CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): I-15 MOJAVE WILDLIFE CROSSINGS

DIST-CO-RTE: 08-SBD-15 **PM/PM:** 114.0/171.5

EA: 08-1N5900 **Federal-Aid Project Number:** N/A

PN: 0823000021

Project Description

This project is located along Interstate 15 (I-15) from Post Mile (PM) R114.0 to PM 171.5. It is proposed to construct wildlife crossings and directional fencing at three locations near Cave Mountain (also known as Cady Mountain) (PM R116.70), Soda Mountain (also known as ZZYZX) (PM R129.75), and Clark Mountain (PM 168.05).

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency

☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

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

☐ **Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)

☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.

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

Senior Environmental Planner or Environmental Branch Chief

Andrew Walters	Andrew M. Walters	10/16/2023
Print Name	Signature	Date

Project Manager

Nader Naguib		10/16/2023
Print Name	Signature	Date

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Caltrans CEQA Determination (Check one)

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

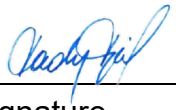
- ☐ **23 CFR 771.117(c): activity (c)(Enter activity number)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☒ **Activity 3 listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Andrew Walters		10/11/2023
Print Name	Signature	Date

Project Manager/ DLA Engineer

Nader Naguib		10/11/2023
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 06/28/2023
Date of Environmental Commitment Record or equivalent: 10/02/2023

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).

Continuation sheet:

Project Description (Continued):

The bridges are proposed to be two-span cast-in-place/prestressed concrete box girder structures with openings for the existing NB and SB I-15 lanes and the future BLW rail in the median. A precast arch structure design variation option will be explored during design and may be utilized as a potential means to reduce costs.

The bridges are proposed to be 100 ft wide, 240 ft to 400 ft long, and the spans will accommodate space for one additional future travel lane in each direction. Railing and fencing will be installed at the edges of the bridges and directional fencing will also be installed at various lengths along the access control line to direct wildlife to the crossings. The limits of this fencing will be based on recommendations from wildlife experts. The surface of the bridges will be composed of native materials to match the characteristics of the surrounding areas. The approach grades to the structures and other measures will be utilized to preclude use of the crossings by off-highway vehicles and other non-wildlife users. Escape ramps for bighorn sheep that inadvertently wander into the freeway right-of-way and cameras to monitor crossing use will also be incorporated. Unpaved access roads and locked gates will permit Department maintenance forces to inspect and maintain the structures.

After construction the project will monitor wildlife usage of each crossing to document the effectiveness of the structures in terms of number of animals that use the structures to safely cross over I-15 at each location, changes in wildlife mortality at the three crossing locations, and ability of bighorn sheep to adapt to the newly constructed crossing structures and associated escape/diversion mechanisms and mitigation measures.

The project has a total estimated project cost of $132,395,000, funded in fiscal year 2023/2024 under the SHOPP 201.999 program, FTIP ID # SBD230801; RTP ID # REG0701. The FTIP project description is as follows: “in San Bernardino County near Baker at various locations; construct wildlife crossings and fencing in the Mojave Desert at three locations along Interstate 15 near Cave Mountain, Soda Mountain, and Clark Mountain”.

Please see **Figure 1** for a **Project Location Map**.

Purpose and Need:

Purpose:
The purpose of this project is to restore wildlife connectivity by constructing bridges across Interstate-15 (I-15) in the vicinity of Soda Mountain, Cave Mountain, and Clark Mountain Pass in San Bernardino County to function as wildlife crossings. The dedicated wildlife crossings will provide safe and sustainable passages for bighorn sheep and other wildlife across I-15 that restores bighorn sheep wildlife connectivity and allow for the safe movement of animals, and the exchange of genetic material. The project will assist in restoring and enhancing wildlife connectivity among metapopulation fragments of bighorn sheep and facilitate crossing of the I-15 of other species.

Need:
The need for the proposed project is based on desert bighorn sheep genetic and tracking data that demonstrates I-15 is a movement barrier for sheep that have historically traveled between the northern mountain ranges and southern mountain ranges. While there are several undercrossings (washes and large box culverts) present throughout the I-15, data shows desert bighorn sheep are less likely to move through these structures, unlike other medium and large mammals such as bobcats and mountain lions. Like other large mammals, desert bighorn sheep need large, connected habitats to breed and thrive. I-15 divides the previously connected ranges into isolated habitat fragments. This decreases desert bighorn sheep genetic diversity, increases inbreeding, and increases territorial disputes amongst males. The fragmentation of habitat currently forces desert bighorn sheep to cross over I-15, increasing risk of vehicular crashes and desert bighorn sheep fatalities. From 2007 to 2020, at least 59 desert bighorn sheep were killed by vehicles in California. Dedicated wildlife crossings are needed to restore wildlife connectivity.

Stakeholder Outreach:

Caltrans has worked closely with the California Department of Fish and Wildlife (CDFW) and Oregon State University (OSU) to determine the best locations for these wildlife overcrossings. Coordination has been ongoing since 2021 to assess data, get recommendations on overcrossing locations, and determine how to construct the overcrossings to entice bighorn sheep to use them. Other agencies and organizations including the Bureau of Land Management (BLM), National Park Service - Mojave National Preserve, US Fish and Wildlife Service (USFWS), and local conservation groups including but not limited to The Nature Conservancy, the Society for the Conservation of Bighorn Sheep, and the Mojave Desert Land Trust have been engaged to gain input, assistance, and support of the overcrossings.

As part of the overall project development and Environmental efforts, Caltrans, CDFW, and Brightline West are conducting regular Stakeholder Outreach meetings that began April 12, 2023, to engage various federal and non-government organization (NGO) stakeholders. These include the National Parks Conservation Association, CA Chapter Wild Sheep Foundation, Defenders of Wildlife, Mountain Lion Foundation, Mojave National Preserve Conservancy, NPS, and BLM. The NPS has voiced support for the overall wildlife crossing effort. It is currently planned to continue outreach meetings throughout the life of the project. In addition, Caltrans has set up a project website to further engage and provide updates to agencies, the public, and other interested parties on topics such as the development of bridge aesthetics.

Technical Summaries:

Land Use

The project area includes lands designated for transportation use. The project does not propose to convert or encroach on the surrounding land uses. All work will occur within the existing Caltrans Right of Way. However, Caltrans will acquire a 40-foot easement at Clark Mountain from the BLM for the purposes of maintaining a deferred frontage road on the north side of I-15. No land use impacts are anticipated.

Coastal Zone

The project is not located in a coastal zone.

Wild and Scenic Rivers

The project is not located near a designated Wild and/or Scenic River.

Biological Resources

In coordination with District Biology, a Natural Environment Study (NES) was completed for this project in July 2023 and updated in September 2023. Habitat assessments were conducted for rare plants and desert tortoise in April of 2023. No special-status wildlife species were incidentally detected during the habitat assessments. Temporary indirect disturbance (such as noise, dust, and human encroachment) from construction may occur from project activities. Due to the scope of the project, the presence of three new bridge structures will remove habitat, specifically for plant species. However, they are being designed and built specifically to facilitate wildlife movement, which includes desert bighorn sheep, across the I-15. The construction of these bridges will provide more improvements to habitat than it will impact.

The project includes avoidance and minimization measures to avoid and minimize potential impacts. These measures include but are not limited to: the presence of a qualified on-site biological monitor; pre-construction desert tortoise clearance surveys; installation of temporary desert tortoise exclusion fencing; and cessation of Project activities should a desert tortoise be observed until such time as the Caltrans biologist is contacted and guidance can be provided by the resource agencies (USFWS and CDFW). A full list of conservation measures can be found in the Environmental Commitment Record.

Pursuant to Section 7(a)(2) of the Federal Endangered Species Act (FESA), Caltrans has determined that the project will have a "*May Affect, Likely to Adversely Affect*" determination for Desert Tortoise (*Gopherus agassizii*), and a "*No Effect*" determination for its associated Designated Critical Habitat. The project will have a "*No Effect*" determination for other federally listed species or USFWS-designated Critical Habitats. Formal Section 7 consultation with the USFWS has been conducted and USFWS concurrence with the Desert Tortoise Programmatic Biological Opinion has been obtained.

The project qualifies for a Statutory Exemption under CEQA. However, ongoing coordination with CDFW under the Statutory Exemption for Restoration Projects (SERP) program will determine which permits are required.

Caltrans has determined that there will be "*No Take*" to state listed species Mohave tui chub (*Siphateles bicolor mohavensis),* Least Bell's vireo (*Vireo bellii puillus),* gilded flicker (*Colaptes chrysoides),* desert tortoise (*Gopherus agassizii),* and candidate listed species Joshua tree (*Yucca brevifolia*) pursuant to CESA, due to lack of suitable habitat and/or with implementation of avoidance and minimization measures, including measures specified in the Desert Tortoise PBO. The project is anticipated to require a CDFW/CFGC Section 1602 permit, a USACE/CWA Section 404 Nationwide Verification, and a RWQCB/CWA Section 401 permit. A CDFW/CFGC Section 2081 permit may be required. Compensatory mitigation will be required to mitigate impacts on desert tortoise and jurisdictional waters. Avoidance and minimization measures will be required to avoid potential impacts to other federally listed as 'threatened' or 'endangered' species or State candidate rare, threatened, or endangered species.

