

State Route 62/177 Road Rehabilitation/Asphalt Concrete Overlay

Riverside County, California

San Bernardino County, California

District 08

08-Riv-62 (PM 84.94/90.2)

08-Riv-177 (PM 27.0/27.02)

08-SBd-62 (PM R90.2/R94.0)

EA 08-1K050/PN 0818000173

Initial Study [with Proposed] Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation



March 2021

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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 Riverside and San Bernardino County, California. The maintenance project proposes to grind and recycle the existing asphalt (cold-in-place recycling) and place .15 ft RHMA overlay on the entire width of pavement within the project limits of RIV 62 (PM 84.94/90.2), SBd 62 (PM 90.2/94.0), and RIV 177 (PM 27.0/27.02). The project includes placing shoulder backing and provide pavement edge treatment with State 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: gabrielle.duff@dot.ca.gov
- Submit comments by the deadline: April 16, 2021.

What happens next:

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

Alternative formats:

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

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SCH#XXXXXXX
08-SBD-62-PM
90.2/94.0, 08-RIV-
62-PM
84.94/90.2, 08-
RIV-177-PM
27.0/27.02) EA
08-1K050/ PN
0818000173

Road Rehabilitation/Asphalt Concrete Overlay on State Routes 62 and 177 from SR-62
PM 90.2/94.0, SR-62 PM 84.94/90.2, and SR-177 PM 27.0/27.02 in San Bernardino and
Riverside Counties, 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

3/11/2021

Date



David Bricker
Deputy District Director
California Department of
Transportation
CEQA Lead Agency

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

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

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CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title: SR-62/177 Road Rehabilitation/Asphalt Concrete Overlay

Lead agency name: Caltrans District 8

Address: 464 West 4th Street

San Bernardino, CA 92401

Contact person: Gabrielle Duff

Phone number: (909) 501-5142

Project sponsor's name: Caltrans District 8

Address: 464 West 4th Street

San Bernardino, CA 92401

Project Location: State Routes 62 and 177 in Riverside and San Bernardino counties from SR-62 PM 84.94/90.2, SR-62 PM 90.2/94.0, and SR-177 PM 27.0/27.02

General plan description: N/A

Zoning: N/A

Description of project:

The project consists of grinding and recycling the existing asphalt, shoulder backing, and provide edge treatment throughout the project limits.

Surrounding land uses and setting:

The project is in the western Mojave Desert straddled between the Iron Mountains and Granite Mountains located near Joshua Tree National Park. The surrounding area consists of undeveloped desert 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, U.S. Army Corps of Engineers, U.S. Fish and Wildlife.

NATIVE AMERICAN CONSULTATION

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | |
|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry |
| <input type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> 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-Riv-62 (PM 84.94/90.2)

08-Riv-177 (PM 27.0/27.02)

08-SBd-62 (PM R90.2/R94.0)

EA: 1K050

Project Description

The California Department of Transportation (Caltrans) proposes to grind and recycle the existing asphalt and place 0.15 ft Rubberized Hot Mix Asphalt (RHMA) overlay on the entire width of pavement within the project limits. Additionally, Caltrans proposes shoulder backing and provide pavement edge treatment. Shoulder backing and associated activities would not extend beyond the existing disturbed shoulder.

The proposed project extends approximately a 10-mile distance between SR-177 (PM 27.0/27.02) to SR-62 (PM 84.94/R94.0) and is located in Granite Pass U.S. Geological Survey (USGS) 7.5-minute quadrangle (Table 1). The project crosses through several ranges and townships, as indicated below.

Table 1. Project Township, Range, and Section Data

USGS 7.5-minute Quadrangle	Township	Range	Section(s)
Granite Pass	T01S	R17E	21,22,23,24,27,28,29,32
Granite Pass	T01S	R18E	15,16,17,18,19

Determination

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

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

- The proposed project would have no effect on Aesthetics, Agriculture and Forest Resources, Cultural Resources, Geology and Soils, Energy, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.
- In addition, the proposed project would have less-than-significant effects on Air Quality, Greenhouse Gas Emissions, Hydrology and Water Quality, and Transportation and Traffic.
- With the following measures incorporated, the proposed project would have less- than-significant effects on Biological Resources:

BIO-1 Equipment Staging: Equipment, vehicles, and materials staged and stored in Caltrans right-of-way will be sited in previously paved or previously disturbed areas.

BIO-2 Materials and Spoils Control: Project materials will not be cast from the project site and project related debris, spoils, and trash will be contained and removed daily.

BIO-3 Preconstruction Nesting Bird Survey: Vegetation removal is not anticipated. If construction occurs within nesting bird season (Feb 1 – Sept 30), and vegetation removal does occur, then the qualified biological monitor shall conduct pre-construction nesting bird surveys before construction to locate and avoid nesting birds. Caltrans will establish a 300-foot no-construction buffer for all migratory birds (500 feet for raptors).

BIO-4 Biological Monitor: Caltrans will submit the names and qualifications of biologists that they believe meet the minimum requirements to serve as Authorized Biologists to the Service for review and authorization under the programmatic biological opinion prior to beginning on-site activities (Forms are available at http://www.fws.gov/ventura/speciesinfo/protocols_guidelines/). Once a biologist has been authorized by the Service, that individual may work on subsequent projects

pursuant to the biological opinion without additional approval, provided that his or her performance remains satisfactory. Caltrans will maintain a record of all authorized biologists who work on its projects.

- BIO-5** Caltrans will designate, on a project-by-project basis, an authorized biologist to be responsible for overseeing compliance with all protective measures and for coordination with the Service. The authorized biologist will immediately notify the resident engineer of project activities that may be in violation of the biological opinion. In such an event, the resident engineer can halt all construction activities until all protective measures are being fully implemented, as determined by the authorized biologist.
- BIO-6** A resident engineer is, according to Caltrans' May 2006 Standard Specifications, "the Chief Engineer, Department of Transportation, acting either directly or through properly authorized agents, the agents acting within the scope of the particular duties delegated to them." The resident engineer has authority over the contract and is responsible for all aspects of the specific projects to which he or she is assigned. The resident engineer has the authority to stop work on a project. The authorized biologist will have the authority to halt any activity, through the Resident Engineer or other identified authority in charge of implementation that may pose a threat to desert tortoises and to direct movements of equipment and personnel to avoid injury or mortality to desert tortoise.
- BIO-7** Immediately prior to the start of any ground-disturbing activities and prior to the installation of any desert tortoise exclusion fencing, clearance surveys for the desert tortoise will be conducted by the authorized biologist, as appropriate. The entire project area will be surveyed for desert tortoise and their burrows by an authorized biologist or approved desert tortoise monitor before the start of any ground-disturbing activities following the 2017 field survey protocol (Service 2017) or more current approved protocol. If burrows are found, they will be examined by an authorized biologist to determine if desert tortoises are present. If the authorized biologist determines clearance surveys are not needed, clearance surveys would not be required. If desert tortoises are found at a project site where Caltrans (or the authorized biologist) had previously concluded they were unlikely to occur, Caltrans will contact the Service to determine if the implementation of additional protective measures would be appropriate.
- BIO-8** For construction projects determined likely to may affect desert tortoise, an education program will be developed and presented by the authorized biologist prior to the onset of ground-disturbing activities to be conducted under the auspices of this consultation. All onsite personnel including surveyors, construction engineers, employees, contractors, contractor's employees, supervisors, inspectors, subcontractors, and delivery personnel employed for a project will be required to participate in an education program regarding the desert tortoise before performing on-site work. The program will consist of a class presented by an authorized biologist or a video, provided the authorized biologist is present to answer questions. Wallet-sized cards or a one-page handout with important

information for workers to carry are recommended as a future reference and a reminder of the program's content. The program will cover the following topics at a minimum:

- the distribution, general behavior, and ecology of the desert tortoise;
- its sensitivity to human activities;
- the protection it is afforded by the Endangered Species Act;
- penalties for violations of State and Federal laws;
- notification procedures by workers or contractors if a tortoise is found in a construction area, and;
- protective measures specific to each project.

BIO-9 Whenever project vehicles are parked outside of a fence that is intended to preclude entry by desert tortoises, workers will check under the vehicle before moving it. If a desert tortoise is beneath the vehicle, the worker will notify the authorized biologist or an approved desert tortoise monitor. If an authorized biologist is not present on-site, the Resident Engineer or supervisor must notify an authorized biologist. Workers will not be allowed to capture, handle, or relocate tortoises.

BIO-10 The area of disturbance will be confined to the smallest practical area, considering topography, placement of facilities, location of burrows, public health and safety, and other limiting factors. This measure includes temporary haul roads, staging/storage areas, or access roads. Work area boundaries will be clearly and distinctly delineated with flagging or other marking to minimize surface disturbance associated with vehicle movement. Special habitat features, such as desert tortoise burrows, will be identified and marked as environmentally sensitive areas by the authorized biologist, if they are to be avoided and will be discussed and identified during the worker education program. To the extent possible, previously disturbed areas within the Caltrans ROW will be used for equipment storage, office trailer locations, and vehicle parking. The development of all temporary access and work roads associated with construction will be minimized and constructed without blading where feasible. Project-related vehicle traffic will be restricted to established roads, construction areas, staging/storage areas, and parking areas. The resident engineer, authorized biologist or approved desert tortoise monitor will ensure that blading is conducted only where necessary.

BIO-11 Caltrans will require all contractors to comply with the Act in the performance of work necessary for project completion. Evidence of compliance is required prior to Caltrans accepting or receiving materials or goods produced from outside of the right-of-way or through the use of facilities located outside of the right-of-way, including but not limited to, non-commercial batch plants, haul roads, quarries, and similar operations. Copies of the compliance documents will be maintained at the worksite by the resident engineer.

BIO-12 The resident engineer is responsible for ensuring that all protective measures are being fully implemented. If the resident engineer determines, or is notified by the authorized biologist, that one or more protective measures are not being fully implemented, he or

she will halt all activities that are out of compliance until all problems have been remedied. All workers, authorized biologists, and biological monitors will be required to notify the resident engineer of any such problem they notice. The resident engineer must always be able to contact the approved biological monitor or authorized biologist to resolve any unforeseen issues.

- BIO-13** Caltrans will determine whether the presence of authorized biologists and approved desert tortoise monitors will be required during project activities as outline in the 'criteria for use in reaching appropriate determination' section of this programmatic biological opinion and the submitted Appendix I notification form to the Service. In general, where the risk to desert tortoises is low, the authorized biologist or an approved biological monitor will be present at the onset of the project to ensure protective measures are in place and will, if necessary (for example, for projects that will require a substantial length of time to complete), conduct periodic field checks to ensure compliance.
- BIO-14** Permanent or temporary exclusion fencing may be used to prevent entry by desert tortoises into a worksite, if Caltrans and the authorized biologist determine this measure is appropriate. Exclusion fencing will be installed following Service guidelines (2005) or more current protocol. The authorized biologist will ensure that desert tortoises cannot pass under, over, or around the fence. If such a fence is used, authorized biologists or desert tortoise monitors will not be required to be present at the site at all times. However, the authorized biologist must periodically check the fenced area to search for breaks in the fence and to ensure no desert tortoises have breached the fence. Preconstruction surveys for tortoise and tortoise sign will be performed within all proposed construction areas prior to the fence being installed. In addition, prior to ground disturbing activities beginning in a previously undisturbed or unfenced area, preconstruction surveys will be performed.
- BIO-15** Upon locating a dead or injured tortoise within a project site, the resident engineer will immediately notify the authorized biologist whom then will notify the Service within 24 hours of the observation via telephone. Written notification must be made to the appropriate Fish and Wildlife field office within 5 days of the finding. The information provided must include the date and time of the finding or incident (if known), location of the carcass or injured animal, a photograph, cause of death or injury, if known, and other pertinent information (i.e., size, sex, recommendations to avoid future injury or mortality).
- BIO-16** If working outside of a desert tortoise-proof fenced area, auger holes or other excavations will be covered following inspection at the end of each workday to prevent desert tortoises from becoming trapped.
- BIO-17** Except on maintained public roads designated for higher speeds or within a desert tortoise-proof fenced area, driving speed will not exceed 20 miles per hour through potential desert tortoise habitat on both paved and unpaved roads.

