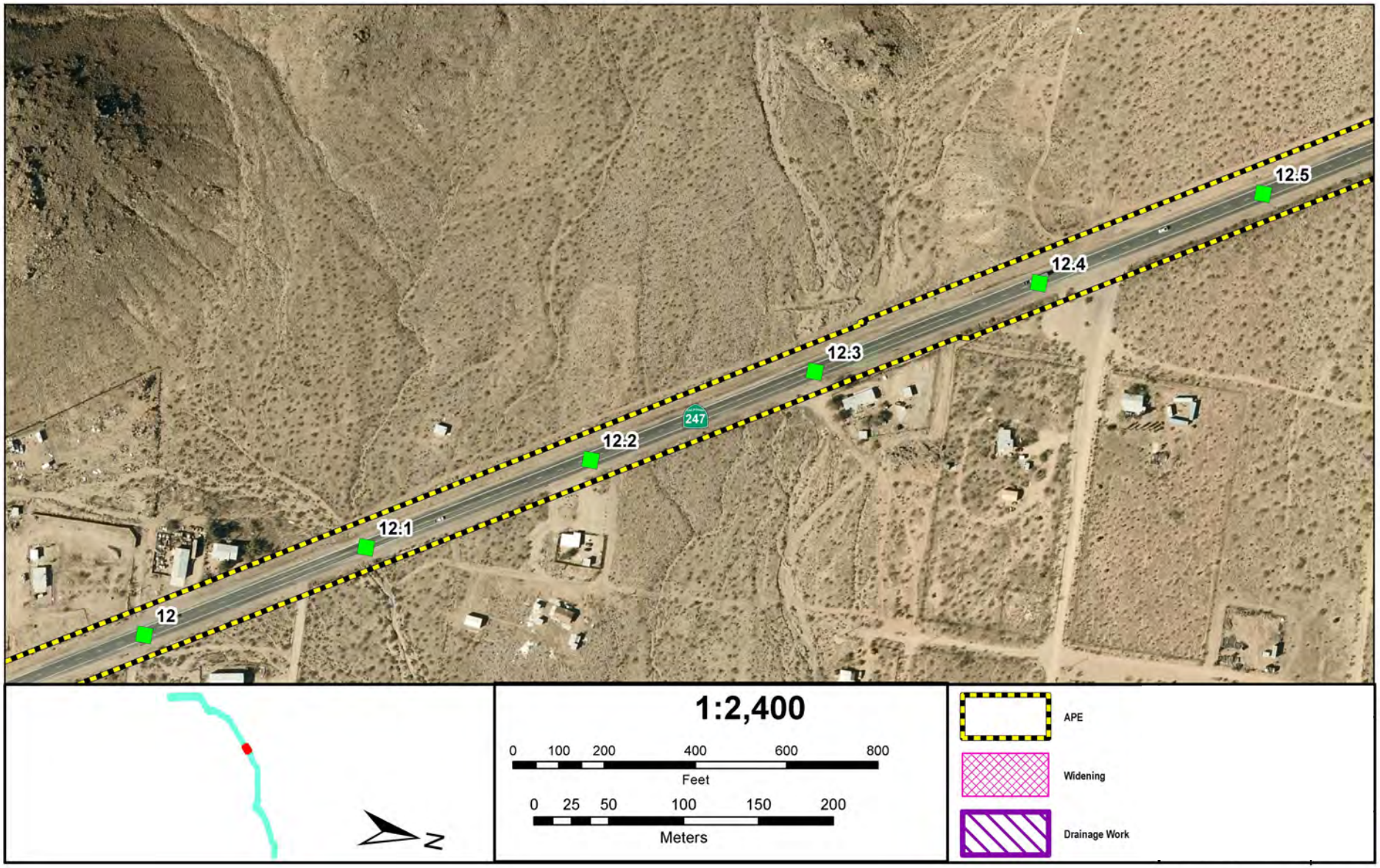


Figure 2.1AC
Area of Potential Effect (APE) Map - Segment 29
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

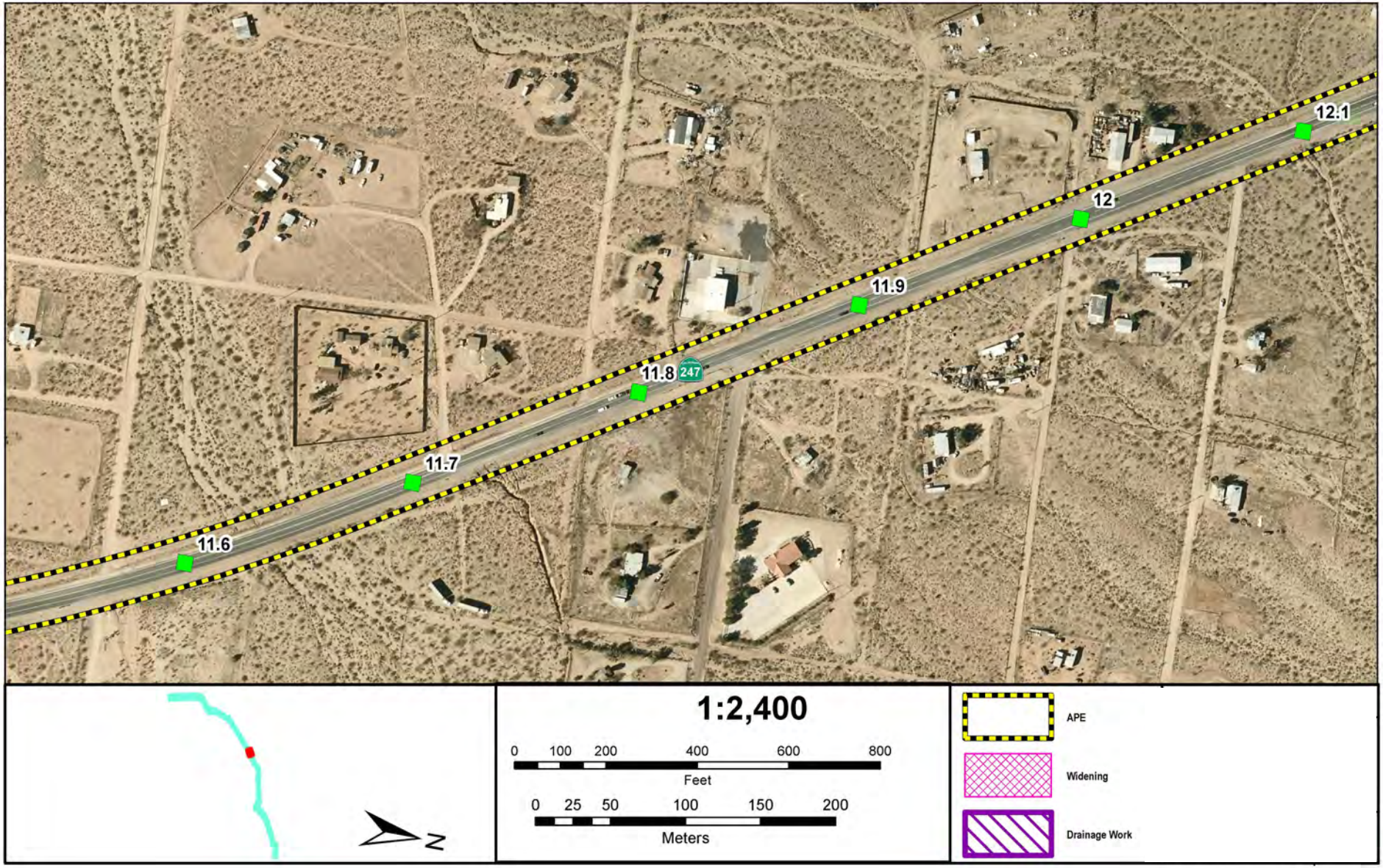


Figure 2.1AD
Area of Potential Effect (APE) Map - Segment 30
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

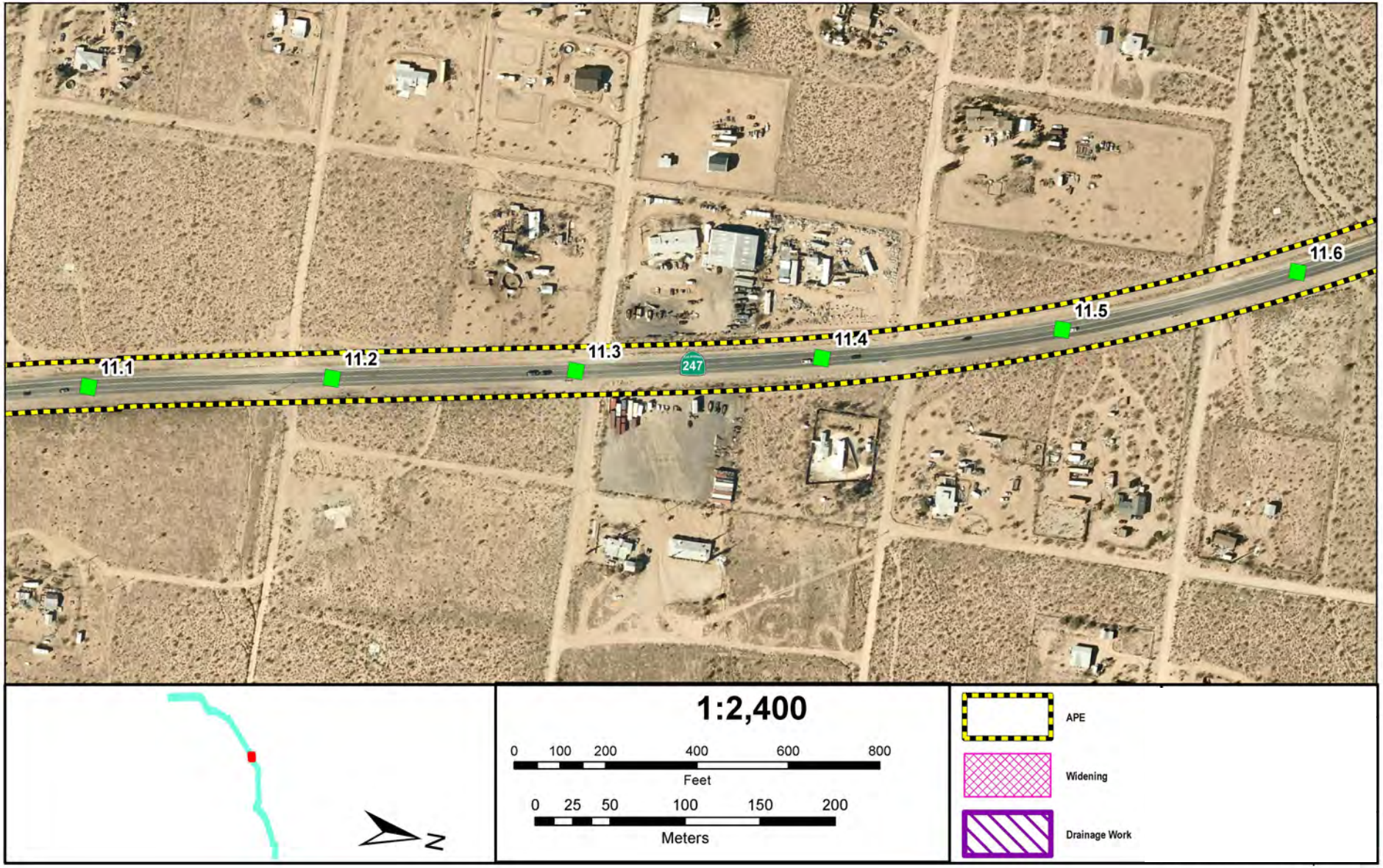


Figure 2.1AE
Area of Potential Effect (APE) Map - Segment 31
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

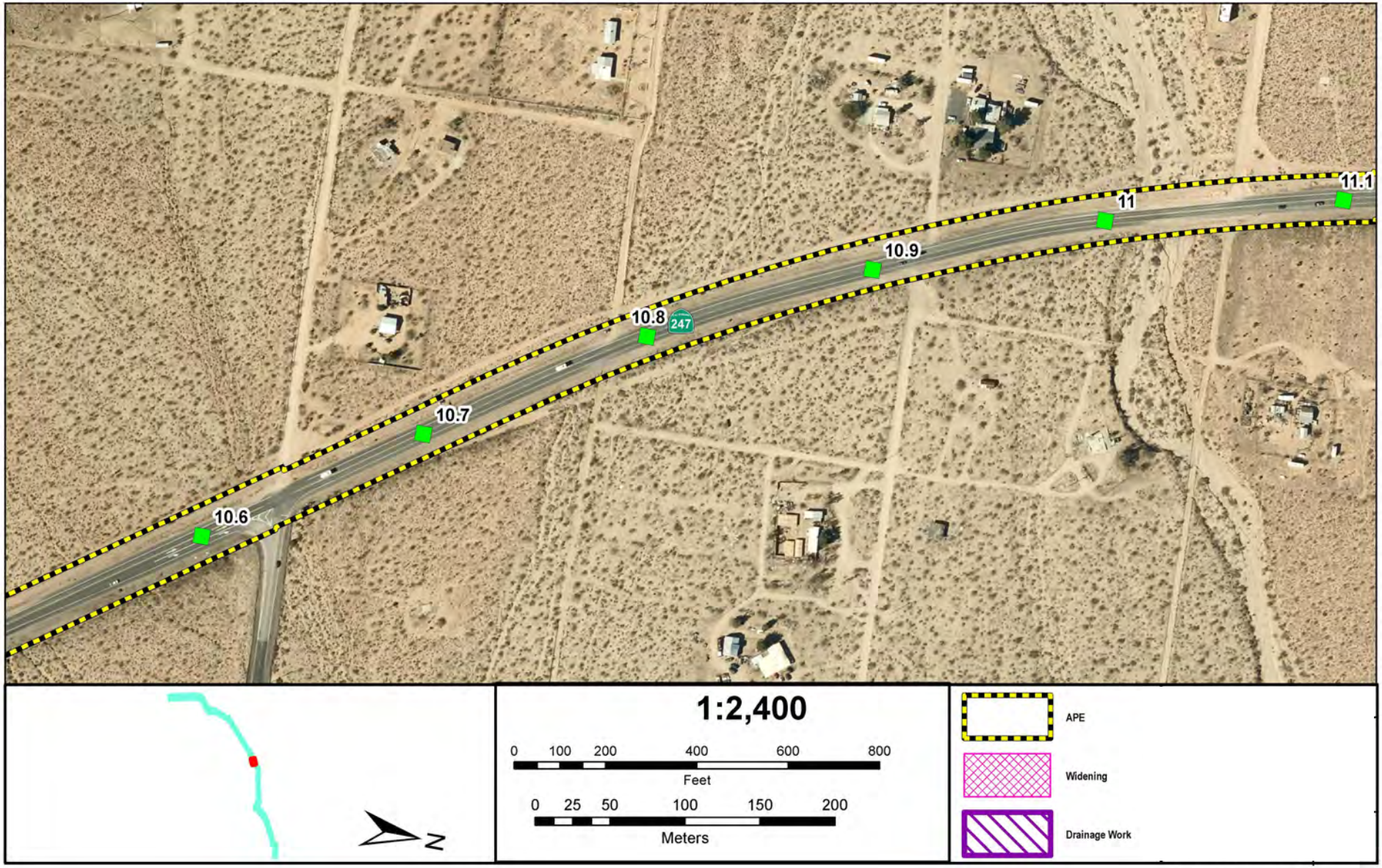


Figure 2.1AF
Area of Potential Effect (APE) Map - Segment 32
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

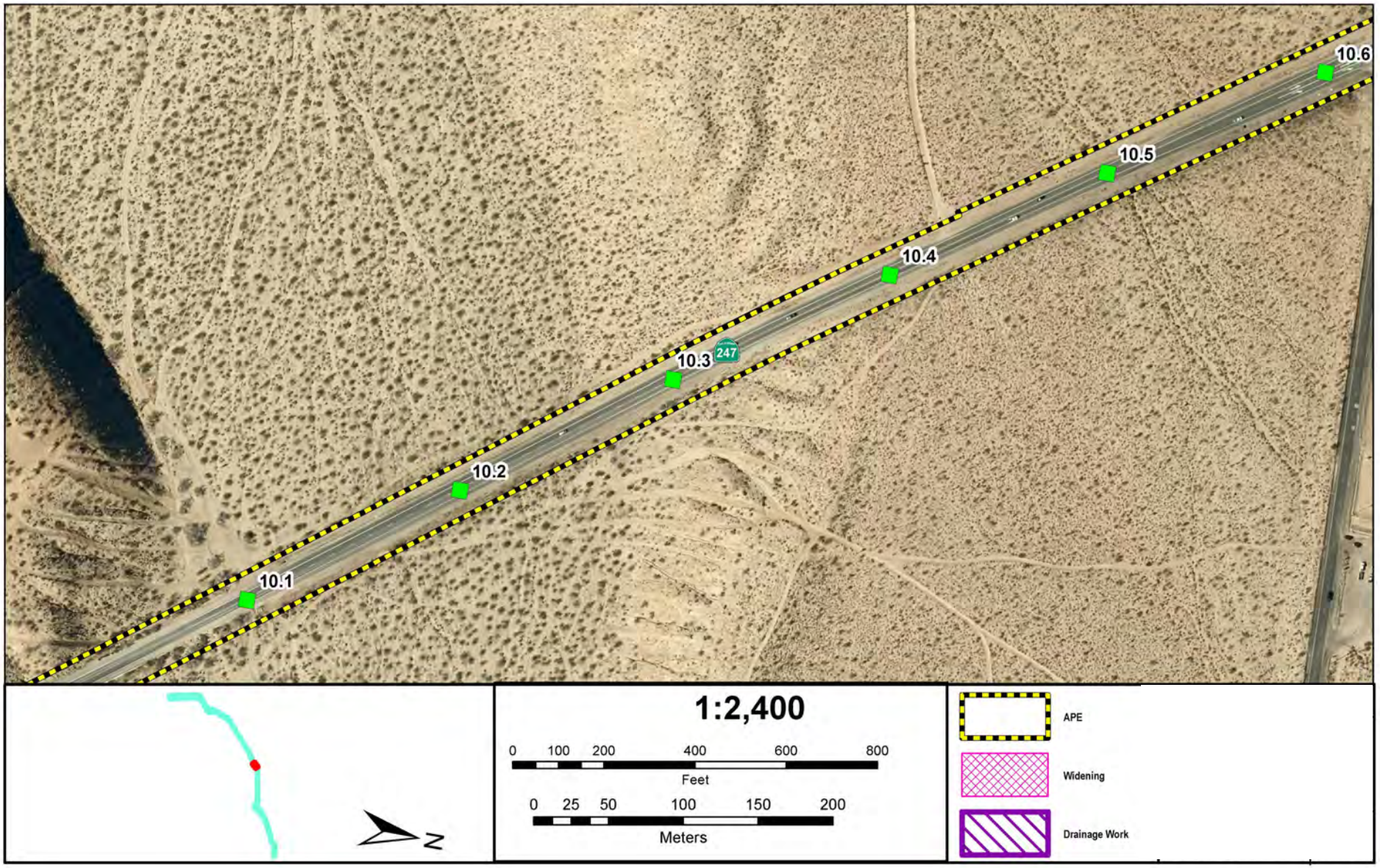


Figure 2.1AG
Area of Potential Effect (APE) Map - Segment 33
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

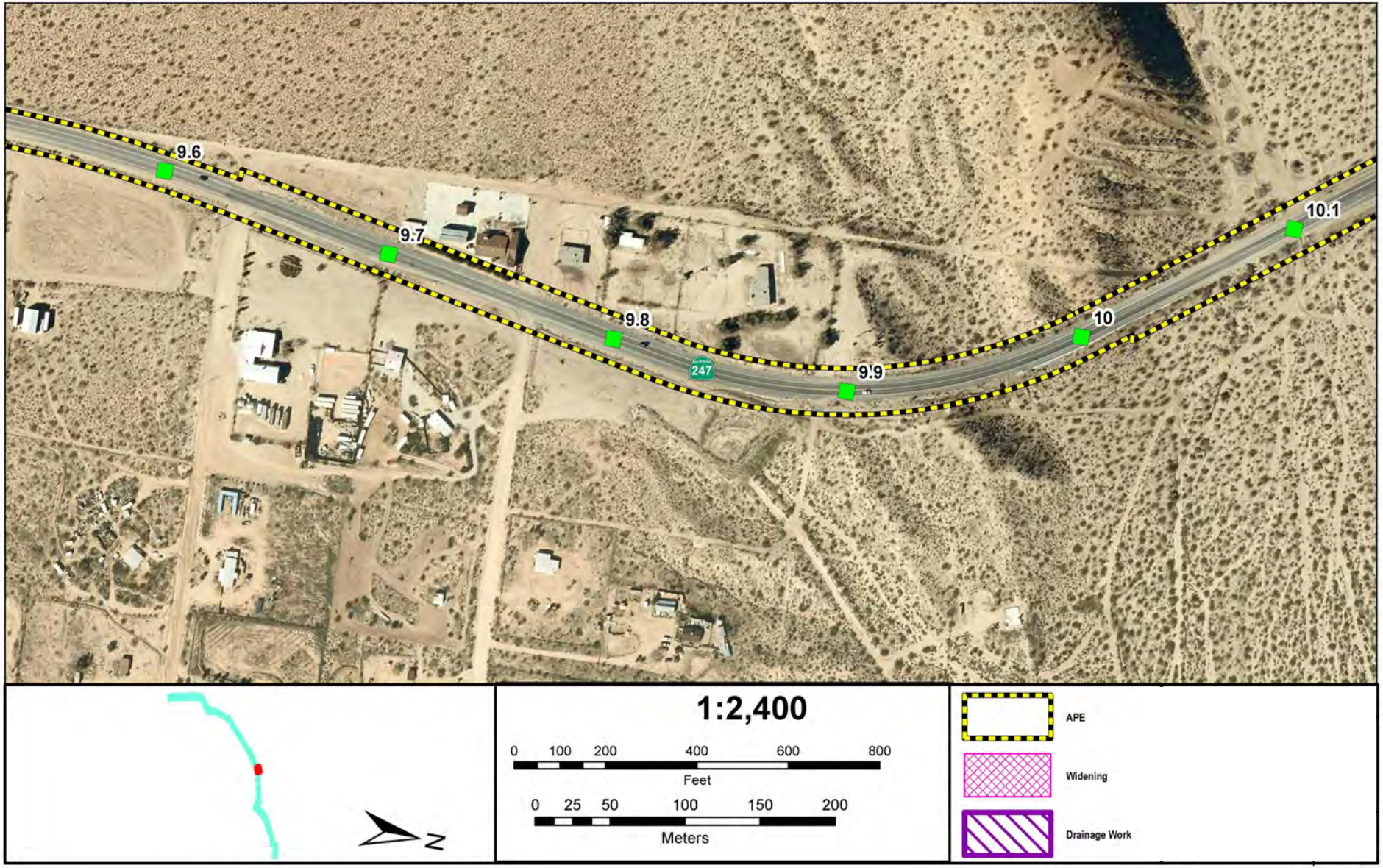


Figure 2.1AH
Area of Potential Effect (APE) Map - Segment 34
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

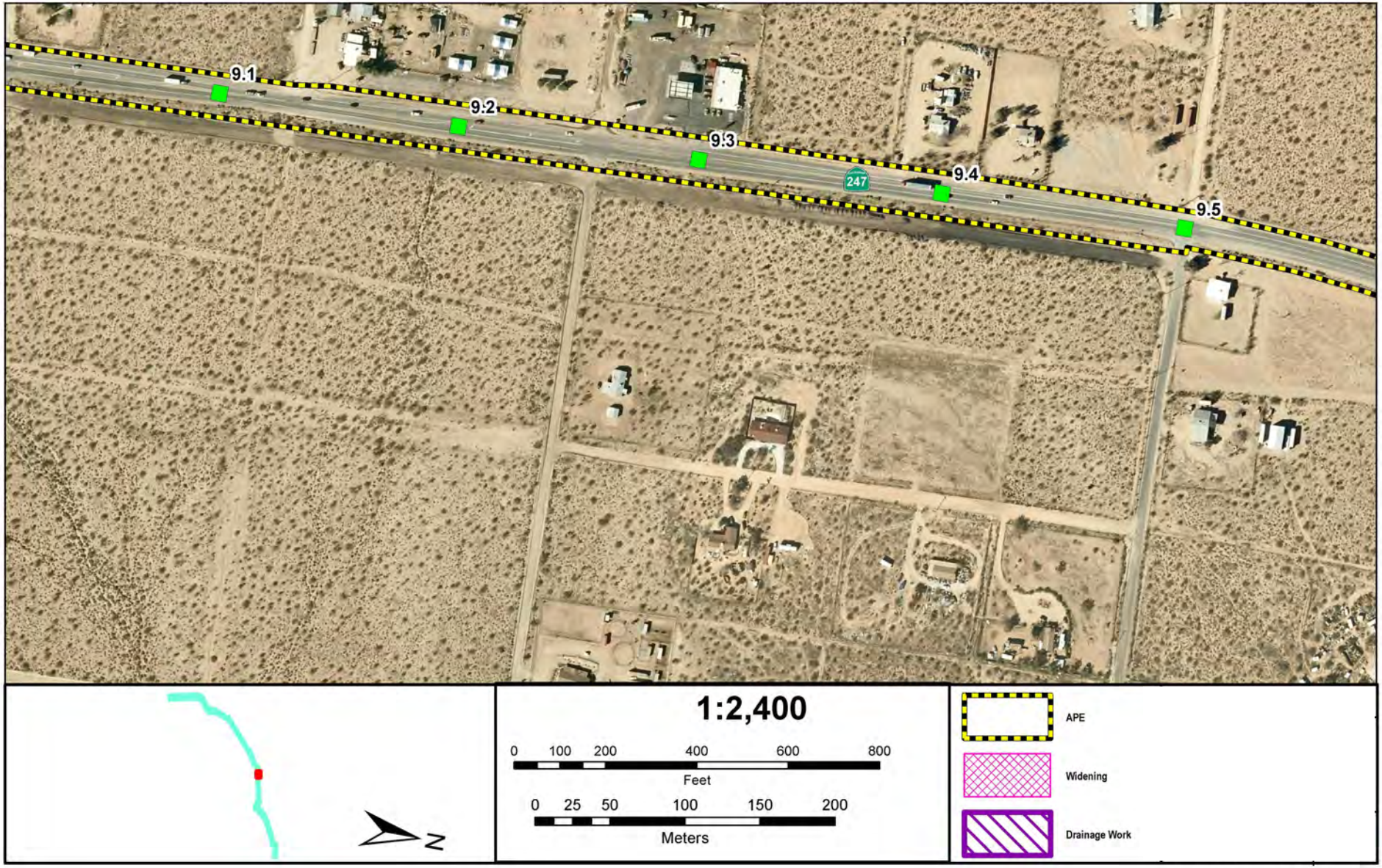


Figure 2.1AI
Area of Potential Effect (APE) Map - Segment 35
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

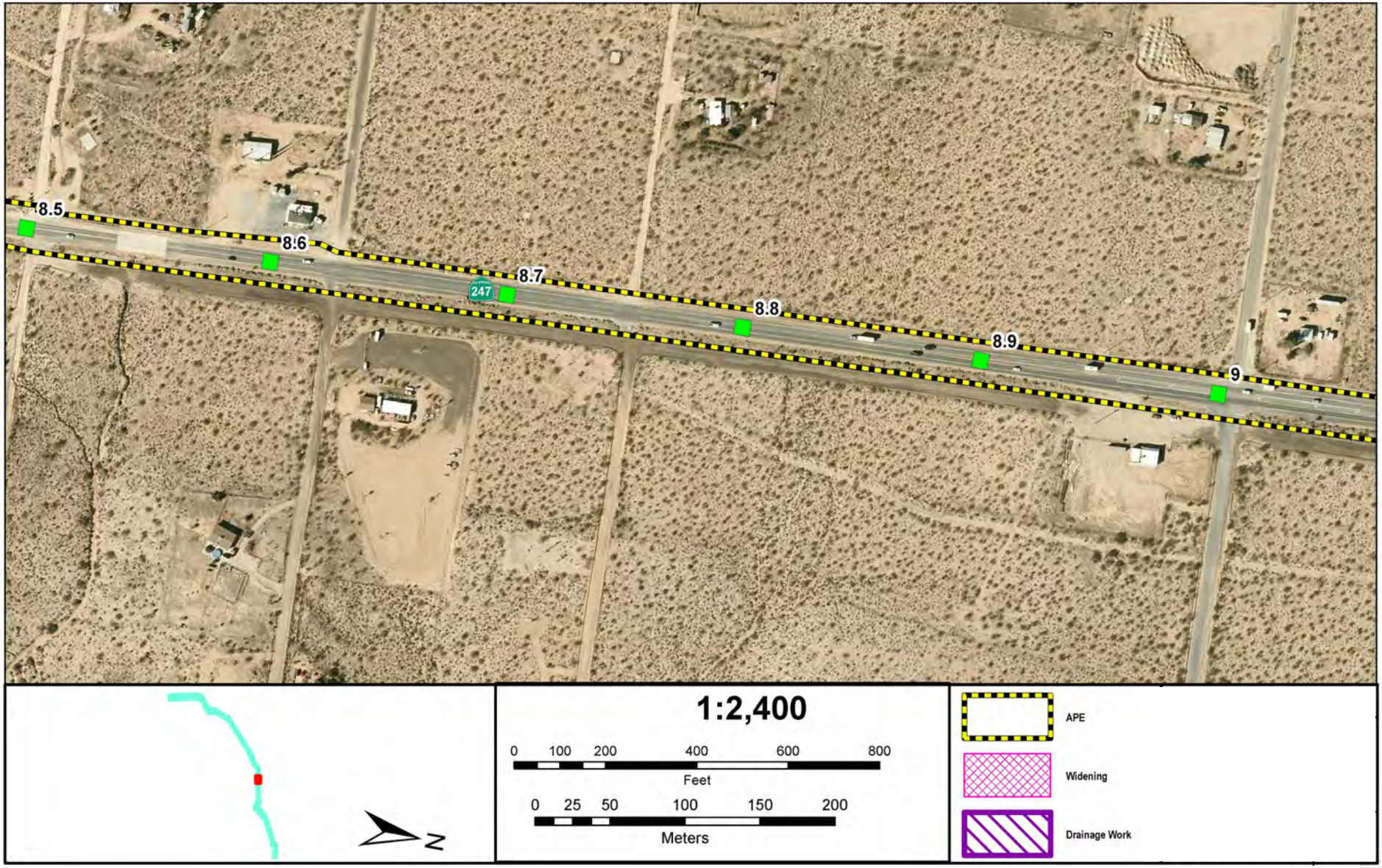


Figure 2.1AJ
Area of Potential Effect (APE) Map - Segment 36
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

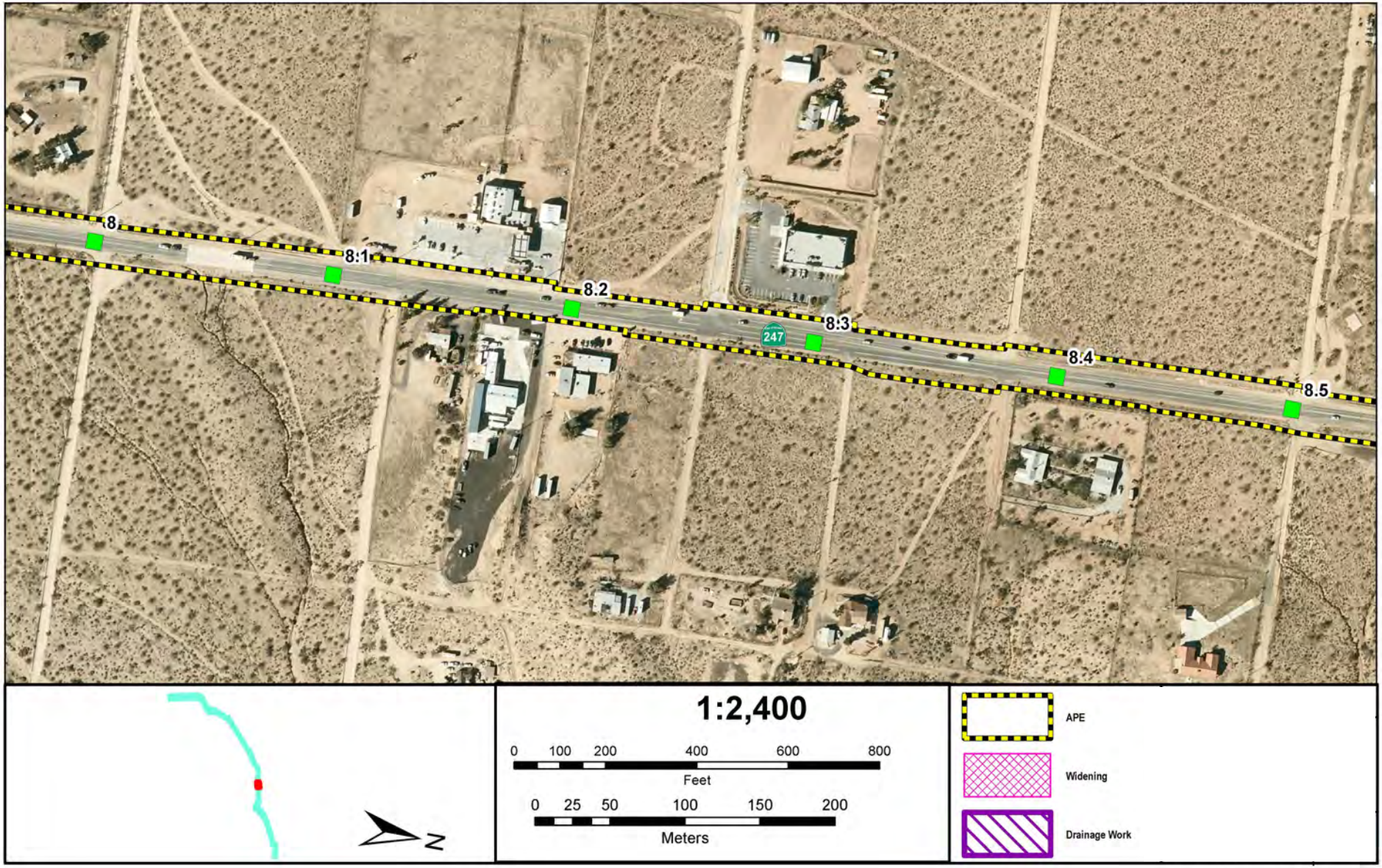


Figure 2.1AK
Area of Potential Effect (APE) Map - Segment 37
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

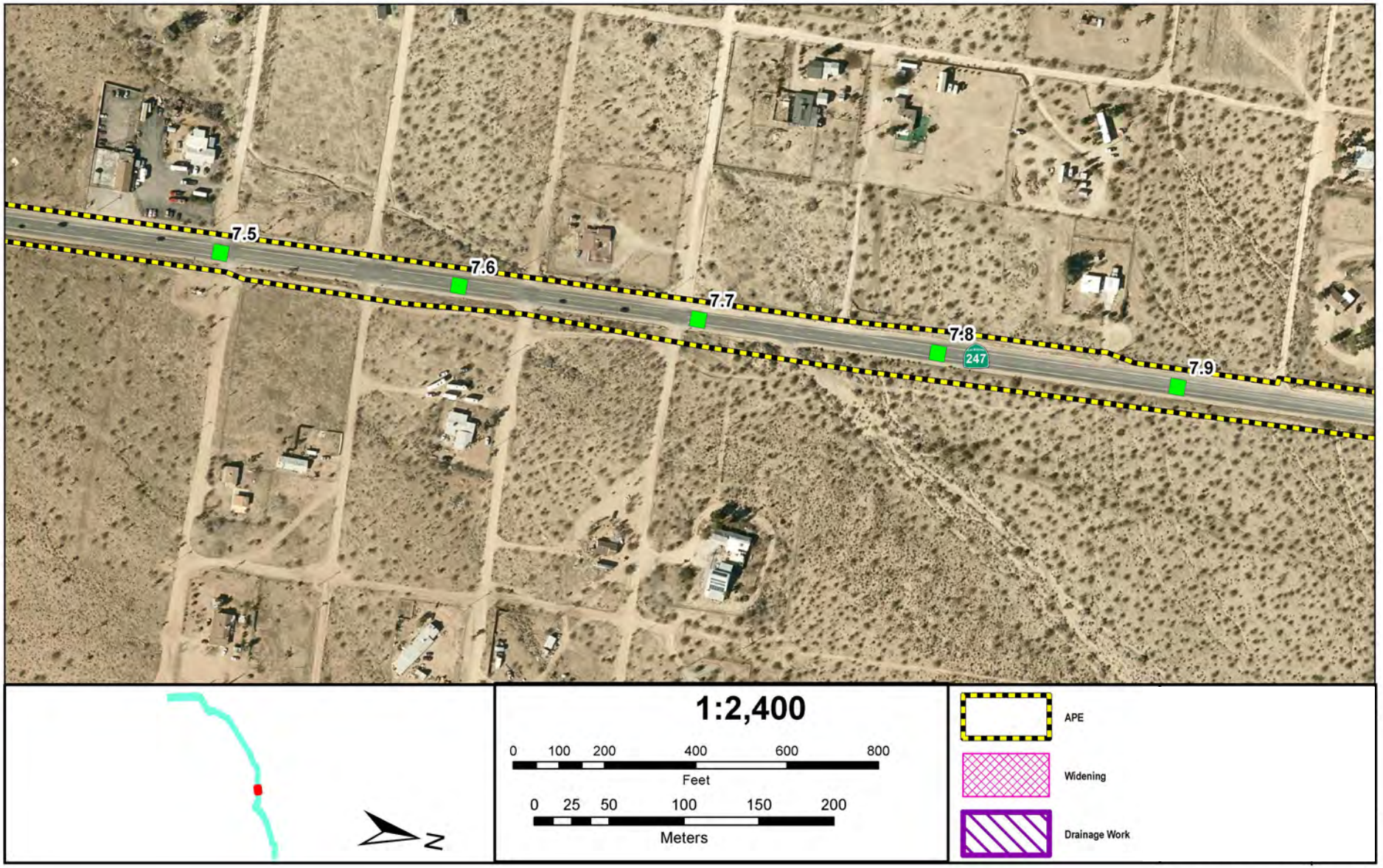


Figure 2.1AL
Area of Potential Effect (APE) Map - Segment 38
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

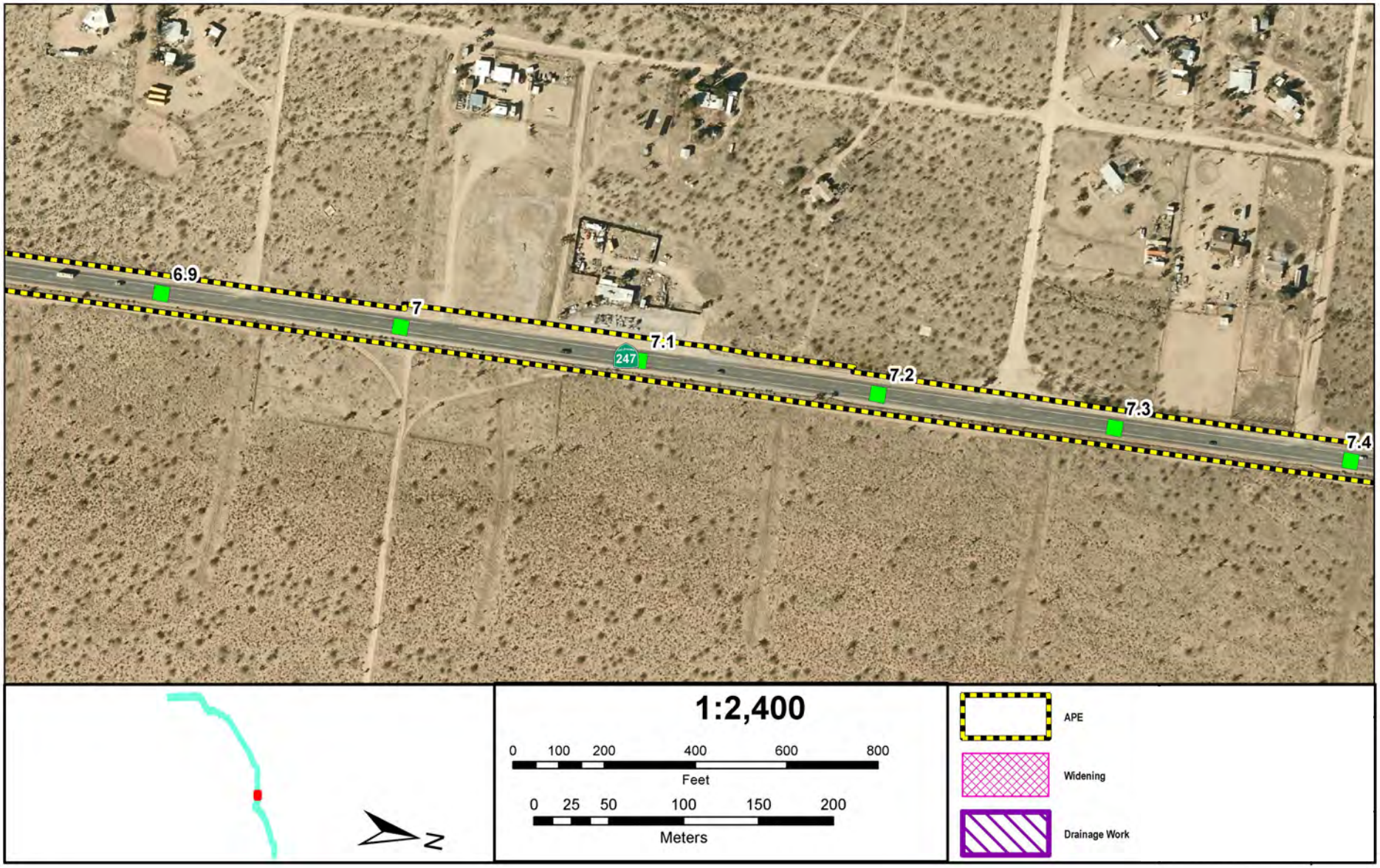


Figure 2.1AM
Area of Potential Effect (APE) Map - Segment 39
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

