US-95 Pavement Rehabilitation

San Bernardino County, California
District 08
08-SBd-95 (PM R57.207-64.5) EA 08-1L240/PN 0819000167

Initial Study [with Proposed] Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation

January 2024

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General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in San Bernardino County, California. The project proposes to restore, preserve, and extend the service life of the existing pavement on US-95 from post mile (PM) R57.207 to 64.5. The scope of work for this project consists of the overlay on the existing paved mainline and shoulders, mill at transition locations, repair distressed areas with localized digouts, replace asphalt concrete dikes, restripe traffic lanes, re-install rumble strips, place 4 feet wide shoulder backing, replace one sign panel, replace guardrails, and change portion of the existing centerline striping from passing to non-passing zones. All of the project is within the State's right of way, with the exception of the guardrail replacement near PM 64. At this location, the existing guardrail that is to be replaced is in Burlington Northern Santa Fe (BNSF) right of way. The document describes the project, the existing environment that could be affected by the project, potential impacts from the project, and proposed measures.

What you should do:

- Please read this document.
- We welcome your comments. If you have any comments about the proposed project, please send your written comments to Caltrans by the deadline below.
- Submit comments via U.S. mail to Caltrans at the following address: Gabrielle Duff, Senior Environmental Planner,
  California Department of Transportation,
  District 8, 464 West 4th Street,
  San Bernardino, CA 92401-1400
- Submit comments via email to: comments.for.08-1L240@dot.ca.gov
- Submit comments by the deadline: 04/15/2024

What happens next:

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

Alternative formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Gabrielle Duff, Senior Environmental Planner, 464 West Fourth Street, San Bernardino, 92401, or use the California Relay Service 1(800) 735-2929 (TTY to Voice), 1(800) 735-2922 (Voice to TTY), 1(800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1(800) 854-7784 (Spanish and English Speech-to-Speech) or 711.

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SCH#XXXXXXXX 08-SBD-95-PM R57.207/65.5, EA 08-1L240/ PN 0819000167

Pavement Rehabilitation on U.S. Route 95 from R57.207/64.5 in San Bernardino County, California

INITIAL STUDY
with (Proposed) Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

1/26/2024
Date

Kurt Heidelberg

Kurt Heidelberg
Deputy District Director
California Department of Transportation
CEQA Lead Agency

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

Gabrielle Duff, Senior Environmental Planner
California Department of Transportation,
District 8, 464 West 4th Street
San Bernardino, CA 92410-1400
Phone: (909) 501-5142

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CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title: U.S. Route 95 Pavement Rehabilitation

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

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

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

Project Location: US-95 San Bernardino County from PM R57.207/64.5

General plan description: N/A

Zoning: Resource Conservation

Description of project: The project proposes to restore, preserve, and extend the service life of the existing pavement on US-95 from post mile (PM) R57.207 to 64.5. The scope of work for this project consists of overlay on the existing paved mainline and shoulders, mill at transition locations, repair distressed areas with localized digouts, replace asphalt concrete dikes, restripe traffic lanes, re-install rumble strips, place 4 feet wide shoulder backing, replace one sign panel, replace guardrails, and change portion of the existing centerline striping from passing to non-passing zones. All of the project is within the State's right of way with the exception of the guardrail replacement near PM 64. At this location, the existing guardrail that is to be replaced is in BNSF's right of way.

Surrounding land uses and setting: The project is located northwest of Needles, CA, straddles the Dead Mountains Wilderness Area to the east and Mojave National Preserve to the west. The area is entirely desert and rural, underdeveloped land.

Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements)**:** California Department of Fish and Wildlife, Regional Water Quality Control Board, and U.S. Army Corps of Engineers.

NATIVE AMERICAN CONSULTATION

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: Enter State Clearinghouse Number

DIST-CO-RTE-PM: 08-SBd-95 (PM R57.207-64.5)

EA: 1L240

Project Description

The California Department of Transportation (Caltrans) proposes to restore, preserve, and extend the service life of the existing pavement on US-95 from post mile (PM) R57.207 to 64.5. The scope of work for this project consists of overlay on the existing paved mainline and shoulders, mill at transition locations, repair distressed areas with localized digouts, replace asphalt concrete dikes, restripe traffic lanes, re-install rumble strips, place 4 feet wide shoulder backing, replace one sign panel, replace guardrails, and change portion of the existing centerline striping from passing to non-passing zones. All of the project is within the State's right of way with the exception of the guardrail replacement near PM 64. At this location, the existing guardrail that is to be replaced is in BNSF's right of way.

The proposed project extends approximately a 5-mile distance between US-95 (PM R57.207/64.5) and is located in one U.S. Geological Survey (USGS) 7.5-minute quadrangle (Table 1). The project crosses through one range and township, as indicated below:

Table 1. Project Township, Range, and Section Data

USGS 7.5-minute Quadrangle	Township	Range	Section(s)
Bannock	T09N	R21E	2, 3, 11
Bannock	T10N	R21E	19, 20, 27, 28, 29, 34

Determination

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

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

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

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

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

BIO-1 (**BIO-General-1 Equipment Staging, Storing, and Borrow Sites):** All staging, storing, and borrow sites require the approval of the Contractor Supplied Biologist.

BIO-2 (**Bio-General-6 Species Avoidance):** 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-3 (Bio-General-7 Worker Environmental Awareness Program (WEAP)): A Contractor Supplied biologist must present a biological resource information program/WEAP for desert tortoise, Mohave ground squirrel, and special-status invertebrates, plants, 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-4 (BIO-General-8: Biological Monitoring): The qualified biologist must monitor project activities weekly to ensure that measures are being implemented and documented and daily at locations where nesting birds were found during preconstruction surveys.

BIO-5 (BIO-General-9: Environmentally Sensitive Area): To address impacts to smoketree wash woodland, arrow weed thickets, jurisdictional waters, and desert tortoise critical habitat, delineate this area as an ESA as shown on the plans and/or described in the specifications.

BIO-6 (BIO-General-10: ESA Fence Monitoring): Integrity inspections of the temporary desert tortoise fencing and enclosures (onsite cleared areas) must occur throughout the duration of the project weekly, and 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 Qualified biologist inspects (and clears) the job site.

BIO-7 (BIO-General-11: ESA Fence Removal): All fencing must be removed as a last order of work. During removal, a qualified biologist must be present.

BIO-8 (BIO-General-14: Predator prevention): Project personnel are prohibited from feeding wildlife or bringing pets on the job site.

BIO-9 (BIO-General-16: Invasive Weed Control): To address impacts to natural communities, critical habitat, and special status plant species, a Qualified Biologist must identify invasive species within the Project Impact Area during shoulder backing. Treatment and disposal methods must be approved by the Caltrans Biologist prior to vegetation removal.

BIO-10 (BIO-Plant-1: Rare Plant Surveys, Flagging, and Fencing): Within three days prior to construction, a preconstruction survey must be conducted by a Qualified Biologist for special-status plant species within the PIA and 50 feet of the PIA. Special status 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) high visibility fencing.

BIO-11 (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 (i.e. milkweed). 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-12 (BIO-Arthropod-PSM-2: Plant Seed Mix): Seed mixes must contain a diverse array of native pollinator plant species.

BIO-13 (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 - desert tortoise and coast horned lizard - before operating equipment at any time.

BIO-14 (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 project impact area according to the current protocol provided by the USFWS.

BIO-15 (BIO-Reptile-3: Construction Monitoring): Project activities must be monitored by USFWS authorized biologist weekly to ensure that measures are being implemented and documented.

BIO-16 (BIO-Reptile-4: Authorized Biologist Clearance Surveys): Clearance desert tortoise surveys must be conducted by a USFWS authorized biologist 3 days prior to project activities within the entire PIA. If a desert tortoise is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required. Desert tortoise removed from work areas may be moved from harm's way to the nearest suitable habitat or translocated, following the most recent CDFW and USFWS guidelines. A CDFW 2081 permit will be required if a desert tortoise is handled.

BIO-17 (Bio-Reptile-5 Trash/Predation): Caltrans must implement measures to reduce the attractiveness of job sites to southern desert tortoise, coast horned lizard, and other subsidized predators by controlling trash and educating workers.

BIO-18 (BIO-Reptile-6: Temporary Demarcation): Temporary demarcation in the form of temporary desert tortoise fencing must be established following the most recent USFWS for construction fencing at any equipment staging, storage, and borrow sites, as shown on the plans prior to construction to exclude desert tortoise. All temporary demarcation materials must be removed once construction has been completed.

BIO-19 (BIO-Reptile-7: Permanent Fencing): Permanent desert tortoise fencing must be installed following the most recent USFWS protocol for construction fencing to exclude desert tortoise from PM 61.4 to PM 64.5 on US-95, where feasible, to exclude desert tortoise from the roadways within critical habitat, while ensuring connectivity via tie-ins to culverts or other USFWS approved connectivity strategies.

BIO-20 (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-21 (BIO-Avian-1 Pre-Construction Nesting Bird Survey): If project activities cannot avoid the nesting season, generally regarded as February 1 – September 30, then preconstruction nesting bird surveys must be conducted up to the limit of the BSA no later than 3 days prior to construction by a 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.

Signature

Kurt Heidelberg
Deputy District Director Caltrans
District 8

Date

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Chapter 1 Introduction

Project Description and Background

Project Title:	US-95 Pavement Rehabilitation
Lead Agency Name and Address:	California Department of Transportation, District 8 464 West 4th Street San Bernardino, CA 92401-1400
Contact Person and Telephone Number:	Gabrielle Duff, Senior Environmental Planner Email address: gabrielle.duff@dot.ca.gov
Project Location:	US-95 San Bernardino County from PM R57.207/64.5
Project Sponsor's Name and Address:	California Department of Transportation, District 8, 464 West 4th Street San Bernardino, CA 92401-1400
General Plan Description:	N/A
Zoning:	N/A
Description of Project:	The project proposes to restore, preserve, and extend the service life of the existing pavement on US Route 95 (US-95) from post mile (PM) R57.207 to 64.5. The scope of work for this project consists of overlay on the existing paved mainline and shoulders, mill at transition locations, repair distressed areas with localized digouts, replace asphalt concrete dikes, restripe traffic lanes, re-install rumble strips, place 4 feet wide shoulder backing, replace one sign panel, replace guardrails, and change portion of the existing centerline striping from passing to non-passing zones. All of the project is within the State's right of way, with the exception of the guardrail replacement near PM 64. At this location, the existing guardrail that is to be replaced is in BNSF's right of way.
Surrounding Land Uses and Setting:	The project is located northwest of Needles, CA, straddling the Dead Mountains Wilderness Area to the east and Mojave National Preserve to the west. The area is entirely desert, rural, and underdeveloped land.
Other Public Agencies Whose Approval is	California Department of Fish & Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), and U.S. Army Corps of Engineers (USACE).

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Chapter 2 CEQA Environmental Checklist

DIST-CO-RTE:08-SBd-95	PM/PM: R57.207-64.5	EA/Project No.: 1L240/0819000167

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

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I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

Response to Item a) No Impact. According to the Visual Impact Assessment (VIA) (Caltrans 2022), no noticeable visual changes to the environment are proposed. Therefore, visual impacts on scenic vistas are not anticipated as the project would involve pavement rehabilitation.