Parks and Recreational Facilities

There are no Parks or Recreational facilities within the project footprint. The project will not convert parks or recreational facilities to another use or impede the public's access to them. The closest such properties are the Mojave National Preserve, located south of the Clark Mountain crossing location outside Caltrans ROW, and the Hollow Hills Wilderness,

located north of Baker and Clark Mountain. No impacts to parks and recreational facilities are anticipated.

There are designated BLM Off Highway Vehicle (OHV) routes in proximity to the project footprint. However, these facilities do not cross the project footprint at any of the three project locations, and the proposed crossings will not provide or impede access to adjacent OHV facilities. The wildlife crossing bridge decks will also include features such as boulders, logs, and other features to preclude their use by OHV or other recreational users.

Farmlands/Timberlands

The project does not propose to disturb, convert, or acquire any farmlands or timberlands. There are no farmlands under protection of the Williamson Act, Prime Farmlands, or Farmlands of Statewide Importance in the project area. No impacts to farmlands or timberlands are anticipated.

Growth

The project does not propose to add capacity to the existing facilities and is not being proposed in response to or in anticipation of growth and development. The project will not remove obstacles to growth, result in the need to expand public services, foster population growth, encourage or facilitate economic effects, promote development, or involve a precedent-setting action. There will be no growth inducing effects of the proposed project. No impacts to growth are anticipated.

Community Impacts

The project area is very lightly populated, with no residential or commercial development of any kind. A minor amount of right of way would be acquired from BLM through Federal land transfer at the Clark Mountain location to accommodate maintenance of deferred frontage access. The project does not propose any residential or businesses relocations, or any real property acquisitions. No community impacts are anticipated; no Community Impact Assessment (CIA) is required.

Utilities/Emergency Services

No impacts to utilities are anticipated. However, AT&T has a corridor that cross in proximity to the project footprint that may require minor relocation / undergrounding. The need for utility relocations will be determined during final design/construction. A Traffic Management Plan will address any potential impacts to emergency services.

Traffic and Transportation/Pedestrian and Bicycle Facilities

The project would construct three wildlife crossings over an existing freeway. No permanent traffic impacts will occur. No effect on existing pedestrian or bicycle facilities will occur. Construction of these bridges will require temporary detours into the median of I-15 and shoulder closures. A Traffic Management Plan will be developed to address temporary traffic impacts. A Public Information/Public Awareness Campaign, Incident Management and Construction Zone Enhanced Enforcement Program (COZEEP) will be prepared.

Visual/Aesthetics

A Visual Impact Assessment (VIA) was prepared for the project on August 24, 2023. The purpose of the VIA is to document potential visual impacts caused by the proposed project and propose measures to lessen any detrimental impacts that are identified. It is also intended to help guide decisions on the aesthetic treatments to be included on bridge elements, such as color, texture, and patterns, consistent with the Brightline West Project's Project Aesthetic and Landscape Masterplan (PALM).

The project will be designed to visually blend with the adjacent landscape. Bridge walls will include textured panels that will provide aesthetic interest. as well as work as noise barriers. Exposed fencing and railings will be stained earth tones to blend into the landscape. Native desert planting, installation of rock outcroppings, and land forming will be used to help minimize the visual impacts and create a safe wildlife crossing location.

The design of the new wildlife bridges will also provide an opportunity to create aesthetic continuity for travelers that enter California from Nevada. The primary aesthetic concept will be the wildlife corridor's theme, combined with subtle aesthetic design elements which relate to the Interstate 15 California State Entry monument markers. By unifying the design aesthetics of both transportation elements, a more cohesive visual aesthetic will be established which will be more pleasing for neighbors and users of this corridor.

The project overcrossing bridge structures will result in noticeable visual changes to the environment and change the visual character of the setting. Incorporation of these aesthetic treatment measures will, however, minimize, rectify, or otherwise offset these environmental visual impacts. Measures of bridge profile and design selection, adjustments of the adjacent grades, and design aesthetics will also help minimize visual impacts of the project. These measures are consistent with the PALM and are included in the Environmental Commitment Record.

The Project Development Team, or PDT, will collaborate with stakeholders and the public to guide aesthetic choices appropriate for the community and the environment. This close collaboration among stakeholder agencies will serve to help create a unified aesthetic theme and to support the community's aesthetic goals.

Cultural Resources

A Historic Property Survey Report (HPSR) and Archaeological Survey Report (ASR) were prepared for this project by Caltrans Professionally Qualified Staff (PQS) in July 2023. As discussed in the HPSR and associated documents, Caltrans followed the standard industry practice cultural resources identification and impact analysis practices outlined in the Caltrans Standard Environmental Reference (SER) Volume II. This process involved establishing an Area of Potential Effects (APE) for the Project, conducting background research, performing cultural resources record search at the California Historical Resources Information System (CHRIS) Information Center, conducting a sacred lands file search through the Native American Heritage Commission (NAHC), consultation with associated Native American tribes and individuals, and conducting intensive pedestrian field surveys.

The APE consists of three separate wildlife crossing locations, with fencing. The Cady Mountain location project footprint will be approximately 5.8 acres, the Soda Mountain Location project footprint will be approximately 5.9 acres, and the Clark Mountain project footprint will be approximately 6.28 acres. An archaeological survey was conducted of the APE May 16, 2023; no archaeological resources were located during the survey. Native American Consultation was conducted with seven (7) Native American groups between March and July 2023. One Tribe, the Yuhaaviatam of San Manuel Nation, requested consultation on the project. The draft Cultural reports were provided to the Tribe in June 2023. A follow up email was sent to the Tribe on August 16. The THPO responded the same day stating they would review the documents and contact Caltrans if they had any comments. The Tribe has not provided any additional comments to date.

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, and 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.

Based on this review, Caltrans determined that there are no cultural resources present within the APE. Pursuant to Section 106 PA Stipulation IX.A, Caltrans has determined a Finding of No Historic Properties Affected is appropriate for this undertaking because there are no historic properties within the APE. Avoidance and minimization measures as

specified in the Environmental Commitment Record are required, to be included in the Resident Engineer's file.

Hydrology and Floodplain

A Summary Floodplain Encroachment Report and a Location Hydraulic Study were prepared by District Hydraulic Engineer Raftar Sharia in April, 2023. Project work will not add impervious surface or change the drainage pattern of the project area. There will be no longitudinal floodplain encroachment, significant floodplain encroachment, or any support of incompatible floodplain development. No hydrology or floodplain impacts are anticipated.

Water Quality and Stormwater Runoff

A Stormwater Data Report for this project was completed on March 22, 2023. The project is not located within a Total Maximum Daily Load (TMDL) watershed for which Caltrans has been named a stakeholder. The receiving waters within the Lahontan Regional Water Quality Control Board (RWQCB) jurisdiction will not be impacted by this project and are not on the 2010 303(d) list of Water Quality Limited Segments. The project will not discharge to drinking water reservoirs and/or groundwater recharge facilities. The Combined Risk Level (RL) for this project is 1.

The project has a Disturbed Surface Area (DSA) of 30.7 acres. The project will not add impervious surface or change the drainage pattern of the project area. The project is not anticipated to impact water quality or stormwater runoff. The project will be constructed using Construction General Permit (CGP), Order WQ 2022-0057-DWQ, NPDES No. CAS000002. The project requires a Storm Water Pollution Prevention Plan (SWPPP) as it will disturb more than 1 acre of soil. The SWPPP will include the development of a Construction Site Monitoring Program (CSMP).

Geology/Soils/Seismicity/Topography

The project has a wide variation in Hydrologic Soil Groups (HSG) depending on location. Cave Mountain (PM R116.70/R116.72) is within soil groups A/D and C, with a low runoff potential (Group A), a high runoff potential (Group D), and a moderately high runoff potential (Group C). Soda Mountain (PM R129.75/129.77) is within Soil Group C, with a moderately high runoff potential. Clark Mountain (PM 168.06/168.08) is within Soil Group B, with a moderately low runoff potential. The project must therefore provide temporary soil stabilization Best Management Practices (BMP's) appropriate for the Disturbed Soil Area (DSA), slope steepness, slope length, and soil erodibility of each project location.

Paleontology

A paleontological review of this project was performed by Bahram Karimi, Associate Environmental Planner/Paleontologist, on June 20, 2023. The review determined that the geology surface of the project area consists of sedimentary rocks, metasedimentary rocks, quartz monzonite and plutonic rock from diorite to granite. Grading, excavation, and other surface and subsurface excavation in the resource study area have the potential to impact significant nonrenewable fossiliferous formations. A Paleontological Mitigation Plan (PMP) is therefore required and shall be prepared during final project design and implemented during construction.