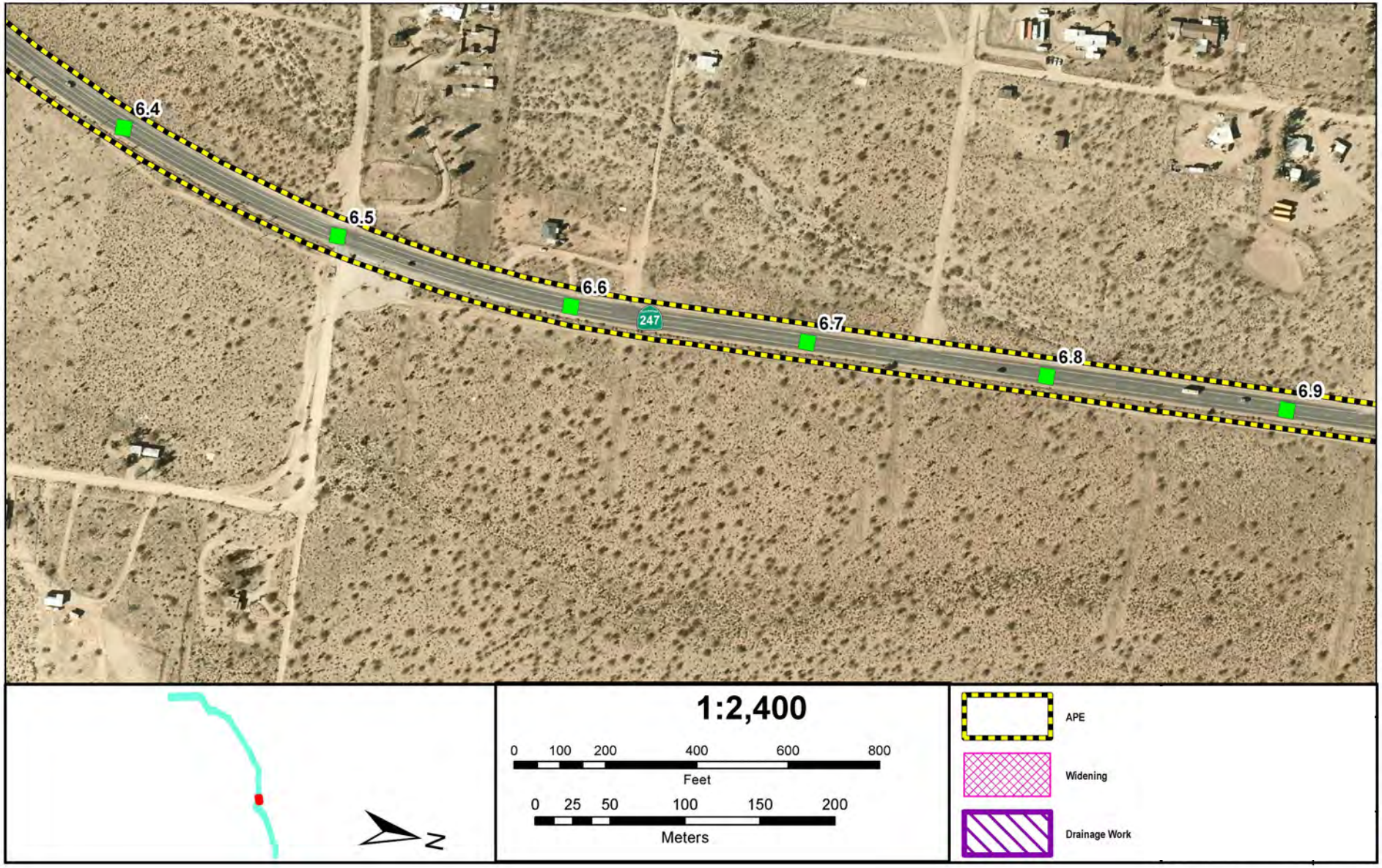


Figure 2.1AN
Area of Potential Effect (APE) Map - Segment 40
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

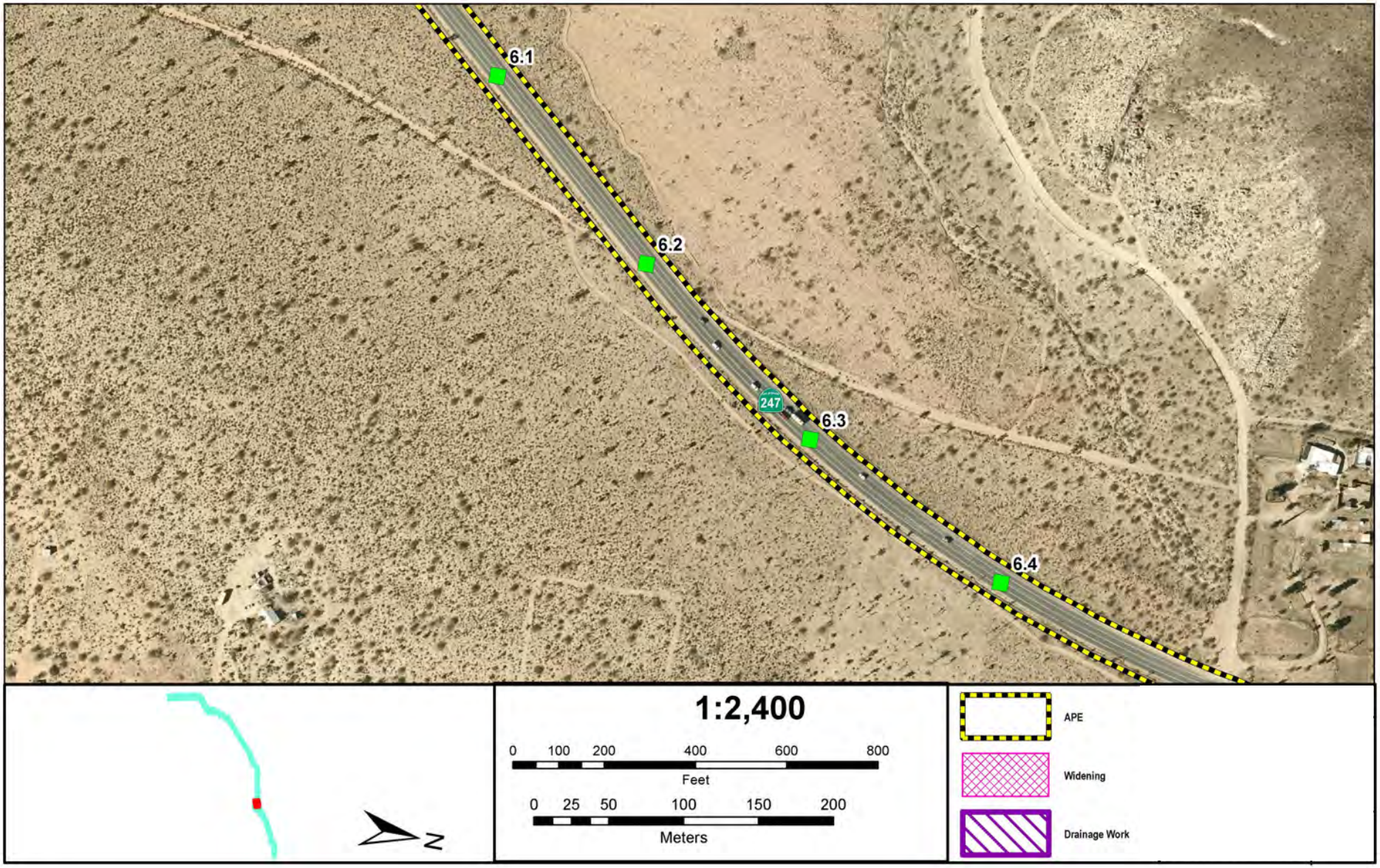


Figure 2.1AO
Area of Potential Effect (APE) Map - Segment 41
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

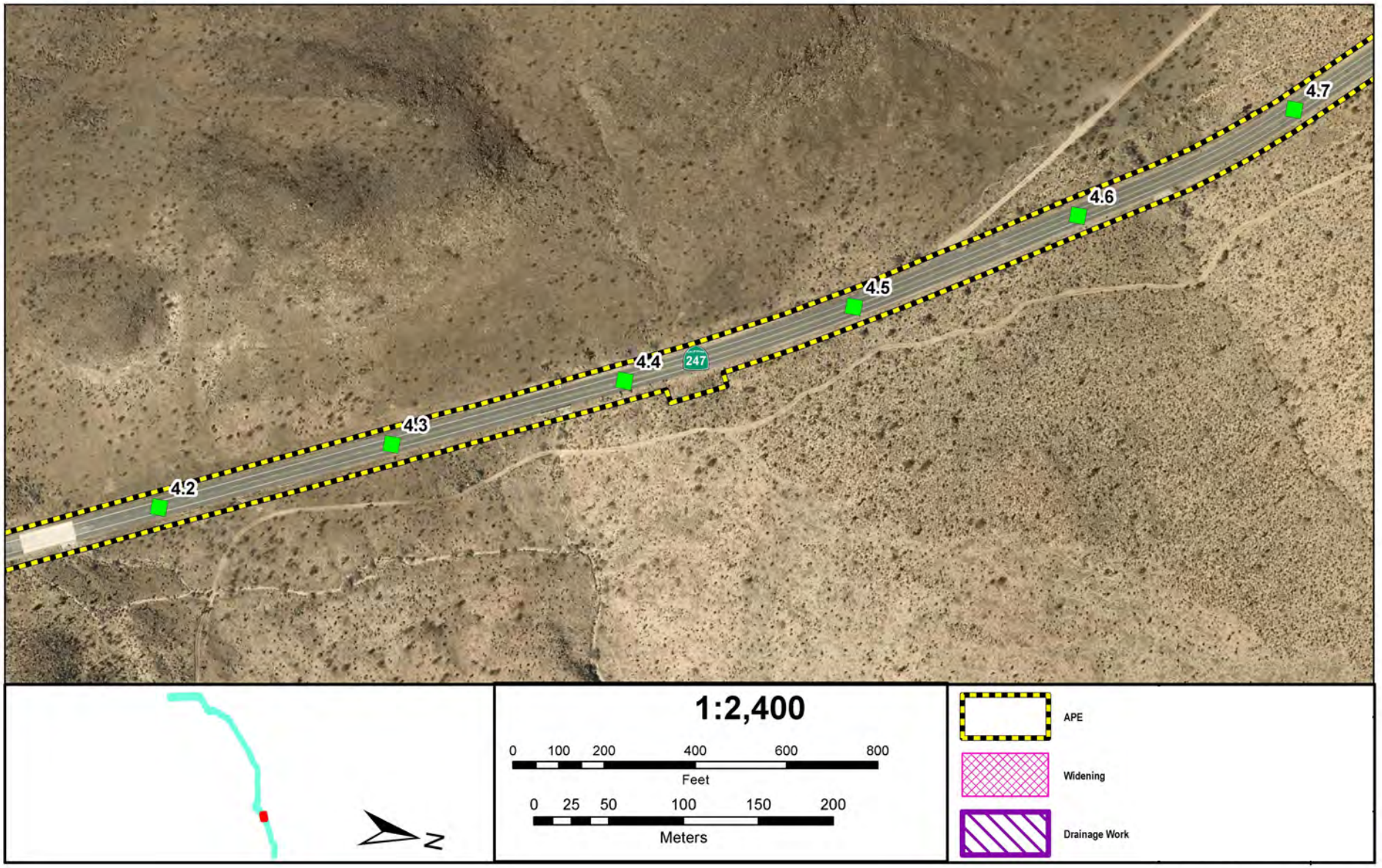


Figure 2.1AP
Area of Potential Effect (APE) Map - Segment 42
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

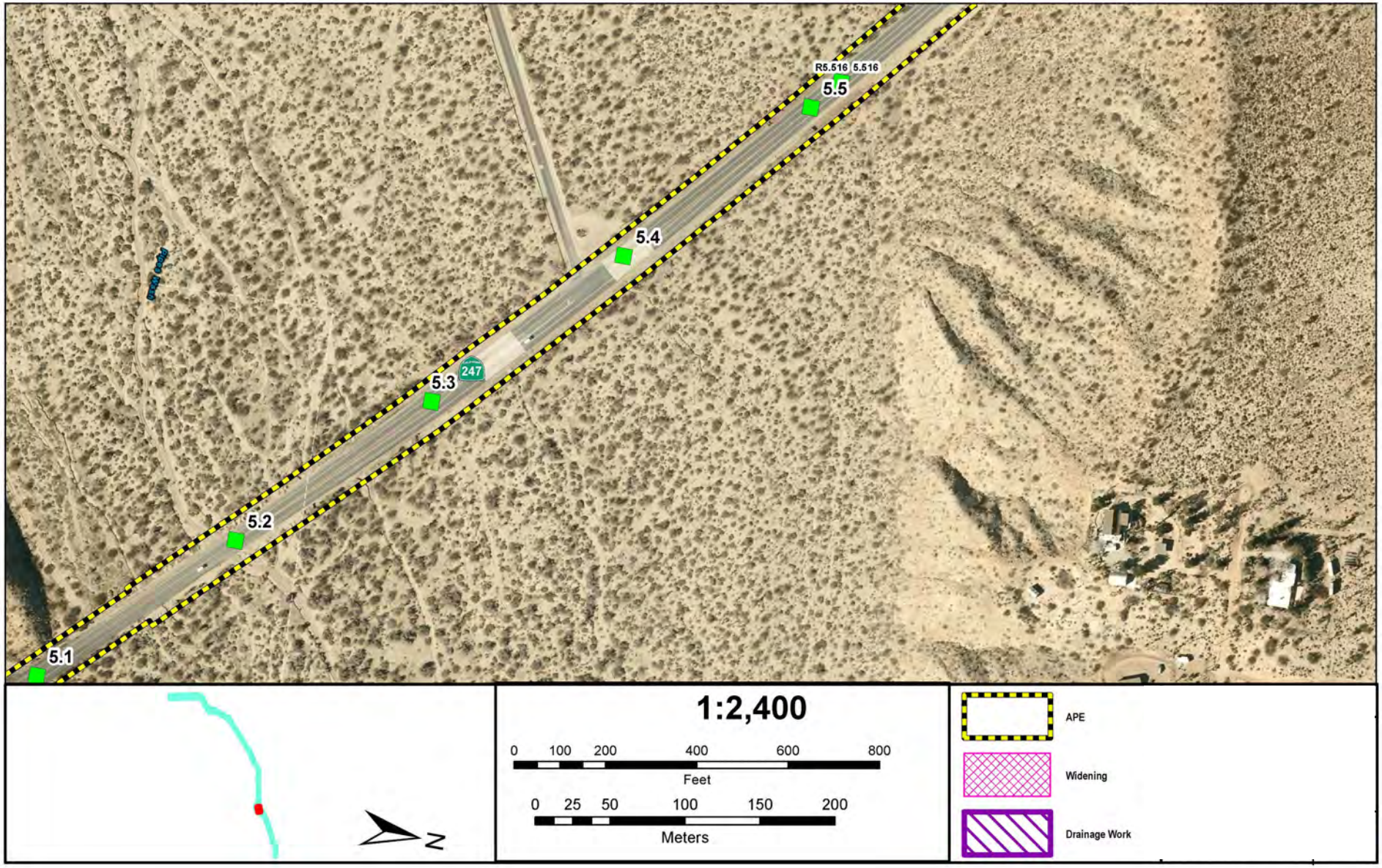


Figure 2.1AQ
Area of Potential Effect (APE) Map - Segment 43
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

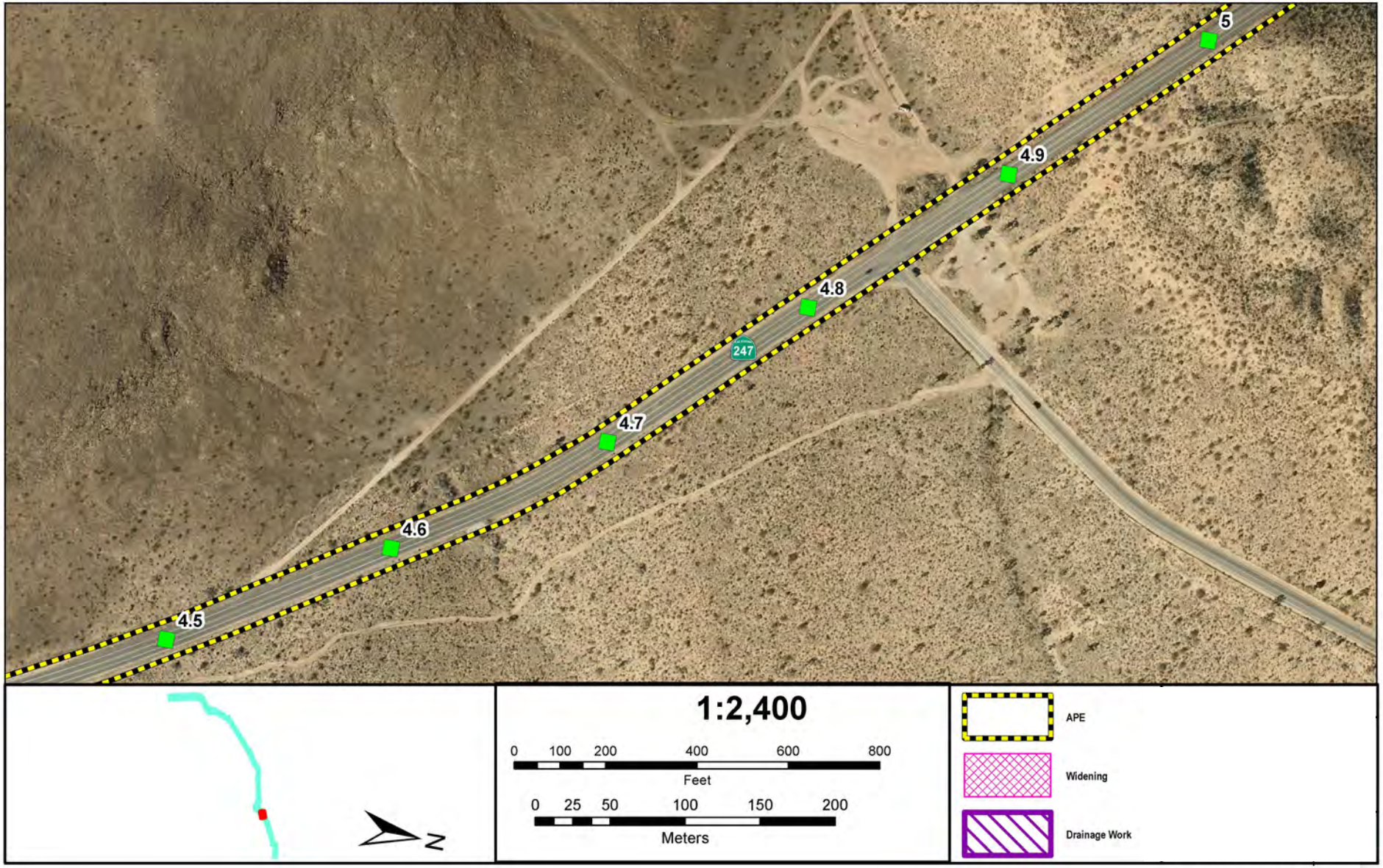


Figure 2.1AR
Area of Potential Effect (APE) Map - Segment 44
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

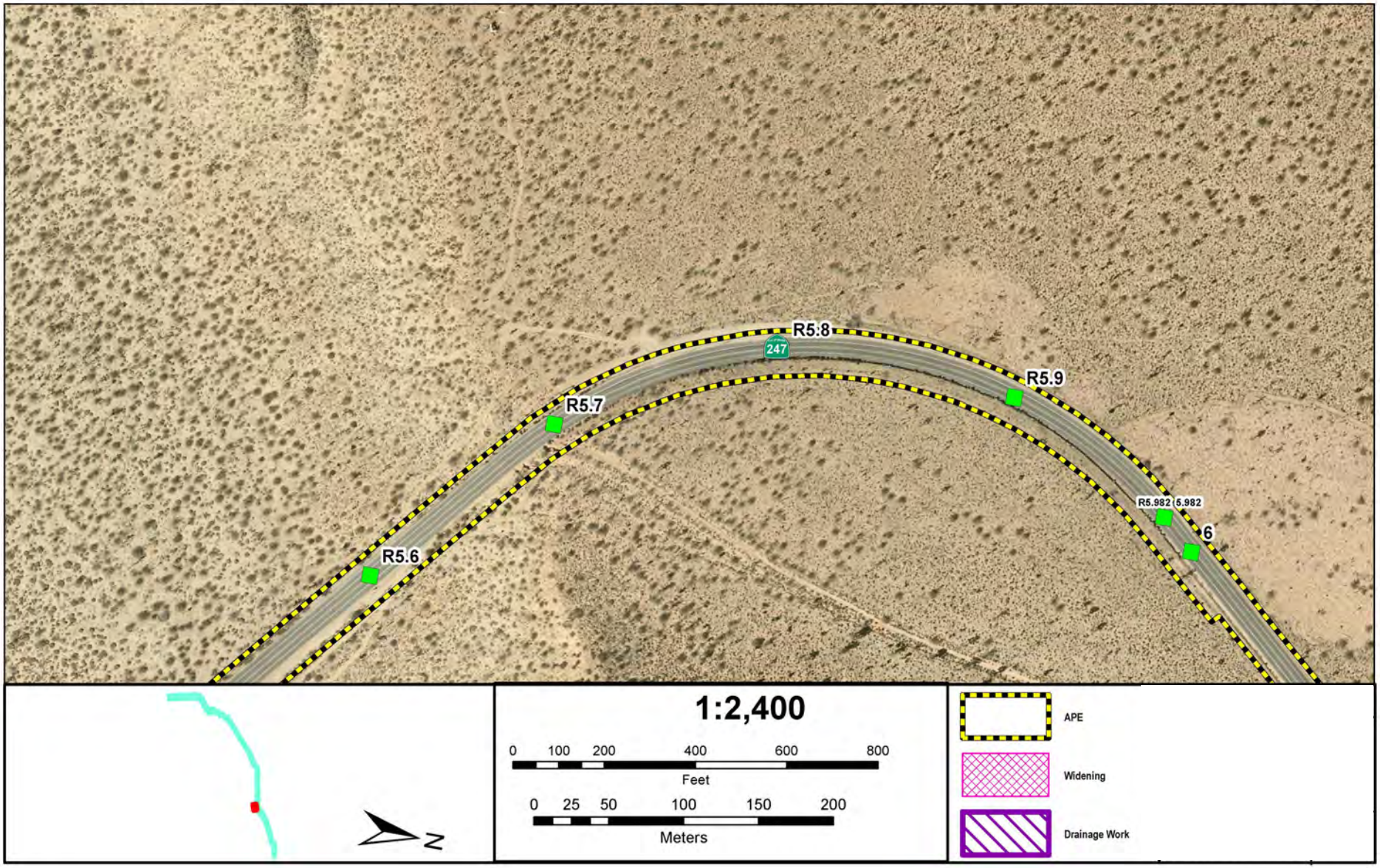


Figure 2.1AS
Area of Potential Effect (APE) Map - Segment 45
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

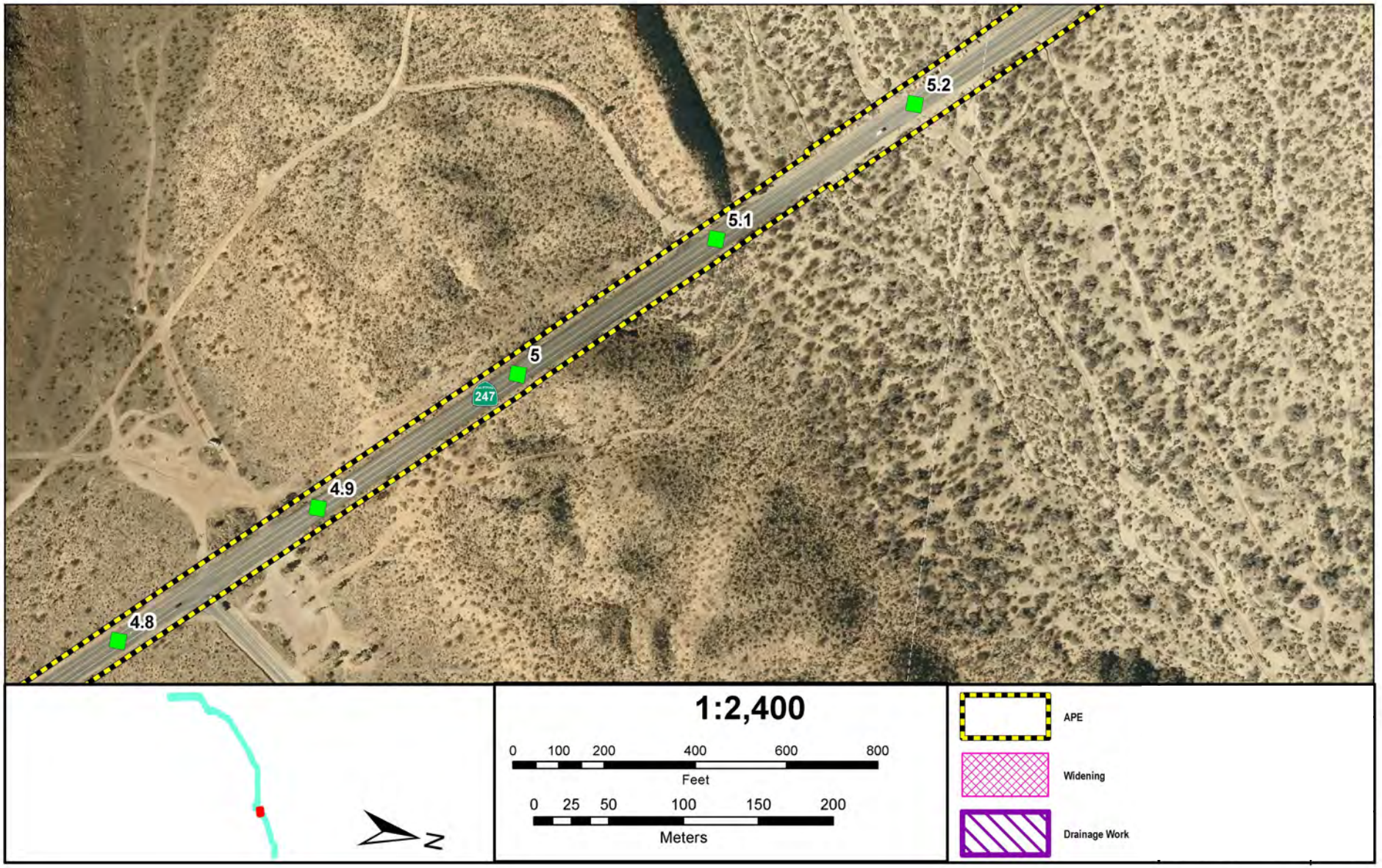


Figure 2.1AT
Area of Potential Effect (APE) Map - Segment 46
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

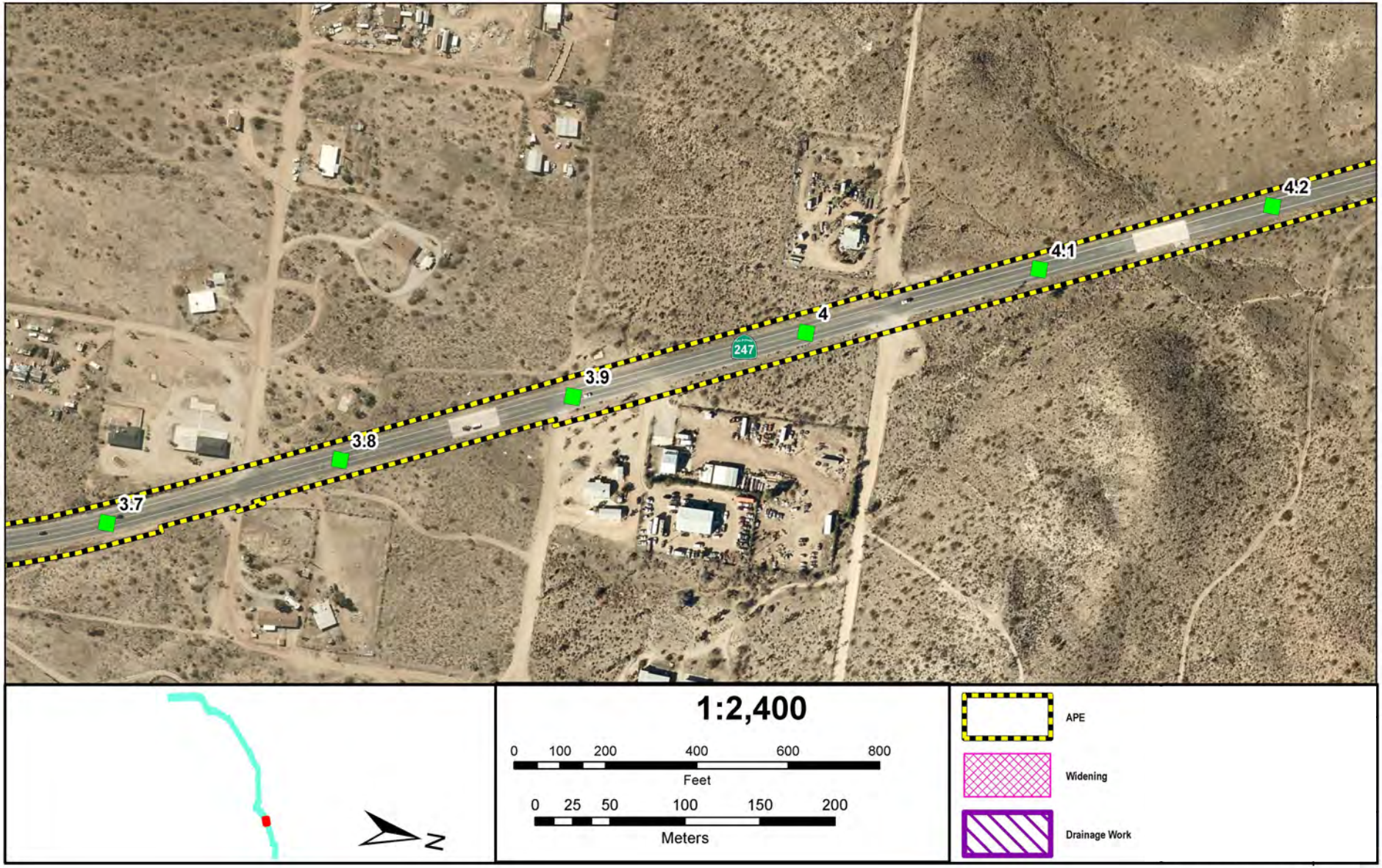


Figure 2.1AU
Area of Potential Effect (APE) Map - Segment 47
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

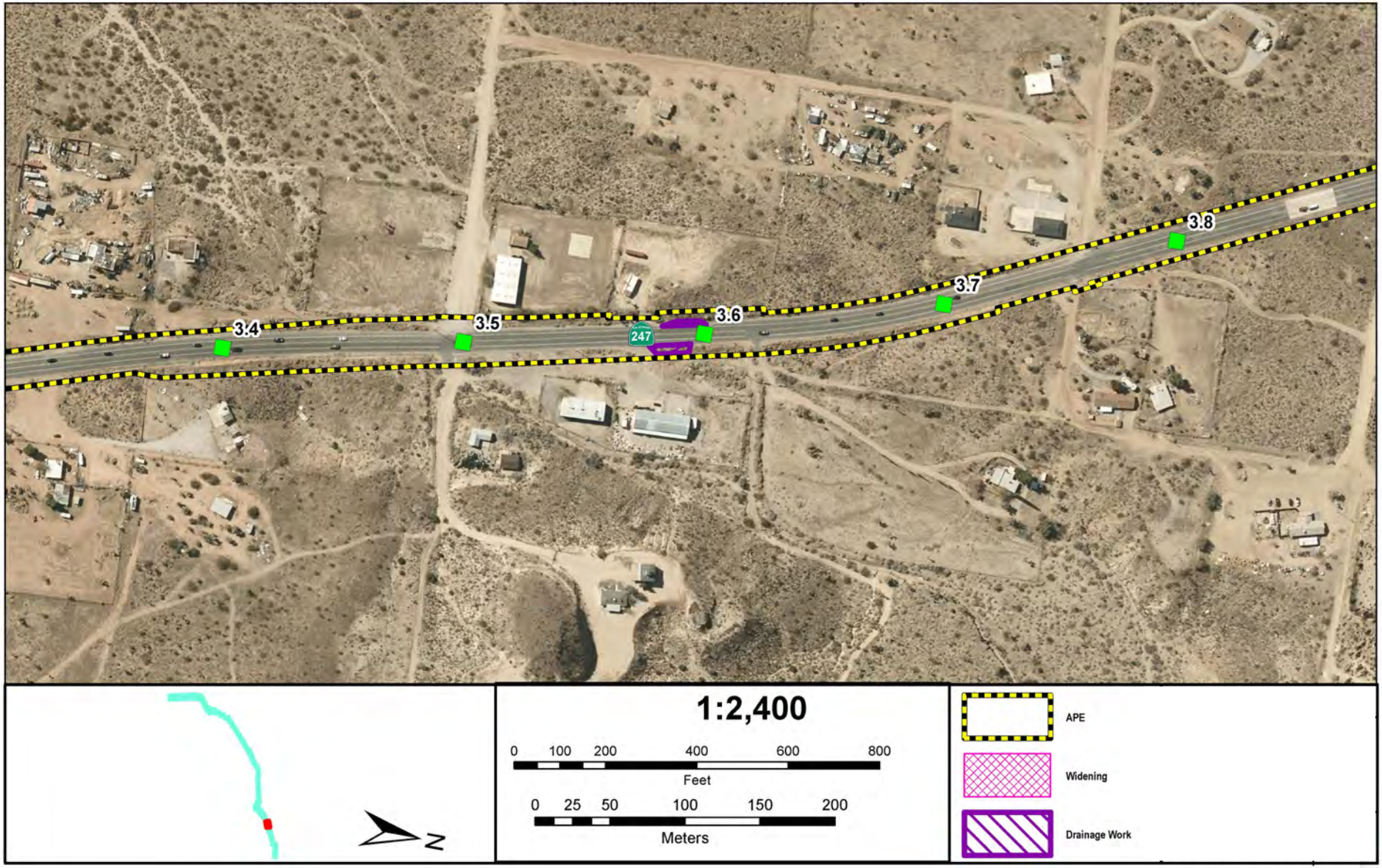


Figure 2.1AV
Area of Potential Effect (APE) Map - Segment 48
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

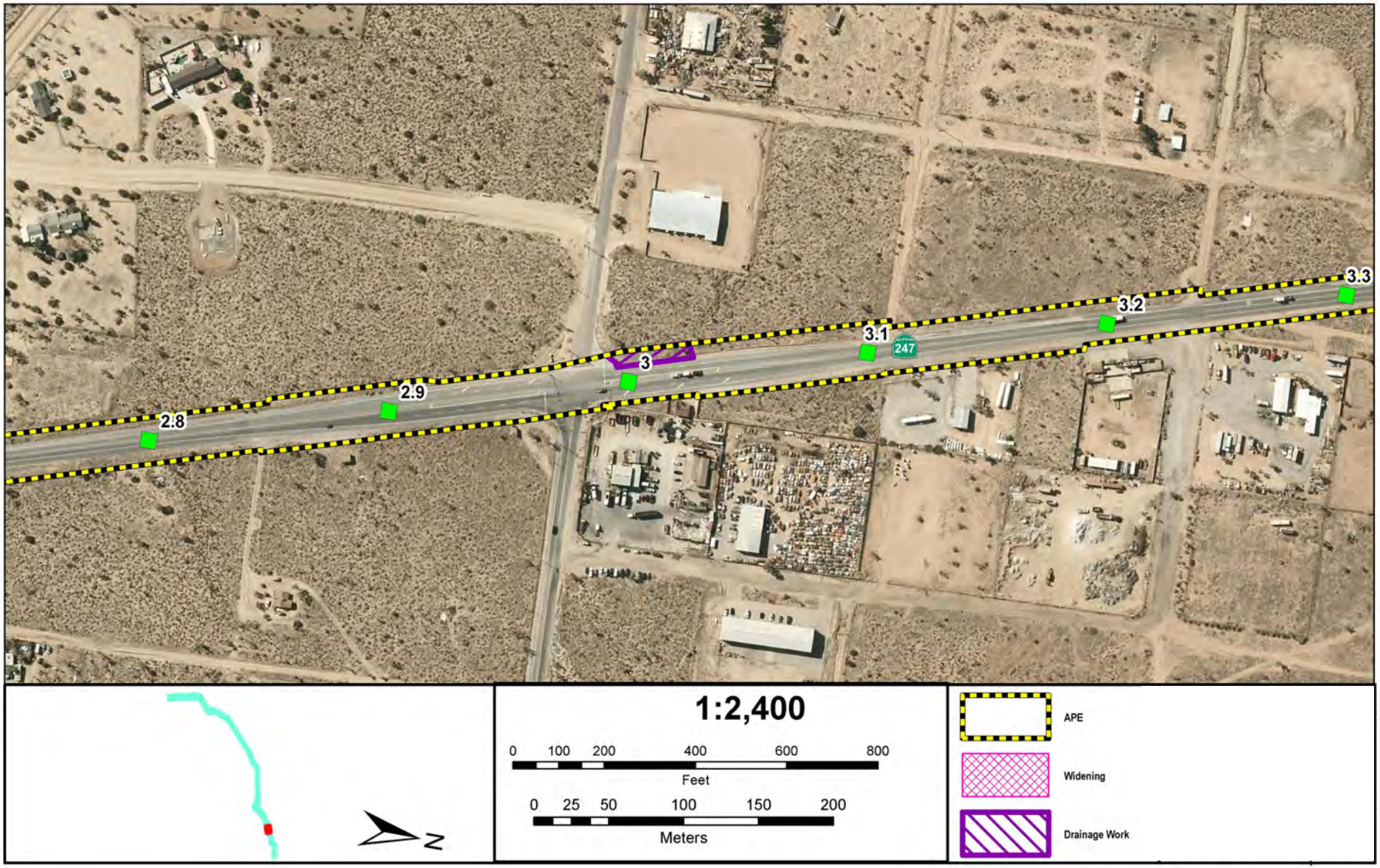


Figure 2.1A W
Area of Potential Effect (APE) Map - Segment 49
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