- BIO-18** Any fuel or other hazardous materials spills will be promptly cleaned up; any leaks from equipment will be stopped and repaired immediately. Vehicle and equipment fluids that are no longer useful will be transported to an appropriate off-site disposal location. Fuel and lubricant storage and dispensing locations will be constructed to fully contain spilled materials until disposal can occur. Hazardous waste, including used motor oil waste and coolant, will be stored and transferred in a manner consistent with applicable regulations and guidelines.
- BIO-19** Upon completion of construction, all refuse, including, but not limited to equipment parts, wrapping material, cable, wire, strapping, twine, buckets, metal or plastic containers, and boxes will be removed from the site and disposed of properly.
- BIO-20** No firearms or pets, including dogs, will be allowed within the work area. Firearms carried by authorized security and law enforcement personnel and working dogs under the control of a handler will be exempt from this protective measure.
- BIO-21** To preclude attracting predators, such as the common raven (*Corvus corax*) and coyotes (*Canis latrans*), food-related trash items will be removed daily from the work site and disposed of at an approved refuse disposal site. Workers are prohibited from feeding all wildlife.
- BIO-22** During all off-road cross-country travel outside of any area surrounded by desert tortoise-proof fencing, the authorized biologist will select and flag the access route to avoid burrows and to minimize disturbance of vegetation. The authorized biologist will walk in front of the lead vehicle to ensure that no desert tortoise or burrows are present. All vehicles will follow the lead vehicle's tracks and stay within the designated access route.
- BIO-23** Desert tortoise exclusion fence construction will follow the guidelines in chapter 8 of the Desert Tortoise Field Manual (Service 2010) which is available at the VFWO website (www.fws.gov/ventura).
- BIO-24** To further ensure that actions implemented under the auspices of this consultation do not substantially degrade the status of the desert tortoise or its critical habitat, Caltrans will reinitiate formal consultation in the event either of the following thresholds regarding injury or mortality to desert tortoises or loss or disturbance of their critical habitat is reached:
- a. two (2) desert tortoises injured or killed in any calendar year, within the action area, in each county considered in the programmatic biological opinion; or seven (7) desert tortoises injured or killed, within the action area (regardless of county) considered in the programmatic biological opinion, in any calendar year; and

- b. five (5) acres located outside of the ultimate rights-of-way containing the primary constituent elements of critical habitat of the desert tortoise are adversely affected on a long-term basis within each of the critical habitat units considered in the programmatic biological opinion, in any calendar year.

BIO- 25 Construction/employee vehicles shall not park within 20 feet of: jurisdictional washes, ephemeral drains, or Arizona crossings.

BIO-26 Construction materials and equipment shall not be stored within 20 feet of jurisdictional washes, ephemeral drains, or Arizona crossings.

Signature

David Bricker
Deputy District Director
Caltrans District 8

Date

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Chapter 1 Introduction

Project Description and Background

Project Title:	State Route 62/177 Road Rehabilitation/Asphalt Concrete Overlay Regrade
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:	State Routes 62 and 177 in Riverside and San Bernardino counties from SR-62 PM 84.94/90.2, SR-62 PM 90.2/94.0, and SR-177 PM 27.0/27.02
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 consists of grinding and recycling the existing asphalt, shoulder backing, and provide edge treatment throughout the project limits.
Surrounding Land Uses and Setting:	The project is in the western Mojave Desert straddled between the Iron Mountains and Granite Mountains located near Joshua Tree National Park. The surrounding area consists of undeveloped desert land.
Other Public Agencies Whose Approval is	California Department of Fish & Wildlife (CDFW), State Water Resources Control Board, U.S. Army Corps of Engineers (USACE).

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Chapter 2 CEQA Environmental Checklist

DIST-CO-RTE:08-RIV-62
08-SBd-62
08-RIV-177

PM/PM: 84.94/90.2
90.2/94.0
27.0/27.02

EA/Project No.: 1K050/0818000173

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

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I. AESTHETICS

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

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

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

Response to Item b) No Impact. SR-62 and SR-177 are not designated as state scenic highways according to Caltrans' State Scenic Highway Program. The project site does not contain any structures and would not damage any scenic resources or historic buildings.

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

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Aesthetics.

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental

effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

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

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

Response to Item c) No Impact. Joshua Tree National Park and Sheephole Valley Wilderness lands are located near the project area. The proposed project will not impact forest lands because the project is located within Caltrans right-of-way. The proposed project would not conflict within existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production.

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

Response to Item e) No Impact. There are no forest lands, timberlands, or agricultural lands within the project site. National Park land and Bureau of Land Management land is outside of the project area and will not be impacted. The proposed project would not involve changes that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Agriculture and Forest Resources.

III. AIR QUALITY

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

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

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

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

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

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

Response to Item b) Less-than-Significant Impact

Construction

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

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

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

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

SO2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and California Air Resources Board (ARB) regulations, offroad diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 parts per million of sulfur), so SO2-related issues due to diesel exhaust would be minimal.

Most of the construction impacts on air quality are short-term in duration and, therefore, would not result in long-term adverse conditions. Implementation of the standardized measures, such as compliance with MDAQMD Rule 403 to reduce onsite fugitive dust, would reduce any air quality impacts resulting from construction activities to a less-than-significant level.

Operation

Because the project would not increase the number of travel lanes on SR-62 and SR-177, it would not likely lead to a substantial or measurable increase in vehicle travel, and therefore does not require a travel analysis. Therefore, the proposed project would not increase roadway capacity on SR-62 and SR-177 would not increase emissions of criteria pollutants and their precursors following the construction period. No operational impacts related to violation of air quality standards would occur.

As discussed above, project construction would generate criteria pollutants and their precursors. However, such emissions would be short term and transitory, and fugitive dust would be limited through compliance with MDAQMD Rule 403. No net increase in operational emissions would occur, as traffic volumes would be the same under the Build Alternative and No-Build Alternative. Implementation of the proposed project would not increase roadway capacity on SR-62 and SR-177 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) No Impact. ARB characterizes sensitive land uses as simply as possible by using the example of residences, schools, day care centers, playgrounds, and medical facilities. However, a variety of facilities are encompassed. For example, residences can include houses, apartments, and senior living complexes. Medical facilities can include hospitals, convalescent homes, and health clinics. Playgrounds could be play areas associated with parks or community centers.

No land uses that are sensitive to air pollutant emissions are located within 500 feet of proposed project improvements. As such, no impacts related to exposure of sensitive receptors to substantial pollutant concentration would occur.

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

Avoidance, Minimization, and/or Mitigation Measures

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

AQ-1: Fugitive Dust: Contractor must abide by Caltrans' provisions in Section 14-9, Air Quality of the 2018 Standard Specifications and Special Provisions.

AQ-2: Implement and follow Erosion Control and Air Quality Best Management Practices (BMPs).

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

IV. BIOLOGICAL RESOURCES

Would the project:

Question	CEQA Determination
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	Less Than Significant with Mitigation Incorporated
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant with Mitigation Incorporated
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	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 with Mitigation Incorporated
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

Response to Items a), b), d) Less Than Significant with Mitigation Incorporated.

The information from this section is based on the Natural Environment Study (Minimal Impact) (NESMI) (Caltrans 2021). The project is located in San Bernardino and Riverside counties, near Granite Pass approximately 50 miles east of Twentynine Palms, beginning at the SR-177/SR-62 junction. The Biological Study Area (BSA) included the area within 300 feet of State right-of-way (ROW). The project limits include the area from 8 feet from the edge of pavement along the eastbound and westbound lanes of SR-62 (PM 84.94/90.2 and PM R90.2/R94.0) and northbound and southbound SR-177 (PM 27.0/27.02).

Natural Communities

The BSA is located within the Mojave Desert biome of southern California. The majority of the BSA is vegetated by Mohavean desert scrub, which includes palo verde (*Parkinsonia aculeate*), smoke tree (*Dalea spinosa*), Mojave milkweed (*Asclepias nyctaginifolia*), creosote bush (*Larrea tridentate*), rabbitbrush (*Ericameria nauseosa*), and saltbrush (*Atriplex polycarpa*). Vegetation is sparse within the disturbed shoulders.

Plant Species

Through literature search, Harwood's milk-vetch and Harwood's eriastrum were identified within the BSA. However, neither of these species are anticipated to occur in the PIA since the PIA consists of the existing roadway and graded shoulders and washes.

Avian Species

The BSA contains suitable habitat for listed avian species and migratory birds. Riparian bird species have suitable habitat near various desert wash areas in the form of riparian scrub. Project activities would be confined to the roadway shoulder and immediate area thereof to perform project activities; therefore, the likelihood that these species' nests and habitat would be directly affected by the project is minimal. This project may contribute to temporary increased noise levels around the project site during paving, therefore BIO-3 will be implemented.

Invasive Species

Invasive plant species were observed in the project area. By remaining on paved and already disturbed areas, the project will not encourage the spread of invasive species. The implementation of **BIO-1** and **BIO-2** will prevent the introduction of other invasive species into the BSA; therefore, the project will not contribute to the propagation of invasive plant species.

Regional Species and Habitats and Natural Communities of Concern

Desert Tortoise (*Gopherus agassizii*) and Desert Bighorn Sheep (*Ovis canadensis nelson*) are reported by the IPaC and CNDDB systems as having potential to occur

within the BSA. Suitable habitat for desert tortoise is present within the PIA including channels/drainages. The project limits are disturbed due from roadway usage. A desert tortoise biological monitor will ensure no impacts result from work activities. In contrast, Desert Bighorn Sheep suitable habitat is not present within the BSA. The project limits are within the distribution range for the Desert Bighorn Sheep but the BSA does not contain suitable breeding or foraging habitat for desert bighorn sheep.

Habitat Connectivity/Wildlife Corridors

The proposed project will not impact or contribute to a barrier for habitat connectivity.

Response to Items c) No Impact.

Wetlands and Other Waters

The proposed project is located within the Colorado River watershed. The project will feature repaving of aprons/vehicle turn outs, and placement of shoulder backing using native materials where the roadway crosses at desert washes. Project activities will repair existing aprons in-kind, with no new permanent impacts within washes but the project will have in 0.93 acres of temporary impacts within jurisdictional waters of the U.S. or of the State. These details shall be reflected on the design plans for this project during final design. Therefore, Caltrans anticipates the project would require regulatory permits including a 1602 Streambed Alteration Agreement from CDFW, Report of Waste Discharge (RWD) from the State Water Resources Quality Control Board, and an Approved Jurisdictional Determination (AJD) from U.S. Army Corps of Engineers.