Response to Item b) No Impact. According to Caltrans' State Scenic Highway Program, US-95 is not designated as a state scenic highway. The project site contains no structures and would not damage any scenic resources or historic buildings.

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

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Aesthetics.

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Question	CEQA Determination
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact

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

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

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

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

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Agriculture and Forest Resources.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	Less Than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

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

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

The proposed project, as currently proposed, is listed in the region's conforming Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) and 2021 Federal Transportation Improvement Program (FTIP) regional transportation planning documents. As such, project emissions are consistent with applicable air quality plans.

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

Construction

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by grading and other construction-related activities. Emissions from construction equipment are also expected and would include carbon monoxide (CO), nitrogen oxides (NOX), volatile organic compounds (VOCs), directly emitted particulate matter (PM10 and PM2.5), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant derived from NOX and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction typically involve clearing, cut/fill, trenching, and grading. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site.
These activities could temporarily generate enough PM10, PM2.5, and small amounts of CO, sulfur dioxide (SO2), NOX, and VOCs to be of concern.

Fugitive dust sources include disturbed soils at the construction site and trucks grading and paving the roadway. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an added source of airborne dust after it dries. PM10 emissions would vary daily, depending on the nature and magnitude of construction activity and local weather conditions. PM10 emissions would depend on soil moisture, silt content, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

In addition to dust-related PM10 emissions, heavy-duty trucks, and construction equipment powered by gasoline and diesel engines would generate CO, SO2, NOX, VOCs, and some soot particulate (PM10 and PM2.5) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

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

Operation

Because the project would not increase the number of travel lanes on US-95, it would not likely lead to a substantial or measurable increase in vehicle travel and, therefore does not require a travel analysis. The proposed project would not increase roadway capacity on US-95 and, subsequently, would not increase emissions of criteria pollutants and their precursors following the construction period. No operational impacts related to violation of air quality standards would occur.

As discussed above, project construction would generate criteria pollutants and their precursors. However, such emissions would be short-term and transitory, and fugitive dust would be limited through compliance with MDAQMD Rule 403. No net increase in operational emissions would occur, as traffic volumes would be the same under the Build Alternative and No-Build Alternative. Implementing the proposed project would not increase roadway capacity on US-95 would not increase emissions of criteria pollutants and their precursors following the construction period. Because project construction would result in short-term generation of emissions, but no increases would occur for project operation, impacts related to a cumulatively considerable net increase of any criteria pollutants would be less than significant.

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

Emissions from construction would be short-term and transitory, and fugitive dust would be limited through compliance with MDAQMD Rule 402. Implementing the proposed project would not increase criteria pollutants and their precursors following the construction period. Since the construction of this project would result in short-term generation of emissions, though no increases would occur during project operation, impacts related to exposing sensitive receptors to substantial pollutant concentration would result in a less than significant impact.

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

Avoidance, Minimization, and/or Mitigation Measures

AQ-1: During construction, the contractor shall comply with Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reductions, and comply with all applicable laws and certify they are aware of all and will comply with all Air Resources Board (ARB) emission reduction regulations.

AQ-2: During construction, the contractor shall comply with Caltrans Standard Specifications, Section 14-9.02, "Air Pollution Control," for exhaust and particulate matter emissions control to comply with air-pollution-control rules, regulations, ordinances, and statutes.

IV. BIOLOGICAL RESOURCES

Would the project:

Question	CEQA Determination
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	Less Than Significant
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant with Mitigation
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?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

Response to Items a), d) Less Than Significant. The information from this section is based on the Natural Environment Study Minimal Impacts (NESMI) (Caltrans 2023). The Biological Study Area (BSA) consists of the proposed Project Impact Area (PIA) in addition to a 500-foot buffer

from these limits for wildlife and plant species. The Jurisdictional Delineation (JD) and vegetation community mapping performed by ECORP used a 20-foot buffer from the PIA. The proposed project has the potential to affect special status biological resources are protected and/or regulated by the California Department of Fish and Wildlife (CDFW), United States Fish and Wildlife Service (USFWS), and Regional Water Quality Control
Board (RWQCB).

Vegetation/Natural Communities

Arrow weed thickets were located near and within a riparian area and was dominated within the BSA by arrowweed, with small patches of cattail (Typha latifolia), honey mesquite (Prosopis glandulosa), and Mexican fan palm (Washingtonia robusta). This community was found in one small area near the southern portion of the BSA. Smoketree wash woodland was found near the southern end of the BSA. This community was dominated within the BSA by smoketree with low cover of catclaw acacia (Senegalia greggii) and allscale.

Potential impacts to natural communities of concern may occur in association with the project due do disturbances associated with vegetation removal, ground disturbance, and shoulder backing. The PIA has some disturbed areas and areas with fewer disturbances. Indirect impacts such as water quality and litter control are addressed through avoidance and minimization measures.

Indirect impacts may result to natural communities due to nonnative species introduction and increased dust, both of which could reduce the quality of habitat or affect the survival and reproductive fitness of the plant species comprising the community. Indirect impacts, such as water quality and litter control, are addressed through avoidance and minimization measures.

Plant Species

Ribbed cryptantha (*Johnstonella costata)* is a California Native Plant Society (CNPS) Ranked 4.3 species. This is an annual herb that blooms from February to May. It can be found in elevations from -60 to 500 m (-195 to 1640 ft). It prefers sandy soils in desert dunes, Mojavean Desert scrub, and Sonoran Desert scrub habitats (CNPS, 2023). Spiney-hair blazing star (*Mentzelia tricuspsi)* is a CNPS Ranked 2B.1 species. This is an annual herb that blooms from March to May. It can be found in elevations from 150 to 1280 m (490 to 4100 ft). It prefers Mojavean Desert scrub habitat on slopes and washes and in gravelly or sandy soils. Ribbed cyrptantha and spiney-hair blazing star were not observed during 2023 surveys. CNDDB (California Natural Diversity Database) also does not have any recent observations of these species within 2 miles of the BSA.

Wildlife

CNDDB has several historical records of special status or rare species in the Project area. These include desert bighorn sheep (Ovis canadensis nelsoni), desert tortoise (Gopherus agassizii), and summer tanager (*Piranga rubra*). No special status wildlife species was observed within the BSA during the botanical survey.

Invertebrate Species

The Monarch butterfly (*Danaus plexippus*) is a federally listed Candidate for federal listing species under the Federal Endangered Species Act (FESA). Milkweed is required for monarch habitat for egg laying and to provide food for larvae. The species ranges from South America to Canada and overwintering populations are found in Mexico, California, Arizona, and along the US East Coast. They require access to streams, plenty of sunlight, and appropriate roosting vegetation that is relatively free from predators. While breeding, monarchs can be found in agricultural fields, pastureland, prairie remnants, urban and suburban residential areas, gardens, trees, and roadsides. One species of milkweed was documented near the BSA, and a total of 41 desert milkweed (*Asclepias subulate*) were documented throughout the BSA and were mostly found near the road shoulder. Because of milkweed's importance in the Monarch butterfly's lifecycle, there is suitable habitat present in both the BSA and PIA.

The project has the potential to directly impact Monarch butterfly by the removal of host plants for construction. Temporary impacts include vegetation removal, ground disturbance, and staging areas. Indirect, permanent impacts include habitat conversion through the introduction of invasive species that are addressed in the avoidance and minimization measures. Based on the avoidance and minimization measures provided in this section, Caltrans anticipates the Project will have *no effect* on the Federal Candidate Monarch butterfly.

Reptile Species

Desert tortoise (*Gopherus agassizii*) is a federally threatened and State threatened species. The desert tortoise spends up to 95% of its life underground. It lives in a variety of habitats, from sandy flats to rocky foothills, including alluvial fans, washes, and canyons where suitable soils for den construction might be found. Their diet generally consists of wildflowers, grasses, and cacti. The Mojave and Sonoran deserts are where the desert tortoise is usually found, specifically in southeastern California. During the Jurisdictional Delineation and Rare Plant Surveys in 2023, no signs of Desert Tortoise were observed. There is suitable habitat in the form of Mojavean desert scrub throughout the BSA and PIA. This species is not anticipated to be burrowing in the PIA due to disturbance. However, individuals may still be found in the PIA as they search for food and water. Furthermore, this project is partially within Desert Tortoise Critical Habitat from PM 61.4 to PM 64.5. The side-blotched lizard (*Uta stansburiana*) was observed during 2023 surveys.

Although desert tortoise were not observed within the BSA during 2023 surveys, suitable habitat is present within the BSA. As such, desert tortoises have the potential to occur within the BSA at any time. The project has the potential to directly impact these species via crushing or other forms of injury while they are traversing the PIA. Project activities may also destroy burrows. Indirect effects include temporary surface/vibration disturbances because individuals may be deterred from inhabiting or foraging in areas near such activities. Additional indirect impacts could occur from construction-related dush, trash, sedimentation, and erosion along the site edges, which have the potential to alter offsite conditions.

Impacts to desert tortoise resulting from project activities include direct and indirect impacts. Desert tortoise may be removed or crushed from equipment, leading to mortality or decreased fitness, and thus is considered a direct impact that could be permanent if individuals are not able

to recover. Loss of vegetation or degradation of vegetation, even temporarily, may indirectly impact the desert tortoises. Permanent impacts are analyzed as portions of the PIA where shoulder backing occurs. Temporary impacts are analyzed as portions of the PIA that will contain no permanent structures or materials and are planned to be restored to pre-project conditions. Temporary impacts that were evaluated include staging areas, limits of ground disturbance, and vegetation removal. Caltrans has determined that the proposed project will result in a no effect determination to the desert tortoise and its designated critical pursuant to Section 7(a)(2) of the Federal Endangered Species Act (FESA), Caltrans has determined that there will be no take of desert tortoise under California Endangered Species Act (CESA).

Avian Species

Costa's hummingbird (*Calypte costae)* is a Bird of Conservation Concern. This species lives primarily in desert, semi-desert, arid brushy foothills, and chaparral. Typically breeds in the southwestern US, including the southeastern border of California. This species is most likely to be seen in the BSA during March.

Lawrence's goldfinch (*Carduelis lawrencei)* is a Bird of Conservation Concern. This species breeds primarily in coast ranges and the foothills of the Sierra Nevada and in the Baja highlands. Outside of the breeding season, they move into the coastal lowlands and the lower part of the California desert. Typical nesting habitat is dry and open woods that are near both brushy areas and in fields of tall annual weeds, usually within 0.5 m of a small body of water. May nest in rural residential areas but not in deserts or dense forests. Outside of the nesting season, it may occur in deserts, suburbs, and city parks. Likely to be seen within the BSA in March.

Both species were not observed within the BSA during 2023 surveys. There is suitable habitat within the BSA, however, and could be affected by auditory or visual disturbance. They may occur in the BSA and may be indirectly affected by project activities. Temporary impacts involving ground disturbance and vegetation removal could impact species in the area. The Project is not anticipated to substantially reduce foraging habitat or nesting habitat for special-status bird species. Any foraging individuals would avoid the work area during construction. Therefore, substantial impacts to these species are not anticipated. The shoulder backing could permanently remove suitable habitat for foraging birds.