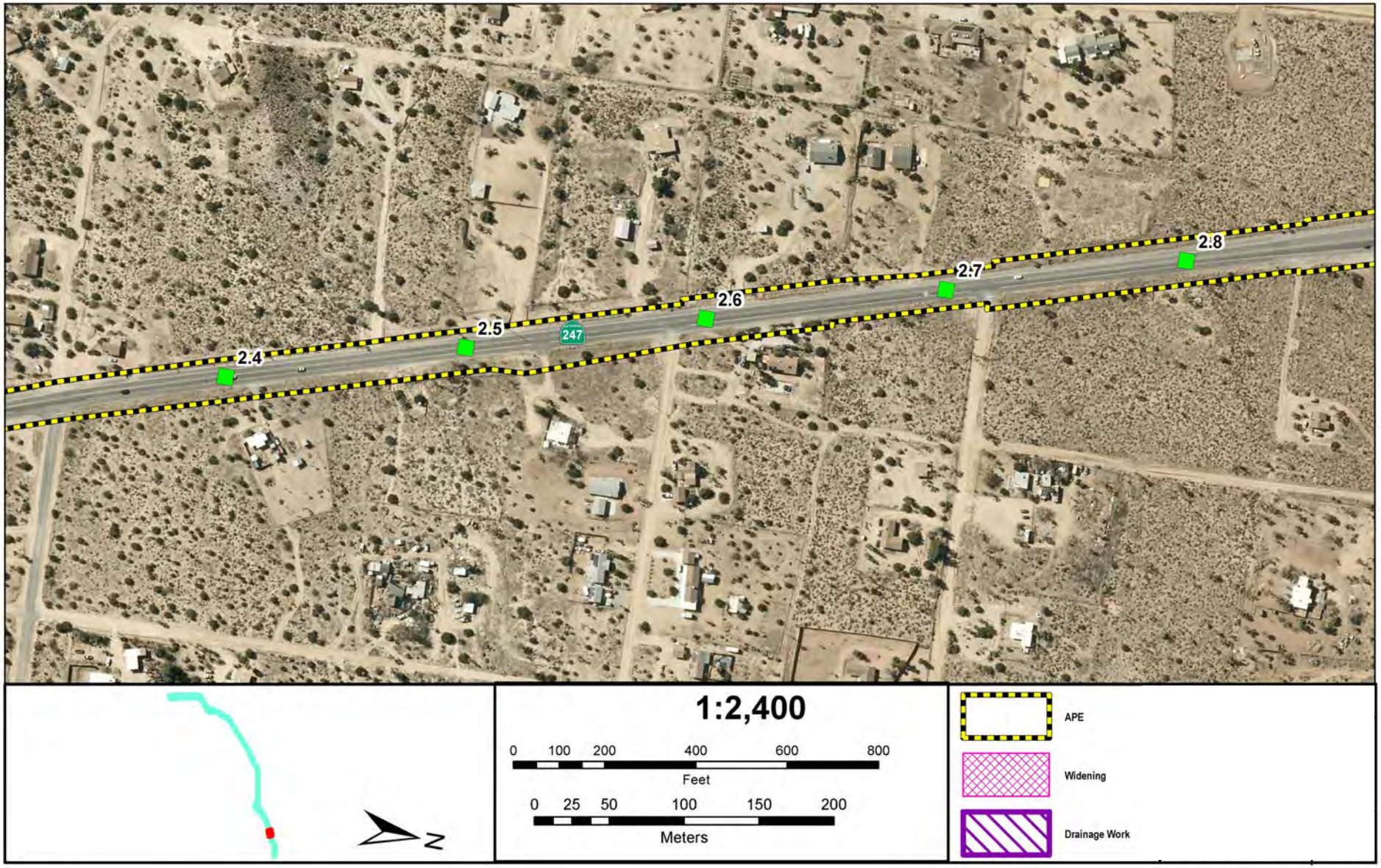


Figure 2.1AX
Area of Potential Effect (APE) Map - Segment 50
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

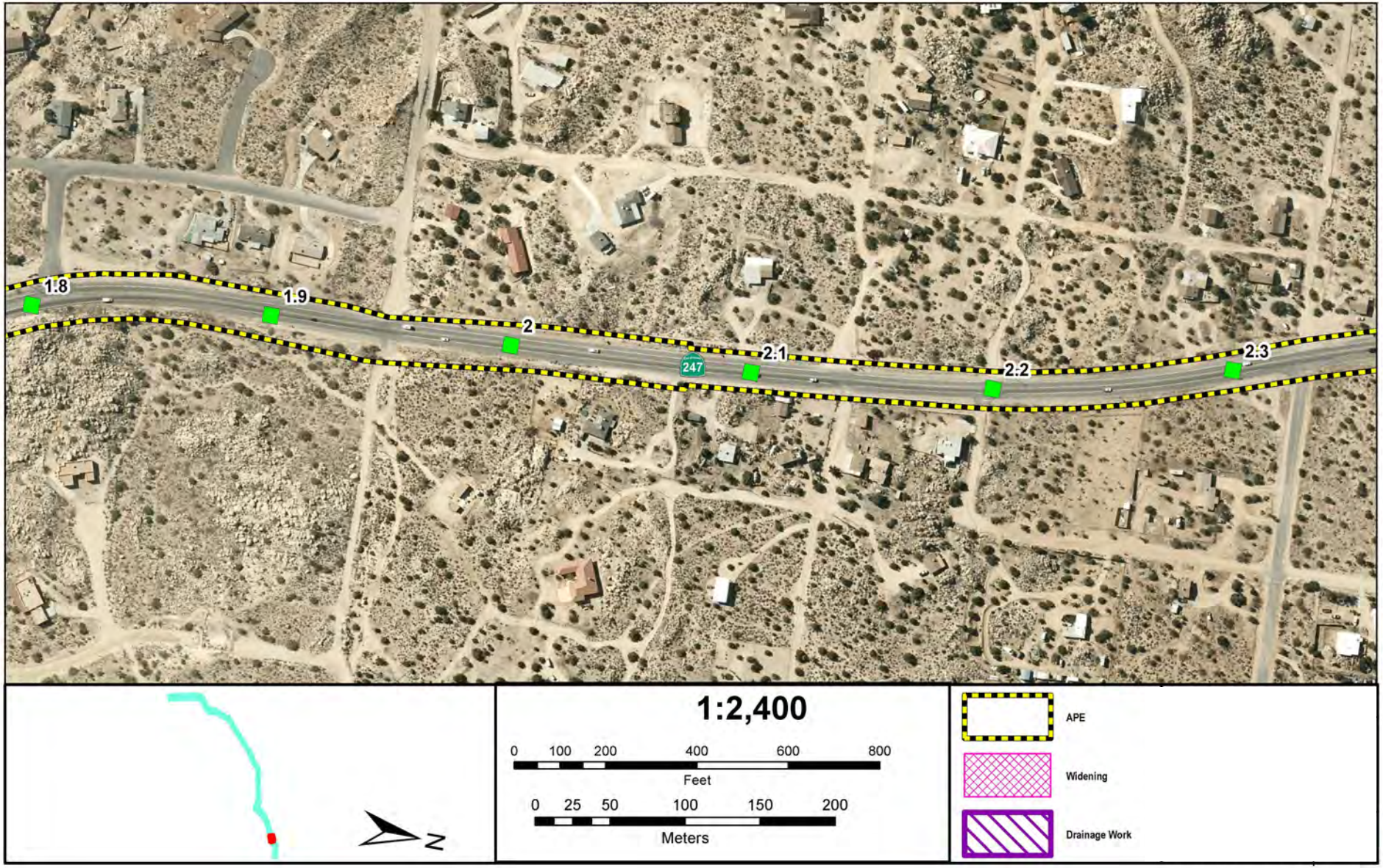


Figure 2.1AY
Area of Potential Effect (APE) Map - Segment 51
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

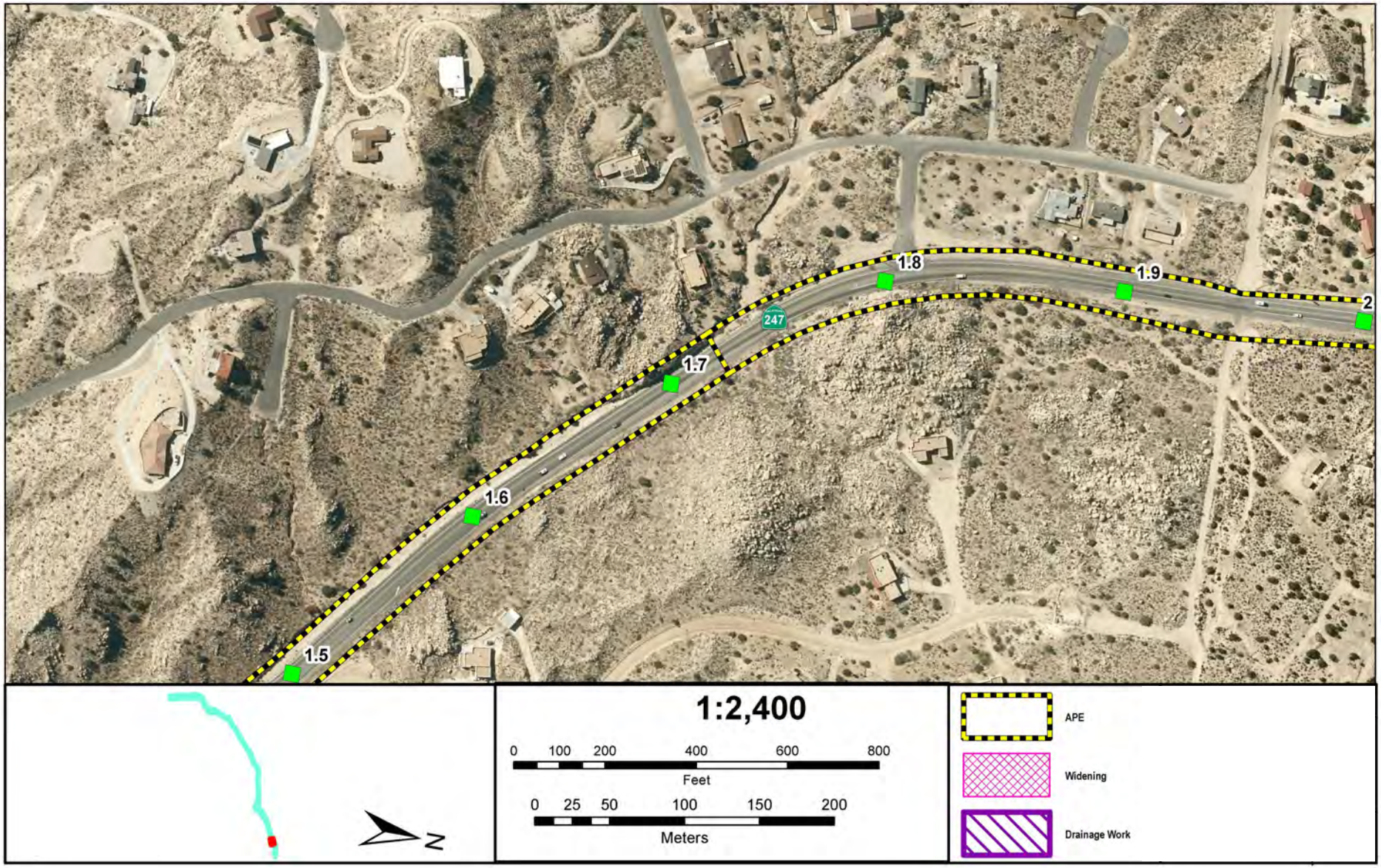


Figure 2.1AZ
Area of Potential Effect (APE) Map - Segment 52
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

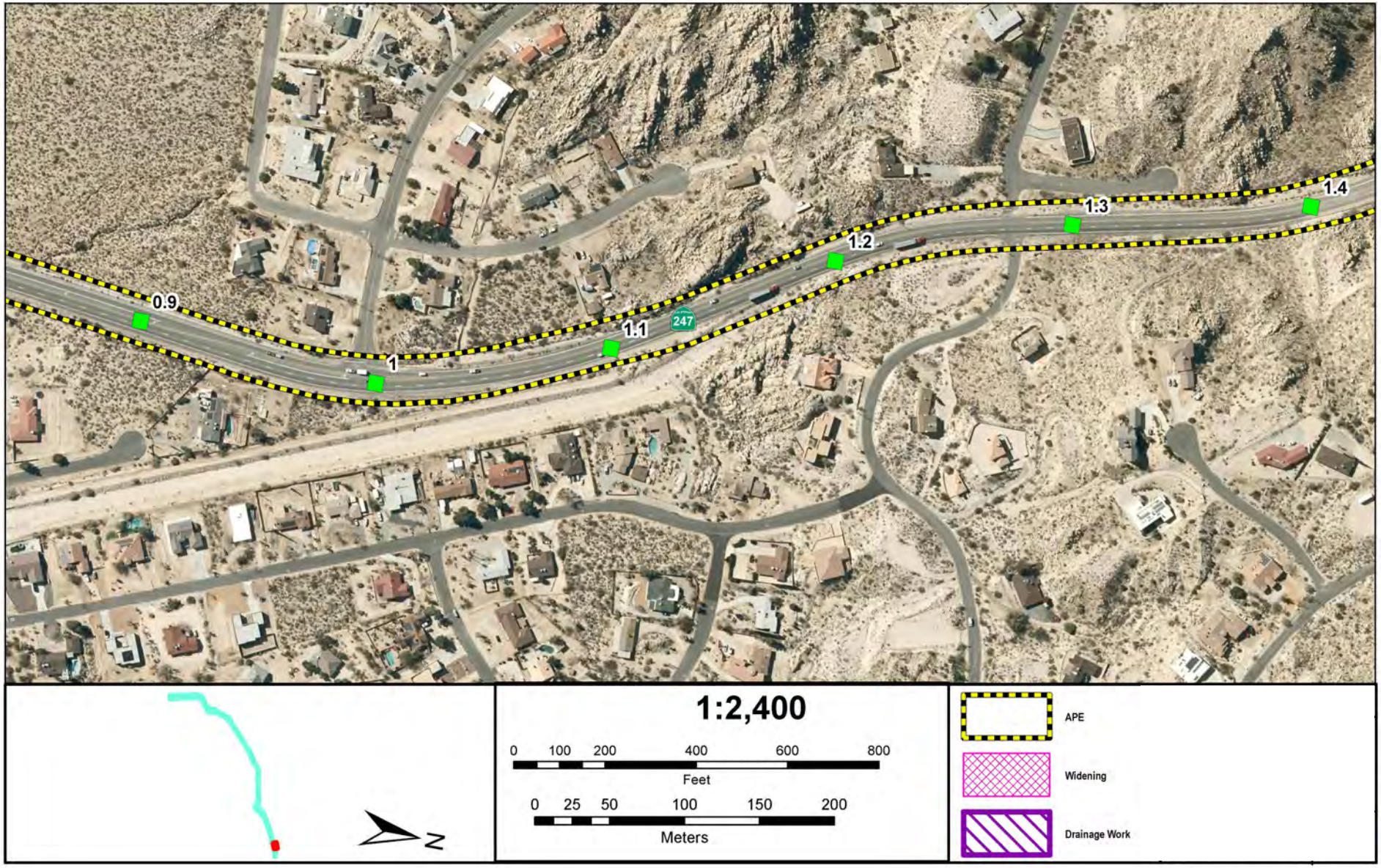


Figure 2.1BA
Area of Potential Effect (APE) Map - Segment 53
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

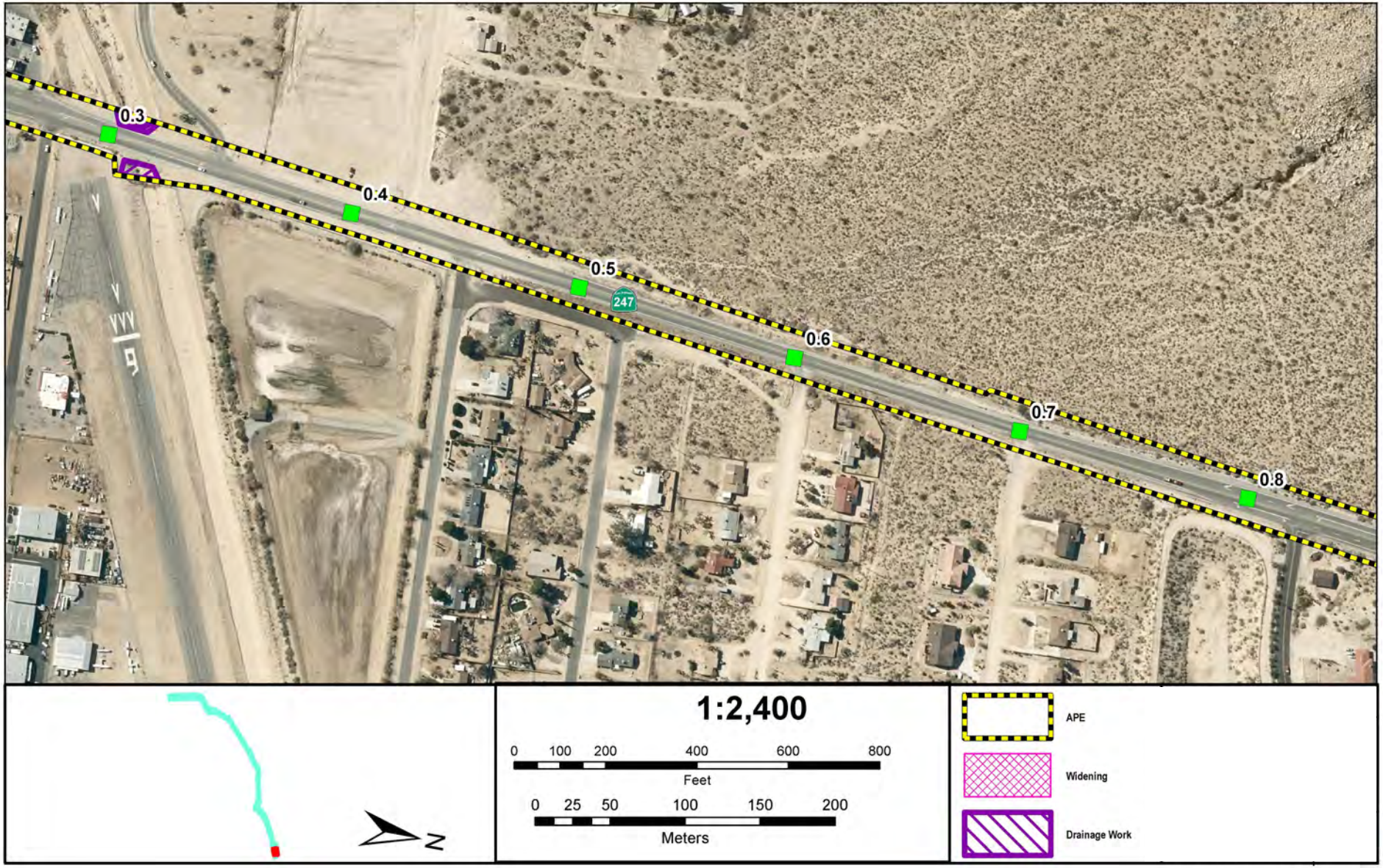


Figure 2.1BB
Area of Potential Effect (APE) Map - Segment 54
SBD-247 Pavement Rehabilitation Project

AREA OF POTENTIAL EFFECTS (APE)
FOR EA : 1J270- SBd 247 PAVMENT AND SHOULDER WIDENING
STATE ROUTE 247 PM 0.0/23.0 IN SAN BERNARDINO COUNTY

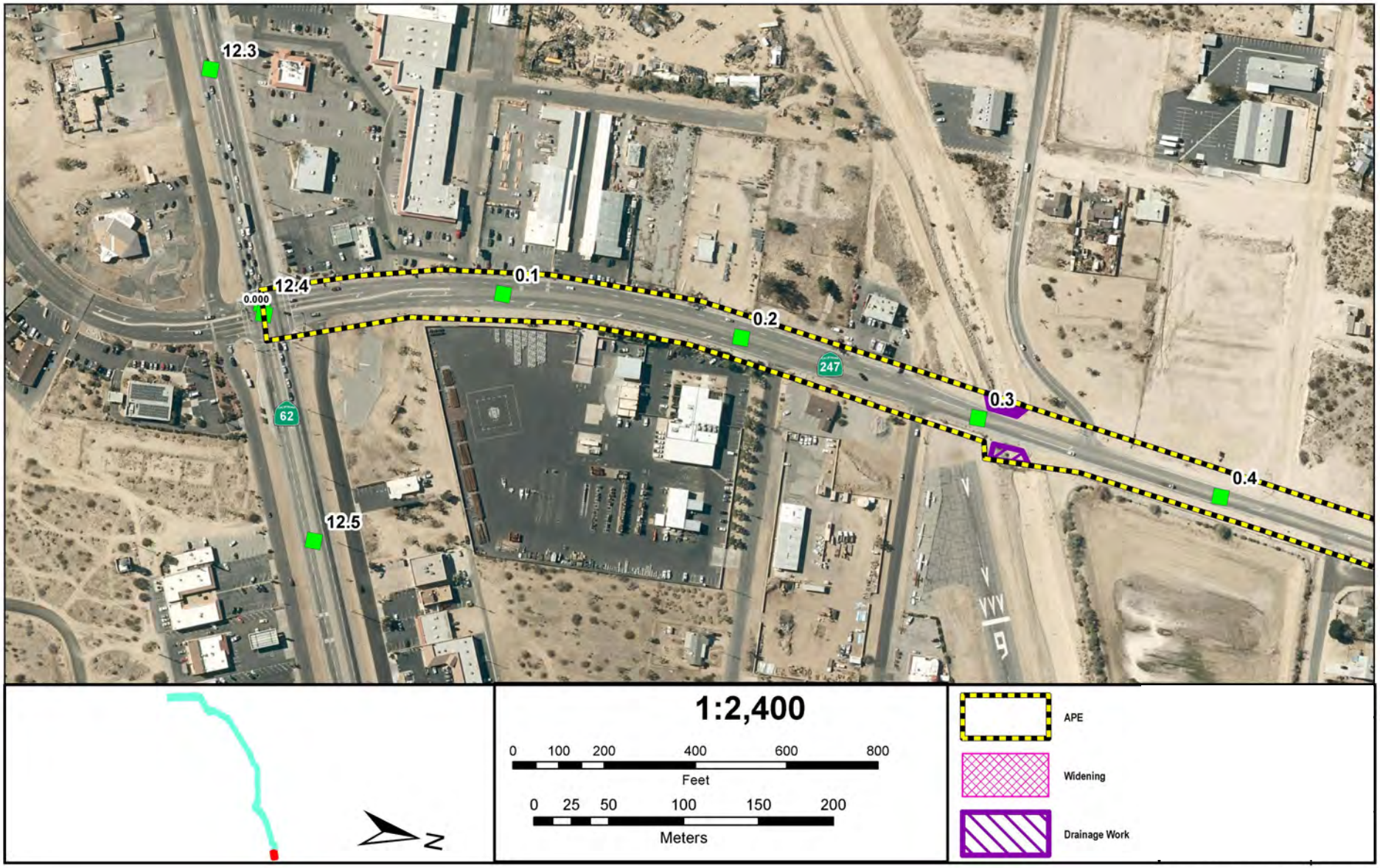


Figure 2.1BC
Area of Potential Effect (APE) Map - Segment 55
SBD-247 Pavement Rehabilitation Project

A field review was conducted by Caltrans Professionally Qualified Staff (PQS); Gary Jones, PI-Prehistoric Archaeology, in November 2021 of the entire APE to confirm the presence or absence of cultural resources, determine the level of disturbances within the APE, and field verify the accuracy of the CCRD, which proved to be valid for this study. The current survey and previous inventory for the TEA Survey (2011) and previous projects covered the entire APE. All efforts culminated in the identification of no historic properties within the Project APE.

Native American Consultation

In addition to the records search and field review, a request to search the Sacred Lands File (SLF) was sent to the Native American Heritage Commission (NAHC) on April 7, 2021. The NAHC responded on April 21, 2021 stating that the SLF search result was Negative for any cultural resources. The NAHC also provided a list of Native American groups recommended for contact regarding resources in the project area.

Letters requesting information about cultural resources or concerns regarding the project were consequently sent to two Native American tribes:

- Twenty-Nine Palms Band of Mission Indians, Anthony Madrigal, THPO. Initial letter sent February 23, 2021. No response was received. A draft copy of the Archaeological Survey Report was sent to the Tribe in November 2021. There has been no response from the Tribe to date.

- San Manuel Band of Mission Indians, Jessica Mauck, Director, CRM. Initial letter sent February 23, 2021. A response was received on March 22, 2021 from Ryan Nordness stating the Tribe wished to consult and requesting copies of draft reports for review. A draft copy of the ASR was sent to the Tribe in November 2021. There has been no further response from the Tribe to date.

Bureau of Land Management

- A copy of district specific cultural resources reports was prepared for the project and sent to the BLM for the portion within their management area. Copies of the cultural resources' reports were sent to the BLM Barstow offices on December 15, 2021. The Barstow office replied via email on December 16, 2021 stating they had no issues with the project and that they agreed with the findings of the report.

Study Findings and Conclusions

Caltrans, pursuant to Section 106 PA Stipulation IX.A, has determined a Finding of No Historic Properties Affected is appropriate for this undertaking because there are no historic properties within the APE. Caltrans PQS has determined there are No Historical Resources present, as outlined in CEQA Guidelines 15064.5(a). No cultural resources are present within the APE.

Environmental Consequences

Build Alternative

The project proposes minor pavement rehabilitation to extend the life of the existing pavement and improve ride quality along SR 247 from SR 62 to 0.4 miles north of Gin Road in San Bernardino County. The scope of work includes milling and overlay from postmile (PM) 0.0 to PM 23.0, constructing shoulder and centerline rumble strips from PM 0.00 to PM 23.0, culvert/drainage improvements in scattered locations, shoulder widening to current standards from postmile 20.3 to 23.0, and installing bike lane markings and signs from PM 0.30 to PM 23.0.

Caltrans PQS has determined there are No Historical Resources present, as outlined in CEQA Guidelines 15064.5(a). No cultural resources are present within the APE. Caltrans, pursuant to Section 106 PA Stipulation IX.A, has therefore determined a Finding of No Historic Properties Affected is appropriate for the Build Alternative because there are no historic properties within the APE.

No-Build Alternative

The No-Build Alternative would not result in temporary or permanent impacts on cultural resources.

Avoidance, Minimization, and/or Mitigation Measures

The following standard avoidance and minimization measures will be implemented to minimize potential cultural resource impacts:

CR-1: If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CR-2: If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage

Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Andrew Walters, Senior Environmental Planner, Cultural Studies [(909) 260-5178] or Gary Jones, District Native American Coordinator [(909) 261-8157] so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

2.3 Physical Environment

2.3.1 HYDROLOGY AND FLOODPLAIN

Regulatory Setting

Executive Order (EO) 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration (FHWA) requirements for compliance are outlined in 23 Code of Federal Regulations (CFR) 650 Subpart A.

To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments.
- Risks of the action.
- Impacts on natural and beneficial floodplain values.
- Support of incompatible floodplain development.
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

Affected Environment

Unless otherwise noted, information in this section is summarized from the October 2021 *Location Hydraulic Study*, the October 2021 *Summary Floodplain Encroachment Report*, the February 2022 *Scoping Questionnaire for Water Quality Issues*, and the November 2021 *Initial Site Assessment Checklist*. The project is within the jurisdiction of the Colorado River Basin Regional Water Quality Control Board and is subject to the management direction of the Water Quality Control Plan for the Colorado River Basin region.

The study area for the project encompasses the Upper Johnson Valley Subbasin which underlies the Upper Johnson Valley in the southern Mojave Desert. The subbasin is bounded on the north by the Fry Mountains, on the south by the San Bernardino Mountains, Lucerne Valley to the west, and Landers to the east. The western boundary follows the Johnson Valley fault, and surface drainage

divides to form parts of the southern and eastern boundaries. The Upper Johnson Valley has internal surface drainage that converges to Melville (dry) Lake.

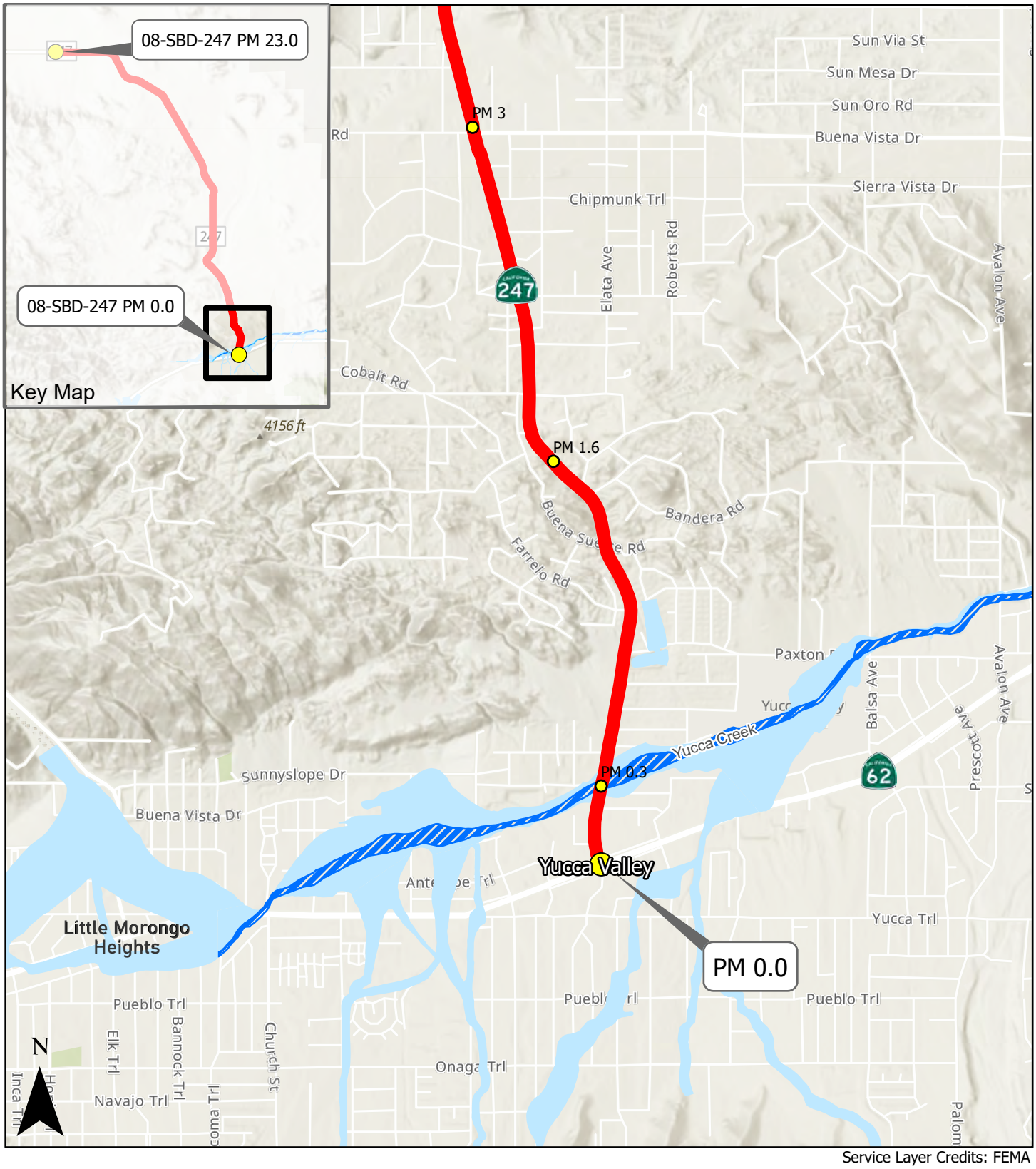
The main water-bearing materials in the subbasin are alluvial deposits consisting of silt, clay, sand, and gravel, along with some fine-grained lakebed deposits. Depth to bedrock is about 200 feet in the deepest part of the valley. The alluvium in the northern part of the subbasin is a thin cover over bedrock.

National Flood Insurance Program (NFIP) maps and studies are available for the project area. The NFIP maps indicate that the only point of interaction of the project with a Federal Emergency Management Agency (FEMA) designated one-percent annual chance (100-year) floodplain is at Yucca Creek, at the existing crossing of SR-247 (PM 0.3). At this point there is a Zone AE (100-year) floodplain designation. A moderate flood hazard (Zone X, between the 100-year and 500-year floodplain) exists for small areas on either side of Yucca Creek. The level of flood risk is considered “Low” in the project area. The base 100-year floodplain is shown on the National Flood Insurance Program (NFIP) map in **Figure 2.2**.

The Summary Floodplain Encroachment Report (SFER) and Location Hydraulic Study (LHS) indicate that there will be no anticipated longitudinal encroachment, significant floodplain encroachment, as defined in 23 Code of Federal Regulations 650.105, or support of incompatible floodplain development by the project. There will be no significant impacts on natural and beneficial floodplain values (Caltrans October 27, 2021, and October 27, 2021, respectively). Refer to Appendix C for copies of the SFER and LHS reports. No additional hydraulic studies or reports will be required.

Average annual precipitation for the area ranges from 4 to 6 inches. Weather data was recorded in the Town of Yucca Valley, at the south end of the project area.

The receiving waters for the project are Yucca Creek near the south end of the project area, and numerous un-named washes along the length of the project. Yucca Creek is not listed as a 303(d) impaired water body. There are no domestic water supply reservoirs or groundwater percolation facilities within the project limits.



Service Layer Credits: FEMA

Legend

- Postmile
- Project Area
- Flood Zone
  - Zone A, AE, AH, AO (100-year flood)
  - Zone AE, floodway (100-year flood)

0 0.25 0.5 1 Miles

Figure 2.2
FEMA Flood Map
SBD-247 Pavement Rehabilitation Project

Environmental Consequences

Build Alternative

Construction activities would temporarily disturb approximately 30 acres of soil surfaces, which would alter site drainage patterns. Grading and excavation activities would also result in the potential fill of natural drainage features. It is expected that some drainage areas would be disturbed during site development, exposing the underlying surfaces to erosion forces. With the implementation of Best Management Practices (BMPs), pervious area soil stability and infiltration properties would be restored in accordance with avoidance and minimization measures identified in Section 2.3.2, Water Quality and Storm Water Runoff. Impacts would be considered minor.

Drainage facilities would be included as part of the roadway improvements under the Build Alternative to maintain drainage functionality. The hydrology analysis presented in the Location Hydraulic Study indicates that anticipated storm flows would be conveyed as sheet flow on the highway in most cases. Portions of the project site include relatively limited flow lines due to the flat terrain. Accordingly, generalized ponding in areas on either side of SR-247 could occur, but there would be no change in flow pattern as the water crosses the highway. Groundwater hydrology is not expected to be affected by the project.

Implementation of the Build Alternative is not expected to bring about a change in the quantity or quality of groundwater, or result in a substantial loss of groundwater recharge capability. The project would add 5.89 acres of additional impervious area; however, this is not expected to have a substantial impact on groundwater recharge.

The Build Alternative would not result in “significant encroachment” into a floodplain as defined by 23 CFR 650.105. It would not result in the interruption or termination of a transportation facility that is needed for emergency vehicles or a community’s only evacuation route. It would also not result in a substantial adverse risk to life or property, nor would it result in impacts on natural and beneficial floodplain values because drainage would be appropriately conveyed as part of the project design. The Build Alternative would result in only minor, indirect impacts related to hydrology or flooding in adjacent areas. There would be no adverse permanent impacts.

No-Build Alternative

Under the No-Build Alternative, there would be no improvements made to SR-247. Consequently, there would be no change in surface and groundwater hydrology and floodplains in the project area.

Avoidance, Minimization, and/or Mitigation Measures

Standard Best Management Practices (BMP’s) will be implemented. No additional avoidance, minimization, or mitigation measures are required.

2.3.2 WATER QUALITY AND STORM WATER RUNOFF

Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the Waters of the United States (U.S.) from any point source[2] unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.

- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).

- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCBs) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).

- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

[2] A point source is any discrete conveyance such as a pipe or a man-made ditch.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of the USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency's (U.S. EPA) Section 404 (b)(1) Guidelines (40 Code of Federal Regulations [CFR] Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (Waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent[3] standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to Waters of the State (WOS). Waters of the State include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" as defined, and this definition is broader than the CWA definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, RWQCBs designate beneficial uses for all water body segments in their jurisdictions and then set

[3] The U.S. EPA defines "effluent" as "wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall."

criteria necessary to protect those uses. As a result, the water quality standards developed for water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWCQBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **National Pollutant Discharge Elimination System (NPDES) Program**

  Municipal Separate Storm Sewer Systems (MS4)

  Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water." The SWRCB has identified the Department as an owner/operator of an MS4 under federal regulations. The Department's MS4 permit covers all Department rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

  The Department's MS4 Permit, Order No. 2012-0011-DWQ (adopted on September 19, 2012 and effective on July 1, 2013), as amended by Order No. 2014-0006-EXEC (effective January 17, 2014), Order No. 2014-0077-DWQ (effective May 20, 2014) and Order No. 2015-0036-EXEC (conformed and effective April 7, 2015) has three basic requirements:

  1. The Department must comply with the requirements of the Construction General Permit (see below);

2. The Department must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and

3. The Department storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the maximum extent practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

To comply with the permit, the Department developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within the Department for implementing storm water management procedures and practices as well as training, public education, and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices the Department uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of BMPs. The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Construction General Permit

Construction General Permit, Order No. 2009-0009-DWQ (adopted on September 2, 2009 and effective on July 1, 2010), as amended by Order No. 2010-0014-DWQ (effective February 14, 2011) and Order No. 2012-0006-DWQ (effective on July 17, 2012). The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop Storm Water Pollution Prevention Plans (SWPPPs); to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH

and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective SWPPP. In accordance with the Department's SWMP and Standard Specifications, a Water Pollution Control Program (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the U.S. must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as WDRs under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

Affected Environment

The primary sources used in the preparation of this section are the *Storm Water Data Report* (Caltrans 2022), the December 2021 *Delineation of Jurisdictional Waters* (ECORP 2021), the October 2021 *Location Hydraulic Study*, the October 2021 *Summary Floodplain Encroachment Report*, the February 2022 *Scoping Questionnaire for Water Quality Issues*, and the November 2021 *Initial Site Assessment Checklist*.

The project is within the jurisdiction of the Colorado River Basin Regional Water Quality Control Board and is subject to the management direction of the Water Quality Control Plan for the Colorado River Basin region. The study area for the project occurs in the Upper Johnson Valley Subbasin which underlies the Upper Johnson Valley in the southern Mojave Desert. The subbasin is bounded on the north by the Fry Mountains, on the south by the San Bernardino Mountains, on the west by Lucerne Valley, and on the east by Landers. Surface drainage divides to form parts of the southern and eastern boundaries, and ultimately drains to Melville (dry) Lake.

The project site encompasses an area of paved roadway, adjacent shoulder, and drainages which pass through an area of scattered rural residences and undeveloped desert land, with the exception of the south end of the project area (Post Mile 0.0 – 0.3), which is an urban area in the Town of Yucca Valley. The project site is within the Warren Valley, Copper Mountain Valley, Ames Valley, and Johnson Valley – Soggy Lake Groundwater Basins. The receiving waters for the project are Yucca Creek, located at PM 0.3, and numerous un-named normally dry desert washes. These onsite drainages are ephemeral and generally flow for less than three months per year except in the case of summer storm events. Yucca Creek It is not listed as a 303(d) impaired water body.

According to the State Department of Water Resources, Water Data Library Groundwater Data Map GIS application, groundwater depths near the project area were reported as 230, 237, 246, 192, and 174 feet below ground surface (bgs) in Segments 1, 2, 3, 4, and 5, respectively (California DWR, 2012-2021). Groundwater is anticipated to flow in a southwesterly to northeasterly direction, consistent with surface topography (Caltrans 2021).

The project involves work at three (3) drainages: Location 1 at PM 0.3 (Yucca Creek); Location 2 at PM 3.0, and Location 3 at PM 3.59. Groundwater is anticipated to flow in a southwesterly to northeasterly direction, consistent with surface topography (Caltrans 2021). These drainages do not flow into any navigable water bodies via surface or groundwater discharge; they are isolated, ephemeral waterways with little or no recreational/interstate commerce nexus. Please see **Figure 2.3** for maps of the proposed drainage improvement locations.

Basin Boundaries and Hydrology

The project site is within the Upper Johnson Valley Subbasin, which underlies the Upper Johnson Valley in the southern Mojave Desert. The subbasin is bounded on the north by the Fry Mountains, on the south by the San Bernardino Mountains, on the west by the Johnson Valley fault and Lucerne Valley, and on the east by Landers; surface drainage divides form parts of the southern and eastern boundaries. Upper Johnson Valley has internal surface drainage that converges to Melville (dry) Lake. Average annual precipitation ranges from 4 to 6 inches.

The main water-bearing materials in the subbasin are alluvial deposits consisting of silt, clay, sand, and gravel, along with some fine-grained lakebed deposits. Depth to bedrock is unknown but is estimated at 200 feet in the deepest part of the valley. The alluvium in the northern part of the subbasin is a thin cover over bedrock. The subbasin does not contain any domestic water supply reservoirs, groundwater basins, or recharge facilities in the project vicinity. The project area is not located within a High Receiving Water Risk Watershed and does not contain any jurisdictional drainages.

No downstream HSAs (Hydrologic Sub-Areas) are expected to be impacted by the project. The project will not impact a domestic or municipal drinking water resource, water recharge facility, or other “high risk” area. The project’s expected impacts for the five hydrologic subareas it passes through is illustrated in Table 2.2, which identifies the various Hydrologic Regions, Hydrologic Areas, Hydrologic Sub Areas, and Hydrologic Units in the project area, and their expected impact(s) from the project.