Response to Item e): No Impact. The County of Riverside Ordinance No. 559 provides regulations and guidelines for the management of native trees within unincorporated areas of the County to ensure that timberlands of the County are protected, and ecological balance is preserved. The Ordinance stipulates that tree removal may not occur on property greater than one-half acre in size and located at an elevation above 5,000 feet unless a permit to do so is obtained first or unless the tree removal is exempted. However, removal of regulated trees shall not apply to lands owned by the United States or State of California and to all trees removed by any federal or state agency and therefore Caltrans is exempt under Section 4B and 4D.

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 are to promote and sustain the health, vigor, and productivity of plant life and aesthetic values within the County through appropriate management techniques. Section 88.01.060 provides regulations for the removal or harvesting of specified desert native plants in order to preserve and protect the plants and to provide for the conservation and wise use of desert resources. Desert native plants or any part of them, except the fruit, shall not be removed except under a Tree or

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

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

Avoidance, Minimization, and/or Mitigation Measures

BIO-1 Equipment Staging: Equipment, vehicles, and materials staged and stored in Caltrans right-of-way will be sited in previously paved or previously disturbed areas.

BIO-2 Materials and Spoils Control: Project materials will not be cast from the project site and project related debris, spoils, and trash will be contained and removed daily.

BIO-3 Preconstruction Nesting Bird Survey: Vegetation removal is not anticipated. If construction occurs within nesting bird season (Feb 1 – Sept 30), and vegetation removal does occur, then the qualified biological monitor shall conduct pre-construction nesting bird surveys before construction to locate and avoid nesting birds. Caltrans will establish a 300-foot no-construction buffer for all migratory birds (500 feet for raptors).

BIO-4 Biological Monitor: Caltrans will submit the names and qualifications of biologists that they believe meet the minimum requirements to serve as Authorized Biologists to the Service for review and authorization under the programmatic biological opinion prior to beginning on-site activities (Forms are available at http://www.fws.gov/ventura/speciesinfo/protocols_guidelines/). Once a biologist has been authorized by the Service, that individual may work on subsequent projects pursuant to the biological opinion without additional approval, provided that his or her performance remains satisfactory. Caltrans will maintain a record of all authorized biologists who work on its projects.

BIO-5 Caltrans will designate, on a project-by-project basis, an authorized biologist to be responsible for overseeing compliance with all protective measures and for coordination with the Service. The authorized biologist will immediately notify the resident engineer of project activities that may be in violation of the biological opinion. In such an event, the resident engineer can halt all construction activities until all protective measures are being fully implemented, as determined by the authorized biologist.

BIO-6 A resident engineer is, according to Caltrans' May 2006 Standard Specifications, "the Chief Engineer, Department of Transportation, acting either directly or through properly authorized agents, the agents acting within the scope of the particular duties delegated to them." The resident engineer has authority over the contract and is responsible for all aspects of the specific projects to which he or she is assigned. The resident engineer has the authority to stop work on a project. The authorized biologist will have the authority to halt any activity, through the Resident Engineer or other identified authority in charge of implementation that may pose a threat to desert tortoises and to direct movements of equipment and personnel to avoid injury or mortality to desert tortoise.

BIO-7 Immediately prior to the start of any ground-disturbing activities and prior to the installation of any desert tortoise exclusion fencing, clearance surveys for the desert tortoise will be conducted by the authorized biologist, as appropriate. The entire project area will be surveyed for desert tortoise and their burrows by an authorized biologist or approved desert tortoise monitor before the start of any ground-disturbing activities following the 2017 field survey protocol (Service 2017) or more current approved protocol. If burrows are found, they will be examined by an authorized biologist to determine if desert tortoises are present. If the authorized biologist determines clearance surveys are not needed, clearance surveys would not be required. If desert tortoises are found at a project site where Caltrans (or the authorized biologist) had previously concluded they were unlikely to occur, Caltrans will contact the Service to determine if the implementation of additional protective measures would be appropriate.

BIO-8 For construction projects determined likely to may affect desert tortoise, an education program will be developed and presented by the authorized biologist prior to the onset of ground-disturbing activities to be conducted under the auspices of this consultation. All onsite personnel including surveyors, construction engineers, employees, contractors, contractor's employees, supervisors, inspectors, subcontractors, and delivery personnel employed for a project will be required to participate in an education program regarding the desert tortoise before performing on-site work. The program will consist of a class presented by an authorized biologist or a video, provided the authorized biologist is present to answer questions. Wallet-sized cards or a one-page handout with important information for workers to carry are recommended as a future reference and a reminder of the program's content. The program will cover the following topics at a minimum:

- the distribution, general behavior, and ecology of the desert tortoise;
- its sensitivity to human activities;
- the protection it is afforded by the Endangered Species Act;
- penalties for violations of State and Federal laws;
- notification procedures by workers or contractors if a tortoise is found in a construction area, and;
- protective measures specific to each project.

- BIO-9** Whenever project vehicles are parked outside of a fence that is intended to preclude entry by desert tortoises, workers will check under the vehicle before moving it. If a desert tortoise is beneath the vehicle, the worker will notify the authorized biologist or an approved desert tortoise monitor. If an authorized biologist is not present on-site, the Resident Engineer or supervisor must notify an authorized biologist. Workers will not be allowed to capture, handle, or relocate tortoises.
- BIO-10** The area of disturbance will be confined to the smallest practical area, considering topography, placement of facilities, location of burrows, public health and safety, and other limiting factors. This measure includes temporary haul roads, staging/storage areas, or access roads. Work area boundaries will be clearly and distinctly delineated with flagging or other marking to minimize surface disturbance associated with vehicle movement. Special habitat features, such as desert tortoise burrows, will be identified and marked as environmentally sensitive areas by the authorized biologist, if they are to be avoided and will be discussed and identified during the worker education program. To the extent possible, previously disturbed areas within the Caltrans ROW will be used for equipment storage, office trailer locations, and vehicle parking. The development of all temporary access and work roads associated with construction will be minimized and constructed without blading where feasible. Project-related vehicle traffic will be restricted to established roads, construction areas, staging/storage areas, and parking areas. The resident engineer, authorized biologist or approved desert tortoise monitor will ensure that blading is conducted only where necessary.
- BIO-11** Caltrans will require all contractors to comply with the Act in the performance of work necessary for project completion. Evidence of compliance is required prior to Caltrans accepting or receiving materials or goods produced from outside of the right-of-way or through the use of facilities located outside of the right-of-way, including but not limited to, non-commercial batch plants, haul roads, quarries, and similar operations. Copies of the compliance documents will be maintained at the work-site by the resident engineer.
- BIO-12** The resident engineer is responsible for ensuring that all protective measures are being fully implemented. If the resident engineer determines, or is notified by the authorized biologist, that one or more protective measures are not being fully implemented, he or she will halt all activities that are out of compliance until all problems have been remedied. All workers, authorized biologists, and biological monitors will be required to notify the resident engineer of any such problem they notice. The resident engineer must always be able to contact the approved biological monitor or authorized biologist to resolve any unforeseen issues.
- BIO-13** Caltrans will determine whether the presence of authorized biologists and approved desert tortoise monitors will be required during project activities as outline in the 'criteria for use in reaching appropriate determination' section of this programmatic biological opinion and the submitted Appendix I notification form to the Service. In general, where the risk to desert tortoises is low, the authorized biologist or an approved biological

monitor will be present at the onset of the project to ensure protective measures are in place and will, if necessary (for example, for projects that will require a substantial length of time to complete), conduct periodic field checks to ensure compliance.

- BIO-14** Permanent or temporary exclusion fencing may be used to prevent entry by desert tortoises into a work site, if Caltrans and the authorized biologist determine this measure is appropriate. Exclusion fencing will be installed following Service guidelines (2005) or more current protocol. The authorized biologist will ensure that desert tortoises cannot pass under, over, or around the fence. If such a fence is used, authorized biologists or desert tortoise monitors will not be required to be present at the site at all times. However, the authorized biologist must periodically check the fenced area to search for breaks in the fence and to ensure no desert tortoises have breached the fence. Preconstruction surveys for tortoise and tortoise sign will be performed within all proposed construction areas prior to the fence being installed. In addition, prior to ground disturbing activities beginning in a previously undisturbed or unfenced area, preconstruction surveys will be performed.
- BIO-15** Upon locating a dead or injured tortoise within a project site, the resident engineer will immediately notify the authorized biologist whom then will notify the Service within 24 hours of the observation via telephone. Written notification must be made to the appropriate Fish and Wildlife field office within 5 days of the finding. The information provided must include the date and time of the finding or incident (if known), location of the carcass or injured animal, a photograph, cause of death or injury, if known, and other pertinent information (i.e., size, sex, recommendations to avoid future injury or mortality).
- BIO-16** If working outside of a desert tortoise-proof fenced area, auger holes or other excavations will be covered following inspection at the end of each workday to prevent desert tortoises from becoming trapped.
- BIO-17** Except on maintained public roads designated for higher speeds or within a desert tortoise-proof fenced area, driving speed will not exceed 20 miles per hour through potential desert tortoise habitat on both paved and unpaved roads.
- BIO-18** Any fuel or other hazardous materials spills will be promptly cleaned up; any leaks from equipment will be stopped and repaired immediately. Vehicle and equipment fluids that are no longer useful will be transported to an appropriate off-site disposal location. Fuel and lubricant storage and dispensing locations will be constructed to fully contain spilled materials until disposal can occur. Hazardous waste, including used motor oil waste and coolant, will be stored and transferred in a manner consistent with applicable regulations and guidelines.
- BIO-19** Upon completion of construction, all refuse, including, but not limited to equipment parts, wrapping material, cable, wire, strapping, twine, buckets, metal or plastic containers, and boxes will be removed from the site and disposed of properly.

- BIO-20** No firearms or pets, including dogs, will be allowed within the work area. Firearms carried by authorized security and law enforcement personnel and working dogs under the control of a handler will be exempt from this protective measure.
- BIO-21** To preclude attracting predators, such as the common raven (*Corvus corax*) and coyotes (*Canis latrans*), food-related trash items will be removed daily from the work site and disposed of at an approved refuse disposal site. Workers are prohibited from feeding all wildlife.
- BIO-22** During all off-road cross-country travel outside of any area surrounded by desert tortoise-proof fencing, the authorized biologist will select and flag the access route to avoid burrows and to minimize disturbance of vegetation. The authorized biologist will walk in front of the lead vehicle to ensure that no desert tortoise or burrows are present. All vehicles will follow the lead vehicle's tracks and stay within the designated access route.
- BIO-23** Desert tortoise exclusion fence construction will follow the guidelines in chapter 8 of the Desert Tortoise Field Manual (Service 2010) which is available at the VFWO website (www.fws.gov/ventura).
- BIO-24** To further ensure that actions implemented under the auspices of this consultation do not substantially degrade the status of the desert tortoise or its critical habitat, Caltrans will reinitiate formal consultation in the event either of the following thresholds regarding injury or mortality to desert tortoises or loss or disturbance of their critical habitat is reached:
- c. two (2) desert tortoises injured or killed in any calendar year, within the action area, in each county considered in the programmatic biological opinion; or seven (7) desert tortoises injured or killed, within the action area (regardless of county) considered in the programmatic biological opinion, in any calendar year; and
 - d. five (5) acres located outside of the ultimate rights-of-way containing the primary constituent elements of critical habitat of the desert tortoise are adversely affected on a long-term basis within each of the critical habitat units considered in the programmatic biological opinion, in any calendar year.
- BIO- 25** Construction/employee vehicles shall not park within 20 feet of: jurisdictional washes, ephemeral drains, or Arizona crossings.

BIO-26 Construction materials and equipment shall not be stored within 20 feet of jurisdictional washes, ephemeral drains, or Arizona crossings.