The PMP will include measures for preconstruction paleontological awareness training for earthmoving personnel, and paleontological monitoring during excavation activities to be conducted by a Principal Paleontologist. Upon completion of the project, a Paleontological Mitigation Report (PMR) must be completed. With the implementation of the measures specified in the PMP, adverse impacts to paleontological resources will be avoided.

Hazardous Waste/Materials

In coordination with District Environmental Engineering, an ISA Checklist was prepared for this project on May 2, 2023 and updated September 9, 2023. There is low risk of potential hazardous waste involvement. There are no storage structures or pipelines, no contamination, and no hazardous contaminants of concern at or near each of the three project sites. There is no naturally occurring asbestos (NOA), mines, faults, or other sources of contamination at or within one mile from each of the three project sites. A detailed site investigation (DSI) for the presence of aerially deposited lead (ADL) and Title 22 metals was conducted for each site during August-September 2023. These investigations disclose the potential presence of hazardous materials at the project site. With the implementation of measures included in these studies, impacts due to the presence of hazardous materials will be avoided. A lead compliance plan (LCP) and measures for treated wood waste are required. See Attached ECR for Hazard Waste measures.

Air Quality

An Air Quality Memo for this project was prepared and approved on May 03, 2023. The three project locations fall under the exempt project type listed under Table 2 of 40 CFR 93.126 or Table 1 of Caltrans CO Protocol “Planting and Landscaping, etc”. The wildlife crossings project does require preparation of an air quality study because the project would not involve vehicular traffic but only animal species that inhabit the area. Furthermore, the project is exempt from conformity determination because it falls under the category of exempt projects listed in Table 1 and 2 per the EPA Transportation Conformity Rule. Therefore no Air Quality impacts are anticipated, and no Air Quality study is required.

Noise
A noise review for this project was prepared and approved on May 3, 2023. This project falls under the Type III project category of 23CFR772.7 in the Traffic Noise Analysis Protocol dated April 2020. Per the Traffic Noise Analysis Protocol, "Type III projects do not require a noise analysis". Therefore the proposed project is considered an exempt project. No Noise impacts are anticipated and no Noise study is required.

Energy
The project does not propose to add electrical features, change the operations of, or add capacity to the existing facility. Construction equipment would use fuel and electricity during construction. Caltrans Best Management Practices (BMPs) will be implemented to minimize energy use and avoid waste. No study report on Energy usage or facilities is required.

Wildfire
The project is primarily located in a Local Responsibility Area and Federal Responsibility Area Non-Very Hazardous Fire Hazard Severity Zones. The project will not impede emergency access, require the installation of further infrastructure, or exacerbate the direct or indirect effects of wildfire on people or structures, including pollutant concentrations, flooding, or landslides. No impacts due to potential wildfire events, or study report on potential wildfire risks of the project are anticipated.

Climate Change
The project will not add capacity to or change the operations of the existing transportation system. No impacts to operational emissions are anticipated. The project will generate emissions due to construction. A Project Construction GHG Emissions Estimate was developed on September 8, 2023. Cal-CET air modeling software was used to estimate construction and Greenhouse gas (GHG) emissions. The GHG for construction emissions on-road/offsite operations has been estimated as 12.34 tons of Carbon Dioxide Equivalent (CO2e) per day of construction activity. Total Estimated Construction Emissions from the completed project (310 days) is estimated as 3,084 tons of CO2e.

Best management practices (BMPs) will be implemented to minimize the amount of greenhouse gases emitted during construction. The project would not affect the resilience of the transportation system to flooding, wildfires, or sea level rise. No climate change impacts are anticipated.

SECTION 4(f)
Section 4(f) regulation was considered as a part of the review for this project, and Caltrans made a determination that Section 4(f) does not apply because there are no potential

Section 4(f) properties in the project area. There are no NRHP Historic Sites, parks, wildlife refuges, or recreational areas in the project area. The closest such properties are the Mojave National Preserve, located south of the Clark Mountain crossing location outside Caltrans ROW, the Hollow Hills Wilderness, located north of Baker, and Clark Mountain. No Section 4(f) study or report is required.

Attachments:

Attachment 1: Project Maps

Attachment 2: CEQA Statutory Exemption for Restoration Projects (SERP) CDFW Concurrence

Attachment 3: CDFW SERP Concurrence Cover Letter

Attachment 4: Environmental Commitment Record

Attachments

Attachment 1: Maps

1N590 Location and Vicinity

1N590 APE Map

1N590 APE Map

0 0.025 0.05 0.075 0.1
Miles
Meters
0 30 60 90 120

Soda Mountain Wildlife Crossing

1N590 APE Map

0 0.025 0.05 0.075 0.1 Miles

0 30 60 90 120 Meters

Clark Mountain Wildlife Crossing

BLM ROW

Attachment 2:

CEQA Statutory Exemption for Restoration Projects (SERP) Concurrence

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
DIRECTOR'S OFFICE
POST OFFICE BOX 944209
SACRAMENTO, CA 94244-2090

CALIFORNIA ENVIRONMENTAL QUALITY ACT STATUTORY EXEMPTION FOR RESTORATION PROJECTS
CONCURRENCE NO. 21080.56-2023-036-R6

Project:	I-15 Mojave Wildlife Crossings Restoration Project
Location:	San Bernardino County
Lead Agency:	California Department of Transportation, District 8
Lead Agency Contact:	Craig Wentworth; craig.wentworth@dot.ca.gov

Background

Project Location: The I-15 Mojave Wildlife Crossings Restoration Project (Project) is located at three locations along Interstate 15 (I-15) in San Bernardino County from Post Mile (PM) R114.0 to PM 171.5. The Project proposes to construct three vegetated wildlife overcrossings and wildlife directional fencing in the Mojave Desert near Cady Mountain (PM R116.70; 35.088, -116.322), Zzyzx Road (PM R129.75; 35.195, -116.142), and Clark Mountain (PM 168.05; 35.475, -115.572).

Project Description: California Department of Transportation (Caltrans) proposes to conserve, restore, protect, or enhance, and assist in the recovery of California native fish and wildlife, and the habitat upon which they depend and restore or provide habitat for California native fish and wildlife. The Project is designed to benefit desert bighorn sheep (*Ovis canadensis nelsoni*) populations in the Mojave Desert. Construction of I-15 has created a linear barrier that isolates desert bighorn sheep populations by bisecting suitable and historical habitats. The Project will construct a wildlife overcrossing with directional wildlife fencing on both sides of I-15 at each of the three locations (Cady Mountain, Zzyzx Road, and Clark Mountain). Locations for the three overcrossings have been determined in partnership with Oregon State University (OSU) and California Department of Fish and Wildlife (CDFW) at key sites where desert bighorn sheep are most likely to cross. The directional wildlife fencing will serve to guide desert bighorn sheep to the wildlife overcrossings and stop them from attempting to cross the highway where they could be struck by vehicles. The project will assist in restoring and enhancing wildlife connectivity for desert bighorn sheep and facilitate passage for other terrestrial species.

The need for the project is based on desert bighorn sheep genetic and tracking data demonstrating that I-15 is a movement barrier for sheep that have historically traveled between the northern mountain ranges and southern mountain ranges of the Mojave Desert. While there are several undercrossings (washes and large box culverts) present throughout the I-15 corridor in the Mojave Desert, desert bighorn sheep strongly prefer overcrossings

and are much less likely than other mammals to utilize undercrossings. From 2007 to 2020, at least 59 desert bighorn sheep were killed by vehicles in California, with one male killed near the Soda Mountains. I-15 divides the previously connected ranges into isolated habitat fragments, which decreases desert bighorn sheep genetic diversity, increases inbreeding, and increases territorial disputes amongst males. Furthermore, habitat fragmentation currently forces desert bighorn sheep to cross over I-15, increasing risk of vehicular crashes and desert bighorn sheep fatalities.

A multi-year research project lead by OSU, in collaboration with CDFW, used GPS tracking and wildlife cameras to evaluate the movements of 94 desert bighorn sheep from 2013 to 2020. One individual appears to have successfully crossed in 2016 (one ewe from Soda Mountains accompanied by a lamb) and a second individual (a ram from Cady Mountains) was suspected to have crossed in 2019. However, this event could have been due to a GPS error and is not verifiable. Despite the presence of desert bighorn sheep at all three overcrossing locations, seven years of monitoring by OSU indicates that successful I-15 crossings are rare.