Table 2.2 Hydrologic Subareas

PM (08-SBD-247)	Hydrologic Region (RWQCB)	Hydrologic Area (HA)	Hydrologic Sub Area (HSA)	HSA#	Hydrologic Unit (HU)	Impacts
0.0 – 2.06	Colorado River (Colorado River)	Cooper Mountain	Undefined	708.20	Joshua Tree	None
2.06 – 4.94	Colorado River (Colorado River)	Warren	Undefined	708.10	Joshua Tree	None
4.94 – 15.74	Colorado River (Colorado River)	Undefined	Undefined	705.00	Emerson	None
15.74 – 19.83	Colorado River (Colorado River)	Undefined	Undefined	704.00	Means	None
19.83 – 23.00	Colorado River (Colorado River)	Undefined	Undefined	702.00	Johnson	None

Risk Level is calculated to determine the sediment risk and receiving water risk using the Caltrans Risk Determination Worksheet. Table 2.3 below shows the Combined Risk Level (RL) with the changing Sediment Risk for the three project segments along the project limits on Route 247:

Table 2.3 – Storm Water Risk Level

Project Segment	Post Mile	K Factor	LS Factor	R Factor	Sediment Risk	RW Risk	Combined Risk Level
1	0.0/2.3	0.2	5.95	18.92	Medium	Low	Risk Level 2
2	2.3/20.3	0.2	1.9	16.8	Low	Low	Risk Level 1
3	20.3/23.0	0.2	1.7	12.41	Low	Low	Risk Level 1

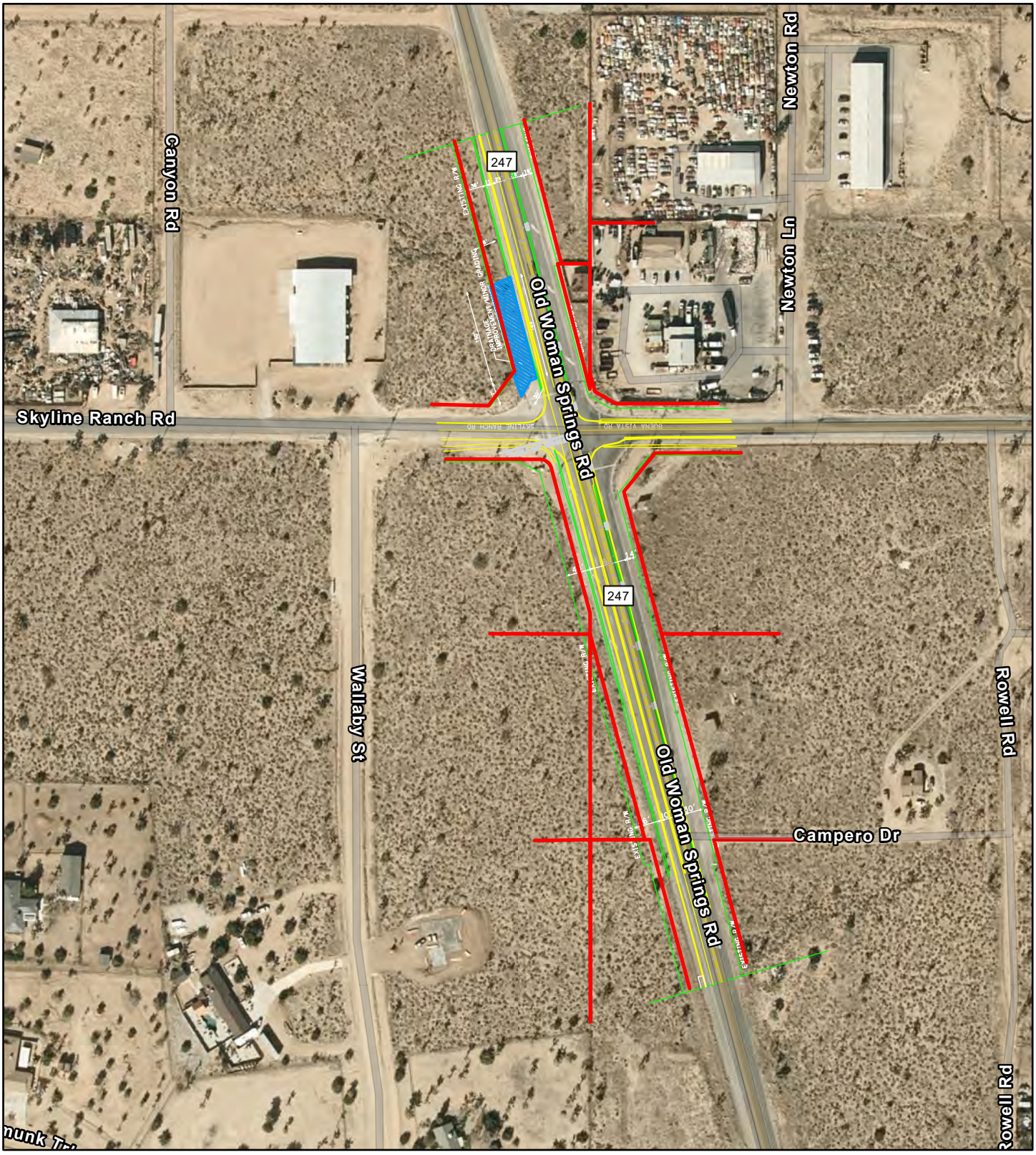
Legend

Proposed Drainage Improvement Area

Proposed ROW

0 100 200 400 Feet

Figure 2.3A
Drainage Improvement, PM 0.3
SBD-247 Pavement Rehabilitation Project



Legend

Permanent Impact Area

Proposed ROW

0 100 200 400 Feet

Figure 2.3B
Drainage Improvement, PM 3.0
SBD-247 Pavement Rehabilitation Project

Legend

Permanent Impact Area

Proposed ROW

0 100 200 400 Feet

Figure 2.3C
Drainage Improvement, PM 3.57
SBD-247 Pavement Rehabilitation Project

There are known or reasonably expected (surface) water quality issues that will arise due to the project associated with the general topography (e.g., large cuts). The shoulder widening in Segment 3 (PM 20.3 to PM 23.0) accounts for most of the Disturbed Soil Area and therefore the combined RL for this project is 1. The proposed shoulder widening will add 5.89 acres of New Impervious Surface (NIS). Since the NIS will exceed 1 acre, treatment BMPs are required. The treatment BMP's will be designed to treat 100% of the Water Quality Volume (WQV) or Water Quality Flow (WQF) from the New Impervious Surface.

A Storm Water Pollution Prevention Plan (SWPPP) will be prepared to address water pollution controls for the specific project conditions during construction. Also, temporary construction BMPs will be used to protect receiving waters. When construction is complete, the Disturbed Soil Area (DSA) will be stabilized to prevent erosion. With the implementation of these BMP's, the discharge of storm water from the proposed facility will not cause or contribute to a violation of water quality standards or water quality objectives (collectively WQS's).

Environmental Consequences

Temporary

During construction activities, excavated soils would be exposed, and there would be an increase in potential for soil erosion compared to existing conditions. In addition, chemicals, liquid products, and petroleum products may be spilled or leaked during construction and have the potential to be transported via storm runoff into receiving waters. Construction activities as part of the project would disturb soil and increase the potential for soil erosion and suspended particles that can be generated from vehicles operating on the roadway. The Pollutants of concern during construction would include sediments, trash, petroleum products, concrete waste, sanitary waste, and other chemicals. These would be of particular concern in disturbed soil areas, defined by Caltrans as consisting of areas of exposed, erodible soil that are within the construction limits and that result from construction related activity. The project has four disturbed soil area (DSA) locations; at PM 0.3 (construct Rock Slope Protection (RSP) at both ends of Yucca Creek, 0.122 acres); at PM 2.9-3.0 (regrade roadway to the east, 0.150 acres); PM 3.59 (repair culvert, 0.046 acres); and PM 20.3-23.0 (construction of 8.0' standard shoulders, 27.07 acres), for a total of 27.39 acres of DSA.

Construction site best management practices used on the project site would include the use of street sweeping, temporary soil binder, temporary cover for materials storage, and equipment parking at staging area and side slopes. Fiber rolls and gravel bag berm will be used for materials storage and on the side edge of the new shoulder during the rainy season during construction. During high wind events, temporary covers will also be used. Construction methods such as water conservation practices, vehicle, and equipment cleaning, fueling, and

maintenance will be followed. The project is not expected to have any adverse impacts on water quality with implementation of measures **WQ-1** through **WQ-4**.

The project would result in the following temporary impacts on Drainages 1, 2, and 3.

Impacts were assessed for all non-permanent impacts within the Caltrans right of way. Permanent impacts were assessed for areas where shoulder widening will occur. Table 2-2 summarizes impacts on jurisdictional waters in the onsite drainages.

Table 2-2. Impacts to Jurisdictional Areas

Drainage ID	Temporary Impacts on Non-wetland WUS (acres)	Permanent Impacts on Non-wetland WUS, (acres)	Temporary Impacts on Non-wetland WSC and CDFW Streambeds (acres)	Permanent Impacts to Non-wetland WSC, and CDFW Streambeds (acres)
1	0.0	0.0	0.011	0.456
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
Total	0.0	0.0	0.011	0.456

The project would result in approximately .011 acres of temporary impacts on jurisdictional drainages. The project would therefore be required to obtain a Waste Discharge Requirement (WDR) from the Regional Water Quality Control Board, and a Section 1602 Lake and Streambed Alteration Agreement from the California Department of Fish & Wildlife. A CWA 401 permit will not be required. There would be no impacts on Waters of the United States (WUS); a CWA 404 permit will therefore not be required. Standard BMPs and stormwater measures would be implemented. Specifications for these measures will be included in the project bid package. Additional measures may be contained in the final version of the 1602 permit received from CDFW.

Permanent

There will be approximately .456 acres of permanent impacts to WOS, and 5.89 acres of new impervious surface from PM 20.3 to PM 23.0. The increase in impervious area will increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters. Increases in impervious areas can also cause a decrease in infiltration, increase the volume of runoff during a storm event, and can lead to changes in receiving waters from erosion and accretion. The increase in volume and velocity of water related to the increase in impervious area would have a very low, nominal impact on the existing drainage system. As planned the project would create 5.89 acres of new impervious surfaces; Treatment BMP's are required and will be designed to treat 100% of the Water Quality Volume (WQV) or Water Quality Flow (WQF) from the New Impervious Surface (NIS) in accordance with the Caltrans MS4 permit and the SWMP.

NO-BUILD ALTERNATIVE

Because no work will be conducted under the No-Build alternative, this alternative will not have any adverse impacts on water quality and storm water runoff.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required for hydrology and water quality; however, the following standard avoidance and minimization measures will be included as part of the project:

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-storm water 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.

For projects requiring a 404 permit, the District Biologist must document that a sequence of avoidance, minimization, and/or compensation measures have been followed, in that order.

2.3.3 GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY

Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under the California Environmental Quality Act (CEQA).

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using the Department's Seismic Design Criteria (SDC). The SDC provides the minimum seismic requirements for highway bridges designed in California. A bridge's category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities. For more information, please see the Department's Division of Engineering Services, Office of Earthquake Engineering, Seismic Design Criteria.

Affected Environment

The primary source used in the preparation of this section is the Delineation of Jurisdictional Waters (Caltrans 2021) and the Initial Site Assessment (ISA) Report (Caltrans 2021) approved for the project.

REGIONAL AND SITE GEOLOGY

The project site is within the Mojave Desert Geomorphic Province, a broad interior region of Southern California consisting of isolated mountain ranges separated by desert plain expanses containing enclosed drainages and playas. The general geology in the project study area is composed of Holocene young alluvium and older alluvium of Pleistocene age. These alluvial deposits consist of silt, clay, sand, and gravel, along with some fine-grained lakebed deposits. Depth to bedrock is unknown, but probably is about 200 feet in the deepest part of the valley. The alluvium in the northern part of the subbasin is a thin cover over a bedrock pediment. Elevations within the study area range from a high of 3,369 feet above mean sea level at the southern end of the study area (Yucca Valley) to a low of 2,789 feet AMSL at the northern end of the study area (Johnson Valley).

The project area is within the Johnson Valley, which is bordered by the by the Fry Mountains to the north, the San Bernardino Mountains to the south, Lucerne Valley to the west, and Landers to the east. Geographically, Johnson Valley is the eastern portion of Lucerne Valley, which opens to

become the Homestead Valley in the southeast where the communities of Flamingo Heights, Landers, and Yucca Valley are located.

Johnson Valley is within an historically active strike-slip fault zone, which is part of a series of subparallel strike-slip faults in the central Mojave Desert. The Johnson Valley fault extends from the eastern flank of the Fry Mountains southeast across Johnson and Homestead valleys. These valleys are bajadas underlain by late Pleistocene and Holocene sandy granitic alluvium. The Southern Johnson Valley section is located near the eastern side of the San Bernardino Mountains and extends to about 0.9 mile north of the Pinto Mountain fault zone. The total fault length is approximately 31.7 miles.

The project location is in a seismically active area. According to the California Department of Conservation Division of Mines and Geology (DMG) Preliminary Fault Activity Map, the nearest recently active faults include those within the North Frontal Thrust Fault Zone, which includes the Johnson Valley Fault, the Homestead Valley Fault, and the Landers Fault. These and other faults in the area can generate significant seismic events (greater than 5.0 magnitude on the Richter scale). The most recent seismic activity on the Johnson Valley Fault and the Homestead Valley Fault occurred in 1979. The Landers Fault experienced a magnitude 7.3 earthquake in 1992. None of the project segments are near an Alquist Priolo Special Studies Zone. Please see the Geologic Hazards map on **Figure 2.4**.

The San Bernardino County Land Use Plan General Plan Geological Hazard Overlay Map does not identify any geologic hazards for the project area (San Bernardino County 1989, 2009). There is no landslide or liquefaction susceptibility within the project limits.

Environmental Consequences

BUILD ALTERNATIVE

Under the Build Alternative, the entire roadway will be cold planed and overlayed, the shoulder will be widened to current standards from PM 20.3 to PM 23.0, culvert and drainage repairs and improvements will be made at several locations, the roadway will be regraded from PM 2.9 to PM 3.0, rock slope protection will be constructed at PM 0.3, and bicycle lane markings and signs will be installed from PM 1.6 to PM 23.0. Implementation of the Build Alternative would not involve any special requirements to protect construction workers in terms of potential geologic hazards or conditions. There are no liquefaction or landslide hazards within or adjacent to the Build Alternative.

Service Layer Credits: CADOC - California Geological Survey, U.S. Geological Survey's (USGS) Earthquake Hazards Program (EHP)

Legend

- Begin/End Postmile
- Key Postmile
- Project_Area
- Alquist Priolo Fault Zone

Quaternary Fault

- Latest Quaternary
- Undifferentiated Quaternary
- Late Quaternary
- Historic

0 1 2 4 Miles

Figure 2.4
Earthquake Fault Zones
SBD-247 Pavement Rehabilitation Project

NO-BUILD ALTERNATIVE

Because no work would be conducted under this alternative, this alternative would not have any adverse impacts on geology, soils, seismicity, or topography.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required.

2.3.4 HAZARDOUS WASTE/MATERIALS

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and the investigation and mitigation of waste releases, air and water quality, human health, and land use.

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

Community Environmental Response Facilitation Act (CERFA) of 1992

Clean Water Act

Clean Air Act

Safe Drinking Water Act

Occupational Safety and Health Act (OSHA)

Atomic Energy Act

Toxic Substances Control Act (TSCA)

Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

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

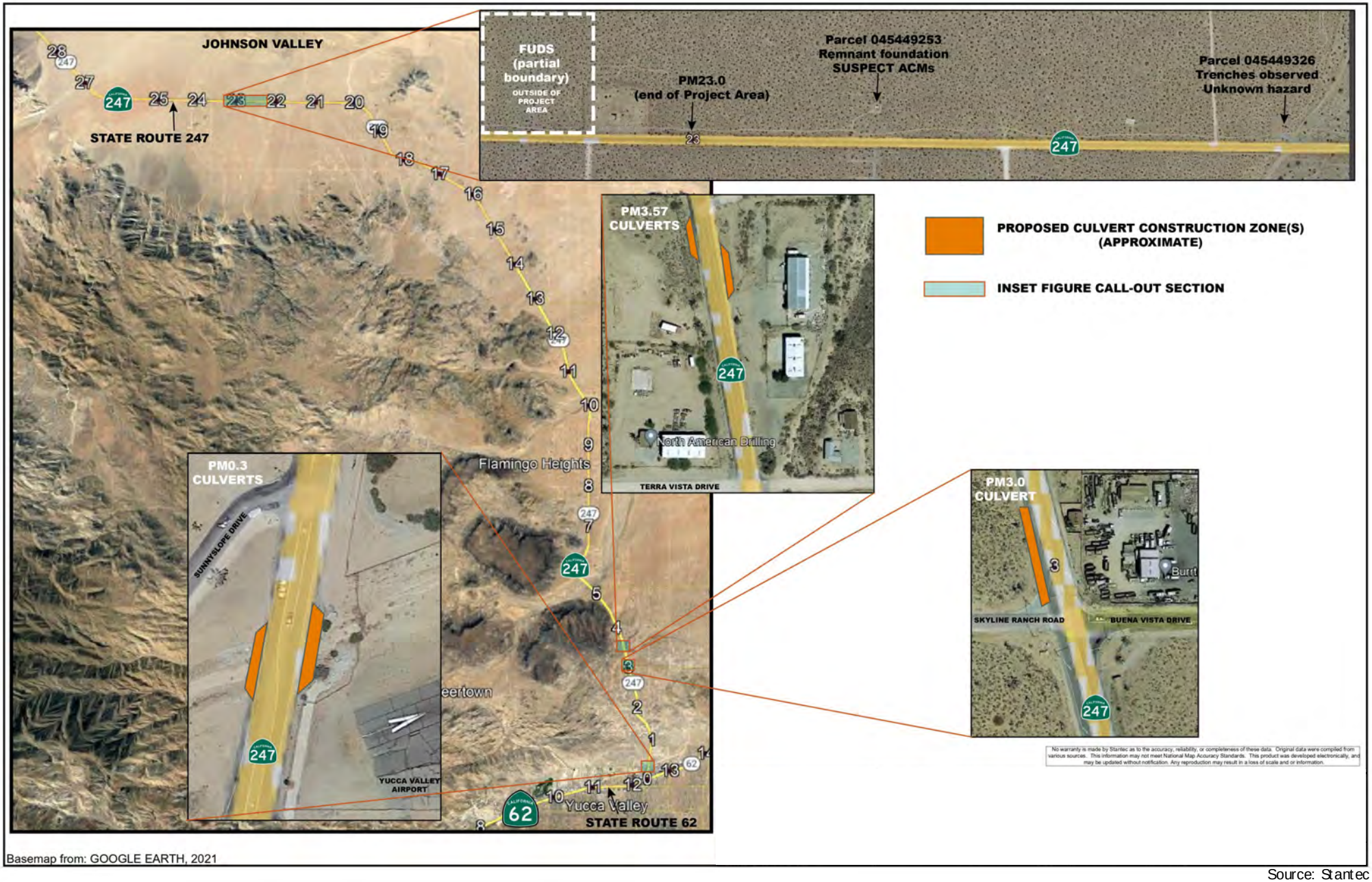
California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction,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

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Affected Environment

The information in this section was utilized from the Initial Site Assessment (ISA) Checklist (Caltrans, 2021) and the Initial Site Assessment (ISA) (Stantec, 2021) prepared for this project (please refer to Appendix D). The California Department of Toxic Substances Control (DTSC) tracks and identifies sites within known or potential contamination through its EnviroStor database, and the State Water Resources Control Board (SWRCB) tracks and identifies sites that may affect groundwater through its GeoTracker database.

The project is near a Formerly Used Defense Site (FUDS), as designated by the California Department of Toxic Substances Control (DTSC) and U.S. Army Corps of Engineers (USACE) under the Defense Environmental Restoration Program. The site is adjacent to the Project Area near PM23.0. Investigation of the Formerly Used Defense Site/Unexploded Ordinance Listing (FUDS/UXO) determined that a mapped FUDS boundary for a former military practice bombing range is located approximately 700 feet west of, and outside of, the project area near PM 23.0; during a site reconnaissance conducted on November 17, 2021, components of the former explosives were observed on the ground surface within the FUDS boundary. No other hazardous waste sites were found listed for the project area. Please see **Figure 2.5** for a map of hazardous waste sites in the project area.



Source: Stantec

Figure 2.5
Hazardous Waste Map
SBD-247 Pavement Rehabilitation Project

The field inspection also discovered a remnant foundation (parcel 045449253) which contained numerous 9”x9” floor tiles with black mastic. These tiles with mastic typically contain asbestos; many of the tiles were broken and scattered across the ground surrounding the foundation. The foundation is located greater than 200 feet from the SR-247 centerline and is therefore outside the project limits.

The Project Area is considered to have moderate potential for radon. No structures are proposed for the Project Area, as a result, no further investigation into radon is recommended at this time.

During the field reconnaissance of parcel 045449326 to confirm observations of large containers on the aerial photo, two trenches were instead discovered. These trenches measured approximately L20’ x W4’ x D3’; they contained broken slabs of drywall; the southern end of one trench is located approximately 40 feet from SR-247 edge of pavement; the purpose of the trenches could not be determined.

Research on the history of the SR-247 determined that the route appears to have been used as a roadway from at least 1902 and was paved sometime prior to 1955. Aerially Deposited Lead in and near the surface soils near the roadway is therefore a concern. Additionally, the yellow lane striping present within the cold plane limits of the project may contain lead-based paint.

No underground storage tanks, surface tanks, sumps, ponds, drums, basins, transformers, or landfills were identified during the field inspection. No surface staining, oil sheen, odors, or vegetation damage because of contamination were detected. No acoustical plaster or serpentine was observed during the field inspection. However, there were Gas Pipeline markers in the area of PM 0.3.

The Initial Site Assessment revealed one Recognized Environmental Condition (REC) in connection with historical or current practices in the project area: ADL; SR-247 has existed at least since 1902, including the period in which leaded-gasoline was used. As a result, the potential for ADL in near surface soils is present along the entire proposed improvement area.

Environmental Consequences

BUILD ALTERNATIVE

Implementation of the Build Alternative is not expected to result in the creation of any new health and overlaying from postmile (PM) 0.0 to PM 23.0, widening to construct new shoulders between PM 20.3 and PM 23.0 which will create new right-of-way limits, constructing shoulder and centerline rumble strips from PM 0.00 to PM 23.3, culvert and drainage improvements in several locations, and installing bicycle lane markings and Signs from PM 0.30 to PM 23.0.

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 Checklist completed for this project on November 22, 2021 determined that the project is expected to be at HIGH RISK for hazardous waste involvement. A full ISA was therefore conducted due to right of way acquisition and the requirement for temporary construction easements. A Phase II Environmental Site Assessment is required to determine if any known hazardous waste site is in or near the project area.

The ISA determined that Aerially Deposited Lead (ADL) impacted soil resulting from the historical combustion of leaded gasoline may be encountered along roadways that existed prior to the leaded gasoline ban in the mid-1990s. The SR247 corridor has existed as a transportation corridor pre-dating the leaded gasoline ban. If encountered, soil with elevated concentrations of lead because of ADL on the state highway system right-of-way within the limits of the project will be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This ADL Agreement allows such soils to be safely reused within the project limits if all requirements of the ADL Agreement are met.

The ISA also determined that Lead Based Paint (LBP) may be encountered along the roadway and in structures within the project limits. Yellow and black striping exists in the center lanes of SR247, and white lane striping is located on the highway shoulders.

Following construction of the project, operations are not expected to result in the creation of any new health hazards or expose the public to potential new health hazards because no structures or facilities would be constructed. As such, the Build Alternative would not result in adverse effects.

NO-BUILD ALTERNATIVE

Under the No-Build Alternative, the site will not be disturbed and no long-term effects involving hazardous materials will occur.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures will be implemented:

HAZ-1: An ADL survey is recommended along the shoulders of SR-247 adjacent to the project area in areas that might be disturbed during culvert and roadway widening construction activities.

HAZ-2: A Lead Based Paint (LBP) survey is recommended prior to demolition or disturbance of suspect LBP.

HAZ-3: During subsurface work, samples of suspect ACM (e.g., underground utilities, pavements with reinforcing fabric, weep hole liners, etc.) if found, should be collected for laboratory analysis of asbestos prior to any renovation or demolition, in order to determine the need for compliance with EPA National Emission Standard for Hazardous Air Pollutants (NESHAP) regulations.

HAZ-4: A Phase II Environmental Site Assessment will be required for acquisition of the new properties to identify hazardous and potential hazardous waste contamination within and adjacent to the project location.

2.3.5 Biological Environment

2.3.5.1 NATURAL COMMUNITIES

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in the Threatened and Endangered Species section (Section 2.3.5.5). Wetlands and other Waters are also discussed below (Section 2.3.5.2).

Regulatory Setting

United States Bureau of Land Management (BLM) - California Desert National Conservation Lands

In 1976, Congress designated a 25-million-acre expanse of resource-rich desert lands in southern California as the California Desert Conservation Area (CDCA) through the Federal Land Policy and Management Act. In 2009, Congress, passed the Omnibus Public Land Management Act, which directed the BLM to include lands managed for conservation purposes within the CDCA as part of the National Conservation Lands. To protect this area's natural resources and facilitate development of its energy resources, the Desert Renewable Energy Conservation Plan (DRECP) was undertaken in 2013. Phase I of the DRECP was completed in September 2016. It designated 4.2 million acres as part of the California Desert National Conservation Lands. Phase II of the DRECP will focus on better aligning local, state, and federal renewable energy development and conservation plans, policies, and goals.

California Fish and Game Code

California Fish and Game Code (CFGC) laws and regulations protect the state's diverse fish, wildlife and plant resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment by the public. The CFGC also specifies the organization and regulatory powers of the California Fish and Game Commission, as well as the organization and general functions of the California Department of Fish and Wildlife (CDFW).

Affected Environment

The information in this section summarizes the Natural Environment Study (Minimal Impact) report (Caltrans 2021) that was approved for the project in February 2022.

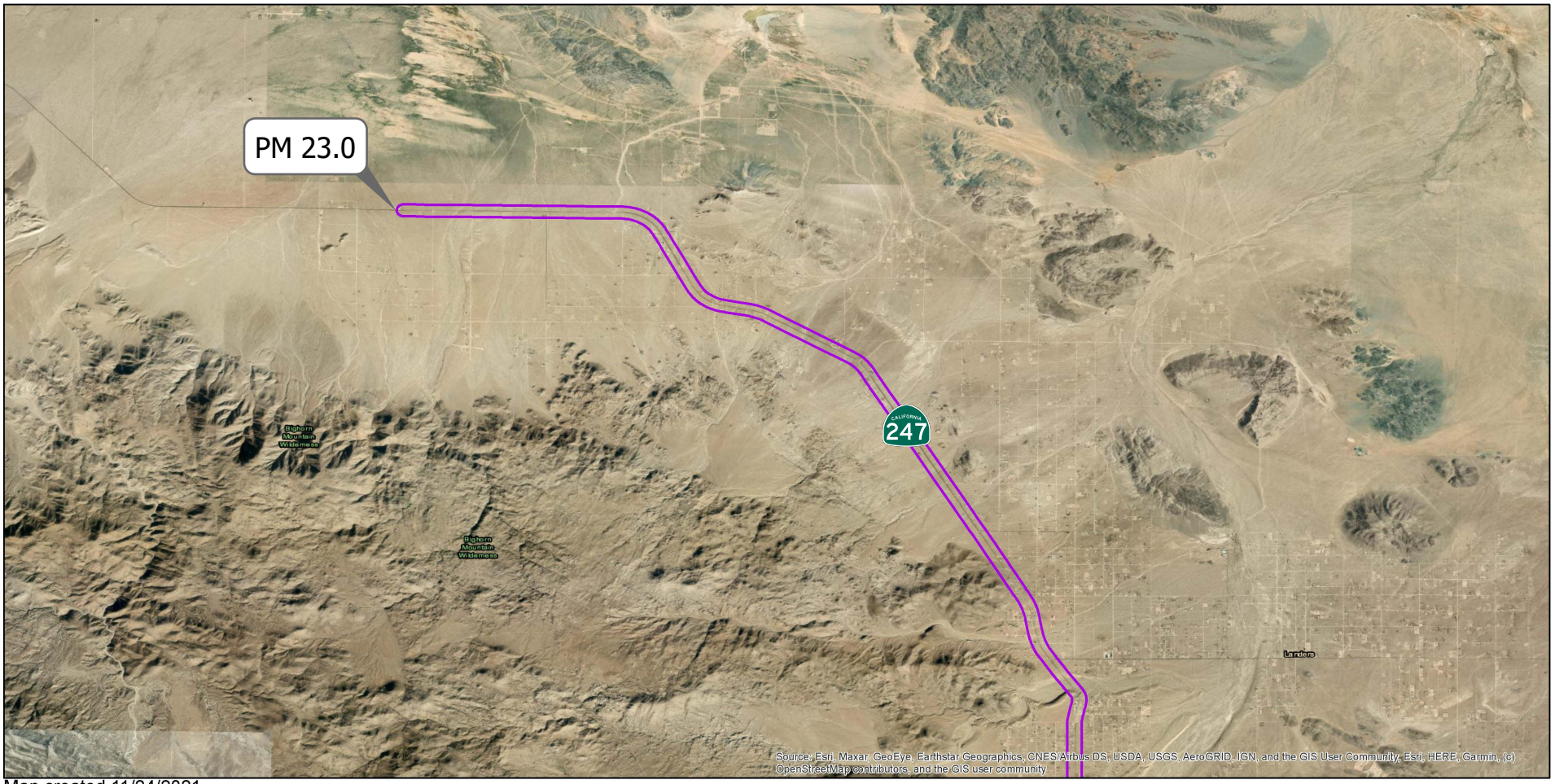
Biological study areas typically take into consideration the potential for both direct impacts (i.e. crushing) and indirect impacts associated with ground disturbance and noise due to Project activities. The Biological Study Area (BSA) for the project therefore consists of the Project Impact Area (PIA) plus an additional 500-foot buffer to assess potential impacts to amphibians, reptiles, raptor and listed avian species, and mammals. A rare plant-specific buffer consists of the PIA and an additional 100-foot buffer, since plants are sessile and are only disturbed by direct impacts. A 100-foot jurisdictional waters BSA was chosen to incorporate waterway extents, confluences, and riparian vegetation directly associated with the potentially jurisdictional waterway. The PIA contains drainage improvements at PM 0.3 and PM 3.59 (rock slope protection, repairs), shoulder widening areas from PM 20.3 to PM 23.0, paved roadway, and disturbed, unpaved shoulder. A map of the Biological Study Area is provided in **Figure 2.6.**

A literature search (IPaC, CNDDB, CNPS, observed species from previous Caltrans projects, and BLM Sensitive Species lists from the Barstow BLM field office) did not identify any natural communities as potentially occurring within the vicinity of the Project. However, Joshua tree woodland (*Yucca brevifolia* Woodland Alliance) was observed throughout the BSA during the October 13, 2021 habitat assessment. This community has a State rank of S3.2, which is considered vulnerable due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors making it vulnerable to extirpation. Creosote bush scrub (*Larrea tridentata* Shrubland Alliance) has a State rank of S5, which is considered secure — common, widespread, and abundant (Sawyer-Keeler-Wolfe 2009).

Map created 11/24/2021

500-foot BSA

Figure 2.6A
Biological Study Area - Segment 1
SBD-247 Pavement Rehabilitation Project



Map created 11/24/2021

500-foot BSA

Figure 2.6B
Biological Study Area - Segment 2
SBD-247 Pavement Rehabilitation Project

The natural communities described below are classified pursuant to the Holland classification code Preliminary Descriptions of the Terrestrial Natural Communities of California (1986). A Manual of California Vegetation second edition manual equivalent is provided (Sawyer-Keeler-Wolf 2009).

Joshua Tree Woodland (State Rank S3.1)

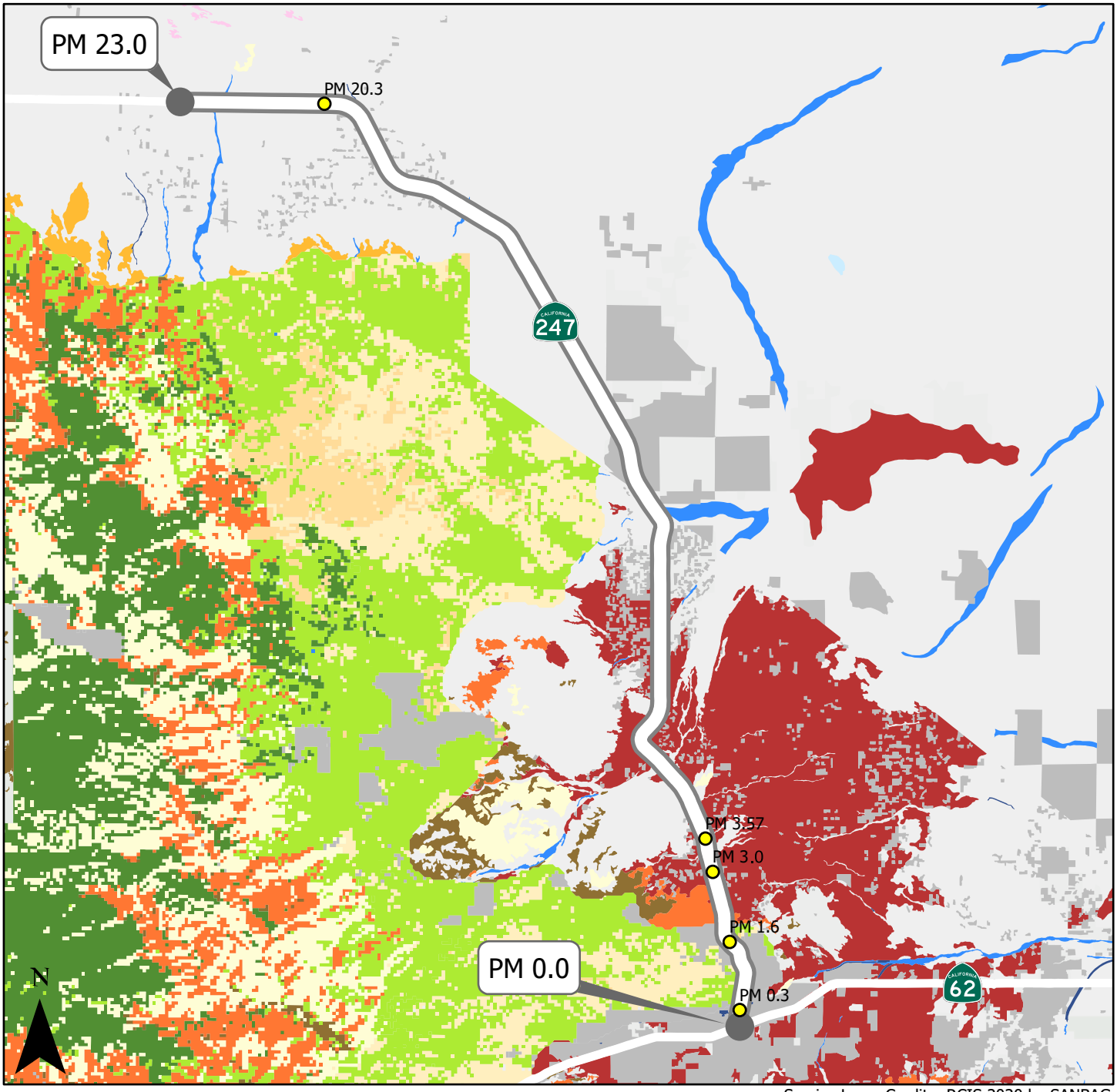
Joshua tree woodland is a Holland classification (73000) that has a Sawyer-Keeler-Wolf equivalent of *Yucca brevifolia* Woodland Alliance (Joshua tree woodland). Other characteristic species include: *Ambrosia dumosa*, *Ambrosia salsola*, *Artemisia tridentata*, *Chrysothamnus viscidiflorus*, *Coleogyne ramosissima*, *Cylindropuntia acanthocarpa*, *Ephedra nevadensis*, *Eriogonum fasciculatum*, *Gutierrezia microcephala*, *Krascheninnikovia lanata*, *Larrea tridentata*, *Lycium andersonii*, *Yucca baccata* and *Yucca schidigera*. Membership rules include: (1) *Yucca brevifolia* evenly distributed at greater than or equal to 1% cover, *Juniperus* and/or *Pinus* spp. Less than 1% absolute cover in the tree canopy.

Creosote Bush Scrub (State Rank S5)

Creosote bush scrub is a Holland classification (33100 and 34100) that has a Sawyer Keeler-Wolf equivalent of *Larrea tridentata* Shrubland Alliance (creosote bush scrub). Other characteristic species include: *Acamptopappus shockleyi*, *Acamptopappus sphaerocephalus*, *Ambrosia dumosa*, *Ambrosia salsola*, *Atriplex confertifolia*, *Atriplex hymenelytra*, *Atriplex polycarpa*, *Brickellia incana*, *Encelia farinosa*, *Ephedra californica*, *Ephedra nevadensis* and *Lycium andersonii*. Emergent trees may be present at low cover, including *Prosopis glandulosa* or *Yucca brevifolia*. Membership rules include: (1) *Ambrosia dumosa* or *Encelia farinosa* are absent or less than 1% cover, if present. No shrub with cover greater than *Larrea tridentata* with the following exceptions: *Acamptopappus sphaerocephalus, Bebbia juncea, Ericameria teretifolia,* or *Krameria* spp. *Ephedra nevadensis* or *Cylindropuntia acanthocarpa* may have higher cover, but no more than twice the cover of *L. tridentata*; or (2) *Larrea tridentata* exceeds other shrubs in cover, and if *Ambrosia dumosa* or *Encelia farinosa* are present, their cover is less than 3 times cover of *L. tridentata,* or if *Ambrosia dumosa* is present, then less than twice the cover of *L. tridentata*.

No sensitive natural communities were listed in the CNDDB. However, Joshua tree woodland and creosote bush scrub were observed within the Project BSA and vicinity during the October 13, 2021 habitat assessment.

A map of project area vegetation communities is provided in **Figure 2.7**.



Service Layer Credits: RCIS 2020 by SANBAG

Legend

- Postmile
- Key Postmile
- Project Area

Vegetation Community

- Barren
- Chaparral
- Coastal Scrub
- Desert Dunes
- Developed and Disturbed Areas
- Forest and Woodlands
- Great Basin Scrub
- Joshua Tree Woodland
- Juniper Woodlands
- Non-Native Grassland
- Playa
- Riparian and Desert Wash
- Riversidean Alluvial Fan Sage Scrub
- Sonoran and Mojavean Desert Scrub
- Wetlands and Waters

0 1 2 4 Miles

Figure 2.7
Vegetation Community Map
SBD-247 Pavement Rehabilitation Project

Environmental Consequences

Build Alternative

No impacts to special-status habitats or natural communities are anticipated. Western Joshua tree overstory will be avoided by project shoulder widening activities near PM 20.3 to PM 23.0. Due to the western Joshua tree State candidate listing under CESA status, all Joshua trees are required to have a no-work buffer of a minimum of 40 feet from the tree centerline. Creosote bush scrub is considered secure and a non-special-status natural community. Few, if any, shrubs will be affected by Project road widening activities. *Larrea tridentata* is not a special-status species but is considered a designated USFWS physical and biological feature for the federally-listed as *threatened* or State-listed as *threatened* desert tortoise. Further discussion on desert tortoise is provided in Section 2.3.5.5, Threatened and Endangered Species.

No-Build Alternative

No construction activities would occur under the No-Build Alternative; no effects would occur to Natural Communities.

Avoidance, Minimization, and/or Mitigation Measures

Bio-General-6 - Species Avoidance: If during project activities a western Joshua tree (*Yucca brevifolia*) is discovered within the project site, all construction activities must stop within 40 feet from the tree centerline and the Caltrans biologist and Resident Engineer must be notified. Coordination with CDFW and San Bernardino County may be required prior to restarting activities. If during project activities a desert tortoise is discovered within the project site, all construction activities must stop within 100 feet and the Caltrans biologist and Resident Engineer must be notified. Coordination with the USFWS, BLM, and CDFW may be required prior to restarting activities.

2.3.5.2 WETLANDS AND OTHER WATERS

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. The lateral

limits of jurisdiction over non-tidal water bodies extend to the ordinary high water mark (OHWM), in the absence of adjacent wetlands. When adjacent wetlands are present, CWA jurisdiction extends beyond the OHWM to the limits of the adjacent wetlands. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the U.S. Environmental Protection Agency (U.S. EPA).