V. CULTURAL RESOURCES

Would the project:

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

Response to Items a), b): No Impact. Information from this section was taken from the Historic Property Survey Report (HPSR) (Caltrans 2019) and Archaeological Memorandum (Caltrans 2019). Caltrans uses a single process to fulfill both its CEQA and National Historic Preservation Act (NHPA) Section 106 responsibilities. The Area of Potential Effects (APE) includes all areas that may be potentially directly and indirectly affected by the project. The APE was established as the existing roadway of SR-62 (PM85 to PM94) with an 8-foot buffer on either side and SR-177 (PM27.0 to PM27.2) at the SR-62/SR-177 junction and is extended 50 feet south for approximately 200 feet in length. The vertical limits of the APE are limited to 5 inches above the ground and 2 feet below. A cultural resources review was performed in October 2018, which included a review of location maps, project plans, aerial photography, the Native American Heritage Commission (NAHC) Sacred Lands File, a review of the Caltrans Cultural Resource Database (CCRD), and Caltrans Historic Bridge Inventory.

A Sacred Lands File request was sent out to the NAHC October 11, 2018. A response with a negative Sacred Lands File finding was received October 26, 2018.

Three Native American Tribes were contacted under Assembly Bill (AB) 52. Letters were sent on November 1, 2018 to the Morongo Band of Mission Indians, San Manuel Band of Mission Indians, and San Fernando Band of Mission Indians. Two responses were received as a result of this correspondence. Morongo Band of Mission Indians responded November 6, 2018, requesting cultural documents, record search results, and a request for monitoring. Caltrans replied to the Morongo THPO and provided the HPSR along with a cover letter that included a note to indicate that the additional cultural studies are not expected for this undertaking on November 26, 2018. San Manuel Band of Mission Indians responded by declining to participate in further consultation because the project area is outside their sacred lands December 3, 2018. San Fernando Band of Mission Indians did not respond.

A total of five resources were identified in the APE. Of these, two are historic-period roads (P-36-010525, SR-62 and P-36-024588) that are exemptible under the Section

106 Programmatic Agreement, (Section 106 PA) Attachment 4. The remaining three include California Historic Landmark 985 (CHL-985) DTC/C-AMA with Camp Iron (P-36-010527) and Camp Granite (P-36-010528) as contributing features. They are considered eligible for inclusion in the National Register of Historic Places (NRHP) and historical resources for the purposes of CEQA for this project because evaluation was not possible in accordance with Section 106 PA Stipulation VIII.C.4 and as applicable PRC 5024 MOU Stipulation VIII.C.4. No features associated with the DTC/C-AMA, Camp Iron, or Camp Granite were found within the APE.

In a letter dated, October 1, 2018, the Caltrans Cultural Studies Office (CSO) approved the assumption of eligibility for the entirety of CHL-985-DTC/C-AMA with P-36-010527 Camp Iron Mountain, and P-36-1010528 Camp Granite as contributing features for purposes of the project due to large resource size, pursuant to Stipulation VIII.C.4 of the Section 106 PA.

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

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

Avoidance, Minimization, and/or Mitigation Measures

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

CR-1: Treatment of Previously Unidentified Cultural Resources. If buried cultural resources are encountered during project activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.

CR-2: Treatment of Human Remains. In the event that human remains are found, the county coroner shall immediately 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. The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909)383-2647 and Gary Jones, DNAC: (909)383-7505. 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 HMA overlay and pavement edge treatment. The proposed project would not conflict with or obstruct state or local plans for renewable energy or energy efficiency.

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Energy.

VII. **GEOLOGY AND SOILS**

Would the project:

Question	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	
ii) Strong seismic ground shaking?	No Impact

Question	CEQA Determination
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

Response to Item a.i), a.ii): No Impact. None of the project segments are near an Alquist-Priolo Special Studies Zone; therefore, no impacts are anticipated. The project area, like most of Southern California, is located in a seismically active area. According to the California Division of Mines and Geology (CDMG) Preliminary Fault Activity Map, nearby active fault zones include the Blue Cut Fault approximately 10 miles west and traces of the Cleghorn Lake Fault 10 miles northwest of the project area.

Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, is anticipated to avoid or minimize any significant impacts related to seismic ground shaking. Seismic design would also meet county requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed project would result in no impact because project construction and operation would have no opportunity to rupture a known earthquake fault or cause seismic shaking as the project would consist grinding and recycling the existing asphalt, shoulder backing, and provide edge treatment.

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

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

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

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

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

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Geology and Soils.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact

Question	CEQA Determination
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Greenhouse Gas Emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

Response to Items a), b): No Impact. Implementation of the project is not expected to result in the creation of any new health hazards or expose people to potential new health hazards, because the project involves grinding and recycling the existing asphalt, shoulder backing, and provide edge treatment throughout the project limits. No storage of toxic materials or chemicals would occur, and the project is not anticipated to increase the potential hazardous materials in the project area. The Initial Site Assessment (ISA) Checklist completed for this project determined that the potential for hazardous waste involvement was low.

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

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

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

Response to Items e): No Impact. The project is not in the vicinity of any airports and the proposed project would not result in a safety hazard for people residing or working in the area. Additionally, the project would not contain any skyward features that would interfere with any air traffic flight paths or other airport activities. There are no private airstrips near the project. No impacts would occur.

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

Response to Item g): No Impact. The project area is surrounded by agricultural land, US Forest Service land, and County of Riverside open conservation land. The surrounding landscape supports high density fuels to carry wildland fires. Numerous wildland forest fires have burned through the area in the past, with the most recent event occurring in July 2018 during the Cranston Fire. Subsequent winter storms in 2018 accelerated erosion resulting in increased landslide activity at the site. Because the project is located within a fire prone area measures to prevent construction related fires include following Forest Service and California Department of Forestry and Fire Protection guidelines for equipment use during Red Flag Warnings or other similar weather events.

Avoidance, Minimization, and/or Mitigation Measures

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

HW-1: SSP 36-4 Residue Containing Lead from Paint and Thermoplastic.

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 Impact
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:	Less Than Significant Impact
(i) result in substantial erosion or siltation on- or off-site;	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Less Than Significant 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	Less Than Significant Impact
(iv) impede or redirect flood flows?	Less Than Significant 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 Impact. The potential temporary effects of the proposed project on the quality of the water in the area would come from runoff during construction, including erosion. The National Pollution Discharge Elimination System (NPDES) permits issued by the RWQCB set limits on discharges, schedules for compliance, special conditions, and monitoring programs. These permits also limit discharges, set water quality standards, and establish a monitoring program of the waste discharge. Permitting of underground storage tanks and cleanup of waste discharge is also enforced by RWQCB. Grading during the construction of the project would require the limited removal of vegetation and moving of soils. This would

temporarily increase the exposure of soils to wind and water erosion and could increase the amount of sediments entering downstream drainages and waterways. Sediments can adversely affect water quality and negatively affect fish, aquatic plants, and other organisms.

As the project would be constructed within existing Caltrans right of way, the California Statewide NPDES Permit No. CAS000003 as amended in Order No. 2014-0077-DWQ would apply to this project. Coverage under the Construction General Permit (CGP) for stormwater discharges associated with construction activities and land disturbance activities NPDES No.CAS 000002 would also be required during the construction phase of the project. This project would require notification to the State Water Resources Control Board via the Stormwater Multi-Application Tracking System (SMARTS).

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

The project would use stormwater controls, as required, to minimize the amount of roadway pollution from the project area during construction. Compliance with the NPDES requirements would further reduce such polluting impacts. Projects within Caltrans' right of way are obligated to comply with the latest Caltrans and RWQCB water quality standards relative to the treatment of post-construction stormwater runoff. Determination and implementation of BMPs within the right of way are defined based on the evaluation of existing site constraints, constituents of concern at the receiving waters, soil conditions, and hydraulic conditions. Prior to approval of the final design of the project, applicable post-construction BMPs would be identified to ensure that applicable Caltrans selection and siting criteria have been achieved. Deployment of BMPs would reduce long-term water quality impacts due to implementation of the proposed project. Therefore, less-than significant water quality impacts are anticipated.

Response to Item b): No Impact. The project proposes to grind and recycle the existing asphalt and place .15 ft RHMA overlay on the entire width of pavement. Shoulder backing would serve as edge treatment and associated activities would not extend beyond the existing disturbed shoulder. The project would be within an area of rural desert without major infrastructure. It is not expected to substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The project is not expected to affect the amount water consumed regionally through increased withdrawals from groundwater sources.

Response to Items c (i), (ii), (iii), iv): Less-Than-Significant Impact. The natural topography of the project area contains a downward slope from about 1,400 feet elevation to around 800 feet elevation throughout the project limits. The project contains a several washes that direct sediment and the flow of water downstream. The project would include shoulder backing which would improve drainage. Permanent treatment controls would be implemented to address the stormwater impacts caused by the project. Erosion control measures also would be used to address site soil stabilization and reduce deposition of sediments into adjacent surface waters. Typical measures would include the application of soil stabilizers, such as soil binders, cover for materials storage, and equipment parking at staging areas. Temporary water pollution control and permanent erosion control plans will be provided during the PS&E design phase of the project.

The project area is not within an MS4 area. Construction site BMPs used on the project site would include the use of street sweeping, temporary soil binder, temporary cover for materials storage, and equipment parking at staging areas. Fiber rolls and gravel bag berms would be used for materials storage during the rainy season during construction. During high wind events, temporary covers would also be used. Construction methods related to water conservation practices, vehicle and equipment cleaning, fueling, and maintenance would be followed.

At this stage in project design it is unknown if the project would result in impacts on jurisdictional drainages; therefore, the project will be required to obtain a 1602 Streambed Alteration Agreement from CDFW.

Response to Item d): No Impact. Based on the FEMA Flood Insurance Rate Map (FIRM), the proposed project has undetermined flood hazards as no analysis of flood hazards has been conducted. These are common in rural areas where no mapping has been prepared.

Response to Item e): No Impact. As the project proposes to grind and recycle the existing asphalt, shoulder backing, and provide edge treatment, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Avoidance, Minimization, and/or Mitigation Measures

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

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

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

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

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

XI. LAND USE AND PLANNING

Would the project:

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

Response to Items a), b): No Impact. According to the Riverside County Land Use Plan – General Plan, Land Use Zoning Districts Map and San Bernardino County Land Use Plan – Public San Bernardino County Map Viewer, the project area is mapped as Rural land located in Northwestern Riverside County and Southwest San Bernardino County. The proposed project would not physically divide an established community as none exists in the project area. As the proposed project involves the pavement rehabilitation, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The project improvements would occur within Caltrans right of way and no additional right of way or detours would be required for the project.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Land Use and Planning.

XII. MINERAL RESOURCES

Would the project:

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

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required Mineral Resources.

XIII. NOISE

Would the project result in:

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

Response to Item a): No Impact. There are no structures near the alignment; therefore, there are no noise-sensitive receptors located within or near the project. The project is not adjacent to or within a community. No construction noise impacts would occur because there are no residences or businesses in the immediate vicinity of the project. Additionally, construction noise would be short term and intermittent during the 35-day (working days) construction period and construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02 (measure **NOI-1** and **NOI-2**). The project would not expose people to or generate noise levels in excess of standards established in a general plan or noise ordinance, or applicable standards of other agencies.