There could be temporary impacts on these species if nesting occurs within the BSA, including loss of nesting habitat, nest destruction, nest abandonment, disturbance from construction noise and activities, increased risk of predation, and degradation of suitable habitat. However, nesting bird species are not anticipated to nest within the PIA due to disturbance. In addition, the avoidance and minimization efforts listed below, including preconstruction nesting bird surveys and monitoring, would ensure impacts on nesting birds, should they be present, do not occur. Caltrans anticipates *no take* for birds protected under the Migratory Bird Treaty Act.

Mammal Species

Desert bighorn sheep (*Ovis canadensis nelsoni)* is a CDFW Fully Protected species. This species inhabits rocky slopes, cliffs, canyons, washes, and alluvial fans. They prefer rugged and open

habitats with grasses and forbs for grazing. It lives in sagebrush, desert scrub, southwestern shrubsteppe, chaparral-mountain shrub, pinyon-juniper, and desert grasslands.
Desert bighorn sheep were not observed during 2023 surveys. However, there is suitable habitat present within the BSA, and CNDDB has a historical observance of them from 1986, approximately 0.56 miles east of the project location. Coyote (*Canis latrans*) was observed during 2023 surveys. Based on the results of a literature search, special-status mammal species have the potential to occur within the BSA and in the vicinity. Impacts to vegetation communities that could provide suitable foraging habitat for special-status mammal species may occur in association with the project due to disturbances associated with construction along with a permanent loss of foraging habitat.

Temporary impacts involving ground disturbance and vegetation removal could impact species in the area. The project is not anticipated to substantially reduce foraging habitat or nesting habitat for special-status mammal species. Any foraging individuals would avoid the work area during construction. Therefore, substantial impacts to these species are not anticipated. The shoulder backing could permanently remove suitable habitat for special-status mammal species. Caltrans does not anticipate project impacts to cause these species to trend towards a State or federal listing status.

Habitat Connectivity

A major reason for regional declines in native species is the pattern of habitat loss. Species that once moved freely through a mosaic of natural vegetation types are now confronted with a manmade labyrinth of barriers that fragment formerly expansive natural landscapes. Roads, railroads, canals, and urbanization – especially massive new renewable energy projects – are the major obstacles to wildlife movement. Populations of many species of concern are becoming increasingly isolated from one another, leading to reduced genetic diversity and risk of extirpation.

Road (and railroad) effects extend far beyond the road itself and include road mortality, disruption of animal movements, the spread of exotic species, and increases in pollution, noise, light, and fire in wildlife habitats. Roads, railroads, and canals can fragment large habitat areas into smaller patches that support smaller populations, which are consequently more prone to local extinction. Many of these effects can be mitigated, for instance, by strategically placing crossing structures (over or under, as appropriate) to facilitate wildlife movement across these barriers.

This project is within the Fontana Plains and Calimesa Terraces EcoRegion SubSection and the Southern California Mountain and Valley EcoRegion Section. The landscape is moderate-elevation narrow ranges and broad fault blocks. Granitic formations are beneath the uplands, with areas of marine and nonmarine sedimentary rocks elsewhere. Vegetation consists of chaparral-mountain shrub, western hardwoods, and ponds.

CDFW's Areas of Conservation Emphasis (ACE) dataset contains terrestrial conservation information on species Biodiversity, Significant Habitats, and Climate Resilience. The Terrestrial Connectivity layer, one of four ACE key components, was developed to support conservation planning efforts by allowing users to spatially evaluate an area's relative contribution to terrestrial

connectivity based on statewide, regional, and other connectivity analyses. Connectivity information is represented on maps by multi-colored hexagons based on information regarding mapped corridors or linkages and their connectivity to large, contiguous, natural areas (Appendix C). ACE Connectivity Ranks are of 1-5, with Rank 1 being low potential (represented by a light color) and Rank 5 being high potential (represented by a dark color). Such ranks are based on the conservation importance of connectivity and the best available data. The California Department of Fish and Wildlife's (CDFW) Areas of Conservation Emphasis (ACE) dataset contains terrestrial conservation information on species Biodiversity, Significant Habitats, and Climate Resilience. The Terrestrial Connectivity layer, one of four ACE key components, was developed to support conservation planning efforts by allowing users to spatially evaluate an area's relative contribution to terrestrial connectivity based on statewide, regional, and other connectivity analyses. ACE Connectivity Ranks are of 1-5, with Rank 1 being low potential and Rank 5 being high potential. This project is within ACE Rank 4: Conservation Planning Linkages.

Response to Item b) Less Than Significant with Mitigation

Regional Species and Habitats and Natural Communities of Concern

A literature search identified nine (9) special status plants and animals and two (2) natural communities of concern as potentially occurring within the vicinity of the Project. Information, including common name, scientific name, legal status, habitat requirements, and potential to occur for each special-status biological resource includes the following species: Smoketree ash woodland, Arrow weed thickets, Howe's hedgehog catus (*Echinocereus engelmannii*), Ribbed cryptantha (*Johnstonella costata*),Spiny-hair blazing star (*Mentzelia tricuspis*), Monarch butterfly (*Danaus plexippus*), Desert tortoise (*Gopherus agassizii*), Summer tanager (*Piranga rubra*), Costa's hummingbird (*Calypte costae*), Lawrence's goldfinch (*Carduelis lawrencei*), Desert bighorn sheep (*Ovis canadenisis nelson*).

Jurisdictional Waters

The BSA is within an arid region; therefore, streamflows are episodic and there is little natural perennial surface water. As a result of the variability of rainfall, surface hydrology is dominated by ephemeral washes, flowing only during and immediately after storm events and remaining dry for most of the year. The hydrologic regime for the area follows the general Mediterranean climate, with cool, wet winters and warm, dry summers.

The BSA is located within the Piute Wash Watershed (Hydrological Unit Code [HUC]-8 15030102) in the lower Colorado Basin. More specifically, the BSA extends through the Town of Bannok (HUC-12 150301020209), Crestview Wash (HUC-12 150301020306), Sacramento Springs-Piute Wash (HUC-12 150301020307), and Hacienda Wash-Piute Wash (HUC-12 150301020308) sub-watersheds (Watershed Boundary Dataset [WBD] 2023.

The Piute Wash watershed drains from the southeastern portion of Nevada and San Bernardino County, California, and collects water from the Piute Range to the east, the Newberry Mountains to the north, and the Dead Mountains to the southeast. Water flows

south through Piute Valley and Piute Wash and drains into the Colorado River just north of Needles.

Features recorded within the BSA consisted mostly of natural ephemeral drainages, which are linear features that only convey stormwater runoff for short periods of time, during and immediately following rain events. Some of the ephemeral drainages correspond to historical blue line streams and most of the mapped ephemeral streams are visible on aerial photography. Indicators of OHWM within the ephemeral streams included breaks in bank slope, scouring, change in average sediment texture, sediment deposits, and changes in vegetation species. The majority of the streams were unvegetated or contained upland vegetation species; however, 31 of the drainages were associated with desert riparian vegetation. Many of these plant species occurred along the banks of the features rather than within the channels themselves.

Temporary impacts are considered as portions of the project area that will contain no permanent structures or materials and are planned to be restored to pre-project conditions. Temporary impacts that were evaluated include areas within an aquatic resource area that will be used as access for equipment access and construction. Permanent impacts are considered to be portions of the project area where permanent structures or materials are to be placed within an aquatic resource. The only permanent impact associated with the project is the proposed shoulder backing, which will be installed in an area 4 feet in width from the ETW. The shoulder backing will be placed within drainages at some locations.

Agency coordination or permits for wetlands and other waters is anticipated. Caltrans has determined a USACE 404 of the Clean Water Act Non-Reporting Permit, RWQCB 401 of the Clean Water Act, and CDFW – Section 1602 Lake and Streambed Alteration Agreement of the CFGC will likely be required.

Response to Items c) No Impact

There are no State or Federally protected wetlands in the project area.

Response to Item e): No Impact. Chapter 88.01 of the San Bernardino County Development Code (SBCDC) provides regulations and guidelines for the management of plant resources in the unincorporated areas of the County on property or combinations of property under private or public ownership. The intent of the regulations is to promote and sustain the health, vigor, and productivity of plant life and aesthetic values within the County through appropriate management techniques. Section 88.01.060 provides regulations for the removal or harvesting of specified desert native plants in order to preserve and protect the plants and to provide for the conservation and wise use of desert resources. Desert native plants or any part of them, except the fruit, shall not be removed except under a Tree or Plant Removal Permit in compliance with Section 88.01.050 (Tree or Plant Removal Permits). However, removal of regulated trees or plants shall not apply to lands owned by the United States or State of California and is exempt under Section 88.01.030. Therefore, Caltrans is exempt under Section 88.01.030.

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

NCCP, or other approved local, regional, or state habitat conservation plan.

Avoidance, Minimization, and/or Mitigation Measures
The following measures will be included with implementation of the proposed project:

BIO-1 (**BIO-General-1 Equipment Staging, Storing, and Borrow Sites):** All staging, storing, and borrow sites require the approval of the Contractor Supplied Biologist.

BIO-2 (**Bio-General-6 Species Avoidance):** 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-3 (Bio-General-7 Worker Environmental Awareness Program (WEAP)): A Contractor Supplied biologist must present a biological resource information program/WEAP for desert tortoise, Mohave ground squirrel, and special-status invertebrates, plants, 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-4 (BIO-General-8: Biological Monitoring): The qualified biologist must monitor project activities weekly to ensure that measures are being implemented and documented and daily at locations where nesting birds were found during preconstruction surveys.

BIO-5 (BIO-General-9: Environmentally Sensitive Area): To address impacts to smoketree wash woodland, arrow weed thickets, jurisdictional waters, and desert tortoise critical habitat, delineate this area as an ESA as shown on the plans and/or described in the specifications.

BIO-6 (BIO-General-10: ESA Fence Monitoring): Integrity inspections of the temporary desert tortoise fencing and enclosures (onsite cleared areas) must occur throughout the duration of the project weekly, and 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 Qualified biologist inspects (and clears) the job site.

BIO-7 (BIO-General-11: ESA Fence Removal): All fencing must be removed as a last order of work. During removal, a qualified biologist must be present.

BIO-8 (BIO-General-14: Predator prevention): Project personnel are prohibited from feeding wildlife or bringing pets on the job site.

BIO-9 (BIO-General-16: Invasive Weed Control): To address impacts to natural communities, critical habitat, and special status plant species, a Qualified Biologist must identify invasive species within the Project Impact Area during shoulder backing. Treatment and disposal methods must be approved by the Caltrans Biologist prior to vegetation removal.

BIO-10 (BIO-Plant-1: Rare Plant Surveys, Flagging, and Fencing): Within three days prior to construction, a preconstruction survey must be conducted by a Qualified Biologist for special-status plant species within the PIA and 50 feet of the PIA. Special status 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) high visibility fencing.

BIO-11 (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 (i.e. milkweed). 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-12 (BIO-Arthropod-PSM-2: Plant Seed Mix): Seed mixes must contain a diverse array of native pollinator plant species.

BIO-13 (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 - desert tortoise and coast horned lizard - before operating equipment at any time.

BIO-14 (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 conductedwithin the shoulder widening and culvert drainage project impact area according to the current protocol provided by the USFWS.