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (40 Code of Federal Regulations [CFR] 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (Waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a "least environmentally damaging practicable alternative" (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, EO 11990 states that a federal agency, such as FHWA and/or the Department, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Alternative Finding must be made.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs) and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please see Section 2.3.2, Water Quality And Storm Water Runoff, for more details.

Affected Environment

The information in this section summarizes the Natural Environment Study (Minimal Impact) report (Caltrans 2022) that was approved for the project in February, 2022.

Over 100 ephemeral washes are located within the project boundaries. Drainages in the north and northwestern portion of the project flow to three separate dry lakes: Melville Dry Lake, Means Dry Lake, and Emerson Dry Lake, which are located north and northeast of the BSA. The U.S. Army Corps of Engineers considers ephemeral drainages jurisdictional under Section 404 of the Clean Water Act when a significant nexus to a traditional navigable waterway, interstate waterway, or territorial sea is determined to be present. Isolated, dry lakes are typically considered non-jurisdictional under the 2001 SWANCC ruling. Jurisdictional resources were evaluated under Section 1600 et seq., specifically Section 1602, of the California Fish and Game Code (CFGC), the Porter Cologne Water Quality Control Act, and the Clean Water Act with respect to the U.S. Army Corps of Engineers and the Regional Water Quality Control Board..

A jurisdictional delineation survey for three drainage features was conducted on December 7, 2021. Feature 1 is located from PM 0.3 to PM 0.4; Feature 2 is located from PM 3.0 to PM 3.1; and Feature 3 is located from PM 3.5 to PM 3.6. The two northernmost work areas, Feature 2 and Feature 3, lacked any identifiable aquatic features and are, therefore, non-jurisdictional; no further coordination with resource agencies is anticipated for Feature 2 and Feature 3.

Feature 1 (Yucca Creek) includes a natural-bottomed intermittent channel. Three 4-foot corrugated metal drainage pipes convey flow roughly west to east underneath SR-247. The channel is lined with large boulder rip rap around the drainage pipes, after which the drainage naturalizes and the banks consist of earthen berms. The banks nearest SR-247 include scattered, recently trimmed tamarisk trees (*Tamarix ramosissima*), and several broom baccharis (*Baccharis sarothroides*) and Mexican palo verde (*Parkinsonia aculeata*) trees. The channel has an average OHWM width of approximately 30 feet and an average bank-to-bank width of approximately 50 feet. The segment of Yucca Creek that passes under SR-247 appears to have been channelized before 1970.

Environmental Consequences

The survey concluded that there will be 0.063 acres of permanent impacts and .011 acres of temporary impacts to Waters of the State (CFGC and Porter Cologne Water Quality Control Act jurisdictional resources) for Yucca Creek. State-jurisdictional water permits will therefore be required, including a Lake and Streambed Alteration Agreement from CDFW (Section 1602 of the CFGC) and a Waste Discharge Requirement report (WDR) from the RWQCB. A Section 401 CWA permit will not be required. No federally-jurisdictional “waters of the United States” under the 2008 Waters of the United States definition will be permanently or temporarily impacted. Therefore, a notification to USACE (CWA 404 permit) will not be required.

Avoidance, Minimization, and/or Mitigation Measures

BIO-General-1 - Equipment Staging, Storing, and Borrow Sites: All staging, storing, and borrow sites require the approval of the contractor-supplied biologist.

Additional measures to protect State jurisdictional waters resources will be provided in the CDFW Lake and Streambed Alteration Agreement (CFGC Section 1602) permit.

2.3.5.3 PLANT SPECIES

Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and

habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species section [2.3.5.5] in this document for detailed information about these species.

This section of the document discusses all other special-status plant species, including CDFW species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), found at California Public Resources Code, Sections 21000-21177.

Affected Environment

The information in this section summarizes the Natural Environment Study (Minimal Impact) report (Caltrans 2021) that was approved for the project in February, 2022.

Plants are considered to be of special concern based on (1) federal, State, or local laws regulating their development; (2) limited distributions; and/or (3) the presence of habitat required by the special-status plants occurring on-site. Special-status plant species ivory-spined agave, San Bernardino milk-vetch, Lane Mountain milk-vetch, triple-ribbed milk-vetch, Fremont barberry, alkali mariposa lily, white-bracted spineflower, desert cymopterus, purple-nerve cymopterus, Mojave tarplant, Mojave monkeyflower, Parish's daisy, flat-seeded spurge, Little San Bernardino Mountains Linanthus, Mojave menodora, Robison's monardella, short-joint beavertail, Beaver Dam breadroot, white-margined beardtongue, Death Valley sandpaper-plant, and Latimer's woodland-gilia have suitable habitat within the BSA. Special-status plant species with suitable habitat are discussed below.

Discussion of Special-Status Plant Species

The BSA contains suitable habitat for the following rare plant species and their habitat requirements:

Ivory-spined Agave

Ivory-spined agave (*Agave utahensis* var. *eborispina*) is a BLM Sensitive species and has a CRPR of 1B.3. It is found within limestone substrates and rocky slopes in Mojavean desert scrub at 1,030-1,310 meters (~3,379-4,298 feet) in elevation (CNDDB 2021). Its bloom period is May to July (Baldwin et al. 2012).

San Bernardino Milk-vetch

San Bernardino milk-vetch (*Astragalus bernardinus)* is a BLM Sensitive species and has a CRPR of 1B.2. This species inhabits Joshua tree woodland and pinyon and juniper woodland in granitic or carbonate substrates at 290-2,290 meters (~951-7,513 feet) in elevation (CNDDB 2021). Its bloom period is April to June (Baldwin et al. 2012).

Lane Mountain Milk-vetch

Lane Mountain milk-vetch (*Astragalus jaegerianus*) is a federally-listed as endangered and BLM Sensitive species with a CRPR of 1B.1. This species inhabits Joshua tree woodland and Mojavean desert scrub habitats. It is found within dry, stony hillsides and desert mesas, in granite sand and gravel. It is commonly within Joshua trees, usually under shrubs at 975-1250 meters (~3,199-4,101 feet) in elevation (CNDDB 2021). Its bloom period is April to June (Baldwin et al. 2012).

Triple-Ribbed Milk-vetch

Triple-ribbed milk-vetch (*Astragalus tricarinatus)* is a federally-listed as *endangered* species with a CRPR of 1B.2. This species inhabits Joshua tree woodland and Sonoran desert scrub on hot, rocky slopes in canyons and along edges of boulder-strewn desert washes with *Larrea* and *Encelia* at 455-1,585 meters (~1,493-5,200 feet) in elevation (CNDDB 2021). Its bloom period is February to May (Baldwin et al. 2012).

Fremont Barberry

Fremont barberry (*Berberis fremontii*) has a CRPR of 2B.3. This species is found in pinyon and juniper woodlands as well as Joshua tree woodlands in rocky, sometimes granitic habitats at 1,140-1,770 meters (~1,140-5,807 feet) in elevation (CNDDB 2021). Its bloom period is March to May (Baldwin et al. 2012).

Alkali Mariposa Lily

Alkali mariposa lily (*Calochortus striatus*) is a BLM Sensitive species with a CRPR of 1B.2. This species occurs in chaparral, chenopod scrub, Mojavean desert scrub, meadows and seeps, wetlands, alkaline meadows, and ephemeral washes at 70-1,600 meters (~230-5,249 feet) in elevation (CNDDB 2021). Its bloom period is April to June (Baldwin et al. 2012).

White-bracted Spineflower

White-bracted spineflower (*Chorizanthe xanti* var. *leucotheca*) is a BLM Sensitive species with a CRPR of 1B.2. This species is found in sandy or gravelly places within coastal scrub (alluvial fans), Mojavean desert scrub, and pinyon and juniper woodlands at 365-1,830 meters (~1,198-6,004 feet) in elevation (CNDDB 2021). Its bloom period is April to June (Baldwin et al. 2012).

Desert Cymopterus

Desert cymopterus (*Cymopterus deserticola*) is a BLM Sensitive species with a CRPR of 1B.2. This species inhabits Joshua tree woodland and Mojavean desert scrub habitats on fine to coarse, loose, sandy soil of flats in old dune areas with well-drained sand at 625-1220 meters (~2,051-4,003 feet) in elevation (CNDDB 2021). Its bloom period is April (Baldwin et al. 2012).

Purple-nerve Cymopterus

Purple-nerve cymopterus (*Cymopterus multinervatus*) has a CRPR of 2B.2. This species is found in Mojavean desert scrub or pinyon and juniper woodland in sandy or gravelly places at 765-2,195 meters (~2,510-7,201 feet) in elevation (CNDDB 2021). Its bloom period is March to April (Baldwin et al. 2012).

Mojave Tarplant

Mojave tarplant (*Deinandra mohavensis*) is a BLM Sensitive and State-listed as *endangered* species with a CRPR of 1B.3. This species occurs in riparian scrub; coastal scrub; and chaparral habitats; can occur within ephemeral grassy areas or low sand bars in a riverbed at 640-1,645 meters (~3,000-5,397 feet) In elevation (CNDDB 2021). Its bloom period is May to January (Baldwin et al. 2012).

Mojave Monkeyflower

Mojave monkeyflower (*Diplacus mohavensis*) is a BLM Sensitive species with a CRPR of 1B.2. This species occurs in desert wash, Joshua tree woodland, and Mojavean desert scrub in dry, sandy, or rocky washes along the Mojave River at 660-1,270 meters (~2,165-4,167 feet) in elevation (CNDDB 2021). Its bloom period is April to May (Baldwin et al. 2012).

Parish's Daisy

Parish's daisy (*Erigeron parishii*) is a federally-listed as threatened and BLM Sensitive species with a CRPR of 1B.1. This species inhabits limestone, Mojavean desert scrub, and pinyon and juniper woodlands, often on carbonate or limestone mountain slopes associated with drainages; can be sometimes found on granite at 1,050-2,245 meters (~3,445-7,365 feet) in elevation (CNDDB 2021). Its bloom period is May to June (Baldwin et al. 2012).

Flat-seeded Spurge

Flat-seeded spurge (*Euphorbia platysperma*) is a BLM Sensitive species with a CRPR of 1B.2. This species inhabits Mojavean desert scrub and desert dunes in sandy places or shifting dunes. It is possibly a waif (occurs sparingly) in California. This species is more common in Arizona and Mexico at 60-960 meters (~197-3,150 feet) in elevation (CNDDB 2021). Its bloom period is May (Baldwin et al. 2012).

Little San Bernardino Mountains Linanthus

Little San Bernardino Mountains linanthus (*Linanthus maculatus* ssp. *maculatus*) is a BLM Sensitive species with a CRPR of 1B.2. It is found in sandy places, usually in light-colored quartz sand, within

desert dunes, desert washes, Sonoran desert scrub, Mojavean desert scrub, and Joshua tree woodland habitats. This species is often in a wash or bajada at 135-1,220 meters (~443-4,003 feet) in elevation (CNDDB 2021). Its bloom period is March to May (Baldwin et al. 2012).

Mojave Menodora

Mojave menodora (*Menodora spinescens* var. *mohavensis*) is a BLM Sensitive species with a CRPR of 1B.2. It inhabits Mojavean desert scrub on rocky hillsides, canyons, and Andesite gravel at 700-1,405 meters (~2,297-4,610 feet) in elevation (CNDDB 2021). Its bloom period is April to May (Baldwin et al. 2012).

Robison's Monardella

Robison's monardella (*Monardella robisonii*) is a BLM Sensitive species with a CRPR of 1B.3. This species is found in pinyon and juniper woodland on rocky desert slopes, often among granitic boulders, at 610-1,615 meters (~2,001-5,299 feet) in elevation (CNDDB 2021). Its bloom period is June to September (Baldwin et al. 2012).

Short-joint Beavertail

Short-joint beavertail (*Opuntia basilaris* var. *brachyclada*) is a BLM Sensitive species with a CRPR of 1B.2. This species is found on sandy soil or coarse, granitic loam within chaparral, Joshua tree woodland, Mojavean desert scrub, and pinyon and juniper woodland at 425-2,015 meters (~1,394-6,611 feet) in elevation (CNDDB 2021). Its bloom period is April to June (Baldwin et al. 2012).

Beaver Dam Breadroot

Beaver Dam breadroot (*Pediomelum castoreum*) is a BLM Sensitive species with a CRPR of 1B.2. This species is found in sandy soils, washes, and roadcuts within desert washes, Joshua tree woodland, and Mojavean desert scrub at 605-1,485 meters (~1,985-4,872 feet) in elevation (CNDDB 2021). Its bloom period is April to May (Baldwin et al. 2012).

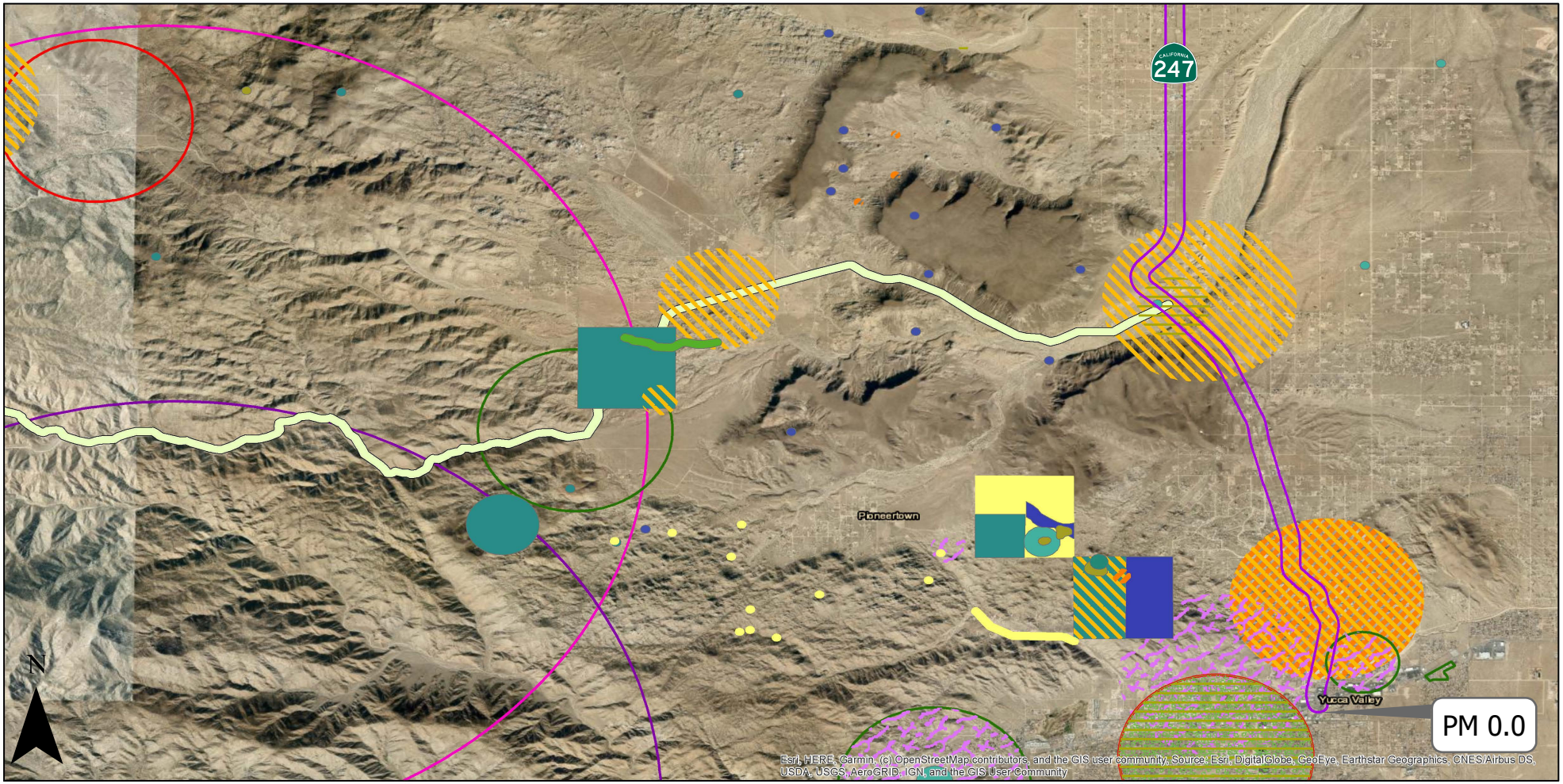
White-margined Beardtongue

White-margined beardtongue (*Penstemon albomarginatus*) is a BLM Sensitive plant with a CRPR of 1B.1. This species inhabits desert dunes, desert washes, and Mojavean desert scrub in deep stabilized desert sand in washes and along roadsides at 540-1,070 meters (~1,772-3,511 feet) in elevation (CNDDB 2021). Its bloom period is March to May (Baldwin et al. 2012).

Death Valley Sandpaper-plant

Death Valley sandpaper-plant (*Petalonyx thurberi* subsp. *Gilmanii*) is a BLM Sensitive species with a CRPR of 1B.3. This species inhabits desert dunes, desert wash, and Mojavean desert scrub on dry washes and slopes at 45-1,525 meters (~147-5,003 feet) in elevation (CNDDB 2021). Its bloom period is May to June and September to November (Baldwin et al. 2012).

A map of State special-status plant and animal species distribution is provided in Figure 2.8.



- 500-foot Buffer
- American badger
- California cuckoo bee
- Fremont barberry
- Latimer's woodland-gilia
- Le Conte's thrasher
- Little San Bernardino Mtns. linanthus
- Palmer's mariposa-lily
- Parish's daisy
- Pioneertown linanthus
- Robison's monardella
- San Bernardino milk-vetch
- Shockley's rockcress
- coast horned lizard
- desert tortoise
- pallid San Diego pocket mouse
- pinyon rockcress
- southern jewelflower
- western yellow bat

0 1.5 3 Miles

Scale 1:74000

Figure 2.8A
CNDDB Map - Segment 1
SBD-247 Pavement Rehabilitation Project

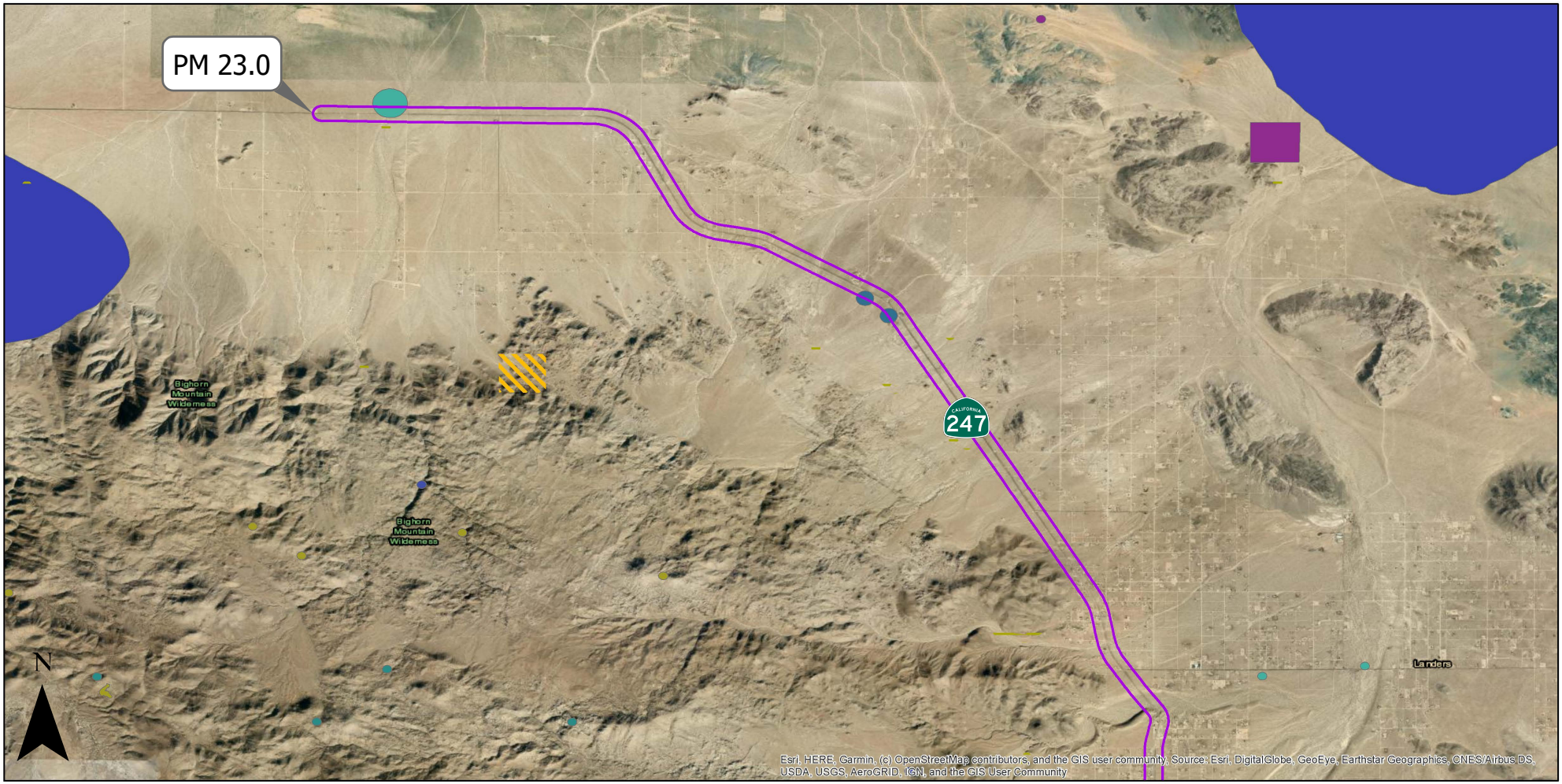


Figure 2.8B
CNDDB Map - Segment 2
SBD-247 Pavement Rehabilitation Project

Latimer's Woodland-gilia

Latimer's woodland-gilia (*Saltugilia latimeri*) is a BLM Sensitive species that has a CRPR of 1B.2. This species inhabits chaparral, Mojavean desert scrub, and pinyon and juniper woodland habits. It is found in rocky or sandy substrate, sometimes in washes and limestone, at 120-2,200 meters (~394-7,218 feet) in elevation (CNDDB 2021). Its bloom period is March to June (Baldwin et al. 2012).

Survey Results

During the October 13, 2021 habitat assessment, it was observed that Joshua tree woodland alliance (*Yucca brevifolia* Woodland Alliance) and creosote bush (*Larrea tridentata*) scrub, per Second Manual of California vegetation standards (Sawyer-Keeler-Wolfe 2009), co-dominate the landscape in the BSA. Other understory and roadside species, both native and non-native, included herb stratum species such as California croton (*Croton californicus*), fanleaf crinklemat (*Tiquilia plicata*), cinch weed (*Pectis papposa*), annual *Eriogonum* spp. (senesced), black mustard (*Brassica nigra*), spurge species (*Euphorbia* spp.), apricot mallow (*Sphaeralcea ambigua*), Jimsonweed (*Datura wrightii*), white amaranth (*Amaranthus albus*), annual grassland (*Bromus* spp.), and coyote melon (*Cucurbita palmata*). Shrub stratum species included cholla cactus species (*Cylindropuntia* spp., dead), desert marigold (*Baileya multiradiata*), California buckwheat (*Eriogonum fasciculatum*), allscale (*Atriplex polycarpa*), ragweed (*Ambrosia* spp.), silver cholla (*Cylindropuntia echinocarpa*), teddybear cholla (*Cylindropuntia bigelovii*), and fourwing saltbush (*Atriplex canescens* var. *canescens*). Tree stratum species included desert willow (*Chilopsis linearis*), palo verde tree (*Parkinsonia florida*), and ornamental honey mesquite (*Prosopis glandulosa*). Soils were observed to be predominantly of sandy to sandy loam texture.

During the October 13, 2021 habitat assessment, it was observed that Joshua tree woodland alliance (*Yucca brevifolia* Woodland Alliance) and creosote bush (*Larrea tridentata*) scrub, per Second Manual of California vegetation standards (Sawyer-Keeler-Wolfe 2009), co-dominate the landscape in the BSA. Other understory and roadside species, both native and non-native, included herb stratum species such as California croton (*Croton californicus*), fanleaf crinklemat (*Tiquilia plicata*), cinch weed (*Pectis papposa*), annual *Eriogonum* spp. (senesced), black mustard (*Brassica nigra*), spurge species (*Euphorbia* spp.), apricot mallow (*Sphaeralcea ambigua*), Jimsonweed (*Datura wrightii*), white amaranth (*Amaranthus albus*), annual grassland (*Bromus* spp.), and coyote melon (*Cucurbita palmata*). Shrub stratum species included cholla cactus species (*Cylindropuntia* spp., dead), desert marigold (*Baileya multiradiata*), California buckwheat (*Eriogonum fasciculatum*), allscale (*Atriplex polycarpa*), ragweed (*Ambrosia* spp.), silver cholla (*Cylindropuntia echinocarpa*), teddybear cholla (*Cylindropuntia bigelovii*), and fourwing saltbush (*Atriplex canescens* var. *canescens*). Tree stratum species included desert willow (*Chilopsis linearis*), palo verde

tree (*Parkinsonia florida*), and ornamental honey mesquite (*Prosopis glandulosa*). Soils were observed to be predominantly of sandy to sandy loam texture.

California Invasive Plant Council (Cal-IPC) noxious weeds species were observed during the October 13, 2021 habitat assessment. Limited ranking noxious weeds included *Schismus* spp., puncture vine (*Tribulus terrestris*), and *Eucalyptus* spp. Moderate ranking noxious weeds include Bermuda grass (*Cynodon dactylon*). High ranking noxious weeds include tamarisk (*Tamarix ramosissima*).

As stated above, ivory-spined agave, San Bernardino milk-vetch, Lane Mountain milk-vetch, triple-ribbed milk-vetch, Fremont barberry, alkali mariposa lily, white-bracted spineflower, desert cymopterus, purple-nerve cymopterus, Mojave tarplant, Mojave monkeyflower, Parish's daisy, flat-seeded spurge, little San Bernardino Mountains linanthus, Mojave menodora, Robison's monardella, short-joint beavertail, Beaver Dam breadroot, white-margined beardtongue, Death Valley sandpaper-plant, and Latimer's woodland-gilia have suitable habitat in the BSA via rocky slopes, Mojavean desert scrub, Joshua tree woodland, possible remnants of higher elevation natural communities such as pinyon and juniper woodland, rocky hillsides, friable sandy soils, creosote bush scrub, and desert washes. The PIA contains paved roadway, shoulder widening, and drainage improvements. Previous Caltrans project surveys (Caltrans projects EA 0F660; EA 0G900; and EA 1H100) during rare plant season did not observe these species.

Environmental Consequences

Build Alternative

Several species have a low to very low likelihood of occurrence within either the shoulder widening or culvert drainage PIA. Therefore, appropriate avoidance and minimization measures for rare plants are deemed necessary. Avoidance measures for construction staging areas and invasive species control will also be implemented.

No-Build Alternative

No construction activities would occur under the No-Build Alternative; no effects would occur to special status plant species.

Avoidance, Minimization, and/or Mitigation Measures

BIO-General-1 - Equipment Staging, Storing, and Borrow Sites: All staging, storing, and borrow sites require the approval of the Contractor-supplied biologist.

BIO-General-16 - Invasive Weed Control. To address impacts to the shoulder widening PIA (PM 20.3 to PM 23.0) and drainage improvement PIA (PM 0.3 and PM 3.59), the Contractor Supplied biologist must identify the following CAL-IPC noxious weed species, plus any others incidentally observed -- Limited species: *Schismus spp.*, puncture vine (*Tribulus terrestris*), and *Eucalyptus spp.* CAL-IPC Moderate rated species: Bermuda grass (*Cynodon dactylon*). CAL-IPC High rated species: tamarisk (*Tamarix ramosissima*). Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.

Bio-Plant-1 - Rare Plant Surveys, Flagging and Fencing: Within 30 days prior to construction and within the rare plant bloom season of March-June, a preconstruction survey must be conducted by a Contractor Supplied Biologist for special-status plant species within a 100-foot buffer for construction staging areas outside of previously-paved or developed areas within the BSA. ivory-spined agave, San Bernardino milk-vetch, Lane Mountain milk-vetch, triple-ribbed milk-vetch, Fremont barberry, alkali mariposa lily, white-bracted spineflower, desert cymopterus, purple-nerve cymopterus, Mojave tarplant, Mojave monkeyflower, Parish's daisy, flat-seeded spurge, little San Bernardino Mountains linanthus, Mojave menodora, Robison's monardella, short-joint beavertail, Beaver Dam breadroot, white-margined beardtongue, Death Valley sandpaper-plant, and Latimer's woodland-gilia, plus any other rare plants, must be flagged for visual identification to construction personnel for work avoidance. Rare plants detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.

2.3.5.4 ANIMAL SPECIES

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species Section [##] below. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations relevant to wildlife include the following:

National Environmental Policy Act

Migratory Bird Treaty Act

Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

California Environmental Quality Act

Sections 1600 – 1603 of the California Fish and Game Code

Section 3800 of the California Fish and Game Code

Sections 4150 and 4152 of the California Fish and Game Code

Affected Environment

The information in this section summarizes the Natural Environment Study (Minimal Impact) report (Caltrans 2021) that was approved for the project in February, 2022.

Special-Status Invertebrate Species

Crotch Bumble Bee

The Crotch bumble bee (*Bombus crotchii*) is a State-listed as *Candidate endangered*. Food preferences include snapdragon (*Antirrhinum* spp.), *Phacelia* (*Phacelia* spp.), farewell to spring (*Clarkia* spp.), bush poppy (*Dendromecon* spp.), desert poppy (*Eschscholzia* spp.), and buckwheat (*Eriogonum* spp.) (CNDDB 2021).

Monarch Butterfly

The Monarch butterfly (*Danaus plexippus*) is a federally-listed Candidate for federal listing species under FESA. This species typically inhabits closed-cone coniferous forest but can occur near other nectar sources. Roosts are located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby. Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico (CNDDB 2021).

California Cuckoo Bee

The California cuckoo bee (*Paranomada californica*) has No Formal Status. There is no published information on the life history or behavior of this species. It is a cleptoparasite (nest parasite) of other solitary, ground-nesting bees, as evidenced by the lack of pollen-collecting structures on the female (Shanks 2000). According to Cornell University (2010), cleptoparasitic bees are named "cuckoo bees" because they invade the nests of solitary bees and lay their own eggs, just as cuckoo birds do to other birds. It is known only from two locations in San Bernardino County, near Yucca Valley and 9.5 miles northwest of Pioneertown, on Burns Canyon Road. *Exomalopsis verbesinae* is suspected to be a host species, as *Paranomada californica* were collected flying within the immediate vicinity (Shanks 2000).

Survey Results

Three (3) special-status invertebrates, Crotch bumble bee, Monarch butterfly, and California cuckoo wasp, have suitable habitat in the BSA. Crotch bumble bee may occur on sparse coastal sage scrub natural community species, such as *Eriogonum fasciculatum,* in the BSA. Other food species such as *Phacelia* ssp., *Clarkia* ssp., and *Eschscholzia* ssp. are annuals and may be prevalent in the general vicinity, especially after rain events. One recent CNDDB occurrence (2019) for Crotch bumble bee was reported approximately 4 miles south of the BSA. Monarch butterfly was directly observed during the October 13, 2021 habitat assessment. One Monarch butterfly was observed flying near the middle of the ROW near the Johnson Valley Off-Highway Vehicle Recreation Area, adjacent to Boone Road. The Caltrans Division of Environmental Analysis GIS Model of Milkweed Habitat Suitability, which selects and identifies suitable habitat for narrow-leaved milkweed (*Asclepias fascicularis*) – a preferred food source - was consulted. The closest milkweed suitable habitat is located south of the San Bernardino National Forest (approximately 4 miles from the BSA) and along Route 247, west of the Project BSA (approximately 17 miles). In terms of California cuckoo bee, this species is known to occur in Yucca Valley (DFG n.d.), which occurs in the southern portion of the BSA. Desert washes and storm drains in the BSA are ephemeral. Aquatic habitats are generally absent, but surface water inundation may occur after rain events, which could provide temporary habitat in the culvert drainage PIA. One CNDDB occurrence was reported in 1944 on a snakeweed *(G. microcephala*) bush, which is still a common species in the area. This individual was flying near the ground in the company of a possible host bee (CNDDB 2021). This species is generally elusive and there is very limited data; recent CNDDB occurrences are not expected. The shoulder widening PIA may contain sparse or disturbed shrubs or annual flowering species after rain events, which could be host species for special-status invertebrate species (i.e. *Eriogonum fasciculatum* or milkweed).

Environmental Consequences

Build Alternative

The shoulder widening and culvert drainage PIA may contain very marginal habitat for special-status invertebrate species via shrub cover or surface water inundation after rain events. Although Monarch butterfly was directly observed, the Project Impact Area does not have any modeled milkweed habitat suitability and is not anticipated to impact milkweed species, which are required for breeding. Caltrans anticipates no impacts to special-status invertebrate species with the implementation of appropriate avoidance and minimization measures, which include pre-construction surveys for special-status invertebrate species host plants.

No-Build Alternative

No construction activities would occur under the No-Build Alternative; no effects would occur to special status invertebrate species.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans standard BMPs, the BMPs in the anticipated SWPPP, and 2018 Standard Specifications (or latest version) must be implemented to minimize effects during construction.

Bio-Arthropod-1 - Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing: No more than 30 days prior to project activities, a contractor supplied biologist must perform a preconstruction survey for rare insect host plants within the project shoulder widening impact area (PM 20.3 to PM 23). Should any rare insect host plants be found, the Resident Engineer and Caltrans biologist must be contacted, and host plants must be flagged by the contractor supplied 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 Environmentally Sensitive Area (ESA) temporary fencing.

Special-Status Boney Fish Species

The BLM Barstow Field Office Sensitive Species list identified three (3) sensitive boney fish species, Amargosa River pupfish (*Cyprinodon nevadensis amargosae*), Amargosa Canyon speckled dace (*Rhinichthys osculus* ssp. 1), and Mohave tui chub (*Siphateles bicolor mohavensis*), all of which are considered absent in the BSA. No further discussion of these species is warranted.

Survey Results

Boney fish species are considered absent in the BSA.

Special-Status Reptile Species

Southern California Legless Lizard

The southern California legless lizard (*Anniella stebbinsi*) is a State-designated Species of Special Concern that inhabits varied habitats, which include coastal sage scrub and chaparral habitat. This species prefers high moisture soils, but it can also occur in sandy or loose loamy soils under sparse vegetation (CNDDB 2021).

Red-Diamond Rattlesnake

The red-diamond rattlesnake (*Crotalus ruber*) is a State-designated Species of Special Concern that inhabits chaparral habitat, grassland, and desert areas, often in rocky and dense vegetation. This species needs rodent burrows, cracks in rocks, or surface cover objects (CNDDB 2021). The red diamond rattlesnake is primarily nocturnal and crepuscular during periods of excessive daytime heat but is active during daytime when temperatures are moderate. This species is terrestrial but may climb shrubs and trees (Caltrans 2018, EA 1J560).

Desert Tortoise

The Mojave population of the desert tortoise (*Gopherus agassizii*) was listed as a federally endangered species by emergency rule on August 4, 1989 and as a threatened species by final rule on April 2, 1990. The Mojave population includes all desert tortoises north and west of the Colorado River in California, southern Nevada, northwestern Arizona, and southwestern Utah. Federally designated critical habitat for the Mojave Desert population was finalized in February 1994, and included portions of the Mojave and Colorado deserts that contain the "primary constituent elements and focuses on areas that are essential to the species' recovery" (U.S. Fish and Wildlife Service, 1994). The term "primary constituent elements" has now been changed to "physical and biological features." Mojave desert tortoises primarily inhabit creosote bush scrub, saltbush scrub, and Joshua tree woodland dominated by creosote bush, white bursage, cactus, saltbush (*Atriplex* spp.) or Joshua tree generally below 1,524 meters (5,000 feet) elevation. Tortoises are most often found near washes and are most active in spring, early summer, and fall, when annual plants are most abundant (Caltrans Project EA 0G900).

Coast Horned Lizard

The coast horned lizard (*Phrynosoma blainvillii*) is a State-designated Species of Special Concern that inhabits semi-arid areas with sparse vegetation and open areas, as well as woodland and riparian habitats within firm, sandy, or rocky substrate. Habitat types include: chaparral; coastal scrub; desert wash; riparian scrub; riparian woodland; and valley and foothill grassland habitats. Coast horned lizard is most common in lowlands along sandy washes with scattered, low bushes (CNDDB 2021).

Mojave Fringe-Toed Lizard

Mojave fringe-toed lizard (*Uma scoparia*) is a BLM Sensitive species and a State-designated Species of Special Concern that inhabits desert dunes, desert wash, and Mojavean desert scrub. Found in fine, loose, wind-blown sand in sand dunes, dry lakebeds, riverbanks, desert washes, sparse alkali scrub and desert scrub. Shrubs or annual plants may be necessary for arthropods found in the diet (CNDDB 2021).

Survey Results

All of the above-mentioned special-status reptile species have suitable habitat in the BSA via sandy or loam soils, creosote bush scrub, sparse shrub species, rodent burrows, desert washes, and desert scrub. Southwestern pond turtle and gila monster are considered absent in the BSA, as aquatic habitats with adequate riparian cover and basking areas are absent, or the species is out of range.

Desert tortoise is assumed to be present via suitable habitat and historical occurrences within the vicinity (1988-2005). Previous Caltrans projects did not observe special-status reptile species during surveys.

Environmental Consequences

Build Alternative

The shoulder widening and culvert drainage PIA contain suitable habitat for all of the above-mentioned reptile species. Caltrans does not anticipate impacts to special-status reptile species with the implementation of avoidance and minimization measures such as pre-construction surveys and requiring contractors to check underneath vehicles. With such avoidance and minimization measures, it is unlikely that individual reptiles will be crushed, buried, or killed by construction equipment and ground disturbing activities as a part of Project activities.

Desert tortoise tends to occur at roadsides, therefore, it is presumed to have a moderate to high probability of occurrence within the Project Impact Area, especially during drainage improvements and shoulder widening. Caltrans has determined that Project impacts “may affect, [and are] likely to adversely affect” desert tortoise. Formal Section 7 consultation will be conducted with the USFWS for impacts to desert tortoise. The “may affect, likely to adversely affect” determination is covered under the streamlined biological opinion from the USFWS, as part of the programmatic biological opinion agreement between Caltrans and the USFWS dated February 17, 2021. Since desert tortoise is a State-listed as threatened species, a CDFW 2081(b) Incidental Take Permit will be filed for desert tortoise as well. This will be determined in future pre-application meetings with CDFW.

No-Build Alternative

No construction activities would occur under the No-Build Alternative; no effects would occur to special status reptile species.

Avoidance, Minimization, and/or Mitigation Measures

Bio-General-6 - Species Avoidance: If during project activities a western Joshua tree (*Yucca brevifolia*) is discovered within the project site, all construction activities must stop within 40 feet from the tree centerline and the Caltrans biologist and Resident Engineer must be notified. Coordination with CDFW and San Bernardino County may be required prior to restarting activities. If during project activities a desert tortoise is discovered within the project site, all construction activities must stop within 100 feet and the Caltrans biologist and Resident Engineer must be notified. Coordination with the USFWS, BLM, and CDFW may be required prior to restarting activities..

Bio-General-7 - Worker Environmental Awareness Program (WEAP): A Contractor Supplied biologist must present a biological resource information program/WEAP for desert tortoise, BLM Sensitive species, and special-status invertebrates, plant, reptiles, birds, mammals, and bats, 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-Reptile-1 - Equipment Flagging: Project personnel must attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment for special-status reptile species - southern California legless lizard, red-diamond rattlesnake, desert tortoise, coast horned lizard, and Mojave fringe-toed lizard - before operating equipment at any time.

Bio-Reptile-2 - Pre-Project Surveys: To assess the number of listed reptile species that may be potentially impacted, pre-project surveys for desert tortoise must be conducted within the shoulder widening and culvert drainage PIA according to either the current protocol provided by the USFWS or a modified protocol agreed upon by the BLM and CDFW.

Bio-Reptile-5 - Trash/Predation: Caltrans must implement measures to reduce the attractiveness of job sites to southern California legless lizard, red-diamond rattlesnake, desert tortoise, coast horned lizard, and other subsidized predators by controlling trash and educating workers.

Bio-Reptile-8 - Rock Slope Protection: To prevent trapping of desert tortoise, interstitial spaces within rock slope protection must be partially filled with concrete grout or sand. .
[Note: 1. Evaluated on a project-by-project basis. Work with the resource agencies and PDT/Structures to determine the required substrate, if necessary.
2. Measure satisfies DT PBO (substrate sand), but substrate required by CDFW 1602 may not agree with Structures.