Response to Item b): No Impact. Any ground borne noise or vibration would be limited to the 3-month construction period (60 working days) and would be short in duration. Because there are no noise- or vibration-sensitive uses located in the immediate project vicinity and because the proposed project would comply with Caltrans' Standard Specifications as outlined in **NOI-1** and **NOI-2**, no impacts would occur.

Avoidance, Minimization, and/or Mitigation Measures

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

NOI-1: Control and monitor noise resulting from work activities.

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 maintenance project and would not induce population growth in an area, either directly or indirectly. The project would not result in any construction of new homes, businesses, nor would the project result in the need for roads or other infrastructure that would facilitate an increase in population. No impacts are anticipated in this regard.

Response to Item b): No Impact. The project would not require any additional right of way because the project would occur within State right-of-way. Furthermore, no residents or businesses would need to be relocated as a result of implementing the project. The proposed project would not necessitate the relocation of any existing developments and/or people. No impacts are anticipated in this regard.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Population and Housing.

XV. PUBLIC SERVICES

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

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

Response to a) Fire Protection: No Impact. The County of San Bernardino and Riverside provides fire protection in the project vicinity. The nearest fire stations are in Riverside County at Lake Tamarisk #49 located at 438880 Lake Tamarisk Desert in the city of Desert Center and San Bernardino County at Twentynine Palms #44 located at 6560 Adobe Rd in the city of Twentynine Palms. The proposed project involves pavement rehabilitation to SR-62 and SR-177 and would not result in an increase population and therefore not increase the demand for community services. In addition, the proposed project would not induce growth or increase population in the study area or the greater community beyond that previously planned for and would not result in the need for additional fire protection. No fire stations would be acquired or displaced.

Response to b) Police Protection: No Impact. The Riverside County Sheriff's Department, San Bernardino County Sheriff's Department, and California Highway Patrol (CHP), as appropriate, provide police protection in the project vicinity. The nearest sheriff's station is the San Bernardino County Sheriff's Department – Morongo Basin Station located at 6527 White Feather Road in the city of Joshua Tree. The proposed project would not induce population growth in the area beyond that previously planned for and would not result in the need for additional police protection. No impacts on police protection from operation of the proposed project would occur. Implementation of a construction-period TMP (TRF-1, refer to Section XVII for measure), which is prepared for all Caltrans highway projects, would ensure that access is maintained to and from the project area and that the police service providers are notified prior to the start of construction activities; therefore, there are no anticipated impacts.

Response to c) Schools: No Impact. No schools are located near 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. Joshua Tree National Park and Sheephole Valley Wilderness are in the project vicinity but would not be affected by either construction or operation of the project. The majority of the land surrounding the project area is private and only is some of the land east project area are NPS and BLM land. No right of way is expected for this project and there are no impacts 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 35-day (working days) construction period. This could lead to an increase in delay times for emergency response vehicles during construction; however, the proposed project would include the preparation and implementation of a Transportation Management Plan (TMP) (measure **TRF-1**), which would avoid or minimize any potential impacts. Applicable traffic controls (e.g., flag person, signage), as identified in the TMP, would be implemented to minimize any potential interference with any adopted emergency response plan or evacuation plan. Impacts would be less-than-significant during the construction period.

Avoidance, Minimization, and/or Mitigation Measures

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

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

XVIII. TRIBAL CULTURAL RESOURCES

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

Question	CEQA Determination
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	No Impact

Question	CEQA Determination
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

Response to Item a) No Impact. The NAHC was contacted on October 11, 2018 to obtain cultural resource information available in the Sacred Lands File. Three Native American Tribes were contacted under Assembly Bill (AB) 52. Letters were sent on November 1, 2018 to the Morongo Band of Mission Indians, San Manuel Band of Mission Indians, and San Fernando Band of Mission Indians. Two responses were received as a result of this correspondence. Morongo Band of Mission Indians responded November 6, 2018, requesting cultural documents, record search results, and a request for monitoring. Caltrans replied to the Morongo THPO and provided the HPSR along with a cover letter that included a note to indicate that the additional cultural studies are not expected for this undertaking on November 26, 2018. San Manuel Band of Mission Indians responded by declining to participate in further consultation because the project area is outside their sacred lands December 3, 2018. San Fernando Band of Mission Indians did not respond. No Tribal Cultural Resources have been identified within the project site. As such, no impacts on Tribal Cultural Resources are anticipated.

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Tribal Cultural Resources.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

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

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

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

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Utility and Service Systems.

XX. WILDFIRE

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

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

Response to Item a): No Impact. The proposed project is not located in any very high fire severity zones. Construction activities have the potential to result in temporary, localized, site-specific disruptions during __ 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 land, BLM land, and NPS land. Based on Cal Fire, Fire Hazard Severity Zones Map of the County of San Bernardino and Riverside, the project is located in an area designated as Other Moderate and Local Responsibility Area (LRA) Moderate. The proposed project is not located in or near any areas designated as LRA Very High, or LRA High areas of the fire hazard severity zones. Therefore, the project is not anticipated to exacerbate wildfire risks.

Response to Item c), and d): No Impact. The proposed project is not located in any very high fire severity zones. The proposed project is a maintenance project to rehabilitate the road surfaces of SR-177 and SR-62. The project will not install infrastructure that may result in increased fire risk. The project does not propose significantly alter drainage patterns that would cause downslope or downstream flooding or landslides should a fire occur.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Wildfire.

MANDATORY FINDINGS OF SIGNIFICANCE

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

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

The project area contains suitable habitat for desert tortoise, a species listed as threatened by USFWS and CDFW. The BSA contains suitable habitat in the form of Mohavean desert scrub for the desert tortoise. However, the roadway and graded shoulders do not support the primary constituent elements or the physical and biological features that support suitable habitat for the desert tortoise. Protocol desert tortoise surveys were not conducted because Caltrans is assuming presence of desert tortoise. Impacts on desert tortoise are anticipated to temporary impact 0.93 acres, resulting in an anticipated less than significant with the implementation of measures BIO-4 through BIO-24.

The project is located within the Colorado River watershed thus many desert washes run through SR-62 because the roadway is built at-grade and is designed as low-water crossings. The project proposes to reinforce shoulder backing along aprons using native materials. Caltrans anticipates the project will not result in additional permanent impacts in jurisdictional drainage areas. Aprons and shoulder backing would be restored, and no additional paved area or shoulder backing would be introduced within the wash. Thus, Caltrans anticipates the project would result in 0.93 acres of temporary impacts within jurisdictional waters of the U.S. or of the State, resulting in an anticipated less than significant with the implementation of the measures BIO-25 and BIO-26.

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 considerable impacts.

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

Avoidance, Minimization, and/or Mitigation Measures

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

Climate Change

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

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂.

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

REGULATORY SETTING

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

Federal

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

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

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

encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability” (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

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

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

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

State

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

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

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue

reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

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

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

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

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

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO₂e).¹ Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

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

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

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.”

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

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

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

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

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

ENVIRONMENTAL SETTING

The proposed project is in a rural, desert, mountainous and undeveloped area within Riverside and San Bernardino counties. SR-62 and 177 are the main transportation routes to and through the area for both passenger and commercial vehicles. SR-62 links Southern California to neighboring states like Arizona and Nevada, where high volumes of goods are transported. Due to the undeveloped area surrounding the project vicinity, the project rarely experiences congestion.

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking

annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4.

National GHG Inventory

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO₂, CH₄, N₂O, HFCs, perfluorocarbons, SF₆, and nitrogen trifluoride. It also accounts for emissions of CO₂ that are removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store CO₂ (carbon sequestration). The 1990–2016 inventory found that of 6,511 MMTCO₂e GHG emissions in 2016, 81% consist of CO₂, 10% are CH₄, and 6% are N₂O; the balance consists of fluorinated gases (EPA 2018a). In 2016, GHG emissions from the transportation sector accounted for nearly 28.5% of U.S. GHG emissions.

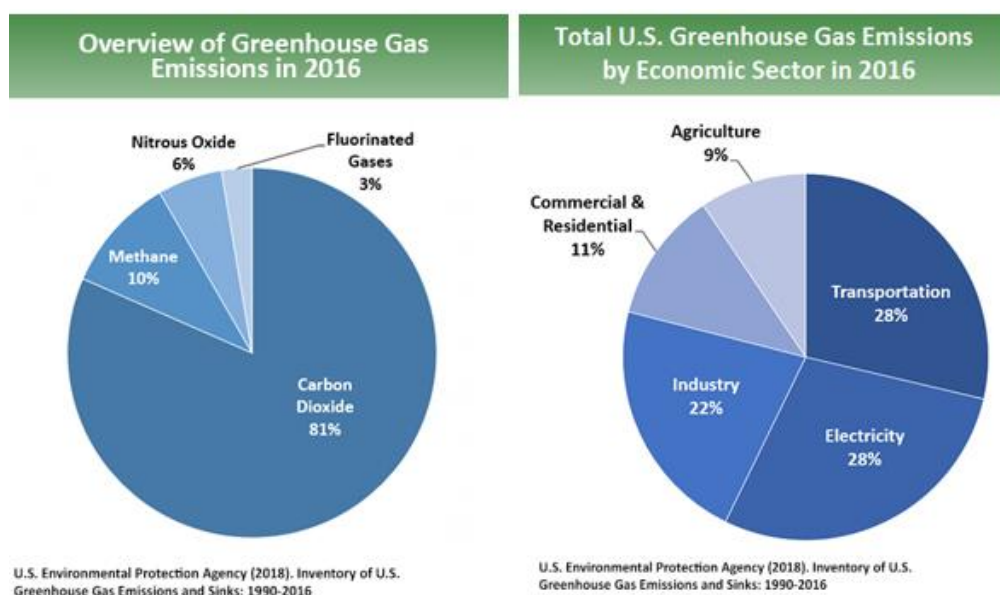


Figure 1. U.S. 2016 Greenhouse Gas Emissions

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 2019 edition of the GHG emissions inventory found total California emissions of 424.1 MMTCO₂e for 2017, with the transportation sector responsible for 41% of total GHGs. It also found that overall statewide GHG

emissions declined from 2000 to 2017 despite growth in population and state economic output (ARB 2019a).