BIO-15 (BIO-Reptile-3: Construction Monitoring): Project activities must be monitored by USFWS authorized biologist weekly to ensure that measures are being implemented and documented.

BIO-16 (BIO-Reptile-4: Authorized Biologist Clearance Surveys): Clearance desert tortoise surveys must be conducted by a USFWS authorized biologist 3 days prior to project activities within the entire PIA. If a desert tortoise is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required. Desert tortoise removed from work areas may be moved from harm's way to the nearest suitable habitat or translocated, following the most recent CDFW and USFWS guidelines. A CDFW 2081 permit will be required if a desert tortoise is handled.

BIO-17 (Bio-Reptile-5 Trash/Predation): Caltrans must implement measures to reduce the attractiveness of job sites to southern desert tortoise, coast horned lizard, and other subsidized predators by controlling trash and educating workers.

BIO-18 (BIO-Reptile-6: Temporary Demarcation): Temporary demarcation in the form of temporary desert tortoise fencing must be established following the most recent USFWS for construction fencing at any equipment staging, storage, and borrow sites, as shown on the plans prior to construction to exclude desert tortoise. All temporary demarcation materials must be removed once construction has been completed.

BIO-19 (BIO-Reptile-7: Permanent Fencing): Permanent desert tortoise fencing must be installed following the most recent USFWS protocol for construction fencing to exclude desert tortoise from PM 61.4 to PM 64.5 on US-95, where feasible, to exclude desert tortoise from the roadways within critical habitat, while ensuring connectivity via tie-ins to culverts or other USFWS approved connectivity strategies.

BIO-20 (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-21 (BIO-Avian-1 Pre-Construction Nesting Bird Survey): If project activities cannot avoid the nesting season, generally regarded as February 1 – September 30, then preconstruction nesting bird surveys must be conducted up to the limit of the BSA no later than 3 days prior to construction by a 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.

V. CULTURAL RESOURCES

Would the project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	Less than Significant Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less than Significant Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

Response to items a), b): Less than Significant Impact. Information from this section was taken from the Historic Property Survey Report (HPSR) (Caltrans 2023). Caltrans uses a single process to fulfill its CEQA and National Historic Preservation Act (NHPA) Section 106 responsibilities. The Area of Potential Effect (APE) was established from the direct project footprint, including all cut and fill limits, all work areas, and potential staging areas. The maximum vertical depth of the APE is four feet to replace guardrail.

The subsurface potential for this project is exceptionally low as a majority of the work will occur on the existing pavement (dike replacement, mill, and overlay, localized digouts, grinding of rumble strips, and restriping), and sign panel replacement has no potential for subsurface disturbance. Clean fill dirt is expected to be imported to construct shoulder backing. The guardrails that will be replaced are going into the existing already disturbed area of the older guardrail.

Caltrans performed a cultural resources review, which included a review of location maps, project plans, aerial photography, Historical USGS quads, Caltrans As-Builts, National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), National Historic Landmark (NHL), California Historical Landmarks (CHL), California Points of Historical Interest, California Historical Resources Information System (CHRIS) the Native American Heritage Commission (NAHC) Sacred Lands File, Caltrans Cultural Resource Database (CCRD), and Caltrans Historic Bridge Inventory.

Caltrans sent a Sacred Lands file request to the NAHC on October 22, 2022. A response with a negative Sacred Lands File finding and a contact list were returned. After consultation with the District Native American Coordinator (DNAC), the following tribes were contacted: Fort Mojave Indian Tribe, Twentynine Palms Band of Mission Indians, Colorado River Indian Tribe, and Chemehuevi Reservation. Chemehuevi Reservation, Ron Escobar, Environmental Director, was sent an initial letter on October 24, 2022, and Mr. Escobar responded the same day requesting to consult. Caltrans emailed Mr. Escobar on January 9, 2023, with project updates. Mr. Escobar responded the same day, requesting notification of the final cultural report. Caltrans sent a draft copy of the Archaeological Survey Report (ASR) to Mr. Escobar on March 14, 2023. Caltrans received comments regarding the draft ASR from Mr. Escobar on March 24, 2023. Caltrans edited the language in the Ethnographic sections per the Tribe's request. They addressed the comments appropriately, relative to the Caltrans ASR Format and Content Guide pursuant to the Caltrans Section 106 PA. The Colorado River Indian Tribe, Brian Etsitty, Tribal Historic Preservation Officer, was sent an initial letter on October 24, 2022, and follow-ups were sent on December 19, 2022 and February 23, 2023. There has been no response to date. Caltrans sent an initial letter on October 24, 2022 to the Fort Mojave Indian Tribe, Linda Otero, Director AhaMaKav Cultural Society, and follow-ups were sent on December 19, 2022 and February 23, 2023. Ms. Otero responded on February 24, 2023, stating they will send comments next week. There has been no further response to date. The Twenty-Nine Palms Band of Mission Indians, Sarah Bliss, Cultural Resource Manager, was sent an initial letter on October 24, 2022, and follow-ups were sent on December 19, 2022 and February 23, 2023. There has been no response to date.

Caltrans determined that the following cultural resources are within the APE: 54 0870 Route 95/40 Separation, CHL - 985 Desert Training Center and California - Arizona Maneuver Area (DTC/C-AMA), Route 66 (36-002910), AT&SF Railroad (36-006693) and Bridge 54 0870 Route 95/40 was previously determined not eligible for listing in the NRHP in the Caltrans Historic Bridge Inventory. CHL - 985 Desert Training Center and California - Arizona Maneuver Area (DTC/C-AMA) is considered eligible for this project only, and the Cultural Studies Office (CSO) approved the eligibility under all four criteria with a period of significance (POS) of 1942-1944 on December 16, 2022. Route 66 (36-002910) has undergone modification, including minor realignment and at least three curve corrections. Still, it retains integrity, remains primarily intact, and travels through a minimally altered landscape. The resource was determined eligible for the National Register of Historic Places in 2011 as part of a Multiple Property Determination form. During a CHRIS record search, results indicated that the AT&SF Railroad (36-006693) was determined eligible for the National Register of Historic Places in 1994. Caltrans, pursuant to Section 106 PA Stipulation X.B.2, has determined a finding of “No Adverse Effect without Standard Conditions” is appropriate for this undertaking and requested SHPO’s concurrence in this determination, which was received

on August 1, 2023.

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

Avoidance, Minimization, and/or Mitigation Measures

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

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

CR-2: Treatment of Human Remains. In the event that human remains are found the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Ashley Bowman, DEBC: (909) 472-7730 and Gary Jones, DNAC: (909) 261-8157. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

VI. ENERGY

Would the project:

Question	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

Response to a) and b) No Impact. The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation, as the proposed project involves the restoration, preservation, and extension of the service life of the existing pavement on US-95 from PM R57.207 to 64.5. The scope of work for this project consists of overlay on the existing paved mainline and shoulders, mill at transition locations, repair distressed areas with localized digouts, replace asphalt concrete dikes, restripe traffic lanes, re-install rumble strips, place 4 feet wide shoulder backing, replace one sign panel, replace guardrails, and change portion of the existing centerline striping from passing to non-passing zones. All of the project is within the State's right of way with the exception of the guardrail replacement near PM 64. At this location, the existing guardrail that is to be replaced is in BNSF's right of way. The proposed project would not conflict with or obstruct state or local renewable energy or energy efficiency plans.

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Energy.

VII. GEOLOGY AND SOILS

Would the project:

Question	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

Response to Item a.i), a.ii): No Impact. None of the project segments are near an Alquist-Priolo Special Studies Zone; therefore, no impacts are anticipated. Like most of Southern California, the project area is located in a seismically active area. According to the California Division of Mines and Geology (CDMG) Preliminary Fault Activity Map, there are several faults in the area, mostly concentrated around the Dead Mountains, east of the project area.

Compliance with the most current Caltrans procedures regarding seismic design, standard practice on all Caltrans projects, is anticipated to avoid or minimize any significant impacts related to seismic ground shaking. The seismic design would also meet county requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed project would result in no impact because project construction and operation would have no opportunity to rupture a known earthquake fault or cause seismic shaking as the project would primarily consist of constructing a four-foot median buffer widening of existing roadbed.

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

Response to Item b): No Impact. The project proposes to restore, preserve, and extend the service life of the existing pavement on US Route 95 (US-95) from post mile (PM) R57.20700 to 64.500. The scope of work for this project consists of overlay on the existing paved mainline and shoulders, mill at transition locations, repair distressed areas with localized digouts, replace asphalt concrete dikes, restripe traffic lanes, re-install rumble strips, place 4 feet wide shoulder backing, replace one sign panel, replace guardrails, and change portion of the existing centerline striping from passing to non-passing zones. All of the project is within the state's right of way with the exception of the guardrail replacement near PM 64. At this location, the existing guardrail that is to be replaced is in BNSF's right of way. Construction site BMPs, standard practices for erosion and water quality control, would be used on the project site and include street sweeping, temporary cover for materials storage, and equipment parking at staging areas and side slopes. Construction methods related to water conservation practices, vehicle and equipment cleaning, fueling, and maintenance would be followed.

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

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

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Geology and Soils.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

Response to Item a): Less Than Significant. It is anticipated that the project would not increase vehicle capacity on US-95 and would not increase vehicle miles traveled (VMT). While the project would result in GHG emissions during construction, no increase in operation emissions is anticipated. With the implementation of construction GHG-reduction measures, the impact would be less than significant. See the extensive climate change section.

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

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented for Greenhouse Gases:

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

GHG-1: Maximize use of recycled asphalt.

GHG-2: Use right sized equipment for the job.

GHG-3: The project will maintain equipment in proper tune and working condition.

GHG-4: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Question	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

Response to Items a), b): No Impact. Implementation of the project is not expected to result in the creation of any new health hazards or expose people to potential new health hazards, because the project proposes to restore, preserve, and extend the service life of the existing pavement on US Route 95 (US-95) from post mile (PM) R57.207 to 64.5. The scope of work for this project consists of overlay on the existing paved mainline and shoulders, mill at transition locations, repair distressed areas with localized digouts, replace asphalt concrete dikes, restripe traffic lanes, re-install rumble strips, place 4 feet wide shoulder backing, replace one sign panel, replace guardrails, and change portion of the existing centerline striping from passing to non-passing zones. All of the project is within the State's right of way with the exception of the guardrail replacement near PM 64. At this location, the existing guardrail that is to be replaced is in BNSF's right of way. The Initial Site Assessment (ISA) Checklist completed for this project determined that the potential for hazardous waste involvement is low risk.

Following construction of the project, operations are not expected to result in the creation of any

new health hazards or expose people to potential new health hazards because the action of pavement rehabilitation with improvement of other assets would not result in an impact with the inclusion of minimization and avoidance measures listed at the end of this section.

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

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

Response to Items e): No Impact. The proposed project is not located within or near an airport land use plan or, where such a plan has not been adopted. The proposed project would create a temporary impact during construction regarding safety hazards or excessive noise for people residing or working in the project area. Still, it would not result in a permanent impact.

Response to Item f): No Impact. The project is not anticipated to interfere with any adopted local emergency response or evacuation plans. Applicable traffic controls (e.g., flag person, signage), as identified in the Transportation Management Plan (TMP), would be implemented to minimize any potential interference with any adopted emergency response plan or evacuation plan (measure **TRF-1**).