Bio-DT-1 - Agency Notification & Reporting Requirements: Any worker who observes desert tortoises within or near the job site found alive, injured, or dead during the implementation of the project must provide immediate notification to the Resident Engineer and Caltrans biologist. Caltrans biologist must then notify USFWS and CDFW. Veterinary treatment and/or final deposition must follow USFWS and CDFW approval.

Bio-DT-2 - Desert Tortoise Translocation: If determined necessary for this project, desert tortoise translocation must follow the current FWS Biological Opinion guidelines, BLM guidance, and CDFW 2081 permit measures, as applicable.

Special-Status Avian Species

Burrowing Owl

The burrowing owl (*Athene cunicularia*) is a State-listed Species of Special Concern. Burrowing owls are typically found in grasslands, deserts, farmlands, rangelands, and other areas with low vegetation. This species is dependent on old burrows left behind by other species, such as ground squirrel (*Otospermophilus beecheyi*) and kangaroo rats (*Dipodomys* spp.). The burrowing owl breeding season spans February 1-August 31 (The California Burrowing Owl Consortium 1993).

Loggerhead Shrike

The loggerhead shrike (*Lanius ludovicianus*) is a State-designated Species of Special Concern that inhabits open country with short vegetation and well-spaced shrubs or low trees, especially those with spines or thorns. This species frequents agricultural fields, pastures, orchards, riparian areas, desert scrublands, savannas, prairies, golf courses, and cemeteries. Loggerhead shrikes are often seen along mowed roadsides with access to fence lines and utility poles (Caltrans 2018a, EA 08-1C850). Note that Loggerhead shrike was not listed in the CNDDB literature search, however it was directly observed in prior surveys.

Bendire's Thrasher

Bendire's thrasher (*Toxostoma bendirei*) is a BLM Sensitive and a State-designated Species of Special Concern. This species favors open grassland, shrubland, or woodland with scattered shrubs or trees for breeding, with nests typically located in shrubs, cacti, or trees. It forages primarily on the ground but will also glean vegetation for insects and fruit. The breeding distribution covers the southwest, including southeastern California. Year-round distribution occurs in southern Arizona, southwestern New Mexico, and the northwestern edge of Mexico. After breeding, individuals migrate to the northern portion of the breeding range. Anthropogenic sources of activity, such as agricultural development, threaten Bendire's thrasher through habitat loss (USFWS ECOS 2021).

Le Conte's Thrasher

Le Conte's thrasher (*Toxostoma lecontei*) is a BLM Sensitive and a State-designated Species of Special Concern. This species forages almost entirely on the ground in open soil and desert flats with sparse growth of saltbush. It lives in open habitats or dry flats with only scattered low shrubs. Habitat preference includes areas of sparse saltbush or on creosote bush flat, especially areas with cholla cactus. A permanent territory is established for mate pairs, and they occur there year-round. Nesting may begin as early as January, but it can last until June in some areas. Nests are located within low, dense cholla cactus or saltbush, mesquite, and other low shrubs (Kaufman 1996).

Survey Results

Burrowing owl, loggerhead shrike, Bendire's thrasher, and Le Conte's thrasher have suitable habitat in the BSA via large areas of contiguous open desert space, multiple mammal burrows in the BSA, desert scrub, Joshua tree woodland, thorny shrubs such as cactus, creosote bush, and desert washes. Burrowing owls have an affinity towards nesting near roads and flat areas, especially highways with low to moderate use. Previous protocol surveys for burrowing owl were performed in the Project Area in 2009 (EA 0F660). Since the Project involves a road, contains multiple small mammal burrows, and contains a large amount of contiguous desert habitat, this species has a low to moderate probability of occurring in the shoulder widening PIA. No burrowing owls or active burrows were observed during the October 13, 2021 habitat assessment. Loggerhead shrike was not listed in the CNDDB literature search, but it was directly observed in prior surveys (EA 08-0F660) and is presumed extant. One 1991 historical occurrence for Bendire's thrasher was reported within the 500-foot BSA. One 1991 historical occurrence for Le Conte's thrasher was reported within the 500-foot BSA as well. No other recent CNDDB occurrences were reported for either species. Although 1991 historical occurrences are not recent, since desert habitat tends to be slow-changing, assuming there is no substantial change in land use or other sources of anthropogenic disturbances, historically reported species are presumed extant within the Project vicinity. The PIA contains sparse creosote bush scrub and other desert scrub species, especially within the shoulder widening PIA. Other areas within the PIA, including drainage improvement areas, barren and unpaved shoulders, and paved roadway are anticipated to have no suitable habitat for special-status avian species due to barren soils around culverts, previously-existing barren shoulders, and developed road. Appropriate avoidance and minimization measures will be implemented.

Least Bell's vireo and yellow warbler are special-status species that are considered absent in the BSA. The BSA lacks suitable riparian habitat or riparian forest that is essential for breeding. There are no recent CNDDB historical occurrences for these species. The last historical occurrence for least Bell's vireo was in 1978, near a perennial water source with hydrophytic vegetation. The last historical occurrence for yellow warbler was in 1950, within the Little San Bernardino Mountains, approximately 5 miles south of the BSA. Loggerhead shrike was directly observed in prior surveys.

Environmental Consequences

Build Alternative

The PIA consists of paved roadway or disturbed and barren shoulders, with the exception of shoulder widening areas and two areas of drainage improvements. Impacts to special-status avian species would be through potential nesting sites (i.e. shrubs) within the shoulder widening PIA (PM 20.3 to PM 23.0) or RSP replacement drainage improvements (PM 0.3). Since vegetation clearing is part of shoulder widening and RSP replacement activities, proper avoidance and minimization measures will be implemented to avoid impacts to migratory birds and their potential habitat.

A large portion of the project is on BLM land, and burrowing owl is considered sensitive by the BLM. No burrowing owls were observed, but due to a large amount of contiguous desert habitat and road widening as part of the shoulder widening PIA, avoidance and minimization measures will be implemented for burrowing owl. Staging areas are anticipated to take place within previously-disturbed shoulder areas.

Caltrans does not anticipate impacts to least Bell's vireo and yellow warbler, as these species are considered absent from the BSA. These species are riparian habitat obligate breeders and foragers, and the PIA contains no riparian habitat.

No-Build Alternative

No construction activities would occur under the No-Build Alternative; no effects would occur to special status avian species.

Avoidance, Minimization, and/or Mitigation Measures

In order to avoid and minimize potential impacts to nesting bird species and burrowing owl, Caltrans proposes the following measures:

BIO-Avian-1 - Pre-Construction Nesting Bird Survey: If project activities cannot avoid the nesting season, generally regarded as February 1 – September 30, then pre-construction nesting bird surveys must be conducted up to the limit of the 500-foot BSA no later than 3 days prior to construction by a qualified biologist to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer (100 feet for non-passerine, 300 feet for passerine, and 500 feet for raptors) may be established and monitored by the qualified biologist until the young have fledged.

Bio-Avian-2 - Preconstruction Burrowing Owl Survey: Two burrowing owl preconstruction surveys must be performed within burrowing owl suitable habitat in the BSA: one survey 14-30 days prior to project activities, and one survey 24 hours prior to project activities.

Special-Status Mammal Species

Pallid San Diego Pocket Mouse

Pallid San Diego pocket mouse (*Chaetodipus fallax pallidus*) is a State-designated Species of Special Concern that inhabits desert wash, pinyon and juniper woodlands, and Sonoran desert scrub. It is found in desert border areas in eastern San Diego County in desert wash, desert scrub, desert succulent scrub, and pinyon-juniper. This species found in sandy, herbaceous areas, usually in association with rocks or coarse gravel (CNDDB 2021). Its range in portions of Riverside and San Bernardino counties include sea level to 1,350 meters (4,500 feet AMSL) (Santa Rosa Mountains, Riverside county) and 1,800 meters (6,000 ft) (Cactus Flat, north slope San Bernardino Mountains; Zeiner et al. 1988-1990). Miller and Stebbins (1964) reported highest densities in rocky/gravelly areas with a yucca overstory. This species is nocturnal (Zeiner et al. 1988-1990).

Townsend's Big-eared Bat

Townsend's big-eared bat (*Corynorhinus townsendii*) is a BLM Sensitive species, USFS Sensitive species, and State-designated Species of Special Concern. It is found throughout California in a wide variety of habitats. This species is most common in mesic sites and roosts in the open, hanging from walls and ceilings. Roosting sites are limiting, and this species is extremely sensitive to human disturbance (CNDDB 2021).

Pallid Bat

Pallid bat (*Antrozous pallidus*) is a BLM Sensitive species and State-designated Species of Special Concern. This species inhabits chaparral; coastal scrub; desert wash; Great Basin grassland; Great Basin scrub; Mojavean desert scrub; riparian woodland; Sonoran desert scrub; upper montane coniferous forest; and valley & foothill grassland habitats. It is most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. This species is very sensitive to disturbance of roosting sites (CNDDB 2021).

Spotted Bat

Spotted bat (*Euderma maculatum*) is a BLM Sensitive species and State-designated Species of Special Concern. This species occupies a wide variety of habitats from arid deserts and grasslands through mixed conifer forests. It feeds over water, along washes, and almost entirely on moths. It needs rock crevices in cliffs or caves for roosting (CNDDB 2021).

Western Yellow Bat

Western yellow bat (*Lasiurus xanthinus*) is a State-designated Species of Special Concern that inhabits valley foothill riparian; desert riparian; desert wash; and palm oasis habitats. It roosts in trees, especially palms, and forages over water among trees (CNDDB 2021). The western yellow bat is uncommon in California but is assumed to occur year-round. Previous studies have suggested that this species is increasing in range and abundance. In California, it is present primarily during migratory season (Harris, upd. Feb 2008).

California Leaf-Nosed Bat

California leaf-nosed bat (*Macrotus californicus*) is a BLM Sensitive species and State-designated Species of Special Concern. This species inhabits desert riparian, desert wash, Sonoran desert scrub, desert succulent scrub, alkali scrub and palm oasis habitats. It needs rocky, rugged terrain with mines or caves for roosting (CNDDB 2021).

Mohave Ground Squirrel

Mohave ground squirrel (*Xerospermophilus mohavensis*) is a State-listed as *threatened* species and BLM Sensitive. It is restricted to the Mojave Desert and found in open desert scrub, chenopod scrub, Mojavean desert scrub, alkali scrub, and Joshua tree woodland. This species also feeds in annual grasslands and prefers sandy to gravelly soils, avoids rocky areas. It uses burrows at base of shrubs for cover (CNDDB 2021).

Candidate-Listed Mountain Lion

In 2019, a petition by the Center for Biological Diversity was submitted to request the evolutionarily significant unit (ESU) of mountain lions (*Puma concolor*) in southern and central coastal California be State-listed as *threatened* or *endangered* under the California Endangered Species Act. On April 21, 2020, a Notice of Findings issued by the California Fish and Game Commission provided notice that the Southern California/Central Coast ESU of mountain lions is State-listed as a candidate species, pursuant to Section 2068 of the Fish and Game Code. The 2019 petition states that the International Union for the Conservation of Nature (IUCN) deemed mountain lion populations as generally low and decreasing. However, the number of mountain lions throughout the state is unknown. California population densities are estimated to be 1.1 and 3.6 individuals per square kilometers. The adult sex ratio is estimated to be 2-3:1 and female-biased. On April 21, 2020, mountain lion was officially designated as a Candidate for State-listing under CESA. A final decision on the species status is pending in the future. The Department status review report was due November 3, 2021,

Habitat for mountain lion includes spans of relatively undisturbed brushy, rugged, and rocky habitats within desert scrub, pinyon-juniper woodland, riparian, coniferous forest, and oak woodlands. It utilizes rocky cliffs and ledges. This species requires large habitat blocks for adequate dispersal (RTLMA 2003c).

Survey Results

Pallid San Diego pocket mouse, Mohave ground squirrel, and several bat species such as pallid bat, Townsend's big-eared bat, spotted bat, western mastiff-bat, western yellow bat, and California leaf-nosed bat, have suitable habitat in the BSA via friable or sandy soils, contiguous spanses of desert habitat, desert washes, sparse pinyon and juniper woodlands, desert scrub, rocky outcrops, and ornamental trees such as honey mesquite (*Prosopis glandulosa*).

Small mammal burrows were observed throughout the BSA and Project vicinity during the October 13, 2021 habitat assessment. CNDDB historical occurrences for pallid San Diego pocket mouse were reported from 1950 to 2002. Potential suitable habitat, via sandy soils and camoflauge areas underneath shrubs, are present in the shoulder widening PIA. Mohave ground squirrel is generally very sensitive to disturbance, but a large expanse of open desert habitat, including desert scrub and Joshua tree woodland, is present throughout the BSA, which provides a low level of habitat suitability.

A 1985 CNDDB historial occurrence for western yellow bat was reported approximately 1 mile southwest of the southern portion of the BSA. Due to desert washes occurring throughout the BSA, water observed at the drainage improvement PIA (PM 0.3), and limited data on this species, it is assumed that western yellow bat has suitable habitat within the BSA and may occur. Water was observed during the October 13, 2021 habitat assessment in the culvert drainage PIA (PM 0.3), which serves as an attractant for this species. Avoidance and minimization measures, such as pre-construction surveys for the species, will be implemented.

Desert bighorn sheep, a BLM Sensitive species, is considered absent in the BSA. The BSA is adjacent to BLM land, which contains rocky precipes and high-elevation San Bernardino National Forest. This species is dependent on rocky and cave areas for breeding. Foraging, but not breeding, habitat for male and immature individuals is located in the BSA, as the BSA is near the toe-of-the-slope of the San Bernardino mountains and adjacent to desert open space habitat. According to the USFS, young rams in particular have a propensity to wander great distances to escape cover, particularly during the breeding season (USFS n.d.).

Mountain lion is not tracked by the CNDDB, and data is limited. The BSA is located adjacent to the San Bernardino-Little San Bernardino Connection habitat linkage area within the South Coast Missing Linkages project and contains large blocks of contiguous desert land with adequate connectivity for species dispersal. Although the Project is located near the San Bernardino-Little San Bernardino Connection habitat linkage and contiguous areas surround the Project, due to declining species numbers the likelihood of a mountain lion incidentally entering the Project area is low. As stated by a representative of the U.S. Fish and Wildlife Service in response to a mountain

lion sighting in a community adjacent to the San Bernardino mountains, “it is common for young mountain lions to wander outside what some would consider normal habitat in an attempt to establish their territory (Insider 2019).” It is, therefore, assumed that mountain lion would utilize the BSA as foraging and explorative habitat rather than breeding habitat. Rocky ledges and caves for breeding and resting are absent in the BSA. Based on lack of breeding habitat, mountain lion is considered absent from the BSA. The PIA contains no suitable habitat.

Environmental Consequences

Build Alternative

Caltrans does not anticipate impacts to special-status mammal species when appropriate avoidance and minimization measures are implemented. The Project scope includes a shoulder widening area near the road, which would encroach onto areas of open desert space and potentially suitable habitat, and the installation of RSP, which could provide suitable habitat for bats within the large, corrugated steel pipe.

Appropriate avoidance and minimization measures will be implemented in order to avoid impacts to bats or burrowing small mammal species. Desert washes, sparse pinyon and juniper woodland species, sandy soils, and Sonoran desert scrub species occur in the BSA, which may provide suitable habitat for pallid San Diego pocket mouse. It is unlikely that Mohave ground squirrel will occur in the PIA, as the shoulder widening PIA is adjacent to a busy road and the remaining portion of the PIA is located within an urbanized area (City of Yucca Valley). Staging will occur on previously-disturbed areas or barren soils within the Caltrans ROW.

Bats generally prefer to roost in urbanized bridges and under-bridge components such as hinges and joint seals, but they can also roost within non-bridge components such as culverts and palm trees. Such features are present in the drainage improvement PIA at PM 0.3. Avoidance and minimization measures will be implemented in order to avoid species impacts.

Caltrans anticipates “no take” of the Candidate for State-listing mountain lion as part of proposed Project activities. The likelihood of a mountain lion incidentally entering the Project area is low. Due to a lack of special-status and limited data, no avoidance and minimization measures for mountain lion are anticipated at this time.

No-Build Alternative

No construction activities would occur under the No-Build Alternative; no effects would occur to special status mammal species.

Avoidance, Minimization, and/or Mitigation Measures

Bio-General-4 - Preconstruction Surveys: Preconstruction pallid San Diego pocket mouse and Mohave ground squirrel surveys must be conducted by a Contractor Supplied Biologist 7 days prior to project activities within the shoulder widening PIA (PM 20.3 to PM 23.0). If a pallid San Diego pocket mouse or Mohave ground squirrel is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures (i.e. protocol surveys) and/or agency coordination may be required.

BIO-Bat-2 - Pre-Construction Survey and Monitoring by a Qualified Bat Biologist: Prior to construction start, a Contractor-supplied qualified bat biologist must conduct a survey to determine if bats are roosting in the culvert drainage PIA (at PM 0.3 and PM 3.59). If work must be scheduled during the bat maternity season (Apr 1–Aug 31), then a qualified bat biologist must perform biological monitoring throughout the duration of Project work. The qualified bat biologist must check for disturbance and ensure that measures are being implemented and documented.

BIO-Bat-3 - Bat Project Work Windows: It is recommended that work in the culvert drainage PIA (PM 0.3 and PM 3.59) be scheduled outside of the bat maternity season (Apr 1–Aug 31).

BIO-General-2 - Temporary Artificial Light Restrictions: To address impacts to bat species, artificial light must be directed at the work site to minimize light spillover onto adjacent habitat areas, if project activities occur at night.

2.3.5.5 THREATENED AND ENDANGERED SPECIES

Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA) (and the Department, as assigned), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or

adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take Statement or a Letter of Concurrence. Section 3 of FESA defines take as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct.”

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2080 of the California Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFW. For species listed under both FESA and CESA requiring a Biological Opinion under Section 7 of FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

Affected Environment

The information in this section summarizes the Natural Environment Study (Minimal Impact) report (Caltrans 2021) that was approved for the project in February, 2022.

The Project BSA is located near the toe of the slope of the San Bernardino National Forest and Little San Bernardino Mountains. The BSA contains large swaths of desert habitat, which may provide suitable habitat and USFWS-designated physical and biological features for threatened and endangered species such as desert tortoise. Wildlife connectivity within the BSA is generally high. According to the terrestrial connectivity map, the BSA is mostly Rank 4, which represent the best connections between core natural areas.

The Project is not located within any U.S. Fish and Wildlife Service designated critical habitat. The nearest designated critical habitat is located in the San Bernardino National Forest, approximately 10 miles west of the BSA.

A habitat assessment site visit was conducted on October 13, 2021 by Caltrans Associate Environmental Planner/Biologist Gabriella Machal and Caltrans Associate Environmental Planner Ronn Knox. An analysis was performed to assess general habitat conditions. Jurisdictional delineation surveys were performed by a contractor supplied biologist. The jurisdictional delineation report is attached as Appendix E of this report.

A U.S. Fish and Wildlife Service official species list was obtained on September 29, 2021. A California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) list was obtained on September 29, 2021 (please see Appendix F of this report). The species lists identified five federal and three state listed threatened and endangered species in the project area. Threatened and endangered species and candidate species which have appropriate habitat in the project area are described below.

Lane Mountain Milk-vetch

Lane Mountain milk-vetch (*Astragalus jaegerianus*) is a federally-listed as *endangered* and BLM Sensitive species with a CRPR of 1B.1. This species inhabits Joshua tree woodland and Mojavean desert scrub habitats. It is found within dry, stony hillsides and desert mesas, in granite sand and gravel. It is commonly within Joshua trees, usually under shrubs at 975-1250 meters (~3,199-4,101 feet) in elevation (CNDDB 2021). Its bloom period is April to June (Baldwin et al. 2012).

Triple-Ribbed Milk-vetch

Triple-ribbed milk-vetch (*Astragalus tricarinatus)* is a federally-listed as *endangered* species with a CRPR of 1B.2. This species inhabits Joshua tree woodland and Sonoran desert scrub on hot, rocky slopes in canyons and along edges of boulder-strewn desert washes with *Larrea* and *Encelia* at 455-1,585 meters (~1,493-5,200 feet) in elevation (CNDDB 2021). Its bloom period is February to May (Baldwin et al. 2012).

Mojave Tarplant

Mojave tarplant (*Deinandra mohavensis*) is a BLM Sensitive and State-listed as *endangered* species with a CRPR of 1B.3. This species occurs in riparian scrub; coastal scrub; and chaparral habitats; can occur within ephemeral grassy areas or low sand bars in a riverbed at 640-1,645 meters (~3,000-5,397 feet) In elevation (CNDDB 2021). Its bloom period is May to January (Baldwin et al. 2012).

Parish's Daisy

Parish's daisy (*Erigeron parishii*) is a federally-listed as *threatened* and BLM Sensitive species with a CRPR of 1B.1. This species inhabits limestone, Mojavean desert scrub, and pinyon and juniper

woodlands, often on carbonate or limestone mountain slopes associated with drainages; can be sometimes found on granite at 1,050-2,245 meters (~3,445-7,365 feet) in elevation (CNDDB 2021). Its bloom period is May to June (Baldwin et al. 2012).

Crotch Bumble Bee

The Crotch bumble bee (*Bombus crotchii*) is a State-listed as *Candidate endangered*. Food preferences include snapdragon (*Antirrhinum* spp.), *Phacelia* (*Phacelia* spp.), farewell to spring (*Clarkia* spp.), bush poppy (*Dendromecon* spp.), desert poppy (*Eschscholzia* spp.), and buckwheat (*Eriogonum* spp.) (CNDDB 2021).

Monarch Butterfly

The Monarch butterfly (*Danaus plexippus*) is a federally-listed *Candidate* for federal listing species under FESA. This species typically inhabits closed-cone coniferous forest but can occur near other nectar sources. Roosts are located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby. Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico (CNDDB 2021).

Desert Tortoise

The Mojave population of the desert tortoise (*Gopherus agassizii*) was listed as a federally *endangered* species by emergency rule on August 4, 1989 and as a threatened species by final rule on April 2, 1990. The Mojave population includes all desert tortoises north and west of the Colorado River in California, southern Nevada, northwestern Arizona, and southwestern Utah. Federally designated critical habitat for the Mojave Desert population was finalized in February 1994, and included portions of the Mojave and Colorado deserts that contain the “primary constituent elements and focuses on areas that are essential to the species’ recovery” (U.S. Fish and Wildlife Service, 1994). The term “primary constituent elements” has now been changed to “physical and biological features.” Mojave desert tortoises primarily inhabit creosote bush scrub, saltbush scrub, and Joshua tree woodland dominated by creosote bush, white bursage, cactus, saltbush (*Atriplex* spp.) or Joshua tree generally below 1,524 meters (5,000 feet) elevation. Tortoises are most often found near washes and are most active in spring, early summer, and fall, when annual plants are most abundant (Caltrans Project EA 0G900).

Mohave Ground Squirrel

Mohave ground squirrel (*Xerospermophilus mohavensis*) is a State-listed as *threatened* species and BLM Sensitive. It is restricted to the Mojave Desert and found in open desert scrub, chenopod scrub, Mojavean desert scrub, alkali scrub, and Joshua tree woodland. This species also feeds in annual grasslands and prefers sandy to gravelly soils, avoids rocky areas. It uses burrows at base of shrubs for cover (CNDDB 2021).

Survey Results

Lane Mountain milk-vetch, Triple-ribbed milk-vetch, Mojave tar plant, and Parish's daisy all have suitable habitat in the BSA via rocky slopes, Mojavean desert scrub, Joshua tree woodland, possible remnants of higher elevation natural communities such as pinyon and juniper woodland, rocky hillsides, friable sandy soils, creosote bush scrub, and desert washes. The PIA contains paved roadway, shoulder widening, and drainage improvements. Previous Caltrans project surveys (Caltrans projects EA 0F660; EA 0G900; and EA 1H100) during rare plant season did not observe these species.

Crotch bumble bee and Monarch butterfly have suitable habitat in the BSA. Crotch bumble bee may occur on sparse coastal sage scrub natural community species, such as *Eriogonum fasciculatum*, in the BSA. Other food species such as *Phacelia ssp.*, *Clarkia ssp.*, and *Eschscholzia ssp.* are annuals and may be prevalent in the general vicinity. One recent CNDDB occurrence (2019) for Crotch bumble bee was reported approximately 4 miles south of the BSA. Monarch butterfly was directly observed during the October 13, 2021 habitat assessment. One Monarch butterfly was observed flying near the middle of the ROW near the Johnson Valley Off-Highway Vehicle Recreation Area, adjacent to Boone Road. The closest milkweed suitable habitat (a preferred Monarch Butterfly food source) is located south of the San Bernardino National Forest (approximately 4 miles from the BSA).

The project area also contains suitable habitat and a USFWS designated physical and biological feature for desert tortoise. Due to the dominant habitat type being creosote bush scrub (a USFWS designated physical and biological feature), the project scope including roadsides, and historical occurrences (1988-2005), this species is assumed to be present within the vicinity of the project. It is presumed to have a moderate to high probability of occurrence within the Project Impact Area, especially during drainage improvements and shoulder widening.

Mohave ground squirrel is generally very sensitive to disturbance, but a large expanse of open desert habitat, including desert scrub and Joshua tree woodland, is present throughout the BSA, which provides a low level of habitat suitability. It is unlikely that Mohave ground squirrel will occur in the PIA, as the shoulder widening is adjacent to a busy road and the remaining portion of the PIA is located within an urbanized area.

Environmental Consequences

Build Alternative

Proposed activities will occur primarily within the SR-247 roadway prism, and shoulder widening areas (PM 20.3 to PM 23.0), Yucca Wash and select drainages for rock slope protection and cleanout maintenance (PM 0.3, PM 3.0, and PM 3.59). The scope of work consists of milling and overlaying from PM 0.0 to PM 23.0; constructing shoulder and centerline rumble strips from PM

0.00 to PM 23.0; shoulder widening to current Caltrans standards from PM 20.3 to PM 23.0; culvert/drainage improvements at PM 0.3, PM 3.0, and PM 3.59; and installing bicycle lane markings and signs from PM 0.30 to PM 23.0.

The project generally poses minimal potential to impact adjacent habitat, however the project scope includes a shoulder widening area near the road, which would encroach onto areas of open desert space and potentially suitable habitat. It also includes the installation of drainage improvements and rock slope protection, which could affect suitable habitat for listed species.

Threatened and Endangered plant species may occur within either the shoulder widening or culvert drainage PIA. Therefore, appropriate avoidance and minimization measures for rare plants are deemed necessary. Avoidance measures for construction staging areas and invasive species control will also be implemented.

The shoulder widening and culvert drainage PIA may contain marginal habitat for Crotch bumble bee and Monarch butterfly via shrub cover or surface water inundation after rain events. Although Monarch butterfly was directly observed, the Project Impact Area does not have any modeled milkweed habitat suitability and is not anticipated to impact milkweed species, which are required for breeding. Caltrans anticipates no impacts to Crotch bumble bee and Monarch butterfly with the implementation of appropriate avoidance and minimization measures, including pre-construction surveys for Crotch bumble bee and Monarch butterfly host plants.

Desert tortoise tends to occur at roadsides, therefore, it is presumed to have a moderate to high probability of occurrence within the Project Impact Area, especially during drainage improvements and shoulder widening. With avoidance and minimization measures, it is unlikely that individual reptiles will be crushed, buried, or killed by construction equipment and ground disturbing activities as a part of project activities. Caltrans has however determined that project impacts “may affect, and are likely to adversely affect” desert tortoise. Formal Section 7 consultation will be conducted with the USFWS for impacts to desert tortoise. The “may affect, likely to adversely affect” detemination is covered under the streamlined biological opinion from the USFWS, as part of the programmatic biological opinion agreement between Caltrans and the USFWS dated February 17, 2021. Since desert tortoise is State-listed as a *threatened* species, a CDFW 2081(b) Incidental Take Permit will be filed for desert tortoise as well. This will be determined in future pre-application meetings with CDFW.

It is unlikely that Mohave ground squirrel will occur in the PIA, as the shoulder widening PIA is adjacent to a busy road and the remaining portion of the PIA is located within an urbanized area (City of Yucca Valley). Staging will occur on previously-disturbed areas or barren soils within the Caltrans ROW. Caltrans therefore does not anticipate impacts to Mohave ground squirrel with appropriate avoidance and minimization measures in place.

The project will therefore have No Effect on all Threatened and Endangered species listed on the USFWS species list for the project area, with the exception of Desert tortoise. It has been determined that the project May Affect, and is Likely to Adversely Affect Desert tortoise. The project will result in No Take of all Threatened and Endangered species listed on the CDFW species lists for the project area, with the exception of Desert tortoise . “Take” is defined under Section 2050-2098 of the California Fish and Game Code, as “hunt, pursue, catch, capture, or kill or attempt to hunt, pursue, catch, capture or kill’ State-listed threatened or endangered plant and animal species. Table 2.4 below provides a summary of the effect findings for Threatened and Endangered species federally listed as potentially present in the project area.

Table 2.4 - FESA Preliminary Effect Findings

Common Name	Scientific Name	Status	Effect Finding	Effect Finding for Critical Habitat
Plants				
Lane Mountain milk-vetch	*Astragalus jaegerianus*	FE	No Effect	N/A
triple-ribbed milk-vetch	*Astragalus tricarinatus*	FE	No Effect	N/A
Parish’s daisy	*Erigeron parishii*	FT	No Effect	N/A
Cushenbury oxytheca	*Acanthoscyphus parishii var. goodmaniana*	FE	No Effect	N/A
Cushenbury milk-vetch	*Astragalus albens*	FE	No Effect	N/A
Cushenbury buckwheat	*Eriogonum ovalifolium var. vineum*	FE	No Effect	N/A
Ash Meadows gum-plant	*Grindelia fraxinipratensis*	FT	No Effect	N/A
Amargosa niterwort	*Nitrophila mohavensis*	FE	No Effect	N/A
spring-loving centaury	*Zeltnera nemophila*	FT	No Effect	N/A
Invertebrates				
Monarch butterfly	*Danaus plexippus*	FC	No Effect	N/A
Fish				
Mohave tui chub	*Siphateles bicolor mohavensis*	FE	No Effect	N/A
Amphibians and Reptiles				
desert tortoise	*Gopherus agassizii*	FT	May Affect, Likely to Adversely Affect	N/A
Birds				
least Bell’s vireo	*Vireo bellii pusillus*	FE	No Effect	N/A
southwestern willow flycatcher	*Empidonax traillii extimus*	FE	No Effect	N/A
western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	FT	No Effect	N/A
Mammals				
Amargosa vole	*Microtus californicus scirpensis*	FE	No Effect	N/A

*Federal Endangered (FE); Federal Threatened (FT); Federal Proposed (FP, FPE, FPT)

No-Build Alternative

No construction activities would occur under the No-Build Alternative; no effects would occur to threatened and endangered species.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans has determined that project impacts “may affect, [and are] likely to adversely affect” desert tortoise. Formal Section 7 consultation will be conducted with the USFWS for impacts to desert tortoise. The “may affect, likely to adversely affect” determination is covered under the streamlined biological opinion from the USFWS, as part of the programmatic biological opinion agreement between Caltrans and the USFWS dated February 17, 2021. Avoidance and minimization measures including BIO-General-7, BIO-Reptile-1, BIO-Reptile-2, BIO-Reptile-5, BIO-Reptile-8, BIO-DT-1, and BIO-DT-2 described below will be implemented to satisfy the programmatic biological opinion.

The project will have No Effect and No Take on all other Federally and State-listed threatened and endangered species listed above, with the implementation of avoidance and minimization measures BIO-General-1, BIO-General-4, BIO-General-6, BIO-General-16, Bio-Plant-1, and Bio-Arthropod-1, described previously in this document.

Bio-General-7 - Worker Environmental Awareness Program (WEAP): A Contractor Supplied biologist must present a biological resource information program/WEAP for desert tortoise, BLM Sensitive species, and special-status invertebrates, plant, reptiles, birds, mammals, and bats, 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-Reptile-1 - Equipment Flagging: Project personnel must attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment for special-status reptile species - southern California legless lizard, red-diamond rattlesnake, desert tortoise, coast horned lizard, and Mojave fringe-toed lizard - before operating equipment at any time.

Bio-Reptile-2 - Pre-Project Surveys: To assess the number of listed reptile species that may be potentially impacted, pre-project surveys for desert tortoise must be conducted within the shoulder widening and culvert drainage PIA according to either the current protocol provided by the USFWS or a modified protocol agreed upon by the BLM and CDFW.

Bio-Reptile-5 - Trash/Predation: Caltrans must implement measures to reduce the attractiveness of job sites to southern California legless lizard, red-diamond rattlesnake, desert

tortoise, coast horned lizard, and other subsidized predators by controlling trash and educating workers.

Bio-Reptile-8 - Rock Slope Protection: To prevent trapping of desert tortoise, interstitial spaces within rock slope protection must be filled with concrete grout or sand.

Bio-DT-1 - Agency Notification & Reporting Requirements: Any desert tortoises within or near the job site found alive, injured, or dead during the implementation of the Project must provide immediate notification to the Resident Engineer and Caltrans biologist. Caltrans biologist must then notify USFWS and CDFW. Veterinary treatment and/or final deposition must follow USFWS and CDFW approval.

Bio-DT-2 - Desert Tortoise Translocation: If determined necessary for this project, desert tortoise translocation must follow the current FWS Biological Opinion guidelines, BLM guidance, and CDFW 2081 permit measures, as applicable.

2.3.5.6 INVASIVE SPECIES

Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State’s invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

Affected Environment

The information in this section summarizes the Natural Environment Study (Minimal Impact) report (Caltrans 2021) that was approved for the project in February, 2022.

California Invasive Plant Council (Cal-IPC) noxious weeds species were observed during the October 13, 2021 habitat assessment. Limited ranking noxious weeds included *Schismus spp.*, puncture vine (*Tribulus terrestris*), and *Eucalyptus spp*. Moderate ranking noxious weeds include

Bermuda grass (*Cynodon dactylon*). High ranking noxious weeds include tamarisk (*Tamarix ramosissima*), black mustard (*Brassica nigra*), and *Bromus spp*.

Environmental Consequences

Build Alternative

The project has the potential to promote the spread of invasive species. Treatment and disposal methods must therefore be approved by the Caltrans biologist prior to vegetation removal. Invasive species will not be used in any landscaping needed for the project.

In compliance with the Executive Order on Invasive Species, EO 13112, and guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control included in the project will not use species listed as invasive. None of the species on the California list of invasive species will be used by the Department for erosion control or landscaping in this project. All equipment and materials will be inspected for the presence of invasive species and cleaned if necessary. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or next to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

Measures that will be used to combat the spread of invasive species are discussed below.

No-Build Alternative

No construction activities would occur under the No-Build Alternative; no effects that would promote the spread of invasive species would occur.

Avoidance, Minimization, and/or Mitigation Measures

BIO-General-16 - Invasive Weed Control: To address impacts to the shoulder widening PIA (PM 20.3 to PM 23.0) and drainage improvement PIA (PM 0.3 and PM 3.59), the Contractor Supplied biologist must identify the following CAL-IPC noxious weed species, plus any others incidentally observed -- Limited species: *Schismus spp*., puncture vine (*Tribulus terrestris*), and *Eucalyptus spp*. CAL-IPC Moderate rated species: Bermuda grass (*Cynodon dactylon*). CAL-IPC High rated species: tamarisk (*Tamarix ramosissima*). Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.

2.4 Cumulative Impacts

Regulatory Setting

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

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

The California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts under the National Environmental Policy Act (NEPA) can be found in 40 Code of Federal Regulations (CFR) Section 1508.7.

Methodology

Caltrans, in conjunction with FHWA and the United States Environmental Protection Agency, developed a guidance document titled Guidance for Preparers of Cumulative Impact Analysis (2005). The following is based on the referenced guidance.

As specified in the guidance, if a proposed project will not cause direct or indirect impacts on a resource, it will not contribute to a cumulative impact on that resource and accordingly need not be included in the evaluation of potential cumulative impacts. As discussed at the beginning of Chapter 2 or in the related sections of Chapter 2 of this Environmental Document, the proposed project will not result in direct or indirect impacts on the following resources; therefore, no discussion is provided for these resources in the evaluation of potential cumulative impacts:

- Land Use
- Coastal Zone
- Wild and Scenic Rivers
- Parks and Recreational Facilities
- Growth
- Farmlands and Timberlands
- Community Impacts
- Environmental Justice
- Utilities/Emergency Services
- Traffic and Transportation/Pedestrian and Bicycle Facilities
- Visual/Aesthetics
- Paleontology
- Air Quality
- Noise
- Cultural Resources
- Hydrology & Floodplains
- Water Quality and Storm Water Runoff
- Geology/Soils/Seismic/Topography
- National Marine Fisheries Service (NMFS)
- Natural Communities
- Plant Species
- Animal Species
- Invasive Species
- Section 4(f) Resources

Resources Evaluated for Potential Cumulative Impacts

The following discussion of potential cumulative impacts is presented by environmental resource area:

- Relocations and Real Property Acquisition
- Hazardous Waste/Materials
- Wetlands & Other Waters
- Threatened & Endangered Species

The project listed below is in the unincorporated portion of San Bernardino County, and will occur in the vicinity of the proposed project at approximately the same time. There are no other planned or

reasonably foreseeable project improvements identified within the resource study areas for any of the environmental resources evaluated for potential cumulative impacts.

Caltrans Project EA 08-1L920 Desert Advance Mitigation

This project, located on SR-247 in San Bernardino County, Post Mile 0.0 to PM 23.0, provides advance mitigation for Caltrans projects 1J270, 1J300, 1L530, and 1L800. It is an off-system Advance Mitigation Program (AMP), which uses project scoping documents for establishing mitigation credits. The mitigation strategy addresses 150 acres of desert tortoise suitable habitat, 4 acres of desert waters and 0.2 acres of wetlands. It establishes 42 desert tortoise suitable habitat credits, 27 ephemeral wash credits, and 1 wetland credit. These credits are provided to meet future permitting/regulatory requirements of transportation projects within the mitigation service area defined by the Mojave Desert Ecoregion Section Regional Advance Mitigation Needs Assessment (RAMNA) and the Mojave River Watershed.

Relocations and Real Property Acquisition

The resource study area for cumulative relocations and real property acquisition includes the area within 41 feet from the current Edge of Pavement (EOP) on both sides of the highway along SR-247 from PM 0.0 to PM 23.0. Implementation of the project is expected to require additional ROW from both private and government entities, in the area where shoulder widening to current standards will be implemented (PM 20.3 to PM 23.0).

Project needs will require 49 partial acquisitions, with no full parcel acquisitions. The land to be acquired for the project is currently undeveloped (vacant), without any structural improvements. No residents or businesses need to be relocated.

The Categorical Exemption/Categorical Exclusion for the cumulative project determined that the cumulative project would have no relocations or land use changes. It is off the Caltrans highway network, and therefore there will be no land acquisitions in the vicinity of the proposed project. Therefore, the proposed project, when combined with the cumulative project, would not result in substantial cumulative impacts related to relocations and real property acquisition.

Hazardous Waste/Materials

The resource study area for the cumulative hazardous waste/materials analysis includes the area within 0.5 mile of each side of the proposed project. 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 pavement rehabilitation (cold plane and overlay), shoulder widening to current standards, culvert and drainage repairs and improvements, regrading of the roadway,

constructing rock slope protection, and installation of bicycle lane markings and signs. 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 “High Risk.”

The Categorical Exemption/Categorical Exclusion for the cumulative project determined that the cumulative project would have no impacts on hazards and hazardous materials because there are no construction activities proposed. Therefore, the proposed project, when combined with the cumulative project, would not result in substantial cumulative impacts related to hazards and hazardous materials, with implementation of measures HAZ-1, HAZ-2, and HAZ-3.

Threatened & Endangered Species

The resource study area for the cumulative biological resources impacts analysis encompasses the Biological Study Area (BSA), which consists of the Project Impact Area (PIA) plus an additional 500-foot buffer to assess potential impacts to amphibians, reptiles, raptor and listed avian species, and mammals. A rare plant-specific buffer consists of the PIA and an additional 100-foot buffer. The BSA serves to identify the maximum extent of biological disturbances that could be caused by the project, and takes into consideration the potential for both direct impacts and indirect impacts associated with ground disturbance and noise due to project activities. The BSA is therefore considered appropriate as the resource study area for this cumulative analysis.

The Categorical Exemption/Categorical Exclusion for the cumulative project determined that the cumulative project would have no impacts on Biological Resources because there are no construction activities proposed. There will be No Effect to special status species listed under the Federal Endangered Species Act or U.S. Fish & Wildlife Service Designated Critical Habitat, and “No Take” of State-listed species. There will be No Effect to riparian habitat, sensitive natural communities, wetlands & other waters, or wildlife connectivity. The project does not conflict with local, regional, or state habitat conservation plans. Therefore, the proposed project, when combined with the cumulative project, would not result in substantial cumulative impacts related to biological resources, with implementation of measures **Bio-General-1, Bio-General-4, Bio-General-6, Bio-General-7, Bio-General-16, Bio-Plant-1, Bio-Arthropod-1, Bio-Reptile-1, Bio-Reptile-2, Bio-Reptile-5, Bio-Reptile-8, Bio-DT-1, and Bio-DT-2**.