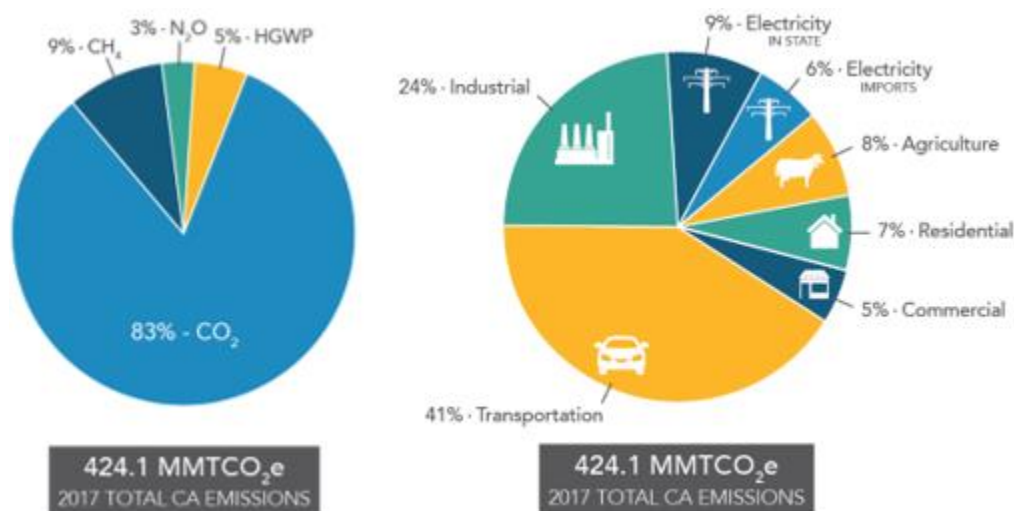


Figure 2. California 2017 Greenhouse Gas Emissions

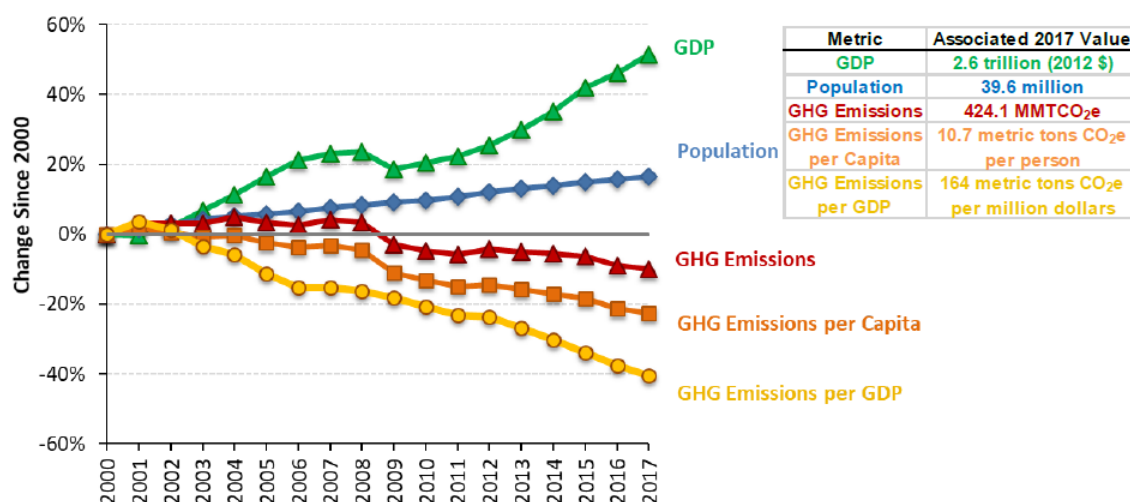


Figure 3. Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2019b)

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

Regional Plans

ARB sets regional targets for California's 18 MPOs to use in their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to plan future projects that will cumulatively achieve GHG reduction goals. Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for Southern California Association of Governments (SCAG). The regional reduction target for SCAG is 8 percent and 19 percent for the years 2020 and 2035, respectively (ARB 2019c). San Bernardino County's Emissions Reduction Plan sets a target to reduce countywide GHG emissions from all sources by 15% below 2007 levels by 2020. Riverside County's Climate Action Plan (CAP) sets a target to reduce countywide GHG emissions from all sources by 15 percent from 2008 levels by 2020. SCAG, Riverside, and San Bernardino County policies directed at reducing GHG emissions include the following, among other measures.

Table 2. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
<i>Southern California Association of Governments 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy</i> (adopted April 2016)	<ul style="list-style-type: none"> • Invest in long-term emission-reduction investments for trucks and rail. • Implement technology and mobility innovations. • Invest in adding capacity and improving critical road conditions. • Implement technology and mobility innovations.
<i>San Bernardino County Regional Greenhouse Gas Reduction Plan</i> (adopted March 2014)	<ul style="list-style-type: none"> • Roadway improvements, including signal synchronization and transportation flow management. • Expand renewable fuel/low-emission vehicle use. • Anti-idling enforcement. • Electric-powered construction equipment.
<i>County of Riverside Climate Action Plan Update</i> (November 2019)	<ul style="list-style-type: none"> • Promote EV incentive programs at outreach meetings. • Support application for grants to install e-chargers at public facilities.
<i>County of Riverside General Plan</i> (2018, 2020)	<ul style="list-style-type: none"> • Emphasize the use of high occupancy vehicle lanes, light rail and bus routes, and pedestrian and bicycle facilities when using transportation facility development to improve mobility and air quality. • Implement policies and measures to achieve reduction targets.

PROJECT ANALYSIS

GHG emissions from transportation projects can be divided into those produced during operation of the SHS and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH₄ and N₂O are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

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

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

Operational Emissions

The purpose of the proposed project is to rehabilitate the pavement of SR-62 and SR-177, and will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR-62 and SR-177, no increase in vehicle miles traveled (VMT) would occur as result of project implementation. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

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

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

The proposed project is a maintenance project that includes pavement rehabilitation; thus, no new construction of the roadway is proposed. Construction is expected to require 35 working days during a 2-month construction window and to result in approximately 137.71 metric tons of CO₂-equivalent (CO₂e)².

The project would comply with all MDAQMD emissions control requirements during construction. All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions. In addition, a TMP would be implemented minimize traffic delays during construction.

CEQA Conclusion

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

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

GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

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

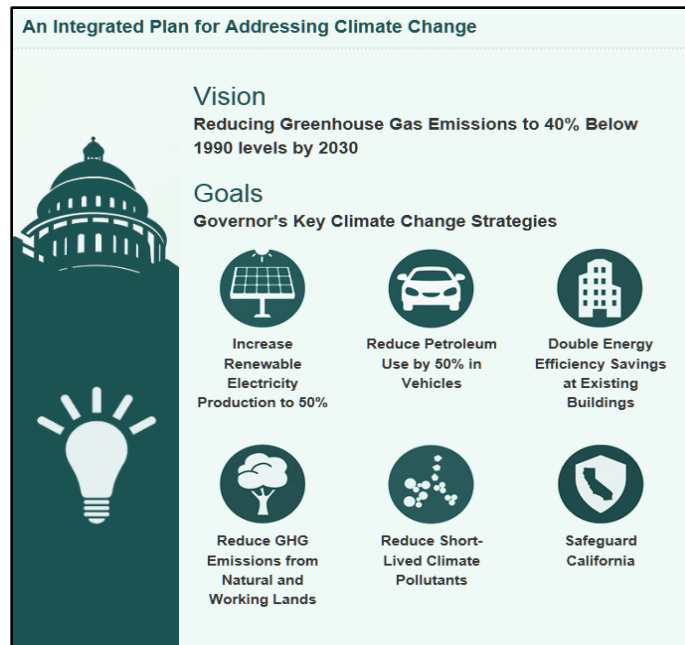


Figure 4. California Climate Strategy

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). A key state goal for reducing GHG emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030 (State of California 2019).

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.

Caltrans Activities

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

CALIFORNIA TRANSPORTATION PLAN (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. In 2016, Caltrans

completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with CO₂ reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

CALTRANS STRATEGIC MANAGEMENT PLAN

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help to reduce GHG emissions include:

Increasing percentage of non-auto mode share

Reducing VMT

Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

FUNDING AND TECHNICAL ASSISTANCE PROGRAMS

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

CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES

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

Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

Project will use cold-in-place recycling, which grinds and reuses existing pavement to repair the road. This saves energy and reduces emissions that result from production and transportation of new pavement material and disposal of old pavement. Implementation of a TMP includes strategies to minimize traffic delays (TRF-1) through the construction zone. The reduction of traffic delays would also reduce short-term increases in GHG emissions from disruptions in traffic flow.

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

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

Caltrans Standard Specifications Section 14-9, Air Quality, a part of all construction contracts, requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality.

Requirements of the MDAQMD would apply to this project. Requirements that reduce vehicle emissions, such as limits on idling time, may help reduce GHG emissions.

ADAPTATION

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

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

The U.S. Global Change Research Program (USGCRP) delivers a report to Congress and the president every 4 years, in accordance with the Global Change Research Act of 1990 (15 U.S.C. ch. 56A § 2921 et seq). The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the "human welfare, societal,

and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways.” Chapter 12, “Transportation,” presents a key discussion of vulnerability assessments. It notes that “asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime” (USGCRP 2018).

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

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

State Efforts

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

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

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

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

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

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

Vulnerability is the “susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt.”

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

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

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

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

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

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

Caltrans Adaptation Efforts

CALTRANS VULNERABILITY ASSESSMENTS

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

Exposure – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.

Consequence – Determine what might occur to system assets in terms of loss of use or costs of repair.

Prioritization – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

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

Project Adaptation Analysis

SEA-LEVEL RISE

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

FLOODPLAINS

The proposed project is not in or near a floodplain. The Caltrans Climate Change Vulnerability Assessment for District 8 maps projected changes in 100-year storm precipitation depths under climate change scenario. In the project area, storm depth is projected to change by less than 5% through 2085. The project would include shoulder backing, which improves drainage. Permanent treatment controls, soil stabilization, and erosion control measures would avoid or reduce sediment transport onto the roadway during rainfall. Effects of climate change on precipitation are not likely to adversely affect the project.

WILDFIRE

The area surrounding the proposed project is undeveloped desert with sparse vegetation. Based on the Cal Fire, Fire Hazard Severity Zones Map for the Counties of Riverside and San Bernardino, the project is in designated Federal Responsibility Area (FRA) and Local Responsibility Area (LRA). The proposed project is not in or near any areas designated as LRA Very High, or LRA High fire hazard severity zones. The project would not introduce new structures or uses that exacerbate fire risk or 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. The project will not impair emergency response vehicles or emergency evacuation. Accordingly, the project is not anticipated to exacerbate the impacts of wildfires intensified by climate change.

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Public Involvement, Draft IS Circulation, and Response to Comments

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 December 09, 2020.

Native American Tribes

On November 1, 2018, the following Native American Tribes were contacted: Morongo Band of Mission Indians, San Manuel Band of Mission Indians, and San Fernando Band of Mission Indians. Morongo Band of Mission Indians responded, which included Cultural documents, record search results, and a request for monitoring was received November 6, 2018. Caltrans responded to Morongo THPO with requested documents on November 26, 2018. San Manuel Band of Mission Indians responded December 3, 2018 and declined to participate in further consultation because the project area is outside of their sacred lands. San Fernando Band of Mission Indians has not responded to date.

References

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- California Air Resources Board (ARB). 2019b. California Greenhouse Gas Emissions for 2000 to 2017. Trends of Emissions and Other Indicators. https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf. Accessed: August 21, 2019.
- California Air Resources Board (ARB). 2019c. SB 375 Regional Plan Climate Targets. <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>. Accessed: August 21, 2019.
- California Department of Transportation (Caltrans). 2018. Caltrans Standard Specifications and Plans (2018). Available: <https://dot.ca.gov/programs/design/ccs-standard-plans-and-standard-specifications>
- . 2019. Designated and Eligible Scenic Highways List, August 2019: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>
- . 2021a., SR-62/177 Road Rehabilitation/Asphalt Concrete Overlay, Natural Environment Study (Minimal Impacts). January.
- . 2018. SR-62/177 Road Rehabilitation/Asphalt Concrete Overlay, Historic Property Survey Report. December.
- Federal Highway Administration (FHWA). 2019. Sustainability. <https://www.fhwa.dot.gov/environment/sustainability/resilience/>. Last updated February 7, 2019. Accessed: August 21, 2019.
- Federal Highway Administration (FHWA). No date. Sustainable Highways Initiative. <https://www.sustainablehighways.dot.gov/overview.aspx>. Accessed: August 21, 2019.
- State of California. 2018. California's Fourth Climate Change Assessment.