The three overcrossings are proposed to be three-span, with openings for the existing Northbound and Southbound I-15 lanes and a proposed future rail line in the I-15 median. Each overcrossing will be approximately 100 feet wide, and the spans will accommodate space for one additional future travel lane in each direction on I-15. Although the travel lanes are being accommodated by overcrossing design, adding lanes to I-15 is not part of this Project. Railing and fencing will be installed at the edges of the overcrossings and chain link directional fencing will also be installed at various lengths along an access control line on each side of I-15 to guide wildlife to the appropriate overcrossing. The limits of the directional fencing were determined based on specific recommendations by OSU and CDFW biologists. The chain link directional fencing will also have permanent desert tortoise fencing to guide desert tortoise (*Gopherus agassizii*) to undercrossings or overcrossings instead of vehicle lanes. The overcrossings will be surfaced with native soil and rock and planted with native Mojave Desert plants, matching the characteristics of the surrounding desert habitats. The overcrossings will be off-limits to the public and all recreational uses will be prohibited. The Project size, including the three overcrossings and directional fencing, is approximately 20.5 acres and the overcrossings have an expected service life of approximately 75 years.

Tribal Engagement: Caltrans initiated Section 106 consultation with seven Native American Tribes or Tribal organizations on March 6, 2023. The Chemehuevi and Yuhaaviatam/San Manual have indicated a desire to be involved in the Section 106 consultation process for the Project. Caltrans followed up with the remaining five Tribes on April 6, 2023, and May 5, 2023, to determine their desire to consult. Caltrans will continue discussing the Project with Tribes on an ongoing basis and will continue the Section 106 consultation process with the Chemehuevi and Yuhaaviatam/San Manual Tribes.

Interested Party Coordination: Caltrans has worked closely with CDFW and OSU to determine the optimal locations for these wildlife overcrossings. Coordination has been ongoing since 2021 to access data, obtain expert recommendations on overcrossing locations, and determine how to construct the overcrossings to maximize wildlife use. Further coordination has taken place with the Bureau of Land Management (BLM), US Fish and Wildlife Service (USFWS), and local conservation groups including but not limited to The

Nature Conservancy, the Society for the Conservation of Bighorn Sheep, and the Mojave Desert Land Trust.

As part of the overall project development and environmental efforts, regular stakeholder outreach meetings and email communication have occurred since April 2023, with partners and interested parties. Participants include the National Parks Conservation Association, CA Chapter Wild Sheep Foundation, Defenders of Wildlife, Mountain Lion Foundation, Mojave National Preserve Conservancy, National Park Service, and BLM. Outreach meetings are expected to continue indefinitely. In addition, Caltrans is developing a project website to further engage and provide updates to agencies, the public, and other interested parties.

Further coordination with the U.S. Army Corps of Engineers, Lahontan Regional Water Quality Control Board, USFWS, and CDFW are ongoing for permitting, including Sections 404 and 401 of the Clean Water Act. Federal take of desert tortoise is authorized pursuant to a programmatic biological opinion. Several letters indicating the need for the Project have been submitted by nonprofits, public agencies, and elected officials.

Anticipated Project Implementation Timeframes: Start date: May 2024
Completion date: April 2026

Lead Agency Request for CDFW Concurrence: On August 28, 2023, the Director of the California Department of Fish and Wildlife (CDFW Director) received a concurrence request from Caltrans (Lead Agency) pursuant to Public Resources Code section 21080.56, subdivision (e) (Request). The Request seeks the CDFW Director's concurrence with the Lead Agency's determination on August 28, 2023, that the Project meets certain qualifying criteria set forth in subdivisions (a) to (d), inclusive, of the same section of the Public Resources Code (Lead Agency Determination). The CDFW Director's concurrence is required for the Lead Agency to approve the Project relying on this section of the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.).

Concurrence Determination

The CDFW Director concurs with the Lead Agency Determination that the Project meets the qualifying criteria set forth in Public Resources Code section 21080.56, subdivisions (a) to (d), inclusive (Concurrence).

Specifically, the CDFW Director concurs with the Lead Agency that the Project meets all of the following conditions: (1) the Project is exclusively to conserve, restore, protect, or enhance, and assist in the recovery of California native fish and wildlife, and the habitat upon which they depend; or is exclusively to restore or provide habitat for California native fish and wildlife; (2) the Project may have public benefits incidental to the Project's fundamental purpose; (3) the Project will result in long-term net benefits to climate resiliency, biodiversity, and sensitive species recovery; and includes procedures and ongoing management for the protection of the environment; and (4) Project construction activities are solely related to habitat restoration. Pursuant to Public Resources Code section 21080.56, subdivision (g), CDFW will post this Concurrence on its CEQA Notices and Documents internet page: https://wildlife.ca.gov/Notices/CEQA.

This Concurrence is based on best available science and supported, as described below, by substantial evidence in CDFW's administrative record of proceedings for the Project.

This Concurrence is also based on a finding that the Project is consistent with and that its implementation will further CDFW's mandate as California's trustee agency for fish and wildlife, including the responsibility to hold and manage these resources in trust for all the people of California.

Discussion

A. Pursuant to Public Resources Code section 21080.56, subdivision (a), the CDFW Director concurs with the Lead Agency that the Project will exclusively conserve, restore, protect, or enhance, and assist in the recovery of California native fish and wildlife, and the habitat upon which they depend; or restore or provide habitat for California native fish and wildlife.

   By constructing three wildlife overcrossings with directional wildlife fencing, the Project will directly benefit desert bighorn sheep and other sensitive California native species currently impacted by climate change, habitat fragmentation, and vehicle collisions. At a similar overcrossing constructed in Arizona, bighorn sheep passage rates at the overcrossings increased by 210 percent within four years, and vehicle collisions were drastically reduced. By providing desert bighorn sheep with overcrossings at known movement corridors, vehicle strikes will be reduced, sheep will be able to freely travel across the landscape to access core habitats, and genetic diversity of desert bighorn sheep is expected to improve over time. Furthermore, the directional wildlife fencing will help to decrease the number of vehicle collisions with desert bighorn sheep and other terrestrial wildlife attempting to cross I-15, thus assisting in the long-term recovery and conservation of wildlife across a large portion of the Mojave Desert region. This Project is exclusively a restoration project, and no other Caltrans highway construction or maintenance work will be conducted as part of the Project.

B. Pursuant to Public Resources Code section 21080.56, subdivision (b), the CDFW Director concurs with the Lead Agency that the Project may have incidental public benefits, such as public access and recreation.

   From 2007 to 2020, at least 59 bighorn sheep were killed by vehicles in California, including a young ram that was found on I-15 in February 2020, near the Soda Mountains/Zzyzx Mountain location. Vehicle collisions with wildlife can impact public safety. By providing three wildlife overcrossings and directional wildlife fencing, desert bighorn sheep and other large mammals are not anticipated to cross the roadways at those locations in the future. This will provide incidental public benefits for the traveling public by reducing the risk of wildlife-vehicle collisions, personal injury, and monetary damage to property. The Project is designed to prevent unauthorized recreational use of the overcrossings. Project elements such as large boulders, bollards, or other features may be used to ensure that desert bighorn sheep can use the overcrossings while preventing unauthorized recreational use.

C. Pursuant to Public Resources Code section 21080.56, subdivision (c), the CDFW Director concurs with the Lead Agency that the Project will result in long-term net benefits to climate resiliency, biodiversity, and sensitive species recovery, and includes procedures and ongoing management for the protection of the environment.

Long-term Net Benefits to Climate Resiliency: CDFW's *Restoring California's Wildlife Connectivity 2022* report lists desert bighorn sheep as a target species for top priority connectivity projects and identifies the Cave Mountain, Soda Mountain (Zzyzx Road), and Clark Mountain segment as a top priority for reestablishing connectivity. This Project will assist in conserving ecosystem resilience. By restoring the ability for desert bighorn sheep and other wildlife to cross I-15, the barrier effects of I-15 will be significantly diminished. With implementation of the Project, wildlife will be allowed to move freely to find food and mates, and to escape threats including climate change.

In the near term, the wildlife overcrossings will better aid in the natural movements of desert bighorn sheep. Based on OSU collar data, the three overcrossing locations have either had successful crossings or multiple approaches by radio collared desert bighorn sheep, showing that they will likely cross I-15 if provided adequate access. By reestablishing connectivity, desert bighorn sheep will have a greater accessible range that more closely aligns with their historical habitat and will be able to better defend against short term climate change impacts, such as flooding or extreme drought.

In the long term, as excessive heat, aridification, and drought conditions continue in California, desert bighorn sheep may experience contraction of their historical range because of climate change. Based on data from OSU and CDFW, successful I-15 crossings are infrequent and rarely successful. By creating these overcrossings, desert bighorn sheep will have greater access to core habitats, assisting their adaptation to greater frequency and intensity of future long-term adverse climatological changes.