Wetlands & Other Waters

The resource study area (RSA) for the cumulative Wetlands & Other Waters impacts analysis encompasses the Biological Study Area plus project area jurisdictional drainages that may be

affected by the proposed project, The RSA serves to identify the maximum extent of impacts to jurisdictional waters that could be caused by the project, and takes into consideration the potential for both temporary impacts and permanent impacts.

The Categorical Exemption/Categorical Exclusion for the cumulative project determined that the cumulative project would have no impacts on Wetlands and Other Waters because there are no construction activities proposed. There will be no impacts to Waters of the United States or Waters of the State. There will be No Effect to riparian habitat. The project does not conflict with local, regional, or state habitat conservation plans. Therefore, the proposed project, when combined with the cumulative project, would not result in substantial cumulative impacts related to Wetlands and Other Waters.

Chapter 3 – California Environmental Quality Act (CEQA) Evaluation

3.1 Determining Significance under CEQA

The proposed project is a joint project by the California Department of Transportation (Department) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 United States Code Section 327 (23 USC 327) and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans. The Department is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require the Department to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.1.1 CEQA ENVIRONMENTAL CHECKLIST

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the

following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

CEQA Significance Determinations for Aesthetics

a) No Impact

The proposed project would not have a substantial adverse impact on a scenic vista because the project improvements are not above the plane of the existing roadway.

b) No Impact

The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within this State Scenic Highway

c) No Impact

The proposed project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.

d) No Impact

The proposed project would not include new lighting elements in an area in which there is currently no lighting.

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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

CEQA Significance Determinations for Agriculture and Forest Resources

a) <u>No Impact</u>

The proposed project would convert unique farmland to non-agricultural use because there is no unique farmland in the project vicinity. No mitigation is required.

b, c) <u>No Impact</u>

The project will not conflict with existing zoning for Williamson Act contract lands and forest lands because there are no farmland or forest land parcels within the project limits.

d) <u>No Impact</u>

The project will not result in the loss of forest land or conversion of forest land to non-forest use because there are no forest or timberlands within the project limits.

e) <u>No Impact</u>

The project will not result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use because there are no farmlands or forest lands in the project vicinity.

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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

CEQA Significance Determinations for Air Quality

a, b) <u>No Impact</u>

The proposed project would not conflict with or obstruct implementation of the applicable air quality plan or result in a cumulatively considerable net increase of any criteria pollutant because it is exempt from Environmental Protect Agency's (EPA's) Transportation Conformity Determination Requirements, as it falls under one of the categories of exempt projects listed in Caltrans Carbon Monoxide (CO) Protocol Table 1 or Table 2 of 40 Code of Federal Regulations (CFR) §93. No mitigation is required.

c) <u>No Impact</u>

The proposed project would not expose sensitive receptors to substantial pollutant concentrations because there are no sensitive receptors in the project vicinity.

d) <u>Less Than Significant Impact</u>

Temporary construction activities could generate fugitive dust from the operation of construction equipment. The project will comply with construction standards adopted by the South Coast Air Quality Management District (SCAQMD) as well as Caltrans standardized procedures for minimizing air pollutants during construction. No mitigation is required.

BIOLOGICAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

CEQA Significance Determinations for Biological Resources

a) <u>Less Than Significant with Mitigation Incorporated</u>

The proposed project would have a substantial adverse effect, either directly or through habitat modifications, on federally- and state-endangered desert tortoise.

The following mitigation measures have been included (see the Threatened and Endangered Species section in Chapter 2 for a detailed discussion). With implementation of the measures below, the impacts to desert tortoise would nevertheless still be significant and would result in a "May Affect, Likely to Adversely Affect" determination under Section 7 of the Federal Endangered Species Act:

Bio-General-6 - Species Avoidance: If during project activities a western Joshua tree (*Yucca brevifolia*) is discovered within the project site, all construction activities must stop within 40 feet from the tree centerline and the Caltrans biologist and Resident Engineer must be notified. Coordination with CDFW and San Bernardino County may be required prior to restarting activities. If during project activities a desert tortoise is discovered within the project site, all construction activities must stop within 100 feet and the Caltrans biologist and Resident Engineer must be notified. Coordination with the USFWS, BLM, and CDFW may be required prior to restarting activities..

Bio-General-7 - Worker Environmental Awareness Program (WEAP): A Contractor Supplied biologist must present a biological resource information program/WEAP for desert tortoise, BLM Sensitive species, and special-status invertebrates, plant, reptiles, birds, mammals, and bats, 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-Reptile-1 - Equipment Flagging: Project personnel must attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment for special-status reptile species - southern California legless lizard, red-diamond rattlesnake, desert tortoise, coast horned lizard, and Mojave fringe-toed lizard - before operating equipment at any time.

Bio-Reptile-2 - Pre-Project Surveys: To assess the number of listed reptile species that may be potentially impacted, pre-project surveys for desert tortoise must be conducted within the shoulder widening and culvert drainage PIA according to either the current protocol provided by the USFWS or a modified protocol agreed upon by the BLM and CDFW.

Bio-Reptile-5 - Trash/Predation: Caltrans must implement measures to reduce the attractiveness of job sites to southern California legless lizard, red-diamond rattlesnake, desert tortoise, coast horned lizard, and other subsidized predators by controlling trash and educating workers.

Bio-Reptile-8 - Rock Slope Protection: To prevent trapping of desert tortoise, interstitial spaces within rock slope protection must be filled with concrete grout or sand.

Bio-DT-1 - Agency Notification & Reporting Requirements: Any desert tortoises within or near the job site found alive, injured, or dead during the implementation of the Project must provide immediate notification to the Resident Engineer and Caltrans biologist. Caltrans biologist must then notify USFWS and CDFW. Veterinary treatment and/or final deposition must follow USFWS and CDFW approval.

Bio-DT-2 - Desert Tortoise Translocation: If determined necessary for this project, desert tortoise translocation must follow the current FWS Biological Opinion guidelines, BLM guidance, and CDFW 2081 permit measures, as applicable.

b) Less Than Significant with Mitigation Incorporated

The project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community or state- or federally-protected wetlands.

Measures to protect State jurisdictional waters resources will be provided in the CDFW Lake and Streambed Alteration Agreement (CFGC Section 1602) permit.

c, d) No Impact

This project will not affect any migratory wildlife corridors or the movement of any native resident or migratory fish or wildlife species. This project will not impede the use of native wildlife nursery sites. The project will not affect any federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc).

e, f) No Impact

This project will not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

CULTURAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

CEQA Significance Determinations for Cultural Resources

a, b) <u>No Impact</u>

The project will not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5, or cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 because Caltrans, pursuant to Section 106 PA Stipulation IX.A, has determined that there are no historic properties within the APE. There are no historical resources present, as outlined in CEQA Guidelines 15064.5(a). No cultural resources are present within the APE. No mitigation is required.

c) <u>Less Than Significant Impact</u>

Caltrans has determined that the project is unlikely to disturb any human remains, including those interred outside of dedicated cemeteries, as no human remain have previously been discovered in the project vicinity during highway excavations. The following standard avoidance and minimization measures will be implemented to minimize potential cultural resource impacts:

CR-1: If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CR-2: If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Andrew Walters, Senior Environmental Planner, Cultural Studies [(909) 260-5178] or Gary Jones, District Native American Coordinator [(909) 261-

8157] so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

ENERGY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

CEQA Significance Determinations for Energy

a No Impact

The project will not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, because it will apply fuel efficient measures both for construction equipment and traffic management during delays or detours; it will use energy and water efficient construction methodologies; and it will recommend that material within a local radius of the project area and/or locally available building material be utilized.

b) No Impact

The project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency because it will apply fuel efficient measures both for construction equipment and traffic management during delays or detours; it will use energy and water efficient construction methodologies.

GEOLOGY AND SOILS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

CEQA Significance Determinations for Geology and Soils

a) <u>Less Than Significant Impact</u>

The project is expected to have a less than significant impact by directly or indirectly causing potential substantial adverse effects due to the rupture of a known earthquake fault or due to strong seismic ground shaking, The San Bernardino County Land Use Plan General Plan Geological Hazard Overlay Map does not identify any geologic hazards for the project area (San Bernardino County 1989, 2009).

c, d, e, f) No Impact

The project is expected to have no impact due to seismic-related ground failure, including liquefaction, landslides, substantial soil erosion, loss of topsoil, lateral spreading, subsidence, collapse, expansive soil, or destroy a unique geologic feature because the San Bernardino County Land Use Plan General Plan Geological Hazard Overlay Map does not identify any geologic hazards for the project area (San Bernardino County 1989, 2009). There is no landslide or liquefaction susceptibility within the project limits.

GREENHOUSE GAS EMISSIONS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

CEQA Significance Determinations for Greenhouse Gas Emissions

a) <u>No Impact</u>

The project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Greenhouse Gas (GHG) emission analysis has determined this project to be qualitative and will not require implementation of the FHWA Infrastructure Carbon Estimator tool to calculate GHG emissions. However, strategies to reduce GHG emissions will be considered to comply with the climate change requirements under Executive Order B-30-15. This project will reduce GHG emissions by reducing roadway construction waste, reducing the frequency of maintenance vehicle idle times associated with traffic control to maintain the roadway, applying fuel efficient measures both for construction equipment and traffic management during delays or detours, using energy and water efficient construction methodologies, and recommending that material within a local radius of the project area and/or locally available building material be utilized.

b) <u>No Impact</u>

The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

CEQA Significance Determinations for Hazards and Hazardous Materials

a) <u>No Impact</u>

The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

b) <u>Less Than Significant impact</u>

The project is not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

c) No Impact

The project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. There is no school within the project vicinity.

d) Less Than Significant With Mitigation Incorporated

The project is located near a Formerly Used Defense Site/Unexploded Ordinance Listing (FUDS/UXO) site. This site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment. Mitigation may be required pending the outcome of the Initial Site Assessment (ISA).

With the following mitigation measures incorporated, the proposed project would have less than significant effects to Hazards and Hazardous Materials:

HAZ-1: A full Initial Site Assessment (ISA) is required due to right of way acquisition and the requirement for temporary construction easements.

HAZ-2: A Preliminary Site Investigation (PSI) is required to determine if any known hazardous waste site is in or near the project area.

HAZ-3: A Phase II Environmental Site Assessment will be required for acquisition of the new properties to identify hazardous and potentially hazardous waste contamination within and adjacent to the project location.

e) No Impact

The project is not located within an airport land use plan or, where such a plan has not been adopted, or within two miles of a public airport or public use airport.

f) Less Than Significant Impact

The project is not expected to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, with the implementation of the Traffic Management Plan (TMP)

g) No Impact

The project will not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

HYDROLOGY AND WATER QUALITY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
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;	☐	☐	☐	☒
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
(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	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

CEQA Significance Determinations for Hydrology and Water Quality

a, b) <u>No Impact</u>

The project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Standard Best Management Practices (BMP's) will be implemented. No additional avoidance, minimization, or mitigation measures are required.

The project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

c) Less Than Significant Impact

The project will not substantially alter the existing drainage pattern of the site or area. It will add impervious surfaces, but it is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

The project will not 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. Drainage facilities would be included as part of the roadway improvements under the Build Alternative to maintain drainage functionality.

d, e) No Impact

The project is not in a flood hazard, tsunami, or seiche zones, and will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

LAND USE AND PLANNING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

CEQA Significance Determinations for Land Use and Planning

c) <u>No Impact</u>

The project will not physically divide an established community because the roadway configuration will not change, other than the construction of roadway shoulders from PM 20.3 to PM 23.0. The other project roadway and drainage improvements, and bicycle lanes and signage also will not physically divide an established community.

<u>b) No Impact</u>

The project will not 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.

MINERAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

CEQA Significance Determinations for Mineral Resources

a, b) <u>No Impact</u>

There are no known mineral resources in the immediate project vicinity. The project is therefore not expected to 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, or 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.

NOISE

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

CEQA Significance Determinations for Noise

a, b) <u>Less Than Significant Impact</u>

The project is not expected to generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance; it is not expected to generate excessive groundborne vibration or groundborne noise levels.

As a “Type III Project” per the Traffic Noise Analysis Protocol under 23 CFR 772.7, the project is exempt from traffic noise analysis.

c) <u>No Impact</u>

The project is not located within the vicinity of a private airstrip or an airport land use plan or within two miles of a public airport or public use airport.

POPULATION AND HOUSING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

CEQA Significance Determinations for Population and Housing

a) No Impact

The project is not a capacity-increasing project and does not result in any improved access to the project vicinity. It therefore will not induce substantial unplanned population growth in the project area, either directly or indirectly, such as through the extension of roads or other transportation infrastructure.

b) No Impact

The project will not displace any people or structures; Only “sliver take” acquisitions are involved. The project will therefore not require the construction of replacement housing elsewhere.

PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

CEQA Significance Determinations for Public Services

a) <u>Less Than Significant Impact</u>

With the implementation of the Traffic Management Plan (TMP), the project Is not expected to 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 in order to maintain acceptable service ratios, response times or other performance objectives for any public service, including fire protection and police protection.

a) <u>No Impact</u>

The project is not expected to result in in any substantial adverse physical impacts to schools, parks, or other public facilities with the implementation of the TMP.

RECREATION

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

CEQA Significance Determinations for Recreation

a) <u>No Impact</u>

The project is not expected to 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. The only parks and recreational facilities near the project site are Johnson Valley OHV Recreation Area and Community Center Park. Use of these facilities is not expected to change as a result of the project.

c) <u>No Impact</u>

The project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

TRANSPORTATION

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

CEQA Significance Determinations for Transportation

a, b) <u>No Impact</u>

The project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. It will not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

c) <u>No Impact</u>

The project will not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

d) <u>Less Than Significant Impact</u>

With the Traffic Management Plan in place the project will not result in inadequate emergency access.

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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	☐	☐	☐	☒
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.	☐	☐	☐	☒

CEQA Significance Determinations for Tribal Cultural Resources

a) <u>No Impact</u>

The project would not cause a substantial adverse change in the significance of a tribal cultural resource 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),

a request to search the Sacred Lands File (SLF) was sent to the Native American Heritage Commission (NAHC) on April 7, 2021. The NAHC responded on April 21, 2021 stating that the SLF search result was Negative for any cultural resources. The NAHC also provided a list of Native American groups recommended for contact regarding resources in the project area.

Letters requesting information about cultural resources or concerns regarding the project were sent to two Native American tribes:

- Twenty-Nine Palms Band of Mission Indians, Anthony Madrigal, THPO. Initial letter sent February 23, 2021.

- San Manuel Band of Mission Indians, Jessica Mauck, Director, CRM. Initial letter sent February 23, 2021.

b) No Impact

The project would not cause a substantial adverse change in the significance of a tribal cultural 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. Caltrans, pursuant to Section 106 PA Stipulation IX.A, determined a Finding of No Historic Properties Affected is appropriate for this undertaking because there are no historic properties within the APE. Caltrans PQS has determined there are No Historical Resources present, as outlined in CEQA Guidelines 15064.5(a). No cultural resources are present within the APE. The Sacred Lands File search result was negative for any cultural resources.

UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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??	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

CEQA Significance Determinations for Utilities and Service Systems

a, b) <u>No Impact</u>

There will be no relocations of utilities or changes to the water supply as a result of this project. The project will not result in any change in land use which would cause an increase in demand for water supplies.

c, d) <u>No Impact</u>

The project will not result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; it will not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure.

c) <u>No Impact</u>

The project will comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

CEQA Significance Determinations for Wildfire

a) <u>Less Than Significant Impact</u>

With the Traffic Management Plan in place, the project will not substantially impair an adopted emergency response plan or emergency evacuation plan.

b) <u>No Impact</u>

The project will not exacerbate wildfire risks and expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.

c) <u>No Impact</u>

The project does not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

d) <u>No Impact</u>

The project will not 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. Drainage improvements will be accompanied with standard Caltrans BMP's.

MANDATORY FINDINGS OF SIGNIFICANCE

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
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)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

CEQA Significance Determinations for Mandatory Findings of Significance

a) <u>Less Than Significant Impact With Mitigation Incorporated</u>

The project does not 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 with mitigation Incorporated.

b) <u>No Impact</u>

The project does not have impacts that are individually limited, but cumulatively considerable.

c) <u>No Impact</u>

The project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

3.2 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF6), and various hydrofluorocarbons (HFCs). CO2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth’s atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO2.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, “mitigation” involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. “Adaptation” is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

3.2.1 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.

The federal government has taken steps 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) as amended by the Energy Independence and Security Act (EISA) of 2007; and Corporate Average Fuel Economy (CAFE) Standards. This act established fuel economy standards for on-road motor vehicles sold in the United States. The U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) sets and enforces the CAFE standards based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation's energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014).

U.S. EPA published a final rulemaking on December 30, 2021, that raised federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026, increasing in stringency each year. This rulemaking revised lower emissions standards that had been previously established for model years 2021 through 2026 in the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part Two in June 2020. The updated standards will result in avoiding more than 3 billion tons of GHG emissions through 2050 (U.S. EPA 2021a).

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 (MMTCO2e). [GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO2 is the most important GHG, so amounts of other gases are expressed relative to CO2, using a metric called "carbon dioxide equivalent," or CO2e. The global warming potential of CO2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO2.] 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."

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.

3.2.2 ENVIRONMENTAL SETTING

The proposed project is in a rural area of San Bernardino County with a lightly developed road network. The project area is mainly undeveloped open space, with some very light density residential areas. SR-247 connects several High Desert communities, providing access to rural residential areas as well as several military bases including the Marine Corps Air Ground Combat Center Twentynine Palms, the Marine Corps Logistics Base Barstow and the National Training Center Fort Irwin, via I-15, I-40 and SR-62. Within the project limits, the highway traverses flat and rolling desert terrain and passes through the incorporated Town of Yucca Valley and the San Bernardino County communities of Flamingo Heights, Johnson Valley and Landers.

East of Lucerne Valley and the junction with SR-18, the area traversed by SR-247 is sparsely populated with no roadside services until reaching the Town of Yucca Valley and the junction with SR-62. The project area passes through both privately owned land and Bureau of Land Management land adjacent to the existing right of way. There are no practical alternate routes in the project vicinity. Traffic counts are low and SR-247 is rarely if ever congested.

This project is a candidate for programming in the 20xx SHOPP under the 201.121 Minor Pavement Rehabilitation Program (formerly CAPM). A RTP/SCS by SCAG guides transportation and housing development in the project area.

GHG Inventories

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. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. 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 3.1, the transportation sector accounted for 29 percent of U.S. GHG emissions in 2019 (U.S. EPA 2021b, 2021c).

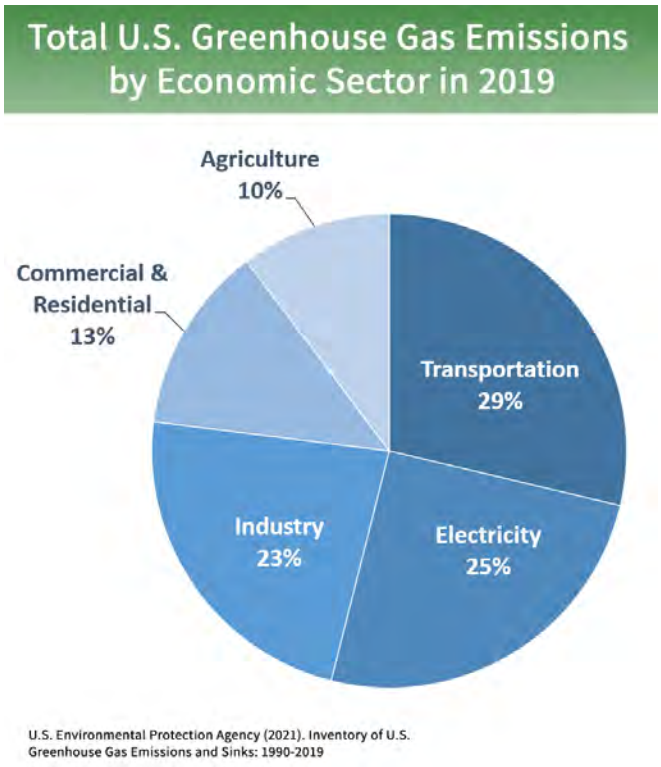


Figure 3.1. - U.S. 2019 Greenhouse Gas Emissions (Source: U.S. EPA 2021d)

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 $MMTCO_2e$ since 2018 and almost 13 $MMTCO_2e$ below the statewide 2020 limit of 431 $MMTCO_2e$. The transportation sector (including intrastate aviation and off road sources) was responsible for about 40 percent of direct GHG emissions, a 3.5 $MMTCO_2e$ decrease from 2018 (Figure 3.2). Overall statewide GHG emissions declined from 2000 to 2019 despite growth in population and state economic output (Figure 3.3) (ARB 2020a).

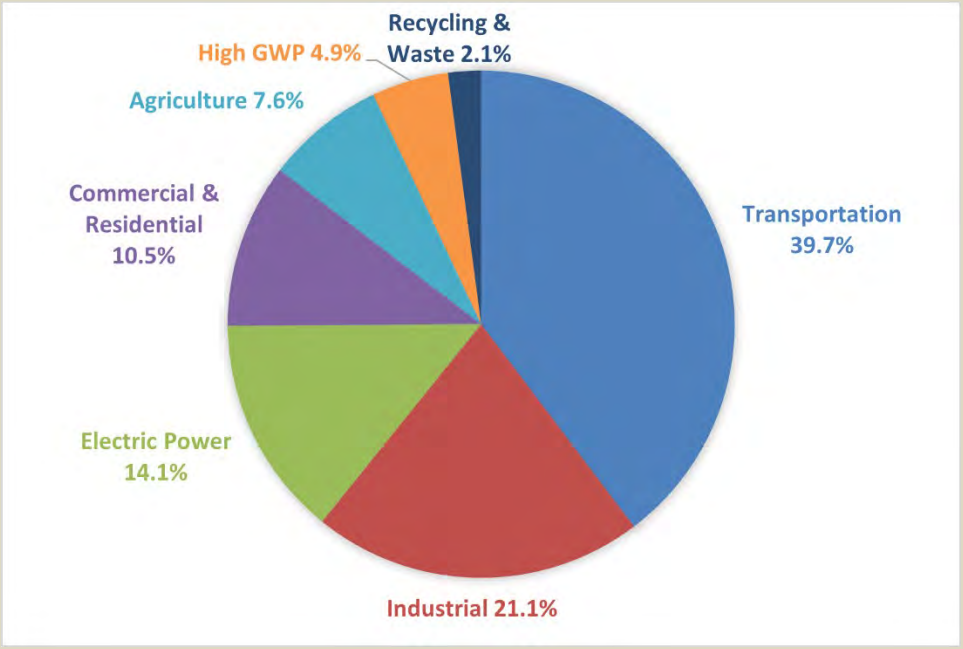


Figure 3.2 – California 2019 Greenhouse Gas Emissions by Economic Sector (Source: ARB 2021a)

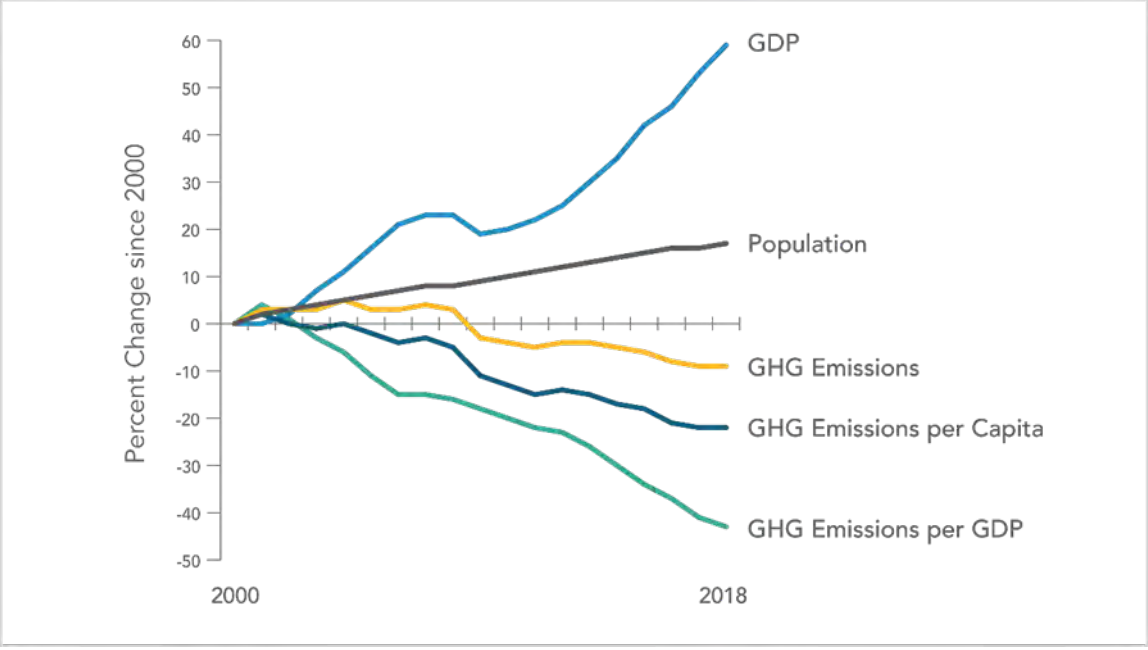


Figure 3.3 - Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2021a)

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 GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for The Southern California Association of Governments (SCAG). The regional reduction target for SCAG is 19 percent by 2035 (ARB 2021b).

The proposed project is included in Connect SoCal, the RTP/SCS for the SCAG region. The RTP/SCSreflects the region's commitment to improve the region's mobility, sustainability, and economy. The Connect SoCal goals for GHG reduction include the following: improve mobility, accessibility, reliability, and travel safety for people and goods; enhance the preservation security, and resilience of the regional transportation system; increase person and goods movement and travel choices within the transportation system; and reduce greenhouse gas emissions and improve air quality (SCAG 2020). The project has a grouped FTIP ID that is included in the Connect SoCal project list.

The proposed project is within the jurisdiction of the San Bernardino County Transportation Authority (SBCTA) and the San Bernardino Council of Governments (SBCOG). SBCTA participates in developing the SCAG RTP/SCS. It also published a non-motorized transportation plan, the Inland Empire Comprehensive Multimodal Corridor Plan, rail and transit studies, and varied other sustainability studies and planning documents to guide the region's response to statewide initiatives to reduce vehicle travel and GHG emissions (SBCTA 2021). The San Bernardino County Regional Greenhouse Gas Reduction Plan (San Bernardino County 2020) recommends GHG reduction targets and measures for partnering jurisdictions, within San Bernardino County, to address State GHG emissions goals. It recommends GHG reduction targets and measures specific to each partnership jurisdiction. Transportation related measures include encouraging use of mass transit, carpooling, ridesharing, and telecommuting; improving efficiency through signal synchronization;expand bike routes including pedestrian and bicycle friendly streets; and community fleet.

PROJECT ANALYSIS

GHG emissions from transportation projects can be divided into those produced during operation of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO2, CH4, N2O, and HFCs. CO2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH4 and N2O. A small amount of HFC emissions related to refrigeration is also 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 proposed project is to extend the pavement life and improve the ride quality of the facility. It is also proposed to implement preservation treatments to existing asphalt concrete (AC) pavement where needed. The project Build Alternative includes pavement rehabilitation, shoulder widening to current standards, culvert and drainage repairs and improvements, regrading of the roadway, constructing rock slope protection, and installation of bicycle lane markings and signs. The project will not increase the vehicle capacity of the roadway. Because the project would not increase the number of travel lanes on SR-247, 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. In addition, the proposed project would provide bicycle lanes, smoother pavement surfaces, culvert improvements and installation of rock slope protection that when used, could help lessen the production of transportation-induced GHG emissions.

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.

Use of long-life pavement, improved traffic management plans, and changes in materials, can also help offset emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

The proposed project would not increase vehicle capacity, therefore a quantitative GHG emissions analysis was performed. The FHWA Infrastructure Carbon Estimator tool was used to calculate GHG emissions. Strategies to reduce GHG emissions will be considered to comply with the climate change requirements under Executive Order B-30-15. This project will reduce GHG emissions by reducing roadway construction waste, reducing the frequency of maintenance vehicle idle times associated with traffic control to maintain the roadway, applying fuel efficient measures both for construction equipment and traffic management during delays or detours, using energy and water efficient construction methodologies, and recommending that material within a local radius of the project area and/or locally available building material be utilized.

GHG emissions related to anticipated construction activities was calculated for the project using the Caltrans Construction Emissions Tool (CAL-CET) to quantify the expected construction-related GHG emissions related to the proposed project. This model estimates the construction greenhouse gas (GHG) from the project by calculating the construction emissions for criteria pollutants, carbon dioxide, and GHG related gases. Construction of the proposed project is expected to last 261 working days and generate1389.6945 tons of $CO2_e$. Table 3-1 below provides a summary of project emissions from potential pollutants including GHG.

Table 3-1 Summary of Project Construction-Related Emissions

EA 1J270 Summary Project Emissions Output Generated with Caltrans Air Model Cal – CET2018-v1.1 .xlsm												
	Summary of Project Emissions and Fuel Consumption											
	TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4	N2O	BC	HFC	Diesel Fuel
Daily Average (lbs/day; gal fuel/day)	5.50	5.11	28.65	35.98	36.36	5.84	8666	0.26	0.44	0.38	0.48	36
Maximum Daily Average (lbs/day; gal fuel/day)	11.15	10.37	75.53	72.70	193.02	19.88	15617	0.51	0.94	0.62	1.46	65
Annual Average (tons/year; gal fuel/year)	0.69	0.64	3.58	4.50	4.55	0.73	1083	0.03	0.05	0.05	0.06	89,932

NOTE: Working day/year assumed = 261; GWP Per IPCC Second Assessment Report) United Nations Framework Convention Climate Change: Methane GWP = 56 (20 Yrs) 21 (100 yrs); CO_2 GWP = 1.0 ; N_2O (Nitrous Oxide) GWP = 280 (20 Yrs), 310 (100 yrs); Black Carb. GWP = 20-year Global Warming Potential (GWP) of 4,470, and a 100-year GWP of 1,055–2,240. Black Carbon (BC) = 1648; (shortest life – between 3-8 days); Average GWP for CFC = 4027; GWP – HFC = (1210 -12.400) Avg. = 4027; SF_6 (Sulfur Hexafluoride) = 23,500.

Table 3-1 above exhibits quantities of project construction emissions for criteria pollutants as well as carbon dioxide and other greenhouse gases (Methane, Nitrous Oxide, Hydro-flouro-Carbon, Black Carbon). The total anticipated GHG estimated resulting from the proposed project construction is estimated as 10,649 pounds per day as CO_2e ; 1,390 Tons/year CO_2e; and 1,261 Tonnes/year CO_2e (Metric).

A Transportation Management Plan (TMP) would be prepared during the final design phase of the proposed project to minimize traffic delays and idling during construction.

Additional opportunities to reduce GHG emissions through both Caltrans' internal operations and contractor's operations include the following best management practices and innovative methods to reduce or eliminate construction GHG emissions:

- Construction Methods and Specifications
- Encourage Use of Clean Equipment
- Automated Machine Guidance
- Intelligent Compaction
- Field Engineer Tablet
- Precast Concrete Pavement System
- Advanced Paving Materials
- Electricity for Lighting
- Individual Vehicle Efficiency

All construction contracts include Caltrans Standard Specifications related to air quality Section 7-1.02A and 7-1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations; Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

3.2.3 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.

3.2.4 GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

In response to AB 32, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors, to take California into a sustainable, low-carbon and cleaner future, while maintaining a robust economy (ARB 2022).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030; (2) Reducing petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and (5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015).

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). Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions 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. To support this order, the California Natural Resources Agency released *Natural and Working Lands Climate Smart Strategy Draft* for public comment in October 2021.

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.

Climate Action Plan for Transportation Investments

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

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).

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).

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 Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions and identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Departmental and State goals.

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 proposed project:.

- Reducing roadway construction waste;
- Reducing the frequency of maintenance vehicle idle times associated with traffic control;
- Applying fuel efficient measures both for construction equipment and traffic management during delays or detours;
- Using energy and water efficient construction methodologies;
- Recommending that material within a local radius of the project area and/or locally available building material be utilized
- The proposed project would comply with Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reductions, which require contractors to comply with all laws applicable to the project and to certify that they are aware of and will comply with all ARB emission reduction regulations.
- The proposed project would comply with Caltrans Standard Specifications Section 14-9, Air Quality, which requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality.
- The proposed project would comply with all South Coast Air Quality Management District (SCAQMD) rules and regulations that apply in the project area. These rules and regulations require the reduction of vehicle emissions and energy use which may help reduce the project's GHG emissions.
- The proposed project would provide facilities that promote mobility for bicyclist.
- A Transportation Management Plan (TMP) would be prepared during the final design phase of the proposed project to minimize traffic delays and idling during construction.
- The proposed project would recycle construction debris as practicable.

- The proposed project would comply with Caltrans Standard Specifications that require that idling time for lane closures during construction must be limited to ten minutes in each direction.

3.2.5 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 *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."

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. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) is the state's effort to "translate the state of climate science into useful information for action." It provides information that will help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The State's approach recognizes that the consequences of climate change occur at the intersections of people, nature, and infrastructure. The Fourth Assessment reports that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience a 2.7 to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures, with impacts on agriculture, energy demand, natural systems, and public health; a two-thirds decline in water supply from snowpack and water shortages that will impact agricultural production; a 77% increase in average area burned by wildfire, with consequences for forest health and communities; and large-scale erosion of up to 67% of Southern California beaches and inundation of billions of dollars' worth of residential and commercial buildings due to sea level rise (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

In 2008, then-governor Arnold Schwarzenegger recognized the need when he issued EO S-13-08, focused on sea level rise. Technical reports on the latest sea level rise science were first published in 2010 and updated in 2013 and 2017. The 2017 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. This EO also gave rise to the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan), which addressed the full range of climate change impacts and recommended adaptation strategies. The Safeguarding California Plan was updated in 2018 and again in 2021 as the *California Climate Adaptation Strategy*, incorporating key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio,* and the CAPTI (described above). Priorities in the 2021 California Climate Adaptation Strategy include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, nature-based climate solutions,

use of best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2021).

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 in addition 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 to help actors throughout the state address the findings of California's Fourth Climate Change Assessment. It released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*, in 2018. 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 (Climate Change Infrastructure Working Group 2018).

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

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 guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

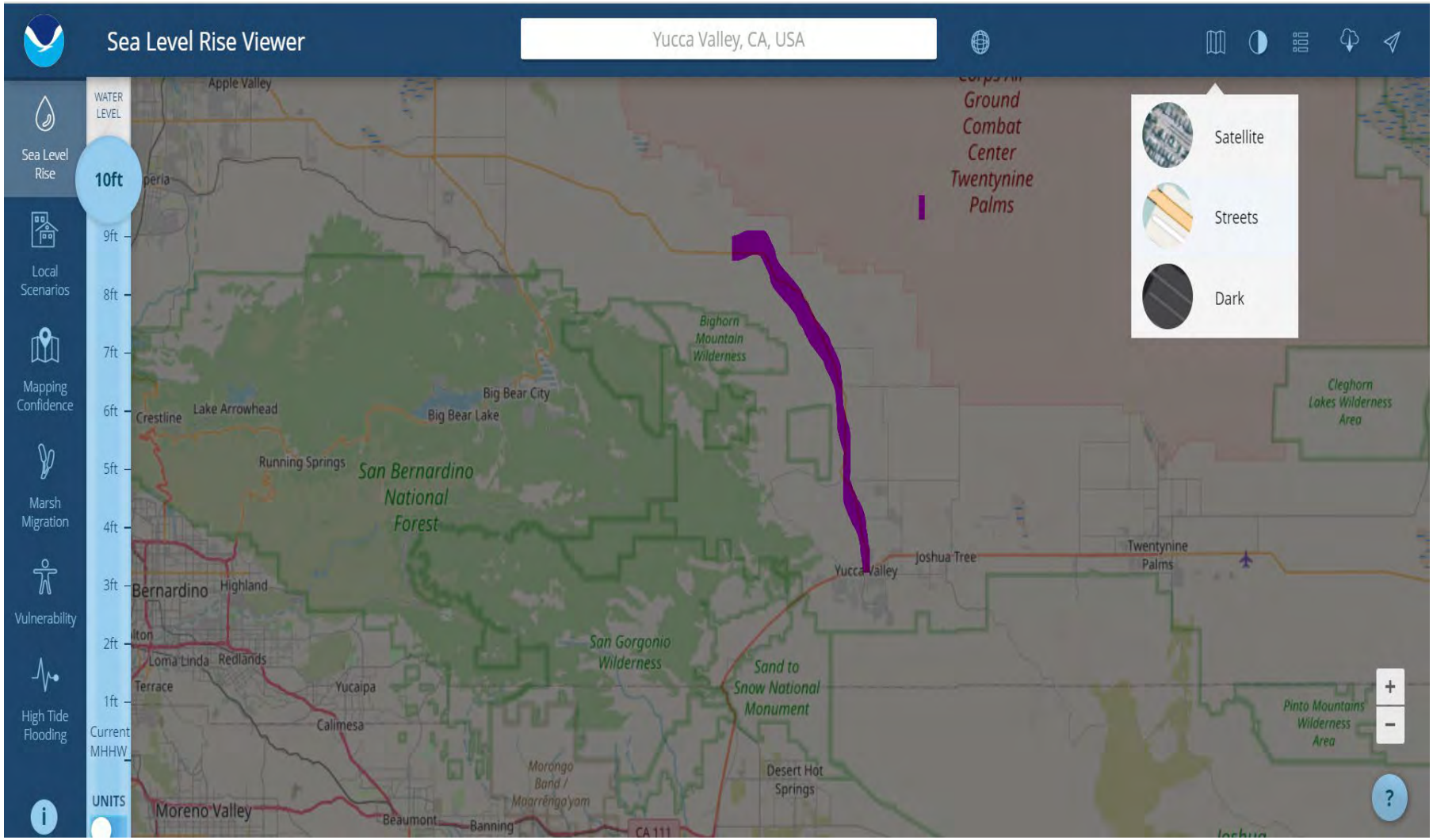
Project Adaptation Analysis

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.

SR 247 Pavement Improvement and Shoulder Widening Project

SR 247 PM 0.0/23.0 08-0J270



PRECIPITATION AND FLOODING

Climate change analyses for bridge and culvert projects in floodplains outside the coastal zone should consider the risk of climate change. Historical data is no longer a reliable predictor of future conditions. Changes in precipitation scenarios under future climate conditions include more extreme precipitation events and more precipitation falling as rain than snow, depending on geographic location. These factors and others, such as land use changes that increase impervious surface in the watershed, can affect flood magnitude and frequency (FHWA 2016).

National Flood Insurance Program (NFIP) maps for the project area indicate that the project is within a Federal Emergency Management Agency (FEMA) designated one-percent annual chance (100-year) floodplain at Yucca Creek, at the existing crossing of SR-247 (PM 0.3). At this point there is a Zone AE (100-year) floodplain designation. A moderate flood hazard (Zone X, between the 100-year and 500-year floodplain) exists for small areas on both of Yucca Creek.

Implementation of the Build Alternative will add 5.89 acres of additional impervious area. This increase in impervious area would cause a decrease in infiltration and increase the volume of runoff during a storm event; this can lead to changes in receiving waters from erosion and accretion. It is expected, however, that the increase in volume and velocity of water related to the increase in impervious area would have a very low, nominal impact on the existing drainage system. Additionally, when construction is complete, the Disturbed Soil Area (DSA) will be stabilized to prevent erosion. Caltrans standard BMP's will be designed to handle 100% of the Water Quality Volume (WQV) or Water Quality Flow (WQF) from the new impervious surface (NIS) in accordance with the Caltrans MS4 permit and the SWMP.

WILDFIRE

The project is not in a location vulnerable to wildfire. It is not located on or near lands classified as very high fire hazard severity zones by the California Department of Forestry and Fire's (CAL FIRE) Fire Hazard Severity Zone Mapping tool (CAL FIRE 2022). Additionally, this project is on an existing alignment; it is therefore unlikely to exacerbate wildfire risks or post-fire flooding/landslides.

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Chapter 4 – Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and 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, consultation with Native American individuals and organizations. public meetings, public notices, and Project Development Team (PDT) meetings. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

4.1 Consultation and Coordination with Public Agencies and Native American Tribes

The following provides a summary of key meetings, correspondence, and/or coordination pertinent to the development of the project.