- <http://www.climateassessment.ca.gov/>. Accessed: August 21, 2019.
- State of California. 2019. California Climate Strategy. <https://www.climatechange.ca.gov/>. Accessed: August 21, 2019.
- U.S. Department of Transportation (U.S. DOT). 2011. Policy Statement on Climate Change Adaptation. June. https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/us_dot.cfm. Accessed: August 21, 2019.
- U.S. Environmental Protection Agency (U.S. EPA). 2018. Inventory of U.S. Greenhouse Gas Emissions and Sinks. <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>. Accessed: August 21, 2019.
- U.S. Global Change Research Program (USGCRP). 2018. Fourth National Climate Assessment. <https://nca2018.globalchange.gov/>. Accessed: August 21, 2019.

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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 6. Aerial Project Location Map



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Appendix B Distribution List

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

Mr. Daniel L. Mintz, Sr.
Mayor of Twentynine Palms, CA
(District 3)
City of Twentynine Palms
6136 Adobe Road
Twentynine Palms, CA 92277

Mr. Frank Luckino
City Manager
City Hall
6136 Adobe Road
Twentynine Palms, CA 92277
Email: fluckino@29palms.org

Ms. Karmollette O'Gilvie
Mayor Pro-Tem of
Twentynine Palms, CA
(District 4)
City of Twentynine Palms
6136 Adobe Road
Twentynine Palms, CA
92277

Ms. Cindy Villescascas
City Clerk
Email: cvillescascas@29palms.org

Mr. Steven Bilderain
City Councilmember
(District 1)
City of Twentynine Palms
6136 Adobe Road
Twentynine Palms, CA 92277

Mr. Travis Clark
Community Development
Director
Planning Department
Email: tclark@29palms.org

Mr. Joel A. Klink
City Councilmember
(District 2)
City of Twentynine Palms
6136 Adobe Road
Twentynine Palms, CA 92277

Captain Lucas Niles
Morongo Basin Sheriff's Station
63665 Twentynine Palms Highway
Joshua Tree, CA 92252

Mr. McArthur Wright
City Councilmember
(District 5)
City of Twentynine Palms
6136 Adobe Road
Twentynine Palms, CA 92277

Lynna Monell
Clerk of the Board of
Supervisors
385 N. Arrowhead Avenue,
2nd Floor
San Bernardino, CA 92415-0130

Dan Munsey, Fire Chief
San Bernardino County Fire
157 W. Fifth Street, 2nd Floor
San Bernardino, CA 92415-0451

Leonard X. Hernandez
Chief Executive Officer
County Administrative Office
385 N. Arrowhead Avenue
San Bernardino, CA 92415-0120

Supervisor V. Manuel Perez
Fourth District-County of
Riverside
73-710 Fred Waring Drive, Suite
222
Palm Desert, CA 92260

Riverside County Clerk of the Board
4080 Lemon Street, 1st Floor
Riverside, CA 92501
Email: cob@rivco.org

Chad Bianco, Sheriff
Riverside County Sheriff
4095 Lemon Street
Riverside, CA 92501

Dean Agnoletto, Captain
Palm Desert Sheriff Station
73705 Gerald Ford Drive
Palm Desert, CA 92211

Countywide Oversight Board for the
County of Riverside
County of Riverside Executive Office
4080 Lemon Street, 4th Floor
Riverside, CA 92501

California Highway Patrol
Morongo Basin Office
63683 Twentynine Palms Hwy
Joshua Tree, CA 92252

Joshua Tree National Park
74485 National Park Drive
Twentynine Palms, CA 92277-3597

Riverside County Watershed Protection
Richard Boon
Chief of Watershed Protection
Division1995 Market Street
Riverside, CA 92501

San Bernardino National Forest
Julie Hall
San Jacinto Ranger District
54270 Pine Crest
P.O. Box 518
Idyllwild, CA 92549

California Highway Patrol
195 Highland Springs Avenue
Beaumont, CA 92223

Bureau of Land Management
Needles Field Office
1303 S. Highway 95
Needles, CA 92363

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

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

Appendix C List of Preparers

The following personnel contributed to the preparation of this IS:

California Department of Transportation

- JaShawn Combs, Environmental Planner (Generalist), Environmental Studies “B”
- Adam Compton, Senior Environmental Planner, Regulatory Permits
- Gabrielle Duff, Senior Environmental Planner, Environmental Studies “B”
- Nicholas Thompson, Environmental Planner, Cultural Studies
- Michael Grimes, Associate Environmental Planner, Biological Studies
- Andrew Walters, Senior Environmental Planner, Cultural Studies
- Nancy Frost, Senior Environmental Planner, Biological Studies
- Olufemi Odufalu, Civil Engineer/Environmental Engineering, Branch Chief: Environmental Engineering “B”
- Farhana Islam, Civil Engineer/Environmental Engineering, Environmental Engineering “B”
- Donald Cheng, Civil Engineer/Environmental Engineering, Environmental Engineering “B”
- Christopher Gonzalez, Civil Engineer/Environmental Engineering, Environmental Engineering “B”
- Sarah Gallimore, Environmental Planner, Regulatory Permits

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Appendix D Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

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



*Making Conservation
a California Way of Life.*

November 2019

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:

<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A blue ink signature of Toks Omishakin, consisting of a stylized 'T' followed by a cursive 'O' and 'M'.

Toks Omishakin
Director

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Appendix E List of Technical Studies

Historic Property Survey Report, Road Rehabilitation/Asphalt Concrete Overlay, Riverside and San Bernardino Counties, 08-SBD-62-PM 90.2/94.0,08-RIV-62-PM 84.94/90.2,08-RIV-177-PM 27.0/27.02, EA 1K050/0818000173. Prepared by Nicholas Thomas, Caltrans, 2019.

Natural Environment Study (Minimal Impacts), Road Rehabilitation/Asphalt Concrete Overlay, Riverside and San Bernardino Counties, 08-SBD-62-PM 90.2/94.0,08-RIV-62-PM 84.94/90.2,08-RIV-177-PM 27.0/27.02, EA 1K050/0818000173. Prepared by Michael Grimes, Caltrans, January 2021.

Visual Impact Assessment for Road Rehabilitation/Asphalt Concrete Overlay, 08-SBD-62-PM 90.2/94.0,08-RIV-62-PM 84.94/90.2,08-RIV-177-PM 27.0/27.02, EA 1K050/0818000173. Prepared by Jared Anderson, Caltrans, January 2021.

Initial Site Assessment (ISA) Checklist for Road Rehabilitation/Asphalt Concrete Overlay, 08-SBD-62-PM 90.2/94.0,08-RIV-62-PM 84.94/90.2,08-RIV-177-PM 27.0/27.02, EA 1K050/0818000173. Prepared by Donald Cheng, Caltrans, July 2020.

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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			
	Report of Waste Discharge (RWD) from the State Water Resources Quality Control Board			
	Approved Jurisdictional Determination (AJD) from U.S. Army Corps of Engineers			

Date of ECR: 1/13/2021

Date: (PENDING)

Project Phase:

☒ PA/ED (DED/FED)

☐ PS&E Submittal _____ %

☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

(State Route 62/177 Road Rehabilitation/Asphalt
Concrete Overlay Regrade)

08-Riv-62 (PM 84.94/90.2)

08-Riv-177 (PM 27.0/27.02)

08-SBd-62 (PM R90.2/R94.0)

EA 08-1K050

PN 0818000173

Generalist: JaShawn Combs

ECL:

Avoidance, Minimization, and/or Mitigation Measures	Page	Environment al Analysis Source	Responsible for Development and/or Implementatio n 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
<u>CULTURAL RESOURCES</u>										
CUL-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	N/A	HPSR (May 14, 2019)	District Cultural Studies/ District Design/ Resident	Design/C onstructi on	SSP: 14- 2.03A					

District 8 ECR

Rev. November 19, 2020

Date of ECR:1/13/2021
Date: (PENDING)

Project Phase:

- ☒ PA/ED (*DED/FED*)
☐ PS&E Submittal _____ %
☐ Construction

**ENVIRONMENTAL COMMITMENTS
RECORD**
(State Route 62/177 Road Rehabilitation/Asphalt
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08-SBd-62 (PM R90.2/R94.0)

EA 08-1K050
PN 0818000173
Generalist: JaShawn Combs
ECL:

Avoidance, Minimization, and/or Mitigation Measures	Page	Environment al Analysis Source	Responsible for Development and/or Implementatio n 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
event that human remains, including isolated, disarticulated bones or fragments, are discovered during construction- related activity, cease in the vicinity of the human remains.			Engineer/ Contractor							
CUL-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	N/A	HPSR (May 14, 2019)	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construc tion	SSP: 14- 2.03A					

Date of ECR:1/13/2021
Date: (PENDING)

Project Phase:

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EA 08-1K050
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Generalist: JaShawn Combs
ECL:

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							Date / Initials	Date / Initials	YES	NO
Planning; Andrew Walters, DEBC: (909)383-2647and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.										
<u>BIOLOGICAL RESOURCES</u>										
BIO-1: Equipment Staging: Equipment, vehicles, and materials staged and stored in Caltrans right-of-way will be sited in previously paved or previously disturbed areas.	12	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion	SSP: 13- 4.03E(3)					
BIO-2: Materials and Spoils Control: Project materials will not be cast from the project site and project related debris, spoils,	12	NES(MI) (January 15, 2021)	District Design / District Environmental Planning /	Final Design, Construc tion	SSP: 5-1.31					

District 8 ECR
Rev. November 19, 2020

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- ☒ PA/ED (*DED/FED*)
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							Date / Initials	Date / Initials	YES	NO
and trash will be contained and removed daily.			Resident Engineer / Contractor							
BIO-3: Preconstruction Nesting Bird Survey: Vegetation removal is not anticipated. If construction occurs within nesting bird season (Feb 1 – Sept 30), and vegetation removal does occur, then the qualified biological monitor shall conduct pre-construction nesting bird surveys before construction to locate and avoid nesting birds. Caltrans will establish a 300-foot no-construction buffer for all migratory birds (500 feet for raptors).	13	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Pre- Construc tion	SSP: 14- 6.03B					

Date of ECR:1/13/2021
Date: (PENDING)

Project Phase:

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							Date / Initials	Date / Initials	YES	NO
BIO-4: Biological Monitor: Caltrans will submit the names and qualifications of biologists that they believe meet the minimum requirements to serve as Authorized Biologists to the Service for review and authorization under the programmatic biological opinion prior to beginning on-site activities (Forms are available at http://www.fws.gov/ventura/speciesinfo/protocols_guidelines/). Once a biologist has been authorized by the Service, that individual may work on subsequent projects pursuant to the biological opinion without additional approval, provided that his or her performance	14	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						

Date of ECR:1/13/2021
Date: (PENDING)

Project Phase:

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							Date / Initials	Date / Initials	YES	NO
remains satisfactory. Caltrans will maintain a record of all authorized biologists who work on its projects.										
BIO-5: Caltrans will designate, on a project-by-project basis, an authorized biologist to be responsible for overseeing compliance with all protective measures and for coordination with the Service. The authorized biologist will immediately notify the resident engineer of project activities that may be in violation of the biological opinion. In such an event, the resident engineer can halt all construction activities until all protective	14	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						

District 8 ECR
Rev. November 19, 2020

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measures are being fully implemented, as determined by the authorized biologist.										
BIO-6: A resident engineer is, according to Caltrans' May 2006 Standard Specifications, "the Chief Engineer, Department of Transportation, acting either directly or through properly authorized agents, the agents acting within the scope of the particular duties delegated to them." The resident engineer has authority over the contract and is responsible for all aspects of the specific projects to which he or she is assigned. The resident engineer has the authority to stop	14	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						