Long-term Net Benefits to Biodiversity: The Project is designed to benefit biodiversity through the creation of wildlife overcrossings. By creating these wildlife overcrossings, desert bighorn sheep will be able to safely cross I-15, directly benefiting the species at the population level by promoting greater genetic diversity. Furthermore, these overcrossings can be used by other animals crossing I-15. By both providing overcrossings and maintaining or enhancing access to existing undercrossings such as culverts, animals will have greater opportunities to safely cross the interstate, potentially preventing genetic bottlenecks and increasing genetic diversity. The overcrossings themselves will also provide habitat for native plant species. Wildlife expected to use the overcrossings include but are not limited to Mojave fringe-toed lizard (*Uma scoparia*), desert tortoise, and monarch butterfly (*Danaus plexippus*). Birds in the area, such as Bendire's thrasher (*Toxostoma bendirei*), may use the vegetation on the overcrossings as foraging habitat as well.

Long-term Net Benefits to Sensitive Species Recovery: Desert bighorn sheep will be the primary sensitive species benefitting from the Project, with secondary benefits to mountain lion (*Puma concolor*) and other wildlife of conservation concern. The overcrossing locations have been chosen carefully to align with historical records of

desert bighorn sheep migration routes. Past construction and maintenance of I-15, along with increasing vehicle traffic, have significantly reduced opportunities for north-south wildlife movement in the Mojave Desert region. Research from OSU and CDFW have determined that while undercrossings facilitate some limited connectivity for certain species, desert bighorn sheep are unlikely to use them. Implementation of the Project, including the creation and long-term management of overcrossings within the I-15 corridor, is imperative for restoring desert bighorn sheep connectivity. Providing overcrossings will increase native species range and distributions, improve connectivity vital for sustaining ecosystems, and increase ecosystem distributions to areas previously difficult or impossible for desert bighorn sheep to reach. The overcrossing structures are expected to have a minimum anticipated service life of 75 years, providing a long-term benefit for sensitive species recovery.

Procedures for the Protection of the Environment: Avoidance and minimization measures will be implemented to ensure the protection of the environment during Project implementation. These measures will include, but are not limited to: pre-construction plant, nesting bird, and desert tortoise surveys; environmentally sensitive area fencing to protect sensitive plant species in the project impact areas; temporary desert tortoise fencing to exclude desert tortoises from Project impact areas; potential work restriction windows to avoid nesting bird season (between February 1 and August 31); a Worker Environmental Awareness Program to train workers on how to identify and protect sensitive species; and the purchase of mitigation bank credits for any protected species or habitats for which impacts are unavoidable, such as waters of the US. Caltrans will also follow standard Best Management Practice (BMP) measures (2022 or latest version) to ensure no impacts to species.

Caltrans conducted a full habitat suitability assessment for rare plants and desert tortoise on April 10, 2023, and will conduct further suitability assessments and surveys at the three Project locations before construction starts. A habitat suitability assessment and survey report will be prepared to discuss avoidance and minimization measures that will be implemented during project construction to protect identified special-status species and discuss design elements to enhance habitat in the near- and long-term future. Avoidance and minimization measures will include a Worker Environmental Awareness Program, biological monitor, temporary high visibility fencing, temporary desert tortoise fencing, invasive weed control, and other measures.

Ongoing Management for the Protection of the Environment: Caltrans will implement ongoing management of the overcrossings for the protection of the environment. native habitat established on the overcrossings will be monitored and maintained by Caltrans. As with all structures managed by Caltrans, the overcrossings themselves will be periodically inspected by bridge engineers for damage and appropriate preservation work will be conducted to extend their service life. Ongoing management will also include long-term effectiveness monitoring by Caltrans in partnership with CDFW. This work will include installing wildlife cameras and implementing a long-term monitoring plan. Cameras will be installed so that they are built into the overcrossings and are protected to decrease the risk of theft. These cameras will depict species utilizing the overcrossings and aid in determining the success of the restoration efforts

and troubleshooting future actions. Caltrans will also follow standard BMP measures (2022 or latest version) when performing its management activities.

D. Pursuant to Public Resources Code section 21080.56, subdivision (d), the CDFW Director concurs with the Lead Agency that the Project does not include any construction activities, except those solely related to habitat restoration.

   Project work is composed solely of installing, maintaining, and monitoring wildlife overcrossings and directional fencing. The overcrossings have independent utility and are not connected to any existing or future Caltrans project and will only serve to provide suitable wildlife overcrossings and habitat. There will be no other construction or maintenance activities connected to this project other than the long-term inspection and maintenance of the structures themselves in order to extend the life cycle of the overcrossings. All Project work will be directly related to the construction of either the wildlife overcrossings or the wildlife directional fencing.

Scope and Reservation of Concurrence

This Concurrence is based on the proposed Project as described by the Lead Agency Determination and the Request. If there are any subsequent changes to the Project that affect or otherwise change the Lead Agency Determination, the Lead Agency, or any other public agency that proposes to carry out or approve the Project, shall submit a new lead agency determination and request for concurrence from CDFW pursuant to Public Resources Code section 21080.56. If any other public agency proposes to carry out or approve the Project subsequent to the effective date of this Concurrence, this Concurrence shall remain in effect and no separate concurrence from CDFW shall be required so long as the other public agency is carrying out or approving the Project as described by the Lead Agency Determination and the Request.

Other Legal Obligations

The Project shall remain subject to all other applicable federal, state, and local laws and regulations, and this Concurrence shall not weaken or violate any applicable environmental or public health standards. (Pub. Resources Code, § 21080.56, subd. (f).)

CDFW Director's Certification

By:_____ Date: 10/13/2023

Charlton H. Bonham, Director
California Department of Fish and Wildlife

Attachment 3:

CDFW SERP Concurrence Cover Letter

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Director's Office
Post Office Box 944209
Sacramento, CA 94244-2090
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

October 12, 2023

Craig Wentworth
Supervising Environmental Planner/Biologist
California Department of Transportation, District 8
464 W 4th St, 6th Floor, MS 822
San Bernardino, CA 92401-1400
craig.wentworth@dot.ca.gov

California Environmental Quality Act Statutory Exemption for Restoration Projects – I-15 Mojave Wildlife Crossings Restoration Project (Request No. 21080.56-2023-036-R6)

Dear Craig Wentworth:

I am pleased to inform you as the Director of the California Department of Fish and Wildlife (CDFW) that I concur with the lead agency determination by the California Department of Transportation, District 8 (Caltrans) that the I-15 Mojave Wildlife Crossings Restoration Project qualifies as a statutorily exempt restoration project under the California Environmental Quality Act (CEQA). (Pub. Resources Code, § 21080.56, subd. (e).) My concurrence as the CDFW Director is based on CDFW's independent review of the Caltrans request for concurrence, which CDFW received on August 28, 2023. In my opinion, informed by the best available science and described in the separate CDFW concurrence, the I-15 Mojave Wildlife Crossings Restoration Project meets all the qualifying criteria in Public Resources Code section 21080.56, subdivisions (a) to (d), inclusive.

This concurrence signifies the continued commitment by CDFW and its partners in advancing the "Cutting the Green Tape" initiative, which is a collaborative effort to increase the pace and scale of restoration projects in California in a way that protects the environment and results in long-term net benefits to climate resiliency, biodiversity, and sensitive species recovery. CDFW stands ready to continue this effort in coordination with Caltrans.

CDFW's concurrence will be posted on our website as provided by Public Resources Code section 21080.56. If you have any related questions, please contact Brad Henderson, Cutting the Green Tape Program Manager, at (530) 351-5948, or by email at Brad.Henderson@wildlife.ca.gov.

Sincerely,

Charlton H. Bonham
Director

ec: Valerie Termini
Chief Deputy Director
California Department of Fish and Wildlife

Steven Ingram
Assistant Chief Counsel
Office of the General Counsel
California Department of Fish and Wildlife

Josh Grover
Deputy Director
Ecosystem Conservation Division
California Department of Fish and Wildlife

Heidi Calvert
Regional Manager
Inland Deserts Region (Region 6)
California Department of Fish and Wildlife

Brad Henderson
Environmental Program Manager
Watershed Restoration Grants Branch
California Department of Fish and Wildlife

Attachment 4:

Environmental Commitment Record

Environmental Commitments Record (ECR)

DIST-CO-RTE: 08 - SBD - 015 **PM/PM:** R114.000/171.500 **EA/Project ID:** 08-1N590_ / 0823000021

Project Description: CONSTRUCT WILDLIFE CROSSINGS AND FENCING IN THE MOJAVE DESERT AT THREE LOCATIONS ALONG INTERSTATE 15 NEAR CAVE MOUNTAIN, SODA MOUNTAIN, AND CLARK MOUNTAIN.