4.1.1 Bureau of Land Management

A copy of district specific Cultural Resources Reports were prepared for the project and sent to the BLM for the portion within their management area. Copies of the Cultural Resources Report were sent to the BLM Barstow offices on December 15, 2021. The Barstow office replied via email on December 16, 2021 stating they had no issues with the project and that they agreed with the findings of the report.

The project is within the Land Use Plan Amendment (LUPA) Conservation and Recreation Designations: Areas of Critical Environmental Concern and California Desert National Conservation Lands.

4.1.2 U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service (USFWS) was contacted regarding federally listed threatened and endangered species potentially occurring in the vicinity of the project. On September 29, 2021, a USFWS/IPaC species list was requested and received from the USFWS Environmental Conservation Online System.

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4.1.3 California Department of Fish & Wildlife

The California Department of Fish and Wildlife (CDFW) was also contacted regarding State listed threatened and endangered species potentially occurring in the vicinity of the project. On September 29, 2021, a CDFW/CNDDB species list was requested and received from the CDFW/ CNDDB Rarefind 5 online system.

4.1.4 Native American Tribes

The Native American Heritage Commission (NAHC) was contacted on April 7, 2021 to request a search of the Sacred Lands File (SLF). The NAHC responded on April 21, 2021 stating that the SLF search result was Negative for any cultural resources. The NAHC also provided a list of Native American groups recommended for contact regarding resources in the project area.

Letters requesting information about cultural resources or concerns regarding the project were consequently sent to two Native American tribes:

- Twenty-Nine Palms Band of Mission Indians, Anthony Madrigal, THPO. Initial letter sent February 23, 2021. No response was received. A draft copy of the Archaeological Survey Report was sent to the Tribe on November 16, 2021. There has been no response from the Tribe to date.

- San Manuel Band of Mission Indians, Jessica Mauck, Director, CRM. Initial letter sent February 23, 2021. A response was received on March 22, 2021 from Ryan Nordness stating the Tribe wished to consult and requesting copies of draft reports for review. A draft copy of the ASR was sent to the Tribe on November 16, 2021. Mr. Nordness responded by email on December 2, 2021 stating that the Tribe agreed with the finding of no historic properties effected.

4.2 Agency Correspondence and Documentation

Agency correspondence and documentation is included on the pages that follow in the order listed below.

Biological Resources

- USFWS IPaC Official Endangered Species Act Species List; September 29, 2021

- California Natural Diversity Data Base (CNDDB) RareFind 5; September 29,

2021

- Jurisdictional Delineation Report, January 7, 2021

- BLM Lands Data Map; October 27, 2021

Cultural Resources

- April 7, 2021: Requests to Native American Heritage Commission to search Sacred Lands File.

- April 21, 2021: Response from Native American Heritage Commission – Search of Sacred Lands File.

Chapter 5 – List of Preparers

This chapter lists the Caltrans staff who were primarily responsible for the preparation and/or review of this document and/or supporting technical studies for this project.

5.1 California Department of Transportation

Kurt Heidelberg, Supervising Environmental Planner

Shawn Oriaz, Senior Environmental Planner

Ronn Knox, Associate Environmental Planner

Nancy Frost, Senior Environmental Planner/Natural Sciences

Gabriella Machal, Associate Environmental Planner/Natural Sciences

Andrew Walters, Branch Chief-Environmental Support/Cultural Studies

Gary Jones, Principal Investigator Prehistoric Archaeology (PQS)

Bahram Karimi, Associate Environmental Planner/Paleontology Coordinator

Paul Phan, Branch Chief, Environmental Engineering

Carola Acurio, Transportation Engineer/Hazardous Waste

Edison Jaffery, Transportation Engineer/Air Quality

Meenu Chandan, Transportation Engineer/Noise

Raftar Sharia, Hydraulics Engineer

Haider Alkhafaji, Storm Water Quality Engineer

Chapter 6 – Distribution List

Bureau of Land Management
Palm Springs-South Coast Field Office
1201 Bird Center Dr.
Palm Springs, CA 92262

Marine Corps Air Ground Combat Center
1551 Fifth Street
Twentynine Palms, CA 92278-0000

Marine Corps Logistics Base Barstow
attn. Public Affairs Office
Box 100130
Barstow, CA 92311-5050

National Training Center Fort Irwin
Fort Irwin, CA 92310

California Highway Patrol
63683 Twentynine Palms Highway
Joshua Tree, CA 92252

San Bernardino County Planning
385 N. Arrowhead Ave
San Bernardino, CA 92415

Town of Yucca Valley
Planning attn: Jeremy Jared
58928 Business Center Drive
Yucca Valley, CA 92284

Flamingo Heights Community Association
55977 Perris St.
Yucca Valley, CA 92284

Johnson Valley Community Center
50567A Quailbush Rd,
Johnson Valley CA 92285

Homestead Valley Community Council
50567B Quailbush Rd,
Johnson Valley CA 92285

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Fontana, CA 92335

Romans Family Trust 04/19/08
PO Box 1108
Big Bear Lake, CA 92315

Home Equity Options LLC
10401 Venice Blvd # 283
Los Angeles, CA 90034

Richard G. Buhler
504 S Indian Trl
Anaheim, CA 92807

Ojha Revocable Trust
20 Palos Verdes Ln
Rolling Hills Estates, CA 90274

WPL Holdings LLC
166 W Washington St Ste 730
Chicago, IL 60602

Amalia Davila & Edward Davila
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Fontana, CA 92335

Chih-Wei Wan
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Vandana Jethi
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Fremont, CA 94538

Edith W. Lostracco
474 Ninth St
Nanaimo BC CANADA

APPENDICES

Appendix A. Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
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SACRAMENTO, CA 94273-0001
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FAX (916) 653-5776
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

August 2020

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."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

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

Original signed by
Toks Omishakin
Director

Appendix B. Section 4(f) Discussion

Johnson Valley OHV Recreation Area is a BLM-administered recreation and conservation area approximately 5 miles from the project site; it is located at Boone Road, approximately PM 20.3, 24.3 miles east of the SR- 247/SR-18 Junction. Johnson Valley OHV Recreation Area is considered a Section 4(f) resource. A minor amount of additional right of way would be acquired from BLM to accommodate the shoulder widening. However, the right of way acquisition is very minor and would have no impacts on the OHV area itself.

Community Center Park is a city park located approximately ¼ mile west of the project site on Cassia Drive, near SR-247 PM 0.15 in Yucca Valley. The project Traffic Management Plan will ensure that there are no impacts on Community Center Park.

Although Johnson Valley OHV Recreation Area and Community Center Park are considered Section 4(f) resources, and as public parks are protected by the Park Preservation Act, the project would not permanently alter the use of the OHV recreation area or the park and would not hinder the preservation of either resource. Additionally, any proximity impacts would not result in constructive use. There are no other public parks, recreation areas, or wildlife refuges in the project vicinity.

Environmental Consequences

The Build Alternative right of way easements from PM 20.3 to PM 23.0 would be parcel slivers and would have no impact on the Johnson Valley OHV Recreation Area. The project would not result in a use of this resource. Additionally, the project would have no impact on Community Center Park; there will be no impacts on the park as there are no right of way acquisitions in this project area. The project would not result in a use of this resource.

The project would not permanently alter the use of the recreation area or the park and would not hinder the preservation of either resource. The project would not result in constructive use of either resource and there would be no proximity impacts on either resource. No public parkland would be acquired for non-park use. There will therefore be no Section 4(f) impacts as a result of the project and no Section 4(f) study is required.

Appendix C. Avoidance, Minimization and/or Mitigation Summary

In order to be sure that all 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.

Environmental Commitments Record (ECR)

DIST-CO-RTE: 08-SBD-247 **PM/PM:** 0.0/23.0 **EA/Project ID.:** EA 08-1J2700/PN 0818000014
Project Description: SBD 247 PAVEMENT AND SHOULDER WIDENING
Date (Last modification): 2/1/2022
Environmental Planner: Ronn Knox **Phone No.:** 909-261-5171
Construction Liaison: **Phone No.:**
Resident Engineer: **Phone No.:**

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirement Completed by:	Permit Requirement Completed on:	Comments
BO	USFWS	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
1602	CDFW	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
2081	CDFW	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
WDR	RWQCB	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
Enter permit	Enter agency	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
Enter permit	Enter agency	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments

ENVIRONMENTAL COMMITMENTS

PA&ED

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Biology			Yes		Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Biology	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Biology	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Biology	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Biology	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response

PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Biology	Bio-Reptile-2 Pre-Project Surveys: To assess the number of listed reptile species that may be potentially impacted, pre-project surveys for desert tortoise must be conducted within the shoulder widening and culvert drainage PIA according to either the current protocol provided by the USFWS or a modified protocol agreed upon by the BLM and CDFW.	NES(MI) Section 4.3.3.3	Yes	Contractor Supplied Biologist	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Biology	BIO-Bat-3 Bat Project Work Windows: It is recommended that work in the culvert drainage PIA (PM 0.3, PM 3.0, and PM 3.59) be scheduled outside of the bat maternity season (Apr 1–Aug 31).	NES(MI) Section 4.3.5.3	No	Design, Caltrans Biologist	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Hazardous Waste	HAZ-1: An ADL survey is recommended along the shoulders of SR-247 adjacent to the project area in areas that might be disturbed during culvert and roadway widening construction activities.	ISA, Page 9.1	Yes	District Environmental Engineering	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Hazardous Waste	HAZ-2: A Lead Based Paint (LBP) survey is recommended prior to demolition or disturbance of suspect LBP.	ISA, Page 9.1	Yes	District Environmental Engineering	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Hazardous Waste	HAZ-4: A Phase II Environmental Site Assessment will be required for acquisition of the new properties to identify hazardous and potential hazardous waste contamination within and adjacent to the project location.	ISA, Page 9.1	Yes	District Environmental Engineering	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category			Yes		Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response

ROW/PURCHASING

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Biology	BIO-General-1 Equipment Staging, Storing, and Borrow Sites: All staging, storing, and borrow sites require the approval of the Contractor-supplied biologist.	NES(MI) Section 4.1.2.3	Yes	Contractor Supplied Biologist	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Biology	BIO-General-16 Invasive Weed Control. To address impacts to the shoulder widening PIA (PM 20.3 to PM 23.0) and drainage improvement PIA (PM 0.3, PM 3.0, and PM 3.59), the Contractor Supplied biologist must identify the following CAL-IPC noxious weed species, plus any others incidentally observed -- Limited species: Schismus spp., puncture vine (Tribulus terrestris), and Eucalyptus spp. CAL-IPC Moderate	NES(MI) Section 4.1.2.3	Yes	Contractor Supplied Biologist, Caltrans Biologist	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	rated species: Bermuda grass (Cynodon dactylon). CAL-IPC High rated species: tamarisk (Tamarix ramosissima). Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.									
Biology	Bio-Plant-1 Rare Plant Surveys, Flagging and Fencing: Within 30 days prior to construction and within the rare plant bloom season of March-June, a preconstruction survey must be conducted by a Contractor Supplied Biologist for special-status plant species within a 100-foot buffer for construction staging areas outside of previously-paved or developed areas within the BSA. Western Joshua tree, ivory-spined agave, San Bernardino milk-vetch, Lane Mountain milk-vetch, triple-ribbed milk-vetch, Fremont barberry, alkali mariposa lily, white-bracted spineflower, desert cymopterus, purple-nerve cymopterus, Mojave tarplant, Mojave monkeyflower, Parish's daisy, flat-seeded spurge, little San Bernardino Mountains linanthus, Mojave menodora, Robison's monardella, short-joint beavertail, Beaver Dam breadroot, white-margined beardtongue, Death Valley sandpaper-plant, and Latimer's woodland-gilia, plus any other rare plants, must be flagged for visual identification to construction personnel for work avoidance. Rare plants detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.	NES(MI) Section 4.1.2.3	Yes	Resident Engineer, Contractor Supplied Biologist	RE to notify Biologist 30 days prior to start of construction.	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Biology	Bio-Arthropod-1 Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing: No more than 30 days prior to project activities, a Contractor Supplied biologist must perform a preconstruction survey for rare insect host plants within the Project shoulder widening impact area (PM 20.3 to PM 23). Should any rare insect host plants be found, the Resident Engineer and Caltrans biologist must be contacted, and host plants must be flagged by the Contractor Supplied 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 Environmentally Sensitive Area (ESA) temporary fencing.	NES(MI) Section 4.3.1.3	Yes	Contractor Supplied Biologist, Resident Engineer, Caltrans Biologist	RE to notify Biologist 30 days prior to start of construction.	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Biology	Bio-General-7 Worker Environmental Awareness Program (WEAP): A Contractor Supplied biologist must present a biological resource information program/WEAP for desert tortoise, BLM Sensitive species, and special-status invertebrates, plant, reptiles, birds, mammals, and bats, prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.	NES(MI) Section 4.3.3.3	Yes	Contractor Supplied Biologist	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Biology	Bio-Reptile-5 Trash/Predation: Caltrans must implement measures to reduce the attractiveness of job sites to southern California legless lizard, red-diamond rattlesnake, desert tortoise, coast horned lizard, and other subsidized predators by controlling trash and educating workers.	NES(MI) Section 4.3.3.3	Yes	Contractor, Contractor Supplied Biologist, Resident Engineer	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Biology	BIO-Avian-1 Pre-Construction Nesting Bird Survey: If project activities cannot avoid the nesting season, generally regarded as February 1 – September 30, then pre-construction nesting bird surveys must be conducted up to the limit of the 500-foot BSA within 3 days prior to construction by a qualified biologist to locate and avoid nesting birds. If an active avian nest is	NES(MI) Section 4.3.4.3	Yes	Resident Engineer, Caltrans Biologist	RE to notify Biologist 14 days prior to start of construction.					

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	located, a no-construction buffer (100 feet for non-passerine, 300 feet for passerine, and 500 feet for raptors) shall be established and monitored by the qualified biologist until the young have fledged.									
Biology	Bio-Avian-2 Preconstruction Burrowing Owl Survey: Two burrowing owl preconstruction surveys must be performed within burrowing owl suitable habitat in the BSA: one survey 14-30 days prior to project activities, and one survey 24 hours prior to project activities.	NES(MI) Section 4.3.4.3	Yes	Contractor Supplied Biologist	RE to notify Biologist 30 days prior to start of construction and 7 days prior to start of construction, respectively.					
Biology	Bio-General-4 Preconstruction Surveys: Preconstruction pallid San Diego pocket mouse and Mohave ground squirrel surveys must be conducted by a Contractor Supplied Biologist 7 days prior to project activities within the shoulder widening PIA (PM 20.3 to PM 23.0). If a pallid San Diego pocket mouse or Mohave ground squirrel is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures (i.e. protocol surveys) and/or agency coordination may be required.	NES(MI) Section 4.3.5.3	Yes	Contractor Supplied Biologist, Resident Engineer, Caltrans Biologist	RE to notify Biologist 14 days prior to start of construction.					
Biology	BIO-Bat-2 Pre-Construction Survey and Monitoring by a Qualified Bat Biologist: Prior to construction start, a Contractor-supplied qualified bat biologist must conduct a survey to determine if bats are roosting in the culvert drainage PIA (PM 0.3, PM 3.0, and PM 3.59). If work must be scheduled during the bat maternity season (Apr 1–Aug 31), then a qualified bat biologist must perform biological monitoring throughout the duration of Project work. The qualified bat biologist must check for disturbance and ensure that measures are being implemented and documented.	NES(MI) Section 4.3.5.3	Yes	Contractor Supplied Biologist, Caltrans Biologist	RE to notify Biologist 14 days prior to start of construction.					
Biology	BIO-General-2 Temporary Artificial Light Restrictions: To address impacts to bat species, artificial light must be directed at the work site to minimize light spillover onto adjacent habitat areas, if project activities occur at night.	NES(MI) Section 4.3.5.3	Yes	Contractor, Resident Engineer						
Climate Change	CC - 1 A Transportation Management Plan (TMP) would be prepared to minimize traffic delays and idling during construction.	IS								
Climate Change	CC-2 reduce GHG emissions by reducing roadway construction waste, reducing the frequency of maintenance vehicle idle times associated with traffic control to maintain the roadway, applying fuel efficient measures both for construction equipment and traffic management during delays or detours, using energy and water efficient construction methodologies, and recommending that material within a local radius of the project area and/or locally available building material be utilized.	IS								

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Biology	Bio-General-6 Species Avoidance: If during project activities a western Joshua tree (Yucca brevifolia) is discovered within the project site, all construction activities must stop within 40 feet from the tree centerline and the Caltrans biologist and Resident Engineer must be notified. Coordination with CDFW and San Bernardino County may be required prior to restarting activities. If during project activities a desert tortoise is discovered within the project site, all construction activities must stop within 100 feet and the Caltrans biologist and Resident Engineer must be notified. Coordination with the USFWS, BLM, and CDFW may be required prior to restarting activities.	NES(MI) Section 4.1.2.3	Yes	Contractor, Resident Engineer, District Biological Stewardship & Monitoring	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Biology	Bio-Reptile-1 Equipment Flagging: Project personnel must attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment for special-status reptile species - southern California legless lizard, red-diamond rattlesnake, desert tortoise, coast horned lizard, and Mojave fringe-toed lizard - before operating equipment at any time.	NES(MI) 4.3.3.3	Yes	Contractor, Resident Engineer	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Biology	Bio-Reptile-8 Rock Slope Protection: To prevent trapping of desert tortoise, interstitial spaces within rock slope protection must be partially filled with concrete grout or sand.	NES(MI) Section 4.3.3.3	No	Contractor, Resident Engineer	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Biology	Bio-DT-1 Agency Notification & Reporting Requirements: Any worker who observes desert tortoises within or near the job site found alive, injured, or dead during the implementation of the Project must provide immediate notification to the Resident Engineer and Caltrans biologist. Caltrans biologist must then notify USFWS and CDFW. Veterinary treatment and/or final deposition must follow USFWS and CDFW approval.	NES(MI) Section 4.3.3.3	Yes	Contractor, Resident Engineer, Caltrans Biologist	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Biology	Bio-DT-2 Desert Tortoise Translocation: If determined necessary for this project, desert tortoise translocation must follow the current FWS Biological Opinion guidelines, BLM guidance, and CDFW 2081 permit measures, as applicable.	NES(MI) Section 4.3.3.3	No	Resident Engineer, Contractor Supplied Biologist, Caltrans Biologist	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Cultural Resources	CR-1: If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	District Cultural Resources	Yes	Contractor, Resident Engineer, District Senior Environmental Planner, Cultural Studies or District Native American Coordinator	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Cultural Resources	CR-2: If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Andrew Walters, Senior Environmental Planner, Cultural Studies [(909) 260-5178] or Gary Jones, District Native	District Cultural Resources	Yes	Contractor, Resident Engineer, District Senior Environmental Planner, Cultural Studies or District Native American Coordinator						

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	American Coordinator [(909) 261-8157] so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.									
Hazardous Waste	HAZ-3: During subsurface work, samples of suspect ACM (e.g., underground utilities, pavements with reinforcing fabric, weep hole liners, etc.) if found, should be collected for laboratory analysis of asbestos prior to any renovation or demolition, in order to determine the need for compliance with EPA National Emission Standard for Hazardous Air Pollutants (NESHAP) regulations.	ISA, Page 9.1	Yes	Contractor, Resident Engineer, District Environmental Engineering						

POST-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response

Appendix D. List of Technical Studies

- Archaeological Survey Report; November 2021
- Delineation of Jurisdictional Waters; December 2021
- Historic Property Survey Report; November 2021
- Initial Site Assessment; December 2021
- Initial Site Assessment Checklist; November 2021
- Location Hydraulic Study; October 2021
- Natural Environment Study (Minimal Impacts); February 2022
- Right of Way Data Sheet; July 2021
- Scoping Questionnaire for Water Quality Issues; February 2022
- Storm Water Data Report; January 2022
- Summary Floodplain Encroachment Report; October 2021

Appendix E. Hydrology and Floodplain Reports

LOCATION HYDRAULIC STUDY FORM *

Dist. 08 Co. SBd Rte. 247 P.M 0.0/23.0
EA 08-1J270 Bridge No. N/A

Floodplain Description:

The only point of interaction of project with a floodplain, is at Yucca Creek at the existing crossing (PM 0.3). At this point there is a Zone AE, as well as Zone X for small areas on either side of the watercourse

1. Description of Proposal (include any physical barriers i.e. concrete barriers, soundwalls, etc. and design elements to minimize floodplain impacts)

The project consists of repaving through the length of the project with 2.7 miles of shoulder widening at the end. There is some grading outside of the south bound SR 247 (PM 3.0), culvert extension (PM 3.57) and rock slope protection replacement in the watercourse (PM 0.3).

2. ADT: Current_____ Projected_____

3. Hydraulic Data: Base Flood Q_{100}= 6625 CFS
WSE_{100}= 3232 The flood of record, if greater than Q_{100}: N/A
Q= N/A CFS WSE= N/A
Overtopping flood Q= 495 CFS WSE= 3221.0

Are NFIP maps and studies available? YES X NO_____

4. Is the highway location alternative within a regulatory floodway?
YES_____ NO X

5. Attach map with flood limits outlined showing all buildings or other improvements within the base floodplain.

Potential Q_{100} backwater damages:

A. Residences? NO X YES_____
B. Other Bldgs? NO X YES_____
C. Crops? NO X YES_____
D. Natural and beneficial
FLOODPLAIN VALUES? NO X YES_____

6. Type of Traffic:

A. Emergency supply or evacuation route? NO_____ YES X
B. Emergency vehicle access? NO_____ YES X

C. Practicable detour available? NO_____YES__X____
D. School bus or mail route? NO_____YES __X____

7. Estimated duration of traffic interruption for 100-year event hours: 48

8. Estimated value of Q_{100} flood damages (if any) – moderate risk level.

A. Roadway $ 10K
B Property $ 0
Total $ 10K

9. Assessment of Level of Risk Low___X___
Moderate____
High_____

For High Risk projects, during design phase, additional Design Study Risk Analysis May be necessary to determine design alternative.

Signature – Dist. Hydraulic Engineer Raftar Sharia Date 10/27/21
(Item numbers 3,4,5,7,9)

Is there any longitudinal encroachment, significant encroachment, or any support of incompatible Floodplain development? NO___X____YES_____

If yes, provide evaluation and discussion of practicability of alternatives in accordance with 23 CFR 650.113

Information developed to comply with the Federal requirement for the Location Hydraulic Study shall be retained in the project files.

Signature – Dist. Project Engineer_____Date_____
(Item numbers 1,2,6,8)

* Same as Figure 804.7A Technical Information for Location Hydraulic Study located in Chapter 804 of the Highway Design Manual

SUMMARY FLOODPLAIN ENCROACHMENT REPORT*

Dist. 08 Co. SBd Rte. 247 P.M 0.0/23.0
EA 08-1J270 Bridge No. N/A

Limits: The project consists of repaving through the length of the project with 2.7 miles of shoulder widening at the end. There is some grading outside of the south bound SR 247 (PM 3.0), culvert extension (PM 3.57) and rock slope protection replacement in the watercourse (PM 0.3).

Floodplain Description: The only point of interaction of project with a floodplain, is at Yucca Creek at the existing crossing (PM 0.3). At this point there is a Zone AE, as well as Zone X for small areas on either side of the watercourse

		No	Yes
1.	Is the proposed action a longitudinal encroachment of the base floodplain?	_X_	___
2.	Are the risks associated with the implementation of the proposed action significant?	_X	___
3.	Will the proposed action support probable incompatible floodplain development?	_X_	___
4.	Are there any significant impacts on natural and beneficial floodplain values?	_X_	___
5.	Routine construction procedures are required to minimize impacts on the floodplain. Are there any special mitigation measures necessary to minimize impacts or restore and preserve natural and beneficial floodplain values? If yes, explain.	_X_	___
6.	Does the proposed action constitute a significant floodplain encroachment as defined in 23 CFR, Section 650.105(q).	_X_	___
7.	Are Location Hydraulic Studies that document the above answers on file? If not explain.	___	X__

PREPARED BY:

Raftar Sharia — 10/27/21
Signature - Dist. Hydraulic Engineer — Date

Signature - Dist. Environmental Branch Chief — Date

Signature - Dist. Project Engineer — Date

* Same as Figure 804.7B Floodplain Evaluation Report Summary located in Chapter 804 of the Highway Design Manual

Appendix F Initial Site Assessment Checklist & Summary

Initial Site Assessment (ISA) Checklist

Project Information

District 8 **County** SBd **Route** 247 **Post Mile** Varies **EA** 1J2700

Description: The scope of work consists of milling and overlaying from postmile (PM) 0.0 to PM 23.0. In addition, this project includes widening to construct new shoulders between PM 20.3 to PM 23.0, and implementing complete street elements. The construction of standard shoulders and graded slopes will result in the widening of the existing roadway and creation of new right-of-way limits. Acquisition of 49 parcel slivers will be necessary.

1. Cold plane 0.20-foot and overlay with 0.20-foot RHMA-G. Existing pavement distresses will be repaired before overlaying the pavement.
2. Construct shoulder and centerline rumble strips from PM 0.00 to PM 23.3.
3. Shoulder widening to current Caltrans standards from PM 20.3 to PM 23.0.
4. Culvert/Drainage improvements in scattered locations identified on the plans set.
5. Install Bike Lane Markings and Signs from PM 0.30 to PM 23.0

Is the project on the HW Study Minimal-Risk Projects List? _____

Project Manager: _____ **phone #** _____

Project Engineer: Refaat M El Sherif **phone #** 909/383-6891

Project Screening

Attach the project location map to this checklist to show location of all know and/or potential HW sites identified.

1. **Project Features: New R/W?** YES **Excavation?** YES **Railroad Involvement?** NO **Structure demolition/modification?** NO **Subsurface utility relocation?** POSSIBLE
2. **Project Setting:** PM 0.3: unpaved shoulders, existing culverts to be reconstructed; PM 3.0: unpaved/paved (asphalt & concrete) shoulder, new culvert construction; PM 3.57: unpaved shoulders, new culvert construction; PM 20.3-23.0: unpaved shoulders, shoulder widening proposed.

   Rural or Urban: Rural

   Current land uses: PM 0.3-3.57: mixed residential (large size properties) and small commercial /light industrial; PM 20.3-23.0: undeveloped desert landscape (sporadic residential properties)

   Adjacent land uses: (industrial, light industry, commercial, agricultural, residential, undeveloped)

3. Check federal, State, and local environmental and health regulatory agency records as necessary, to see if any known hazardous waste site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets, as needed, to provide pertinent information for the proposed project.

Facilities listed in the EDR located greater than 1/4-mile and/or downgradient, soil only case-closed status (or no longer an active site on GeoTracker), with violations noted with a return-to-compliance date are not considered to be at risk of environmentally impacting the Project Area and are therefore not included in the checklist.

Refer to Figure 1 and 2 reference a nearby FUDS site to the Project Area near PM23.0. No other sites were found to list.

4. Conduct Field Inspection. Date: 11/17/2021 **Use the attached map to locate potential or knownHW sites.**

STORAGE STRUCTURES / PIPELINES:

Underground tanks: None observed **Surface tanks:** None observed

Sumps: None observed **Ponds:** None observed

Drums: None observed **Basins:** None observed

Transformers: None observed **Landfill:** None observed

Other: Gas Pipeline markers in the area of PM 0.3

Initial Site Assessment (ISA) Checklist (continued)

CONTAMINATION: (spills, leaks, illegal dumping, etcetera)

Surface staining: None observed **Oil sheen:** None observed

Odors: None observed **Vegetation damage:** None observed

Other: NA

HAZARDOUS MATERIALS: (asbestos, lead, etcetera)

Buildings: No structures in proposed ROW **Spray-on fireproofing:** None observed

Pipe wrap: None observed aboveground **Friable tile:** REFER to #6 BELOW

Acoustical plaster: None observed **Serpentine:** None observed

Paint: Lane Striping (Lead-based potential) **Other:** REFER to #6 BELOW

5. **Additional record search, as necessary, of subsequent land uses that could have resulted in a hazardous waste site. Use the attached map to show the location of potential hazardous waste sites.**

   Refer to #6 below and Figure 1 and Figure 2.

6. **Other comments and/or observations:**

   FRIABLE TILE: a remnant foundation (parcel 045449253) contained numerous 9"x9" floor tiles with black mastic – these tiles with mastic typically contain asbestos; many tiles are broken and scattered across the ground surrounding the foundation; the foundation is located greater than 200 feet from SR247 centerline.

   OTHER: 1) FUDS/UXO Listing: a mapped FUDS boundary, for a former military practice bombing range, is located approximately 700 feet west of, and outside of, the Project Area near PM23.0; during the site reconnaissance, components of the former explosives were observed on the ground surface within the FUDS boundary.

   OTHER 2) Trenched property: during reconnaissance of parcel 045449326 to confirm aerial photo observations of large containers, Stantec staff instead found two trenches (approximately L20'xW4'xD3') and broken slabs of drywall; the southern end of one trench is located approximately 40 feet from SR247 edge of pavement; the purpose of the trenches is unknown.

   OTHER 3) SR247 appears to have been used as a roadway from at least 1902, and paved sometime prior to 1955, as such, Aerially Deposited Lead in near surface soils near the roadway would be a concern.

ISA Determination

Does the project have potential hazardous waste involvement? YES **If there is known or potential hazardous waste involvement, is additional ISA work needed before task orders can be prepared for the Investigation?** YES **If "YES," explain; then give an estimate of additional time required:**

Completion of the full ISA with conclusions and recommendations is recommended prior to initiating additional investigation to address the items noted in #4 and #6 of this checklist. Expected completion date: 12/30/2021

A brief memorandum should be prepared to transmit the ISA conclusions to the Project Manager and Project Engineer.
ISA is currently contract to Stantec

ISA Checklist Inspection by: Stantec (Dion Monge and Anne Perez) **Date:** 11/17/2021

JOHNSON VALLEY

STATE ROUTE 247

Flamingo Heights

Yucca Valley

STATE ROUTE 62

YUCCA VALLEY AIRPORT

FUDS (partial boundary)
OUTSIDE OF PROJECT AREA

PM23.0
(end of Project Area)

Parcel 045449253
Remnant foundation
SUSPECT ACMs

Parcel 045449326
Trenches observed
Unknown hazard

PM0.3
CULVERTS

SUNNYSLOPE DRIVE

PM3.57
CULVERTS

North American Drilling

TERRA VISTA DRIVE

PM3.0
CULVERT

SKYLINE RANCH ROAD

BUENA VISTA DRIVE

PROPOSED CULVERT CONSTRUCTION ZONE(S)
(APPROXIMATE)

INSET FIGURE CALL-OUT SECTION

Basemap from: GOOGLE EARTH, 2021

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CALIFORNIA DEPARTMENT OF TRANSPORTATION
DISTRICT 8
464 WEST 4TH STREET
SAN BERNARDINO, CA 92401

PROJECT AREA DETAIL MAP (ISA CHECKLIST; EA1J2700)

FIGURE: 1

JOB NUMBER:	DRAWN BY:	CHECKED BY:	APPROVED BY:	DATE:
	STA	AP	KM	06/11/2020

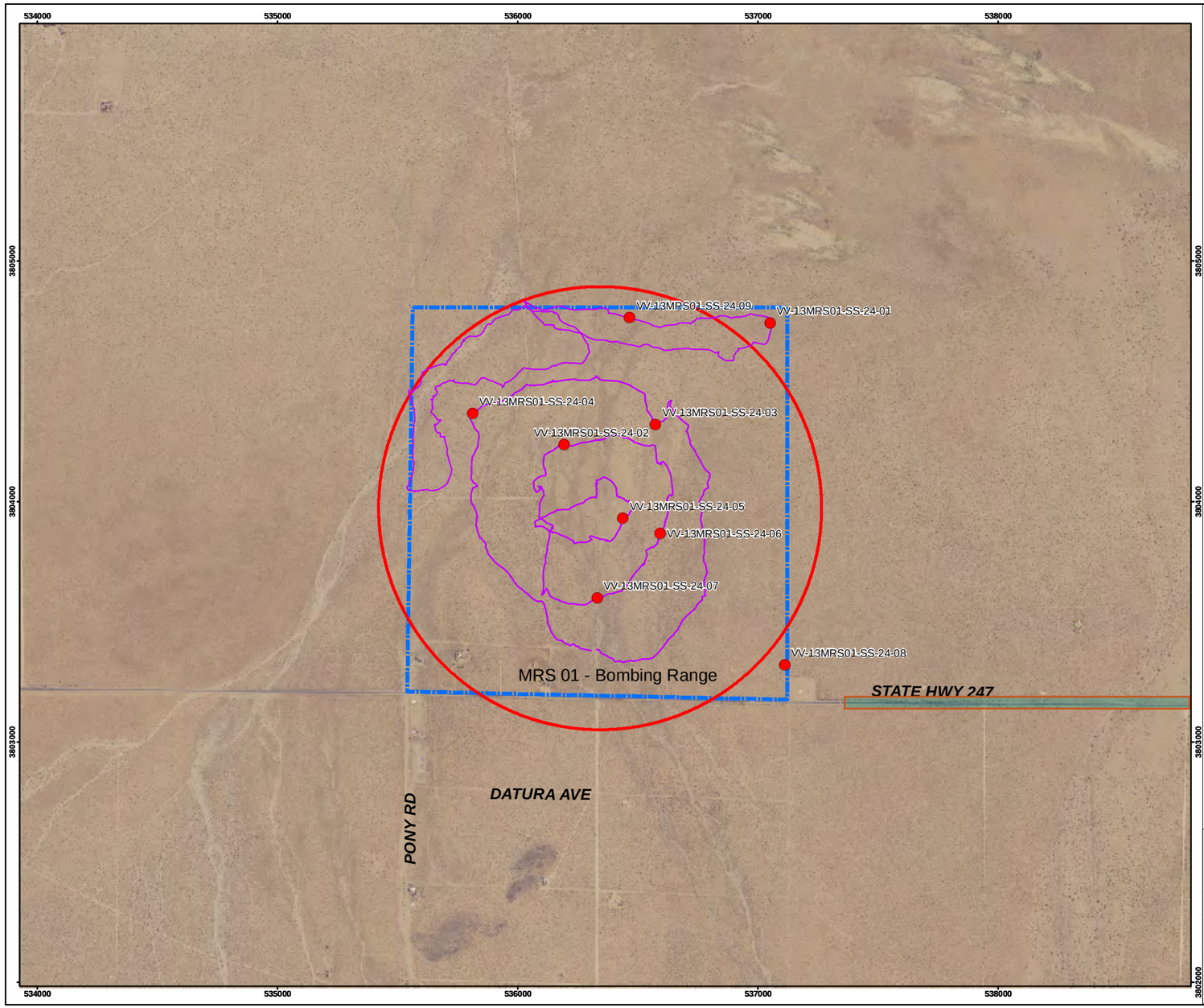

Figure 5.4

Qualitative Reconnaissance and Sample Locations

Victorville PBR No. 13

FUDS Project No. J09CA067901

San Bernardino County, California

Legend

- Soil Sample Location
- Range Boundary
- Project Boundary
- Qualitative Reconnaissance Track

CALTRANS PROJECT AREA IN RELATION TO THE FUDS BOMBING RANGE

Image: Orthophoto, 2005
Projection: UTM Zone 11 NAD83, Map Units in Meters

N

2,000 1,000 0 2,000 Feet

PARSONS	U.S. ARMY SOUTH PACIFIC DIVISION RANGE SUPPORT CENTER

DESIGNED BY: BT	Qualitative Reconnaissance and Sample Locations	
DRAWN BY: BT		
CHECKED BY: BB	SCALE: As Shown	PROJECT NUMBER: 744653.76000
SUBMITTED BY: DS	DATE: April 2008	PAGE NUMBER: 5-24
	FILE: X:\GIS\Site_inspections_sw\Maps\victorville_ca\Fig5_4_pbr13.mxd	

Basemap from: FINAL Site Inspection Report, Former Victorville Precision Bombing Range No. 13, San Bernardino County, California, FUDS Project No. J09CA067901, April 2008; prepared by Parsons; prepared for US Army Corps of Engineers Southwest IMA Region

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SAN BERNARDINO, CA 92401

FUDS/UXO FORMER BOMBING RANGE LOCATION (ISA CHECKLIST; EA1J2700)

FIGURE: 2

JOB NUMBER:	DRAWN BY:	CHECKED BY:	APPROVED BY:	DATE:
	STA	AP	KM	06/11/2020

Appendix G List of Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
ACEC	Areas of Critical Environmental Concern
ACHP	Advisory Council on Historic Preservation
ACM	Asbestos Containing Materials
ADL	Aerially Deposited Lead
AMSL	Above Mean Sea Level
APE	Area of Potential Effects
ARB	California Air Resources Board
ASR	Archaeological Survey Report
BLM	Bureau of Land Management
BMMP	Bat Management & Mitigation Plan
BMPs	Best Management Practices
BSA	Biological Study Area
CAFÉ	Corporate Average Fuel Economy
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CCA	Construction Completion Acceptance
CCRD	Caltrans Cultural Resource Database
CDFW	California Department of Fish and Wildlife
CE	Categorical Exclusion
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation Act
CHL	California Historic Landmarks

CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database
CRHR	California Register of Historical Resources
CTP	California Transportation Plan
CWA	Clean Water Act
DNAC	District Native American Coordinator
DRECP	Desert Renewable Energy Conservation Plan
DSA	Disturbed Soil Area
DTC/CAMA	U.S. Desert Training Center/California Arizona Maneuver Area
DTSC	Department of Toxic Substances Control
EA	Environmental Assessment
ECR	Environmental Commitments Record
EO	Executive Order
ESAL	Equivalent Single Axle Load
ESU	Evolutionarily Significant Unit
FCC	Flood Control Channel
FE	Federal Endangered
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FP	Federal Proposed
FT	Federal Threatened

FTIP	Federal Transportation Improvement Program
FUDS	Formerly Used Defense Site
GHG	Greenhouse Gas
GIS	Geographic Information System
HA	Hydrologic Area
H&SC	Health and Safety Code
HPSR	Historic Property Survey Report
HR	Hydrologic Region
HSA	Hydrologic Sub Area
HSIP	Highway Safety Improvement Project
HU	Hydrologic Unit
I	Interstate
IP	Individual Permit
ISA	Initial Site Assessment
JD	Jurisdictional Delineation
LBP	Lead Based Paint
LEDPA	Least Environmentally Damaging Practicable Alternative
LHS	Location Hydraulic Study
LUPA	Land Use Plan Amendment
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDAB	Western Mojave Desert Air Basin
MLD	Most Likely Descendent
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MS4s	Municipal Separate Storm Sewer Systems

MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards.
NAHC	Native American Heritage Commission
NCP	National Oil and Hazardous Substances Pollution Contingency Plan
NEPA	National Environmental Policy Act
NES(MI)	Natural Environment Study (Minimal Impact)
MOU	Memorandum of Understanding pursuant to 23 USC 327
NHL	National Historic Landmarks
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
NWP	Nation-wide Permit
OHWM	Ordinary High-Water Mark
OSHA	Occupational Safety & Health Act
PA	Programmatic Agreement
PA&ED	Project Approval and Environmental Document
PBO	Programmatic Biological Opinion
PCB	Polychlorinated Biphenyls
PCR	Pavement Condition Report
PDT	Project Development Team
PHV	Peak Hour Volume
PLACs	Permits, Licenses, Agreements, and Certifications

PM	Post Miles
PQS	Professionally Qualified Staff
PS&E	Plans, Specifications, and Estimates
PSI	Preliminary Site Investigation
RAP	Relocation Assistance Program
RCRA	Resource Conservation and Recovery Act
RDSIP	Roadway Departure Safety Implementation Plan
REC	Recognized Environmental Condition
RL	Combined Risk Level
RSP	Rock Slope Protection
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SFER	Summary Floodplain Encroachment Report
SHOPP	State Highway Operation and Protection Program
SHPO	California State Historic Preservation Officer
SLR	Sea-Level Rise
SM&I	Structure Maintenance and Inventory
SR	State Route
SSP	Standard Special Provision
STAA	Surface Transportation Assistance Act
SWDR	Storm Water Data Report
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan

SWRCB	State Water Resources Control Board
TASAS	Traffic Accident Surveillance and Analysis System
TMDL	Total Maximum Daily Load
TMP	Traffic Management Plan
TSAR	Traffic Selective Accidental Retrieval
TSCA	Toxic Substances Control Act
U.S.	United States
U.S. EPA	U.S. Environmental Protection Agency
Uniform Act	Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	Vehicle Miles Traveled
WDR	Waste Discharge Requirement
WEAP	Worker Environmental Awareness Program
WOS	Waters of the State
WPCP	Water Pollution Control Program
WQF	Water Quality Flow
WQV	Water Quality Volume
WQS	Water Quality Standards or Water Quality Objectives
WUS	Waters of the United States