Response to Item g): No Impact. The proposed project area is surrounded by underdeveloped, commercial, and residential land. The proposed project is not located in the State Responsibility Area. The project would not introduce new structures or uses that exacerbate fire risk or would be vulnerable to fire damage.

Avoidance, Minimization, and/or Mitigation Measures

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

HAZ-1: Prior to any site preparation, disturbance, grading, and construction, the Resident Engineer will require the Construction Contractor to remove and test any yellow traffic striping and pavement marking material in accordance with SSP 14-11.12.

HAZ-2: SSP 14-11.14 includes specifications for handling, storing, transporting, and disposing of treated wood waste. Manage treated wood waste under Health & Safety Code §25230 et seq.
Dispose of treated wood waste at one of the following:
1. An approved California disposal site operating under a RWQCB permit that includes acceptance of treated wood waste
2. California disposal site operating under a DTSC permit that includes acceptance of treated wood waste

X. HYDROLOGY AND WATER QUALITY

Would the project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

Response to Item a): Less Than Significant.

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

The project would use stormwater controls, as required, to minimize the amount of

roadway pollution from the project area during construction. Compliance with the NPDES requirements would further reduce such polluting impacts. Projects within Caltrans' right of way must comply with the latest Caltrans and RWQCB water quality standards relative to the treatment of post-construction stormwater runoff. Determination and implementation of BMPs within the right of way are defined based on the evaluation of existing site constraints, constituents of concern at the receiving waters, soil conditions, and hydraulic conditions.

Response to Item b): No Impact. The project proposes to restore, preserve, and extend the service life of the existing pavement on US-95 from PM R57.207 to 64.5. The scope of work for this project consists of overlay on the existing paved mainline and shoulders, mill at transition locations, repair distressed areas with localized digouts, replace asphalt concrete dikes, restripe traffic lanes, re-install rumble strips, place 4 feet wide shoulder backing, replace one sign panel, replace guardrails, and change portion of the existing centerline striping from passing to non-passing zones. All of the project is within the State's right of way with the exception of the guardrail replacement near PM 64. At this location, the existing guardrail that is to be replaced is in BNSF's right of way. The project would be within an area of rural desert without major infrastructure. It is not expected to deplete groundwater supplies or interfere substantially with groundwater recharge. The proposed project is not expected to affect the amount of water consumed regionally through increased withdrawals from groundwater sources.

Response to Items c (i): No Impact. Pavement rehabilitation and improvement of other assets would not alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces in a manner that would result in substantial erosion or siltation on or off-site.

Response to Items c (ii): No Impact. Pavement rehabilitation and improvement of other assets would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces in a manner that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding or siltation on or off-site.

Response to Items c (iii): No Impact. Pavement rehabilitation and improvement of other assets would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces in a manner that would substantially increase the rate or amount of surface runoff in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Response to Items c (iv): No Impact. Pavement rehabilitation and improvement of other assets would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces in a manner that would substantially increase the rate or amount of surface runoff in a manner which would create or contribute runoff water.

Response to Item d): No Impact. Based on the FEMA Flood Insurance Rate Map (FIRM), the proposed project is located outside a floodplain. The proposed project is not anticipated to risk the release of pollutants due to project inundation.

Response to Item e): No Impact. Pavement rehabilitation and improvement of other assets would not conflict with or obstruct of a water quality control plan or sustainable groundwater management plan.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Hydrology and Water Quality**.**

XI. LAND USE AND PLANNING

Would the project:

Question	CEQA Determination
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

Response to Items a), b): No Impact. According to the San Bernardino County Land Use Plan – Public San Bernardino County Map Viewer, the project area is mapped as Resource Conservation. There are no established communities in the project vicinity. The project is not a new alignment or realignment of an existing highway. Thus, the current project is not dividing the communities. The proposed project includes pavement rehabilitation and improvement of other assets The proposed project would not conflict with any land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect. The project improvements would occur within Caltrans' right of way and additional right of way, but no detours would be required.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Land Use and Planning.

XII. MINERAL RESOURCES

Would the project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Mineral Resources.

XIII. NOISE

Would the project result in:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

Response to Item a): No Impact. There are structures sparsely located near the alignment; therefore, there are noise-sensitive receptors located near the project. Temporary construction noise impacts would occur because the noise receptors are near to the project area. Additionally, construction noise would be short-term and intermittent during the 80-day (working days) construction period, and construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02 (measures **NOI-1** and **NOI-2**). The project would not expose people to or generate noise levels in excess of standards established in a general plan or noise ordinance, or applicable standards of other agencies.

Response to Item b): No Impact. Any groundborne noise or vibration would be limited to the 80-working days and would be short in duration.

Response to Item c): No Impact. There is no airport or private airstrip near the project vicinity. The proposed project would comply with Caltrans' Standard Specifications as outlined in **NOI-1** and **NOI-2**, no impacts would occur.

Avoidance, Minimization, and/or Mitigation Measures

The following Noise measures would be implemented to minimize potential impacts located in Caltrans' provisions in Section 14-8, "Noise Control," of the 2022 Standard Specifications and Special Provisions:

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

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

XIV. POPULATION AND HOUSING

Would the project:

Question	CEQA Determination
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

Response to Item a): No Impact. The project is a State Highway Operation and Protection Program (SHOPP) project and would not induce population growth in an area, either directly or indirectly. The proposed project would not result in any construction of new homes, businesses, or the need for roads or other infrastructure that would facilitate an increase in population. No impacts are anticipated in this regard.

Response to Item b): No Impact. The project would not require additional right-of-way acquisition. A Temporary Construction Easement (TCE) is needed to replace the existing guardrail in BNSF's right of way. No residents or businesses would need to be relocated due to the implementation of the project. The proposed project would not require the relocation of any existing developments and/or people. No impacts are anticipated in this regard.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Population and Housing.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

Question	CEQA Determination
a) Fire protection?	No Impact
b) Police protection?	No Impact
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	No Impact

Response to a) Fire Protection: No Impact. The City of Needles provides fire protection in the project vicinity. Needles Station #32 is the only fire station near the project vicinity. The proposed project involves pavement rehabilitation and facility upgrades, which would not result in an increase in population and, therefore, not increase the demand for community services. In addition, the proposed project would not induce growth or increase population in the study area or the greater community beyond that previously planned for and would not result in the need for additional fire protection. No fire stations would be acquired or displaced.

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

Response to c) Schools: No Impact. There are no schools located within the project vicinity. The proposed project would not result in accessibility problems to existing schools in the vicinity of the project and is not expected to result in any other impacts on school services.

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

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Public Services.

XVI. RECREATION

Question	CEQA Determination
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Recreation.

XVII. TRANSPORTATION

Would the project:

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

Response to Items a) and b): No Impact. The project would not conflict with any adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities. Accordingly, no impacts in this regard are expected. The project would not increase traffic because no new land uses are proposed. The project would accommodate existing traffic demand, but it would not create new demand, directly or

indirectly. The project would also not reduce congestion and/or improve the level of service of traffic. The proposed project would not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. No impacts are anticipated.

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

Response to Item d): Less Than Significant Impact. Construction activities have the potential to result in temporary, localized, site-specific disruptions during the 80 working day construction period. This could lead to an increase in delay times for emergency response vehicles during construction; however, the proposed project would include the preparation and implementation of a Transportation Management Plan (TMP) (measure **TRF-1**), which would avoid or minimize any potential impacts. Applicable traffic controls (e.g., flag person, signage), as identified in the TMP, would be implemented to minimize any potential interference with any adopted emergency response plan or evacuation plan. Impacts would be less-than-significant during the construction period.

Avoidance, Minimization, and/or Mitigation Measures

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

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

XVIII. TRIBAL CULTURAL RESOURCES

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

Question	CEQA Determination
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

Response to Item a) No Impact. Caltrans sent a Sacred Lands file request to the NAHC on October 22, 2022. A response with a negative Sacred Lands File finding and a contact list were returned. After consultation with the District Native American Coordinator (DNAC), the following tribes were contacted: Fort Mojave Indian Tribe, Twentynine Palms Band of Mission Indians, Colorado River Indian Tribe, and Chemehuevi Reservation. Chemehuevi Reservation, Ron Escobar, Environmental Director, was sent an initial letter on October 24, 2022, and Mr. Escobar responded the same day requesting to consult. Caltrans emailed Mr. Escobar on January 9, 2023, with project updates. Mr. Escobar responded the same day, requesting notification of the final cultural report. Caltrans sent a draft copy of the Archaeological Survey Report (ASR) to Mr. Escobar on March 14, 2023. Caltrans received comments regarding the draft ASR from Mr. Escobar on March 24, 2023. Caltrans edited the language in the Ethnographic sections per the Tribe's request. They addressed the comments appropriately, relative to the Caltrans ASR Format and Content Guide pursuant to the Caltrans Section 106 PA. The Colorado River Indian Tribe, Brian Etsitty, Tribal Historic Preservation Officer, was sent an initial letter on October 24, 2022, and follow-ups were sent on December 19, 2022 and February 23, 2023. There has been no response to date. Caltrans sent an initial letter on October 24, 2022 to the Fort Mojave Indian Tribe, Linda Otero, Director AhaMaKav Cultural Society, and follow-ups were sent on December 19, 2022and February 23, 2023. Ms. Otero responded on February 24, 2023, stating they will send comments next week. There has been no further response to date. The Twenty-Nine Palms Band of Mission Indians, Sarah Bliss, Cultural Resource Manager, was sent an initial letter on October 24, 2022, and follow-ups were sent on December 19, 2022 and February 23, 2023. There has been no response to date. No Tribal Cultural Resources have been identified within the project footprint.

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

Avoidance, Minimization, and/or Mitigation Measures

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

CR-2: Treatment of Human Remains. In the event that human remains are found the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Ashley Bowman, DEBC: (909) 472-7730 and Gary Jones, DNAC: (909) 261-8157. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

Question	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

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

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

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

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Utility and Service Systems.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

Response to Item a): No Impact. The proposed project is not located in any very high fire severity zones. Construction activities have the potential to result in temporary, localized, site-specific disruptions during 80-day construction period. This could lead to an increase in delay times for emergency response vehicles during construction. However, the proposed project would include the preparation and implementation of a TMP (measure **TRF-1**), which would avoid or minimize any potential impacts.

Response to Item b): No Impact. The project area is surrounded by rural, commercial, and residential land. Based on Cal Fire, Fire Hazard Severity Zones Map of the County of

San Bernardino, the proposed project is outside the State Responsibility Area. The project would not introduce new structures or uses that exacerbate fire risk or would be vulnerable to fire damage.

Response to Item c), and d): No Impact. The proposed project is not located in any State Responsibility Areas. The project proposes to restore, preserve, and extend the service life of the existing pavement on US-95 from PM R57.207 to 64.5. The scope of work for this project consists of overlay on the existing paved mainline and shoulders, mill at transition locations, repair distressed areas with localized digouts, replace asphalt concrete dikes, restripe traffic lanes, re-install rumble strips, place 4 feet wide shoulder backing, replace one sign panel, replace guardrails, and change portion of the existing centerline striping from passing to non-passing zones, thus the project will not install infrastructure that may result in increased fire risk. The proposed project would not significantly alter drainage patterns that would cause downslope or downstream flooding or landslides should a fire occur.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Wildfire.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant with Mitigation Incorporated
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

Response to Item a): Less-than-Significant Impact with Mitigation Incorporated.