Environmental Planner: Ronn Knox **Phone:** 909-806-4726

Construction Liaison: **Phone:**

Resident Engineer: **Phone:**

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments
1600	California Department of Fish & Wildlife						
404 Nationwide Verification	US Army Corps of Engineers						
Programmatic BO	US Fish and Wildlife	7/31/23	9/14/23				
Water Discharge Requirement (WDR)	Regional Water Quality Control Board						

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
Paleontology	PALEO-1: Grading, excavation and other surface and subsurface excavation in the RSA have potential to impact significant nonrenewable paleontological resources. A paleontological mitigation plan (PMP) should be prepared by a qualified principal paleontologist during final design.	PER	n/a	District Paleontologist						
Paleontology	PALEO-1.1: A Paleontological Mitigation Plan (PMP) shall be prepared by a qualified principal paleontologist.	PER	n/a	District Paleontologist						
Paleontology	PALEO-1.2: A signed repository agreement with facility that approved by Caltrans to establish a curation process in the event of sample collection.	PER	n/a	District Paleontologist						

Environmental Commitments Record for I-15 MOJAVE WILDLIFE CROSSINGS

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

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-General-9: Environmentally Sensitive Area (ESA): To address impacts to desert tortoise habitat, and to protect special-status plant and animal species, delineate the boundaries of areas to be disturbed using temporary high visibility fencing and desert tortoise temporary fencing prior to construction and after pre-construction surveys have been completed to confine all disturbances, project vehicles, and equipment to delineated project areas and staging and storage areas. Installation of desert tortoise temporary fencing must be supervised by the approved biological monitor.	NES	SSP	Caltrans Biologist, Project Engineer						
Biology	BIO-General-PSM-20: Bridge railing and directional wildlife fencing must comply and be approved through the California Department of Fish and Wildlife.	VIA, NES	NSSP	District Landscape Architect, Project Engineer, District Biology						
Biology	BIO-Reptile-PSM-2: Permanent Desert Tortoise Fencing: Permanent desert tortoise fencing must be included in the wildlife directional fencing to stop future attempted crossings of the desert tortoise. Installation of permanent desert tortoise fencing must be supervised by the approved biological monitor.	NES	SSP	Caltrans Biologist, Project Engineer, Resident Engineer, Contractor						
Landscape	VIS--1: Caltrans will ensure that aesthetic treatments for the three wildlife crossing bridges and retaining walls in the corridor shall be consistent throughout the project. This includes both elements at-grade and elevated alignments. These treatments must be consistent with the guidelines outlined in the Brightline West Project's "Project Aesthetic and Landscape Master Plan" also known as "PALM" and the proposed concept discussed in the Visual Impact Analysis.	VIA	n/a	District Landscape Architect, Project Engineer, Contractor						
Landscape	VIS-02: Caltrans shall ensure that all design elements including form, scale, material, texture, color, and details relate to and complement the surrounding environment.	VIA	n/a	District Landscape Architect						
Landscape	VIS-03: Caltrans shall ensure that concrete structures and engineering elements are colored and that their surfaces seamlessly blend with the neighboring landscaping, rock outcroppings and natural plantings. During finalizations of the design, Caltrans shall select a color scheme for the	VIA	n/a	District Landscape Architect, Project Engineer,						

Environmental Commitments Record for I-15 MOJAVE WILDLIFE CROSSINGS

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
	bridge structure, DI aprons, drainage ditches, headwalls, end blocks, and galvanized surfaces like MGS, end treatments, bridge railing, and fencing that match the natural hues of the surrounding rock formations and or the rusted tones of the excavated slopes.			Contractor						
Landscape	VIS-04: Caltrans shall coordinate with CDFW to select the bridge profile and alignment to accommodate the bighorn sheep requirements. Measurements elsewhere in this document shall be taken to lessen the visual impact on the surrounding natural landscape.	VIA	n/a	District Landscape Architect						
Landscape	VIS-05: Caltrans will acknowledge all local organizations and entities that will be visually impacted by the wildlife bridge crossings and including these groups in shareholder meetings.	VIA	n/a	District Landscape Architect, Project Manager						
Landscape	VIS-06: During the final design selection process for the bridge type, Caltrans will collaborate with all stakeholders involved in the corridor. To ensure that the final bridge design reflects the natural landscape and incorporates appropriate scale, color, texture, and specific details. Stakeholder discussions will cover various design aspects, including structure type, rail design, substructures, retaining wall abutments, and revegetation plantings.	VIA	n/a	District Landscape Architect						
Landscape	VIS-07: Caltrans will create a task force focused on aesthetics and landscaping, known as the Aesthetics and Landscape Task Force Committee "ALTF". The ALTF will hold regular meetings for decision-making and record-keeping purposes.	VIA	n/a	District Landscape Architect						
Landscape	VIS-08: Caltrans will ensure close collaboration among stakeholder agencies to create a unified aesthetic theme and support the community's aesthetic goals.	VIA	n/a	District Landscape Architect						
Landscape	VIS-09: Design of maintenance elements, including worker safety features, paving, fencing, utility location, and access to Maintenance Vehicle Pullouts (MVPs) shall be located to seamlessly integrate into the project plan.	VIA	n/a	District Landscape Architect, Project Engineer, District Maintenance						
Landscape	VIS-10: The design layout plan must retain a maximum amount of existing vegetation and rock features by minimizing the amount of clearing and earthwork.	VIA	n/a	District Landscape Architect,						

Environmental Commitments Record for I-15 MOJAVE WILDLIFE CROSSINGS

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
				Project Engineer, Contractor						
Landscape	VIS-11: The design must create a landscape plan and or an erosion control plan for disturbed areas that minimize the negative visual impact on the natural environment. The design shall include native vegetation, native boulders, gravel, rocks, plantings, and native soils for land forming around the crossings.	VIA	n/a	District Landscape Architect, Project Engineer, Contractor						
Landscape	VIS-12: The design must use gradual, smooth, flowing contour grading and slope rounding concepts to integrate bridges and highway improvements seamlessly into the surrounding environment and landscape.	VIA	n/a	District Landscape Architect, Project Engineer, Contractor						
Landscape	VIS-13: The design will use local soils and rocks to naturally adjust grades for the wildlife crossing approaches, so the project looks more natural.	VIA	n/a	District Landscape Architect, Project Engineer, Contractor						
Landscape	VIS-14: The restoration landscape plan will cover all disturb soil areas including staging areas, borrow pits and other areas of surface disturbances. The restoration landscape plan shall include a plant species list that emulates with species composition of adjacent vegetation with similar soil, slope, and aspect. The restoration landscape plan shall include a sensitive composition of vegetation (native trees, shrubs, and grasses) to reduce the visual contrasts of form, scale, color, texture, and line. Planting must take place in late autumn or early spring prior to the rainy season.	VIA	n/a	District Landscape Architect, Project Engineer, Contractor						
Landscape	VIS-15: Beginning with preliminary design and continuing through final design and construction, develop construction plans that apply aesthetic treatments to the three wildlife crossing bridges in the corridor that are consistent with the Brightline West Project's Project Aesthetic and Landscape Masterplan (PALM) and the proposed concept discussed in the Visual Impact Analysis	VIA	SSP	District Landscape Architect, Project Engineer, Contractor						
Landscape	VIS-16: All visible concrete structures and surfaces will be designed to visually blend with the adjacent landscaping, rock outcroppings, and natural plantings.	VIA	SSP	District Landscape Architect, Project						

Environmental Commitments Record for I-15 MOJAVE WILDLIFE CROSSINGS

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
				Engineer, Contractor						
Landscape	VIS-17: Caltrans District Landscape Architect shall direct in all phases of design and construction how disturbed soil areas shall be landscaped and revegetated to the greatest extent feasible.	VIA	SSP	District Landscape Architect, Project Engineer, Contractor						
Other	GHG-5: Use water-efficient technologies for landscaping, building operations, etc. such as drought-tolerant landscaping, drip irrigation with moisture sensors, and water-saving fixtures such as low-flow toilets in structures.	SER	SSP	District Landscape Architect						
Other	GHG-6: Maximize use of solar cells for point-of-use energy source. Give consideration to compatibility with existing structures.	SER	SSP	District Landscape Architect, Project Engineer						
Other	GHG-7: Select project features that minimize the need for irrigation and nonnative plants.	SER	SSP	District Landscape Architect						
Other	GHG-8: Include project features that maximize planting of native tree species.	SER	SSP	District Landscape Architect						
Other	GHG-9: Incorporate native plants and vegetation to the project design. Replace more vegetation than was removed to increase carbon sequestration.	SER	SSP	District Landscape Architect						

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
Air Quality	AQ-4: A fugitive Dust Control Plan will be developed for all projects where the NEPA analysis shows an impact on air quality from fugitive dust.	SER	SSP	Contractor						
Biology	BIO-Arthropod-1: Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing: No more than 3 days prior to project activities, a Caltrans Approved biologist must perform a preconstruction survey for rare insect host plants. Should any rare insect host plants be found, the Resident Engineer and Caltrans biologist must be contacted, and host plants must be flagged by the Caltrans Approved biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the	NES	SSP	Resident Engineer, Caltrans Approved Biologist, Contractor						