Date of ECR:1/13/2021
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							Date / Initials	Date / Initials	YES	NO
work on a project. The authorized biologist will have the authority to halt any activity, through the Resident Engineer or other identified authority in charge of implementation that may pose a threat to desert tortoises and to direct movements of equipment and personnel to avoid injury or mortality to desert tortoise.										
BIO-7: Immediately prior to the start of any ground-disturbing activities and prior to the installation of any desert tortoise exclusion fencing, clearance surveys for the desert tortoise will be conducted by the	15	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						

District 8 ECR
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							Date / Initials	Date / Initials	YES	NO
authorized biologist, as appropriate. The entire project area will be surveyed for desert tortoise and their burrows by an authorized biologist or approved desert tortoise monitor before the start of any ground-disturbing activities following the 2017 field survey protocol (Service 2017) or more current approved protocol. If burrows are found, they will be examined by an authorized biologist to determine if desert tortoises are present. If the authorized biologist determines clearance surveys.										
BIO-8: For construction projects determined likely to may affect desert tortoise, an education program will be developed and	15	NES(MI) (January 15, 2021)	District Design / District Environmental Planning /	Final Design, Construc tion						

Date of ECR:1/13/2021
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presented by the authorized biologist prior to the onset of ground-disturbing activities to be conducted under the auspices of this consultation. All onsite personnel including surveyors, construction engineers, employees, contractors, contractor's employees, supervisors, inspectors, subcontractors, and delivery personnel employed for a project will be required to participate in an education program regarding the desert tortoise before performing on-site work. The program will consist of a class presented by an authorized biologist or a video, provided the authorized biologist is present to			Resident Engineer / Contractor							

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08-SBd-62 (PM R90.2/R94.0)

EA 08-1K050
PN 0818000173
Generalist: JaShawn Combs
ECL:

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answer questions. Wallet-sized cards or a one-page handout with important information for workers to carry are recommended as a future reference and a reminder of the program's content. The program will cover the following topics at a minimum: - the distribution, general behavior, and ecology of the desert tortoise; - its sensitivity to human activities; - the protection it is afforded by the Endangered Species Act;										

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- penalties for violations of State and Federal laws; - notification procedures by workers or contractors if a tortoise is found in a construction area, and; - protective measures specific to each project.										
BIO-9: Whenever project vehicles are parked outside of a fence that is intended to preclude entry by desert tortoises, workers will check under the vehicle	15	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident	Final Design, Construc tion						

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before moving it. If a desert tortoise is beneath the vehicle, the worker will notify the authorized biologist or an approved desert tortoise monitor. If an authorized biologist is not present on-site, the Resident Engineer or supervisor must notify an authorized biologist. Workers will not be allowed to capture, handle, or relocate tortoises.			Engineer / Contractor							
BIO-10: The area of disturbance will be confined to the smallest practical area, considering topography, placement of facilities, location of burrows, public health and safety, and	16	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident	Final Design, Construc tion						

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other limiting factors. This measure includes temporary haul roads, staging/storage areas, or access roads. Work area boundaries will be clearly and distinctly delineated with flagging or other marking to minimize surface disturbance associated with vehicle movement. Special habitat features, such as desert tortoise burrows, will be identified and marked as environmentally sensitive areas by the authorized biologist, if they are to be avoided and will be discussed and identified during the worker education program. To the extent possible, previously disturbed areas within the Caltrans ROW			Engineer / Contractor							

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will be used for equipment storage, office trailer locations, and vehicle parking. The development of all temporary access and work roads associated with construction will be minimized and constructed without blading where feasible. Project-related vehicle traffic will be restricted to established roads, construction areas, staging/storage areas, and parking areas. The resident engineer, authorized biologist or approved desert tortoise monitor will ensure that blading is conducted only where necessary.										

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BIO-11: Caltrans will require all contractors to comply with the Act in the performance of work necessary for project completion. Evidence of compliance is required prior to Caltrans accepting or receiving materials or goods produced from outside of the right-of-way or through the use of facilities located outside of the right-of-way, including but not limited to, non-commercial batch plants, haul roads, quarries, and similar operations. Copies of the compliance documents will be maintained at the work-site by the resident engineer.	16	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						
BIO-12: The resident engineer is responsible for ensuring that all	16	NES(MI)	District Design / District	Final Design,						

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protective measures are being fully implemented. If the resident engineer determines, or is notified by the authorized biologist, that one or more protective measures are not being fully implemented, he or she will halt all activities that are out of compliance until all problems have been remedied. All workers, authorized biologists, and biological monitors will be required to notify the resident engineer of any such problem they notice. The resident engineer must always be able to contact the approved biological monitor or authorized biologist to resolve any unforeseen issues.		(January 15, 2021)	Environmental Planning / Resident Engineer / Contractor	Construc tion						

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BIO-13: Caltrans will determine whether the presence of authorized biologists and approved desert tortoise monitors will be required during project activities as outline in the 'criteria for use in reaching appropriate determination' section of this programmatic biological opinion and the submitted Appendix I notification form to the Service. In general, where the risk to desert tortoises is low, the authorized biologist or an approved biological monitor will be present at the onset of the project to ensure protective measures are in place and will, if	17	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						

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necessary (for example, for projects that will require a substantial length of time to complete), conduct periodic field checks to ensure compliance.										
BIO 14: Permanent or temporary exclusion fencing may be used to prevent entry by desert tortoises into a work site, if Caltrans and the authorized biologist determine this measure is appropriate. Exclusion fencing will be installed following Service guidelines (2005) or more current protocol. The authorized biologist will ensure that desert tortoises cannot pass under, over, or around the fence. If such a fence is used, authorized biologists or desert	17	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						

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tortoise monitors will not be required to be present at the site at all times. However, the authorized biologist must periodically check the fenced area to search for breaks in the fence and to ensure no desert tortoises have breached the fence. Preconstruction surveys for tortoise and tortoise sign will be performed within all proposed construction areas prior to the fence being installed. In addition, prior to ground disturbing activities beginning in a previously undisturbed or unfenced area, preconstruction surveys will be performed.										

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BIO-15: Upon locating a dead or injured tortoise within a project site, the resident engineer will immediately notify the authorized biologist whom then will notify the Service within 24 hours of the observation via telephone. Written notification must be made to the appropriate Fish and Wildlife field office within 5 days of the finding. The information provided must include the date and time of the finding or incident (if known), location of the carcass or injured animal, a photograph, cause of death or injury, if known, and other pertinent information (i.e.,	17	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						

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size, sex, recommendations to avoid future injury or mortality).										
BIO-16: If working outside of a desert tortoise-proof fenced area, auger holes or other excavations will be covered following inspection at the end of each workday to prevent desert tortoises from becoming trapped.	17	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						
BIO-17: Except on maintained public roads designated for higher speeds or within a desert tortoise-proof fenced area, driving speed will not exceed 20 miles per hour through potential	17	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						

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desert tortoise habitat on both paved and unpaved roads.										
BIO-18: Any fuel or other hazardous materials spills will be promptly cleaned up; any leaks from equipment will be stopped and repaired immediately. Vehicle and equipment fluids that are no longer useful will be transported to an appropriate off- site disposal location. Fuel and lubricant storage and dispensing locations will be constructed to fully contain spilled materials until disposal can occur. Hazardous waste, including used motor oil waste and coolant, will be stored and transferred in a	17	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						

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manner consistent with applicable regulations and guidelines										
BIO-19: Upon completion of construction, all refuse, including, but not limited to equipment parts, wrapping material, cable, wire, strapping, twine, buckets, metal or plastic containers, and boxes will be removed from the site and disposed of properly.	18	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						
BIO-20: No firearms or pets, including dogs, will be allowed within the work area. Firearms carried by authorized security and law enforcement personnel	18	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident	Final Design, Construc tion						

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and working dogs under the control of a handler will be exempt from this protective measure.			Engineer / Contractor							
BIO-21: To preclude attracting predators, such as the common raven (<i>Corvus corax</i>) and coyotes (<i>Canis latrans</i>), food-related trash items will be removed daily from the work site and disposed of at an approved refuse disposal site. Workers are prohibited from feeding all wildlife.	18	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction						

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BIO-22: During all off-road cross-country travel outside of any area surrounded by desert tortoise-proof fencing, the authorized biologist will select and flag the access route to avoid burrows and to minimize disturbance of vegetation. The authorized biologist will walk in front of the lead vehicle to ensure that no desert tortoise or burrows are present. All vehicles will follow the lead vehicle's tracks and stay within the designated access route.	18	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						

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BIO-23: Desert tortoise exclusion fence construction will follow the guidelines in chapter 8 of the Desert Tortoise Field Manual (Service 2010) which is available at the VFWO website (www.fws.gov/ventura).	18	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						
BIO-24: To further ensure that actions implemented under the auspices of this consultation do not substantially degrade the status of the desert tortoise or its critical habitat, Caltrans will reinitiate formal consultation in the event either of the following thresholds regarding injury or mortality to desert tortoises or	18	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						

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loss or disturbance of their critical habitat is reached: a. two (2) desert tortoises injured or killed in any calendar year, within the action area, in each county considered in the programmatic biological opinion; or seven (7) desert tortoises injured or killed, within the action area (regardless of county) considered in the programmatic biological opinion, in any calendar year; and										

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b. five (5) acres located outside of the ultimate rights-of-way containing the primary constituent elements of critical habitat of the desert tortoise are adversely affected on a long-term basis within each of the critical habitat units considered in the programmatic biological opinion, in any calendar year.										
BIO-25: Construction/employee vehicles shall not park within 20 feet of: jurisdictional washes, ephemeral drains, or Arizona crossings.	19	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						

Date of ECR:1/13/2021
Date: (PENDING)

Project Phase:

- ☒ PA/ED (*DED/FED*)
☐ PS&E Submittal _____ %
☐ Construction

**ENVIRONMENTAL COMMITMENTS
RECORD**
(State Route 62/177 Road Rehabilitation/Asphalt
Concrete Overlay Regrade)

08-Riv-62 (PM 84.94/90.2)
08-Riv-177 (PM 27.0/27.02)
08-SBd-62 (PM R90.2/R94.0)

EA 08-1K050
PN 0818000173
Generalist: JaShawn Combs
ECL:

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BIO-26: Construction materials and equipment shall not be stored within 20 feet of jurisdictional washes, ephemeral drains, or Arizona crossings.	19	NES(MI) (January 15, 2021)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion						
<u>TRAFFIC AND TRANSPORTATION/BICYCLE AND PEDESTRIAN FACILITIES</u>										
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- Construc tion						
<u>WATER QUALITY AND STORM RUNOFF</u>										

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

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

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<u>NOISE AND VIBRATION</u>										
NOI-1: Control and monitor noise resulting from work activities.		ISMND	District Design / District Environmental Engineering / Resident Engineer / Contractor		SSP: 14-8.02					
<u>HAZARDOUS WASTE / MATERIALS</u>										
HAZ-1: SSP 36-4 Residue Containing Lead from Paint and Thermoplastic	1	ISA Checklist (July 7, 2020)	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construc tion	SSP: 36-4					
<u>AIR QUALITY</u>										

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AQ-1: Fugitive Dust: Contractor must abide by Caltrans' provisions in Section 14-9, Air Quality of the 2018 Standard Specifications and Special Provisions.			District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construc tion	SSP or NSSP					
AQ-2: Implement and follow Erosion Control and Air Quality Best Management Practices (BMPs).										
AQ-3: Comply with AQMD rule 403 for Fugitive Dust and Caltrans Standard Specification Section 14-9.										