Agency coordination or permits for waters will be required. Jurisdictional waterway permits will be required for the proposed project. Permits are anticipated to be required from the California Department of Fish and Wildlife (CDFW) - Section 1602 of the California Fish and Game Code (CFGC) for Lake and Streambed Alteration Agreement; Regional Water Quality Control Board (RWQCB) Section 401 permit of the federal Clean Water Act (CWA); or the U.S. Army Corps of Engineers (USACE) Section 404 of the CWA permit.

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

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

Avoidance, Minimization, and/or Mitigation Measures

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

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. 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 (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth’s atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

The impacts of climate change are already being observed in the form of sea level rise, drought, more intense heat, extended and severe fire seasons, and historic flooding from changing storm patterns. Both mitigation and adaptation strategies are necessary to address these impacts. The most important mitigation strategy is to reduce GHG emissions. In the context of climate change (as distinct from CEQA and NEPA), “mitigation” involves actions to reduce GHG emissions or to enhance the “sinks” that store them (such as forests and soils) to lessen adverse impacts. “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.

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

2022). 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. The updated GHG emissions standards will avoid more than 3 billion tons of GHG emissions through 2050. In April 2022, NHTSA announced corresponding new fuel economy standards for model years 2024 through 2026, which will reduce fuel use by more than 200 billion gallons through 2050 compared to the old standards and reduce fuel costs for drivers (U.S. EPA 2022a; NHTSA 2022).

State

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

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

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

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the governor's 2030 and 2050 GHG reduction goals.

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

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

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

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent ($MMTCO_2e$). [GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent," or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.] 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 traveled, 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.

AB 1279, Chapter 337, 2022, The California Climate Crisis Act: This bill mandates carbon neutrality by 2045 and establishes an emissions reduction target of 85% below 1990 level as part of that goal. This bill solidifies a goal included in EO B-55-18. It requires ARB to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California, as specified.

ENVIRONMENTAL SETTING

The proposed project is in rural areas of San Bernardino County along US-95 from PM 57.2 to PM 64.5. The project area begins in near the junction of I-40 and US-95. Within the project limits, US 95 consists of two-lane highway, which is surrounded by rural, undeveloped desert, state, and federal lands. A metropolitan or regional transportation plan (RTP)/sustainable communities' strategy (SCS) by Southern California Association of Governments (SCAG) guides transportation and housing development in the project area. The San Bernardino County General Plan Sustainability element addresses GHGs in the project area.

GHG Inventories

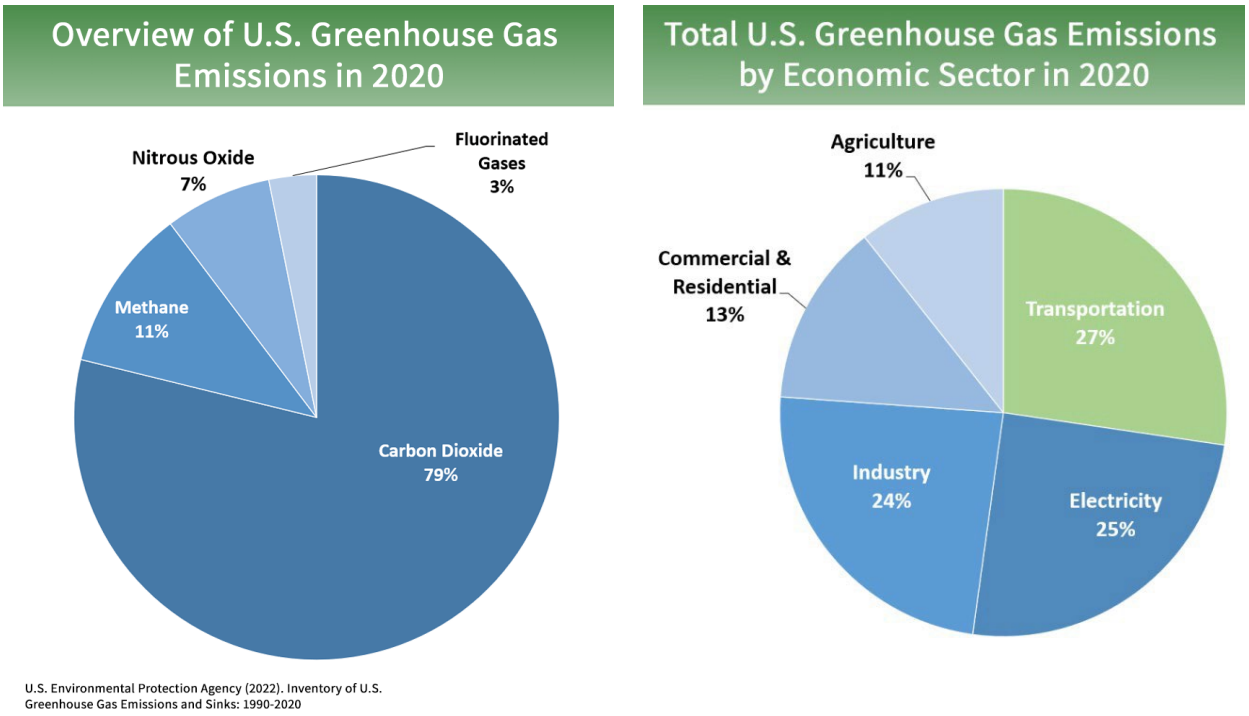
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be 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. Total GHG emissions from all sectors in 2020 were 5,222 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. Of these, 79 percent were CO_2, 11 percent were CH_4, and 7 percent were N_2O; the balance consisted of fluorinated gases. Total GHGs in 2020 decreased by 21% from 2005 levels and 11% from 2019. The change from 2019 resulted

primarily from less demand in the transportation sector during the COVID-19 pandemic. The transportation sector was responsible for 27 percent of total U.S. GHG emissions in 2020, more than any other sector (Figure 1), and for 36% of all CO_2 emissions from fossil fuel combustion. Transportation CO_2 emissions for 2020 decreased 13 percent from 2019 to 2020, but were 7 percent higher than transportation CO_2 emissions in 1990 (Figure 1) (U.S. EPA 2022b).

Figure 1. U.S. 2020 Greenhouse Gas Emissions (Source: U.S. EPA 2022b)



U.S. Environmental Protection Agency (2022). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020

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 2022 edition of the GHG emissions inventory reported emissions trends from 2000 to 2020. Total California GHG emissions in 2020 were 369.2 $MMTCO_2e$, a reduction of 35.3 $MMTCO_2e$ from 2019 and 61.8 $MMTCO_2e$ below the 2020 statewide limit of 431 $MMTCO_2e$. Much of the decrease from 2019 to 2020, however, is likely due to the effects of the COVID-19 pandemic on the transportation sector, during which vehicle miles traveled declined under stay-at-home orders and reductions in goods movement. Nevertheless, transportation remained the largest source of GHG emissions, accounting for 37 percent of statewide emissions (Figure 2). (Including upstream emissions from oil extraction, petroleum refining, and oil pipelines in California, transportation was responsible for about 47 percent of statewide emissions in 2020; however, those emissions are accounted for in the industrial sector.) California's gross domestic product (GDP) and GHG intensity (GHG emissions per unit of GDP) both declined from 2019 to 2020 (Figure 3). It is expected that total GHG emissions will increase as the economy recovers over the next few years (ARB 2022a).

Figure 2. California 2020 Greenhouse Gas Emissions by Scoping Plan Category (Source: ARB 2022a)

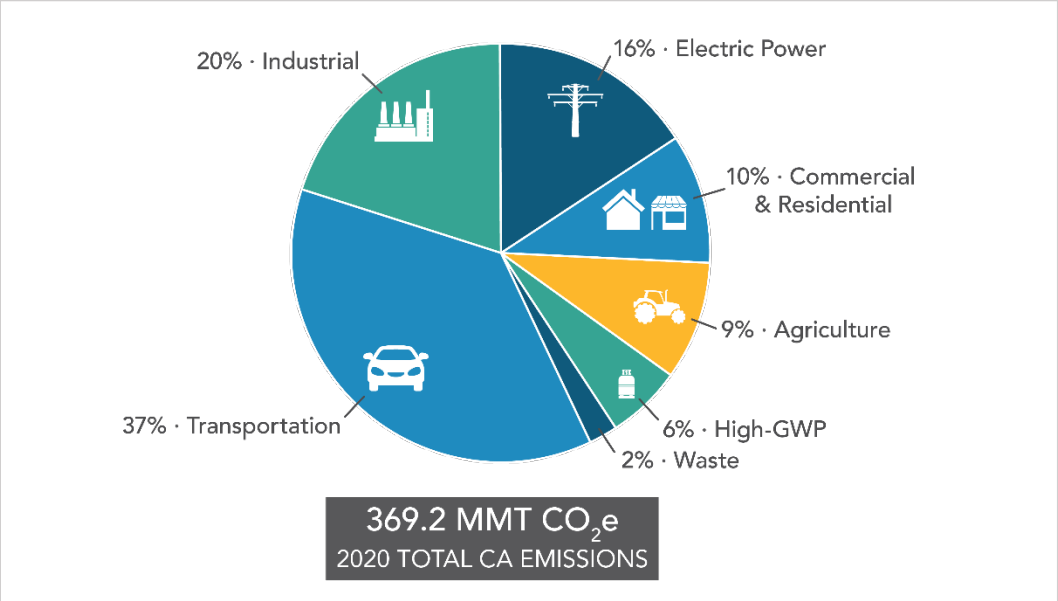
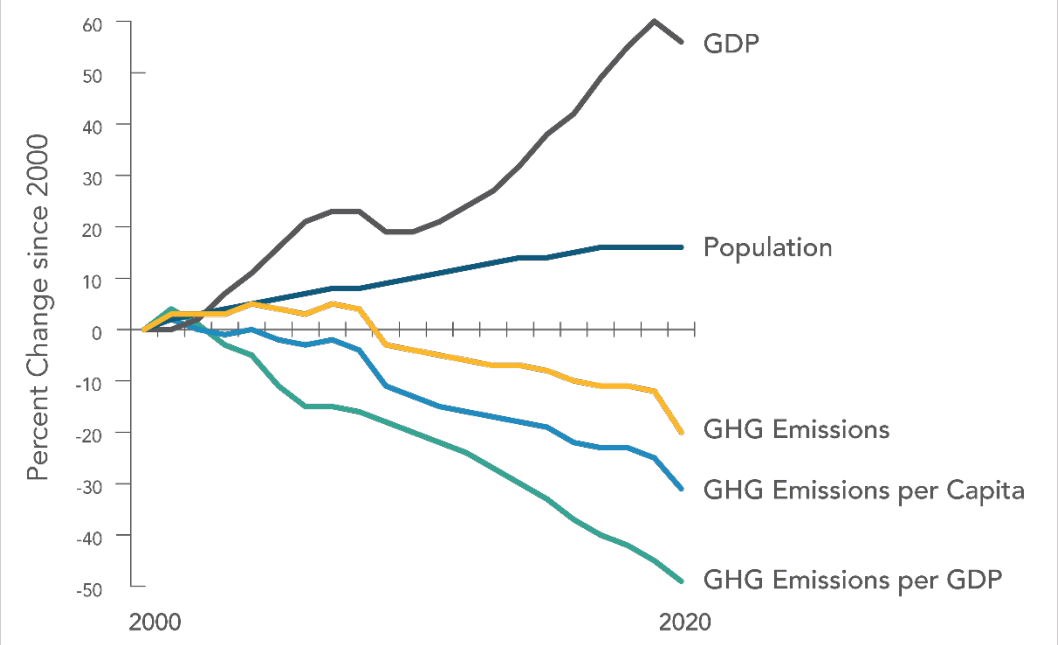


Figure 3. Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2022a)



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 draft 2022 Scoping Plan Update additionally lays out a path to achieving carbon neutrality by 2045 (ARB 2022b).