Environmental Commitments Record for I-15 MOJAVE WILDLIFE CROSSINGS

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
	groupings must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.									
Biology	BIO-Avian-1: Preconstruction Nesting Bird Survey: If project activities cannot avoid the nesting bird season (typically January 15 through August 31 for raptors, and February 1 through September 30 for songbirds), then preconstruction nesting bird surveys must be conducted 3 days prior to construction by a Qualified Biologist to located and avoid nesting birds. These surveys must be properly timed protocol surveys in accordance with USFWS, CDFW, and BLM's most current (at time of activity) survey protocols. If any active nests are located, a no construction buffer may be established and monitored by the Qualified Biologist.	NES	SSP	Caltrans Approved Biologist						
Biology	BIO-Avian-2: Preconstruction Burrowing Owl Survey: Two burrowing owl preconstruction surveys must be performed: One survey 14 to 30 days prior to project activities, and one survey 24 hours prior to project activities, within the project footprint at all three bridge locations. These surveys must be properly timed protocol surveys in accordance with BLM's most current (at time of activity) survey protocols.		SSP	Contractor, Caltrans Approved Biologist						
Biology	BIO-DT-PSM 5: Geotechnical Testing: A designated biologist will accompany any geotechnical testing equipment to ensure no tortoises are killed and no burrows are crushed.		SSP	Caltrans Approved Biologist						
Biology	BIO-General-1: Equipment Staging, Storing, & Borrow Sites: All staging, storing, and borrow sites require the approval of the Caltrans biologist.	NES	SSP	Contractor, Resident Engineer, Caltrans Biologist						
Biology	BIO-General-10: ESA Fence Monitoring: Integrity inspections of temporary high visibility fencing and desert tortoise temporary fencing and enclosures (onsite cleared areas) must occur throughout the duration of the project 30 days prior to commencing project activities and after activities are completed. If during construction, the fence fails, work must stop until it is repaired, and the Caltrans approved biologist inspects (and clears) the job site.	NES	SSP	Resident Engineer, Caltrans Approved Biologist, Contractor						
Biology	BIO-General-4: Preconstruction Surveys: Preconstruction desert bighorn sheep, desert tortoise and special-status reptile surveys must be conducted by a Qualified Biologist 3 days prior to project activities within the BSA of all three bridge location and wildlife direction fencing locations. These surveys must be properly timed	NES	SSP	Contractor, Resident Engineer, Caltrans Approved Biologist						

Environmental Commitments Record for I-15 MOJAVE WILDLIFE CROSSINGS

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
	protocol surveys in accordance with USFWS, CDFW, and BLM's most current (at time of activity) survey protocols. If a desert bighorn sheep, desert tortoise or special-status reptile species is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.									
Biology	BIO-General-7: Worker Environmental Awareness Program (WEAP): A Qualified Biologist must present a Biological Resource information program/WEAP for desert tortoise, special-status plant species, special-status bird species, special-status mammal species, and protected natural communities prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time. The WEAP program must include site-specific biological and non-biological resources, information on the legal protection for protected resources, penalties for violation of federal and State laws, administrative sanctions for failure to comply with requirements intended to protect site-specific biological resources, reporting requirements and measures to follow if protected resources are encountered (including potential work stoppage and requirements for notification of the designated biologist), and measures that personnel can take to promote the conservation of biological resources.	NES	SSP	Caltrans Approved Biologist						
Biology	BIO-General-PSM-20: Vegetation Mapping: A map delineating potential sites and habitat assessments of the following special vegetation features is required: yucca clones, creosote rings, Joshua tree woodland, and Crucifixion thorn stands.		SSP	Caltrans Approved Biologist						
Biology	BIO-Plant-1: Rare Plant Surveys, Flagging, and Fencing: Within 3 days prior to construction, a preconstruction survey must be conducted by a Qualified Biologist for special-status plant species, including BLM Sensitive and CNPS Rank 1 and 2 species, within the PIA for all three bridge locations. These surveys must be properly timed protocol surveys in accordance with USFWS, CDFW, and BLM's most current (at time of activity) survey protocols. Special-status plant species must be flagged for visual identification to construction personnel for work avoidance. Special-status plant species detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) fencing.	NES	SSP	Caltrans Approved Biologist, Contractor						
Biology	BIO-Plant-PSM-3: Top Soil Conservation: Prior to any groundbreaking activities, the top soil, or duff, of a project must be scrapped and stored to be redistributed on the	NES	SSP	Contractor						

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	project site after construction activities are completed.									
Hazardous Waste	HW-1: Use for material containing ADL at regulated concentrations as defined in the ADL Agreement with DTSC is present at the jobsite and will be excavated, transported, stockpiled, transported, placed within project limits, or disposed of in a landfill. SSP 14-11.08.	ISA	SSP	Resident Engineer, Contractor						
Hazardous Waste	HW-2: Liner for stockpiling Type R1 material. SSP 14-11.05B.	ISA	SSP	RE, Contractor						
Hazardous Waste	HW-3: For the use of local material, such as rock, gravel, earth, structure backfill, pervious backfill, imported borrow, and culvert bedding, obtained from a (1) noncommercial source, or (2) source not regulated under California jurisdiction, submit a local material plan for each material at least 60 days before placing the material. SSP 6-1.03.	ISA	SSP	Resident Engineer, Contractor						
Hazardous Waste	HW-4: If the project will generate treated wood waste from signposts or guardrail posts. Use Department-furnished expense: 066915 BOE Treated Wood Waste Generation Fee for projects that will generate more than 10,000 pounds of TWW in a calendar year. SSP 14-11.14.	ISA	SSP	Resident Engineer, Contractor						
Landscape	VIS-18: Contractor will collect duff and topsoil and store on site prior to clearing and grubbing. Duff and topsoil will be reused on site per the erosion control plan.	VIA	SSP	District Landscape Architect, Project Engineer, Contractor						

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
Air Quality	AQ-1: Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines and comply with the State Off-Road Regulation.	SER	SSP	Contractor						
Air Quality	AQ-2: Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy duty diesel engines and comply with the State Off-Road Regulation.	SER	SSP	Contractor						

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Air Quality	AQ-3: Comply with South Coast Air Quality Management District (SQAQMD) Rule (Fugitive Dust Control) and Caltrans SSP 14-9.05.	SER	SSP	Contractor						
Air Quality	AQ-5: The contractor must comply with all local Air Quality Management District rules, ordinances, and regulations for air quality restrictions.	SER	SSP	Contractor						
Biology	BIO-Avian-PSM-4: Passive Burrow Exclusion and Burrowing Owl Translocation: If burrows cannot be avoided on-site, passive burrow exclusion by a designated biologist through the use of one-way doors will occur according to the specifications in Appendix D or the most up-to-date agency BLM or CDFW specifications. Before exclusion, there must be verification that burrows are empty as specified in the most up-to-date BLM or CDFW protocols. Confirmation that the burrow is not currently supporting nesting or fledgling activities is required prior to any burrow exclusions or excavations. Activity-specific active translocation of burrowing owls may be considered, in coordination with CDFW.		SSP	Caltrans Approved Biologist, Contractor						
Biology	BIO-DT-PSM 4: Access Road Culverts: All culverts for access roads or other barriers will be designed to allow unrestricted access by desert tortoises and will be large enough that desert tortoises are unlikely to use them as shelter sites (e.g., 36 inches in diameter or larger). Desert tortoise temporary fencing may be utilized to direct tortoise use of culverts and other passages. (Remove if no culverts are needed for access roads)		SSP	Contractor, Resident Engineer						
Biology	BIO-DT-PSM 6: Vehicular Traffic Speed: Vehicular traffic will not exceed 15 miles per hour within the areas not cleared by protocol level surveys where desert tortoise may be impacted.		SSP	Contractor						
Biology	BIO-DT-PSM-3: Common Raven Management: Common raven management actions will be implemented for all activities to address food and water subsidies and roosting and nesting sites specific to the Common Ravens.		SSP	Contractor, Caltrans Biologist, Caltrans Approved Biologist						
Biology	BIO-General-12: Animal Entrapment: To prevent the inadvertent entrapment of desert tortoise during project activities, all excavated steep-walled holes or trenches more than 10 inches deep must be covered at the	NES	SSP	Contractor, Caltrans Approved Biologist						