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 2020-2045 RTP/SCS for Southern California Association of Governments (SCAG), Connect SoCal. The regional reduction target for SCAG is 19 percent by 2035 (ARB 2022c).

Table 2. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Southern California Association of Governments *2020- 2045 Regional Transportation Plan/Sustainable Communities Strategy* (adopted September 2020)	• 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 • Reduce greenhouse gas emissions and improve air quality • Adapt to a changing climate and support an integrated regional development pattern and transportation network • Leverage new transportation technologies and data-driven solutions that result in more efficient travel
San Bernardino County Regional Greenhouse Gas Reduction Plan (adopted March 2021)	• OffRoad-2: Idling Ordinance • OnRoad-3: Transportation Demand management and Synchronization • OnRoad-4: Expand Bike Routes

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 CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion

engines, along with relatively small amounts of CH_4 and N_2O. 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 project proposes to restore, preserve, and extend the service life of the existing pavement on US-95 from PM R57.207 to 64.5. The scope of work for this project consists of overlay on the existing paved mainline and shoulders, mill at transition locations, repair distressed areas with localized digouts, replace asphalt concrete dikes, restripe traffic lanes, re-install rumble strips, place 4 feet wide shoulder backing, replace one sign panel, replace guardrails, and change portion of the existing centerline striping from passing to non-passing zones. All of the project is within the state's right of way with the exception of the guardrail replacement near PM 64. At this location, the existing guardrail that is to be replaced is in BNSF's right of way. These project elements will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on US-95, no increase in vehicle miles traveled (VMT) would occur as result of project implementation. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions would result from material processing and transportation, 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 Cal-CET model was used to estimate construction-related GHG emissions for the proposed project. Construction is expected to require 80 working days and to result in approximately 335 tons of CO2-equivalent (CO_{2e}).

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.

CEQA Conclusion

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

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

GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

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 2022d).

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). OPR later added strategies related to achieving statewide carbon neutrality by 2045 in accordance with EO B-55-18 and AB 1279 (OPR 2022).

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 by 50% 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 (2022a) released *Natural and Working Lands Climate Smart Strategy*, with a focus on nature-based solutions.

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 Infrastructure

*The California Action Plan for Transportation Infrastructur*e (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 project.

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

GHG-1: Maximize use of recycled asphalt.

GHG-2: Use right sized equipment for the job.

GHG-3: The project will maintain equipment in proper tune and working condition.

GHG-4: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).

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). The U.S. DOT Climate Action Plan of August 2021 followed up with a statement of policy to "accelerate reductions in greenhouse gas emissions from the transportation sector and make our transportation infrastructure more climate change resilient now and in the future," following this set of guiding principles (U.S. DOT 2021):

- Use best-available science
- Prioritize the most vulnerable
- Preserve ecosystems
- Build community relationships
- Engage globally

U.S. DOT developed its climate action plan pursuant to the federal EO 14008, *Tackling the Climate Crisis at Home and Abroad* (January 27, 2021). EO 14008 recognized the threats of climate change to national security and ordered federal government agencies to prioritize actions on climate adaptation and resilience in their programs and investments (White House 2021).

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 2022b).

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 to 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.

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.

Precipitation and Flooding

According to the Federal Emergency Management Agency Flood Insurance Rate Map, the project area is located within Zone D (Areas of Undetermined Flood Hazards). The Caltrans Climate Change Vulnerability Assessment Map for District 8 maps projected changes in 100-year storm precipitation depths under climate change scenario. In the project area, storm depth is projected to increase by 2.1% by 2055 and 1.7% by 2085 (Caltrans 2019). Effects of climate change on precipitation are not likely to adversely affect the project.

Wildfire

The area surrounding the proposed project is comprised of rural, commercial, and residential land. Based on the Cal Fire “Fire Hazard Severity Zones Map” for San Bernardino County, the project is outside the State Responsibility Area. Per the Caltrans District Vulnerability Assessment for District 8, the proposed project area has a moderate risk of wildfire between 2040 to 2069. The project would not introduce new structures or uses that exacerbate fire risk or would be vulnerable to fire damage. Caltrans 2018 revised Standard Specification 7-1.02M(2) mandates fire prevention procedures during construction, including a fire prevention plan. Accordingly, the project is not anticipated to exacerbate the impacts of wildfires intensified by climate change.

Temperature

The Caltrans District 8 Climate Change Vulnerability Assessment Map (Caltrans 2019) indicates temperature changes during the project’s design life. Based on the Caltrans District 8 Climate Change Vulnerability Assessment Map (Caltrans 2019), the average minimum air temperature in

the project area is projected to increase by 0.9 degree Fahrenheit by 2025 and by 3.8 degrees Fahrenheit by 2055, and by 7.2 degrees Fahrenheit by 2085. The average maximum temperature, over seven consecutive days in the project area, is projected to increase by up to 2.4 degrees Fahrenheit by 2025 and up to 6.46 degrees Fahrenheit by 2055., and by up to 9.9 degrees Fahrenheit by 2085. Therefore, the overall minimum and maximum temperatures of the day in the project area are projected to continue to increase between 2022 and 2085. Project area climate was considered during pavement selection. Therefore, the project is anticipated to be resilient to temperature change.

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Public Involvement

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

U.S. Fish and Wildlife Service

A list of threatened and endangered species was obtained from the USFWS on October 16, 2023.

Native American Tribes

Caltrans sent a Sacred Lands file request to the NAHC on October 22, 2022. A response with a negative Sacred Lands File finding was returned, as well as a contact list. After consultation with the District Native American Coordinator (DNAC), the following tribes were contacted: Fort Mojave Indian Tribe, Twentynine Palms Band of Mission Indians, Colorado River Indian Tribe, and Chemehuevi Reservation. Chemehuevi Reservation, Ron Escobar, Environmental Director, was sent an initial letter on Octobe 24, 2022, and Mr. Escobar responded the same day requesting to consult. Caltrans emailed Mr. Escobar on January 9, 2023, with project updates. Mr. Escobar responded the same day, requesting notification of the final cultural report. Caltrans sent a draft copy of the ASR to Mr. Escobar on March 14, 2023. Caltrans received comments regarding the draft ASR from Mr. Escobar on March 24, 2023. Caltrans edited the language in the Ethnographic sections per the Tribe's request and addressed the comments appropriately, relative to the Caltrans ASR Format and Content Guide pursuant to the Caltrans Section 106 PA. The Colorado River Indian Tribe, Brian Etsitty, Tribal Historic Preservation Officer, was sent an initial letter on October 24, 2022, and follow-ups were sent on December 19, 2022 and February 23, 2023. There has been no response to date. Caltrans sent an initial letter on October 24, 2022 to the Fort Mojave Indian Tribe, Linda Otero, Director AhaMaKav Cultural Society, and follow-ups were sent on December 19, 2022 and February 23, 2023. Ms. Otero responded on February 24, 2023, stating they will send comments next week. There has been no further response to date. The Twenty-Nine Palms Band of Mission Indians, Sarah Bliss, Cultural Resource Manager, was sent an initial letter on October 24, 2022, and follow-ups were sent on December 19, 2022 and February 23, 2023. There has been no response to date.

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Appendix A Maps

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

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Figure 4. Vicinity Map

Figure *5*. Aerial Project Location Map

Figure 6. Project Location Map

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Appendix B Distribution List

A public notice of this IS and/or a Notice of Intent to Adopt a Mitigated Negative Declaration was distributed to federal, state, regional and local agencies, elected officials and utilities and service providers. In addition, a Notice of Intent was published in the local newspaper with instructions to access the Draft Environmental Document for public comment.

Jeff Armstrong, Fire Chief
San Bernardino County
Fire Station #32
100 Safari Dr,
Needles, CA 92363

Eduardo Garcia
State Assemblymember (District 36)
48220 Jackson Street, Suite A3
Coachella, CA 92236

John Wickum, Captain
San Bernardino County Sheriff's Department
1111 Baily Ave,
Needles, CA 92363

Steve Padilla
State Senator (District 18)
E1224 State Street, Suite D
El Centro, CA 922243

California Department of Fish and Wildlife Region 6
3602 Inland Empire Blvd Suite C-220
Ontario CA 91764

Bureau of Land Management
Needles Field Office
1303 US-95,
Needles, CA 92363

California Department of Water Resources 715 P Street
Sacramento, CA

California Native American Heritage Commission
1550 Harbor Blvd, Suite 100 West
Sacramento, CA 95691

Dionisio Martinez
Manager Public Projects (CA)
BNSF Railway
740 East Carnegie Dr
San Bernadino, CA 92408

Kevin Johnston
2288 Buena Vista Ave
Livermore, CA 94550

Colorado River Basin Regional Water Quality Control Board (Region 7)
73-720 Fred Waring Drive, Suite 100
Palm Desert, CA 92260

California Highway Patrol (CHP)
1916 J St,
Needles, CA 92363

Appendix C List of Preparers

The following personnel contributed to the preparation of this IS:

California Department of Transportation

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- Adam Compton, Senior Environmental Planner, Regulatory Permits
- Gabrielle Duff, Senior Environmental Planner, Environmental Studies “B”
- Mary K. Smith, Associate Environmental Planner, Cultural Studies
- Tyrha Delger, Associate Environmental Planner, Biological Studies
- Ashley Bowman, Senior Environmental Planner, Cultural Studies
- Cesar Garcia, Senior Environmental Planner, Biological Studies
- Olufemi Odufalu, Civil Engineer/Environmental Engineering, Branch Chief: Environmental Engineering “A”
- Farhana Islam, Civil Engineer/Environmental Engineering, Environmental Engineering “A”
- Fatima Islam, Civil Engineer/Environmental Engineering, Environmental Engineering “A”
- Donald Cheng, Civil Engineer/Environmental Engineering, Environmental Engineering “A”
- Sarah Gallimore, Associate Environmental Planner, Regulatory Permits

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Appendix D Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
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September 2023

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 non-discriminatory 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) 639-6392 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 PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

TONY TAVARES
Director

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Appendix E List of Technical Studies

Historic Property Survey Report, US-95 Pavement Rehab, 08-SBD-95- PM R57.207/64.5, EA 1L240/0819000167. Prepared by Mary Smith, Caltrans, June 2023.

Visual Impact Assessment for US-95 Pavement Rehab, 08-SBD-95- PM R57.207/64.5, EA 1L240/0819000167. Prepared by Tony Calvillo, Caltrans, September 2023.