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	close of each work day by plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the Caltans Approved biologist.									
Biology	BIO-General-13: Animal Sheltering: To prevent inadvertent harm of desert tortoise during project activities, all construction materials including but not limited to culverts and sections of pipe, must be inspected for the presence of wildlife sheltering in them prior to use or movement of those materials. Sheltering animals must be released by the Caltrans Approved biologist.	NES	SSP	Contractor, Caltrans Approved Biologist						
Biology	BIO-General-14: Predator Prevention: Project personnel are prohibited from feeding wildlife or bringing pets on the job site.	NES	SSP	Contractor						
Biology	BIO-General-16: Invasive Weed Control: To address impacts to natural communities, a Caltrans Approved biologist must identify invasive species within the project impact area during bridge construction activities. Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.	NES	SSP	Caltrans Approved Biologist, Contractor						
Biology	BIO-General-2: Temporary Artificial Lighting restrictions: Artificial lighting must be directed at the job site to minimize light spillover onto the desert wash and bridge structure if project activities occur at night. Project must use lighting that does not attract birds and bats, or their prey, to project sites, including using non-steady burning lights (red, dual red, and whit strobe, strobe-like flashing lights). Lights shall use appropriate shielding to reduce horizontal or skyward illumination. Project must avoid the use of high-intensity lights (sodium vapor, quartz, halogen, and others).	NES	SSP	Contractor						
Biology	BIO-General-6: Species Avoidance: If during project activities a special-status plant species, bighorn sheep, desert tortoise, nesting bird, or burrowing owl is discovered within the project site, all construction activities must stop within 10 ft for plants, 125 ft for bighorn sheep, 100 feet for song-birds, 300 feet for passerine birds, 500 feet for raptors, 50 feet for desert tortoises, and 626 feet for burrowing owls, and the Caltrans Biologist and Resident Engineer must be notified. Coordination with BLM, CDFW and USFWS may be required prior to restarting activities.	NES	SSP	Contractor, Caltrans Approved Biologist, Resident Engineer						

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Biology	BIO-General-8: Biological Monitor: The Caltrans approved biologist must monitor project activities weekly to ensure that measures are being implemented and documented. The biological monitor must supervise the installation of any temporary and/or permanent desert tortoise fencing.	NES	SSP	Caltrans Approved Biologist						
Biology	BIO-General-9: Environmentally Sensitive Area: To address impacts to Joshua tree woodland and desert tortoise habitat, delineate this area as an ESA as shown on the plans and/or described in the specifications	NES	SSP	Contractor, Caltrans Biologist,						
Biology	BIO-General-PSM-17: Agency Notification and Reporting Requirements: Any listed species within or near the job site, or as specified in BIO-General-6, found alive, injured, or dead during the implementation of the Project must be immediately reported to the Resident Engineer and Caltrans Biologist. Caltrans Biology must then notify the Resource Agencies. Veterinary treatment and/or final deposition must follow Resource Agencies' approval. Monitoring reports must include WEAP Training and submitted to the Resource Agencies on a timeframe to be determined.	NES	SSP	Contractor, Caltrans Biologist, Resident Engineer						
Biology	BIO-General-PSM-18: Non-native species introduction: Workers will take actions not to introduce, dispose of, or release any non-native species into areas of native habitat, suitable habitat, and natural or artificial waterways/water bodies containing native species.		SSP	Contractor, Caltrans Approved Biologist						
Biology	BIO-General-PSM-19: Harassment and Collection of Special-Status Species: Project personnel are forbidden from feeding wildlife, leaving food or trash in the project area, collecting native plants, or harassing wildlife.		SSP	Contractor, Caltrans Approved Biologist						
Biology	BIO-Natural Community-PSM 2: Crucifixion thorn stands with greater than 100 individuals will be avoided to the maximum extent practicable.		SSP	Contractor, Resident Engineer, Caltrans Approved Biologist						
Biology	BIO-Natural Community-PSM-1: Joshua Tree Woodland: Impacts to Joshua tree woodlands will be avoided to the maximum extent practicable.		SSP	Contractor, Resident Engineer, Caltrans Approved Biologist						
Biology	BIO-Plant-PSM 4: Cactus, Yucca, and Succulent Management: Management of cactus, yucca, and other		SSP	Caltrans Approved						

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	succulents will adhere to current up-to-date BLM policy. BLM may consider disposal of succulents through public sale, as per current up-to-date State and national policy.			Biologist						
Biology	BIO-Plant-PSM 5: Plant Material Collections: Allow for the collection of plant material consistent with the maintenance of natural ecosystem processes.		SSP	Caltrans Approved Biologist, Contractor						
Biology	BIO-Plant-PSM 6: Dead and Downed Wood: Promote appropriate levels of dead and downed wood on the ground to provide wildlife habitat, seed beds for vegetation establishment, and reduce soil erosion, as determined appropriate on an activity-specific basis.		SSP	Caltrans approved biologist, Contractor						
Biology	BIO-Plant-PSM-3: Cactus, Nolina, and Yucca Relocation: The Qualified Biologist must salvage and relocate cactus, nolina, and yucca from all three project locations prior to disturbance and replant back to original site. If replanting in the original site is not an option, the Qualified Biologist must coordinate with the Caltrans Biologist and RE to determine a suitable relocation site. All activities will follow applicable BLM state and national regulations and policies for salvage and transplant of cactus, yucca, other succulents, and BLM Sensitive plants.		SSP	Caltrans Approved Biologist, Contractor						
Biology	BIO-Reptile-1: Equipment Flagging: After each shift, order project personnel to attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment for desert tortoise before operating equipment during the next shift.	NES	SSP	Contractor						
Biology	BIO-Reptile-5: Trash/Predation: Caltrans must implement measures to reduce the attractiveness of job sites to common raven and other subsidized predators by controlling trash and educating workers. All work areas will be kept free of trash and debris.		SSP	Contractor, Caltrans Biologist, Resident Engineer						
Biology	BIO-Reptile-PSM-2: Permanent Desert Tortoise Fencing: Permanent desert tortoise fencing must be included in the wildlife directional fencing to stop future attempted crossings of the desert tortoise.	NES	SSP	Contractor; Design						
Cultural Resources	CR-1: If buried cultural resources are encountered during project activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.	Std. Spec	Std. Spec	District Cultural Studies, Project Engineer, Resident Engineer, Contractor						
Cultural	CR-2: In the event that human remains are found, the	Std. Spec	Std. Spec	District Cultural						

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Resources	county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909)260-5178 and Gary Jones, DNAC: (909)261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.			Studies, Project Engineer, Resident Engineer, Contractor						
Landscape	VIS-19: Contractor shall treat excavated cut slopes with an environmentally safe oxidizing agent to mimic an "aged" rock surface. Any rocks removed during construction shall be reused in disturbed areas, per a safe appropriate design that doesn't compromise public safety.	VIA	SSP	District Landscape Architect, Project Engineer, Contractor						
Paleontology	PALE0-2: A Paleontological Mitigation Plan (PMP) shall be prepared by a qualified principal paleontologist. All elements of PMP Format published in the Caltrans Standard Environmental Reference (Caltrans 2003) will be included.	SER	n/a	RE, Contractor						
Paleontology	PALEO-2.1: Required 1-hour preconstruction paleontological awareness training for earthmoving personnel, including documentation of training such as sign in sheets, and hardhat stickers, to establish communications protocols between construction personnel and the principal paleontologist.	PER	n/a	District Paleontologist, Resident Engineer						
Paleontology	PALEO-2.2: A signed repository agreement with a facility that approved by Caltrans to establish a curation process in the event of sample collection.	PER	n/a	District Paleontologist, Contractor-Supplied Paleontologist, RE						
Paleontology	PALEO-2.3: Field and laboratory methods that meet the curation requirements will be implemented for monitoring, reporting, collection, and curation of collected specimens. Curation requirements are available for public review.	PER	n/a	District Paleontologist						
Paleontology	PALEO-2.4: Monitoring, by a principal paleontologist of sedimentary rock formation during excavation.	PER	n/a	District Paleontologist, Resident Engineer						
Other	GHG-10: Use corrosion-resistant materials	SER	SSP	District						

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				Landscape Architect, Project Engineer						
Other	GHG-11: Stabilize slopes to lower chances of landslide on slopes at-risk from more frequent or intense wildfire and precipitation	SER	SSP	District Landscape Architect, Project Engineer						
Other	GHG-2: For improved fuel efficiency from construction equipment: • Maintain equipment in proper tune and working condition • Use right sized equipment for the job • Use equipment with new technologies	SER	SSP	RE, Contractor						
Other	GHG-3: Supplement existing construction environmental training with information on methods to reduce GHG emissions related to construction.	SER	SSP	RE, Contractor						
Other	GHG-4: Use accelerated bridge construction (ABC) method. (Reduces construction windows, uses more precast elements that in turn reduce need for additional falsework, forms, bracing, etc.).	SER	SSP	RE, Contractor						

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
Biology	BIO-Arthropod-PSM-2: Plant Seed Mix: Seed mixes must contain a diversity of native pollinator plant species.	NES	SSP	Landscape, Contractor						
Biology	BIO-General-11: ESA Fence Removal: All fencing must be removed as a last order of work. During removal, a Caltrans approved biologist must be present.	NES	SSP	Contractor, Caltrans Approved Biologist, Resident Engineer						
Paleontology	PALEO-3: A Paleontological Mitigation Report (PMR) discussing finding and analysis will be prepared by principal paleontologist upon completion of project earthmoving. The report will be included in the environmental project file and also submitted to the curation facility.	PER	n/a	District Paleontologist						

Attachments

Attachment 1:

CEQA Statutory Exemption for Restoration Projects (SERP) Concurrence

Attachment 2:

SERP CDFW Cover Letter