Initial Site Assessment (ISA) Checklist for US-95 Pavement Rehab, 08-SBD-95- PM R57.207/64.5, EA 1L240/0819000167. Prepared by Donald Cheng, Caltrans, July 2023.

Natural Environment Study (Minimal Impacts) (NESMI), SR-95 Pavement Rehabilitation, 08-SBD-95- PM R57.207/64.5, EA 1L240/0819000167. Prepared by Tyrha Delger, Caltrans, October 2023.

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Appendix F Environmental Commitments Record

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long- term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

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Permit Type	Agency	Date Received	Expiration	Notes
1600	California Department of Fish & Wildlife	N/A	N/A	N/A
401	Report of Waste Discharge (RWD) from the State Water Resources Quality Control Board	N/A	N/A	N/A
404	U.S. Army Corps of Engineers	N/A	N/A	Non-Reporting

Date of ECR: 10/31/2023
Date:

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

ENVIRONMENTAL COMMITMENTS RECORD
(US-95 Pavement Rehabilitation)

PM R57.207/64.5
EA-1L240
PN 0816000046
Generalist: JaShawn Combs
ECL:

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing / Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
CULTURAL RESOURCES										
CR-1: Stop work if buried cultural resources are encountered during construction until a qualified archaeologist can evaluate the nature and significance of the find. In the event that human remains, including isolated, disarticulated bones or fragments, are discovered during construction-related activity, cease in the vicinity of the human remains.		HPSR (June 2023)	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Design/ Construction	SSP: 14-2.03A					

Date of ECR: 10/31/2023
Date:

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

ENVIRONMENTAL COMMITMENTS RECORD
(US-95 Pavement Rehabilitation)

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							Date / Initials	Date / Initials	YES	NO
CR-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 50 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; Ashley Bowman, DEBC: (909) 472-7730 and Gary Jones, DNAC: (909)383-7505. Further provisions of		HPSR (June 2023)	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construction	SSP: 14-2.03A					

Date of ECR: 10/31/2023
Date:

Project Phase:
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☐ PS&E Submittal_____ %
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							Date / Initials	Date / Initials	YES	NO
PRC 5097.98 are to be followed as applicable.										
BIOLOGICAL RESOURCES										
BIO-1 (BIO-General-1): Equipment Staging, Storing & Borrow Sites. All staging, storing, and borrow sites require the approval of the Caltrans biologist.		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A					
BIO-2 (BIO-General-6 Species Avoidance): 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		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A					

Date of ECR: 10/31/2023
Date:

Project Phase:
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							Date / Initials	Date / Initials	YES	NO
CDFW may be required prior to restarting activities.										
BIO-3 (Bio-General-7 Worker Environmental Awareness Program (WEAP)): A Contractor Supplied biologist must present a biological resource information program/WEAP for desert tortoise, Mohave ground squirrel, and special-status invertebrates, plants, 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.		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A ; 14-6.03D (3)					

Date of ECR: 10/31/2023
Date:

Project Phase:
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☐ PS&E Submittal_____ %
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD
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							Date / Initials	Date / Initials	YES	NO
BIO-4 (BIO-General-8: Biological Monitoring): The qualified biologist must monitor project activities weekly to ensure that measures are being implemented and documented and daily at locations where nesting birds were found during preconstruction surveys.		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A; 14-6.03D (1); 14-6.03D (3)					
BIO-5 (BIO-General-9: Environmentally Sensitive Area): To address impacts to smoketree wash woodland, arrow weed thickets, jurisdictional waters, and desert tortoise critical habitat, delineate this		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A; 14-1.02					

Date of ECR: 10/31/2023
Date:

Project Phase:
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Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing / Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
area as an ESA as shown on the plans and/or described in the specifications.										
BIO-6 (BIO-General-10: ESA Fence Monitoring): Integrity inspections of the temporary desert tortoise fencing and enclosures (onsite cleared areas) must occur throughout the duration of the project weekly, and 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		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03 A; 14-1.02; 14-6.03 D(3)					

Date of ECR: 10/31/2023
Date:

Project Phase:
☒ PA/ED (*DED/FED*)
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							Date / Initials	Date / Initials	YES	NO
Qualified biologist inspects (and clears) the job site.										
BIO-7 (BIO-General-11: ESA Fence Removal): All fencing must be removed as a last order of work. During removal, a qualified biologist must be present.		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A; 14-1.02; 14-6.03D (3)					
BIO-8 (BIO-General-14: Predator prevention): Project personnel are prohibited from feeding wildlife or bringing pets on the job site.		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A					

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Generalist: JaShawn Combs
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BIO-9 (BIO-General-16: Invasive Weed Control): To address impacts to natural communities, critical habitat, and special status plant species, a Qualified Biologist must identify invasive species within the Project Impact Area during shoulder backing. Treatment and disposal methods must be approved by the Caltrans Biologist prior to vegetation removal.		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A; 14-6.03D (3); 14-6.05					
BIO-10 (BIO-Plant-1: Rare Plant Surveys, Flagging, and Fencing): Within three days prior to construction, a preconstruction survey must be conducted by a		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A; 14-6.03D (3)					

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Qualified Biologist for special-status plant species within the PIA and 50 feet of the PIA. Special status 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) high visibility fencing.										
BIO-11 (Bio-Arthropod-1 Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing): No more than 30 days prior		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03 A; 14-					

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to project activities, a Contractor Supplied biologist must perform a preconstruction survey for rare insect host plants (i.e. milkweed). 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.					6.03 D(3)					

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							Date / Initials	Date / Initials	YES	NO
BIO-12 (BIO-Arthropod-PSM-2: Plant Seed Mix): Seed mixes must contain a diverse array of native pollinator plant species**.**		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP: 14-6.03A					
BIO-13 (BIO-Reptile-1): Equipment Flagging: After each shift, order project personnel to attach surveyor flagging tape to a conspicuous place on each piece of equipment to remind the operator to check under the equipment for desert tortoises before operating equipment during the next shift.		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A					

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BIO-14 (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 project impact area according to the current protocol provided by the USFWS.		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A; 14-6.03D (3)					
BIO-15 (BIO-Reptile-3: Construction Monitoring): Project activities must be monitored by USFWS authorized biologist weekly to ensure that measures are being implemented and documented.		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A; 14-6.03D (3)					

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BIO-16 (BIO-Reptile-4: Authorized Biologist Clearance Surveys): Clearance desert tortoise surveys must be conducted by a USFWS authorized biologist 3 days prior to project activities within the entire PIA. If a desert tortoise is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required. Desert tortoise removed from work areas may be moved from harm's way to the nearest suitable habitat or translocated, following the most recent CDFW and USFWS guidelines. A		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A; 14-6.03D (3)					

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CDFW 2081 permit will be required if a desert tortoise is handled.										
BIO-17 (Bio-Reptile-5 Trash/Predation): Caltrans must implement measures to reduce the attractiveness of job sites to southern desert tortoise, coast horned lizard, and other subsidized predators by controlling trash and educating workers.		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-10.01					
BIO-18 (BIO-Reptile-6: Temporary Demarcation): Temporary demarcation in the form of temporary desert tortoise fencing must be established following the		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A; 14-6.03D (3)					

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most recent USFWS for construction fencing at any equipment staging, storage, and borrow sites, as shown on the plans prior to construction to exclude desert tortoise. All temporary demarcation materials must be removed once construction has been completed.										
BIO-19 (BIO-Reptile-7: Permanent Fencing): Permanent desert tortoise fencing must be installed following the most recent USFWS protocol for construction fencing to exclude desert tortoise from PM 61.4 to PM 64.5 on US-95, where feasible, to exclude desert tortoise		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A; 14-6.03D (3)					

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from the roadways within critical habitat, while ensuring connectivity via tie-ins to culverts or other USFWS approved connectivity strategies.										
BIO-20 (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		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A; 14-6.03D (3)					

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							Date / Initials	Date / Initials	YES	NO
must follow USFWS and CDFW approval.										
BIO-21 (BIO-Avian-1 Pre-Construction Nesting Bird Survey): If project activities cannot avoid the nesting season, generally regarded as February 1 – September 30, then preconstruction nesting bird surveys must be conducted up to the limit of the BSA no later than 3 days prior to construction by a 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		NESMI (October 2023)	Resident Engineer/ Authorized Biologist/ Contractor	Pre-Construction, During Construction	SSP 14-6.03A; 14-6.03B; 14-6.03D (3)					

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established and monitored by the qualified biologist.										
TRAFFIC AND TRANSPORTATION/BICYCLE AND PEDESTRIAN FACILITIES										
TR-1: Prior to construction, a Traffic Management Plan will be developed by Caltrans to minimize potential impacts on emergency services and commuters during construction.		ISMND	District Design / District Traffic Management / District Environmental Planning / Resident Engineer / Contractor	Pre-Construction						
NOISE AND VIBRATION										
NOI-1: The contractor shall comply with all local sound control and noise level rules, regulations, and		ISMND	District Design / District Environme		SP: 14-					

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ordinances that apply to any work performed pursuant to the contract.			ntal Engineering / Resident Engineer / Contractor		8.02					
NOI-2: Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler or a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.		ISMND	District Design / District Environmental Engineering / Resident Engineer / Contractor		SP: 14-8.02					
HAZARDOUS WASTE / MATERIALS										

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HAZ-1: Prior to any site preparation, disturbance, grading, and construction, the Resident Engineer will require the Construction Contractor to remove and test any yellow traffic striping and pavement marking material in accordance with SSP 14-11.12.		ISA Checklist (July 5, 2023)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	SSP: 14-11.12					
HAZ-2: SSP 14-11.14 includes specifications for handling, storing, transporting, and disposing of treated wood waste. Manage treated wood waste under Health & Safety Code §25230 et seq.		ISA Checklist (July 5, 2023	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	SSP: 14-11.14					

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Dispose of treated wood waste at one of the following: 1. An approved California disposal site operating under a RWQCB permit that includes acceptance of treated wood waste 2. California disposal site operating under a DTSC permit that includes acceptance of treated wood waste										
AIR QUALITY										
AQ-1: Fugitive Dust: Contractor must abide by Caltrans' provisions in Section 14-9, Air Quality of		ISMND	District Design / District Environmenta	Final Design,	SSP: 14-9					

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the 2018 Standard Specifications and Special Provisions.			l Engineering / Resident Engineer / Contractor	Construction						
AQ-2: Implement and follow Erosion Control and Air Quality Best Management Practices (BMPs).		ISMND	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction						
AQ-3: Comply with AQMD rule 403 for Fugitive Dust and Caltrans Standard Specification Section 14-9.		ISMND	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	SSP :14-9					
Greenhouse Gases										

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GHG-1: Maximize use of recycled asphalt.		GHG Reduction Measures Toolbox For Internal Use In Caltrans Project Development (June 2021)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction						
GHG-2: Use right sized equipment for the job. .		GHG Reduction Measures Toolbox For Internal Use In Caltrans Project Development (June 2021)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction						

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GHG-3: The project will maintain equipment in proper tune and working condition.		GHG Reduction Measures Toolbox For Internal Use In Caltrans Project Development (June 2021)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction						
GHG-4: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).		GHG Reduction Measures Toolbox For Internal Use In Caltrans Project Development (June 2021)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction						