

# State Route 18 Bridge Deck Overlay Project

San Bernardino County, California

District 08-SBd-18 (PM 95.4)

EA 08-1L830/PN 0820000162

## Initial Study with Proposed Mitigated Negative Declaration



Prepared by the  
State of California Department of Transportation



August 2025

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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 (IS), which examines the potential environmental impacts of alternatives being considered for the proposed Project in San Bernardino County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document describes the Project, the existing environment that could be affected by the Project, potential impacts, and proposed avoidance, minimization, and/or mitigation measures.

### What you should do:

- Please read this document.
- Copies of this document and the related technical studies, are available for review at 464 West 4th Street, San Bernardino, 92401.
- We welcome your comments. If you have any comments about the proposed Project, please send your written comments to Caltrans by the deadline.
- Submit comments via U.S. mail to Caltrans at the following address:  
James Shankel, Acting Supervising Environmental Planner  
California Department of Transportation, District 8  
464 West 4th Street, MS820  
San Bernardino, CA 92401-1400
- Submit comments via email to: **SR18.Bridge.Deck.Overlay.1L830@dot.ca.gov**
- Be sure to send comments by the deadline: **September 28, 2025**

### What happens next:

After comments are received from the public and reviewing agencies, Caltrans may: (1) give environmental approval to the proposed Project, (2) perform 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 Caltrans, Attn: James Shankel, 464 West Fourth Street, San Bernardino, 92401, (909) 472-5831 (Voice), or use the California Relay Service 1(800) 735-2929 (TTY to Voice), 1(800) 735-2922 (Voice to TTY), 1(800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1(800) 854-7784 (Spanish and English Speech-to-Speech) or 711.

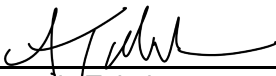
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Conduct bridge deck overlay, upgrade bridge rail, replace approach conforms and joint seals, upgrade approach guardrails, replace median barrier, remove bat boxes, replace sidewalk, and install bat panels on I-15 Mojave River Bridge in San Bernardino County, California.

**DRAFT INITIAL STUDY  
with Proposed Mitigated Negative Declaration**

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

THE STATE OF CALIFORNIA  
Department of Transportation



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Antonia Toledo  
Acting Deputy District Director  
Division of Environmental Planning  
California Department of Transportation, District 8  
CEQA Lead Agency

8/25/2025

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Date

The following persons may be contacted for more information about this document:  
James Shankel, Acting Supervising Environmental Planner, Caltrans District 8, 464 West 4<sup>th</sup> Street, MS-820, San Bernardino, CA, 92401-1400, (909) 472-5831, james.shankel@dot.ca.gov

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# State Clearinghouse #: Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

## Project Description

The California Department of Transportation (Caltrans) is proposing to repair the Mojave River Bridge Overcrossing (Bridge No. 54-0307) on State Route 18 (SR-18) in Victorville, San Bernardino County as part of the State Highway Operation and Protection Program (SHOPP) Bridge Preventative Maintenance Program. The Project work will consist of bridge deck overlay, upgrade bridge rail, replace approach conforms and joint seals, upgrade approach guardrails, replace median barrier, and replace sidewalk on the SR-18 Mojave River Bridge (Bridge No. 54-0307). In addition, the bat boxes under the SR-18 Mojave River Bridge (Bridge No. 54-0307) will be removed and bat exclusionary devices will be installed and bat panels will be installed under the Interstate 15 (I-15) Mojave River Bridge (Bridge No. 54-0483).

## DRAFT Determination

This proposed Mitigated Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Mitigated Negative Declaration for this Project. This does not mean that Caltrans' decision regarding the Project is final. This Mitigated Negative Declaration 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, air quality, cultural resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utility and service systems, and wildfires.
- The proposed Project would have less than significant effects to greenhouse gas emissions, hazards and hazardous materials.
- With the following mitigation measure incorporated, the proposed Project would have less than significant effects to biological resources:

**BIO-28 Bat Roosting Habitat.** Replacement bat roosts on the I-15 Mojave River Bridge have been proposed and approved by the Project Development Team (PDT) which will provide adequate replacement

bat habitat that should support the same temperature regime, location, and search image as the currently occupied bat roosts on the SR-18 Mojave River Bridge. The replacement bat roosts on the I-15 Mojave River Bridge will be in the form of concrete Oregon wedges/panels which will provide the most permanent and stable habitat for similar space, shape retention, and thermal characteristics as on the existing bat roosts on the SR-18 Mojave River Bridge structure. The temperature of the concrete panels on the underside of the I-15 Mojave River Bridge (the soffit) will remain warmer than the ambient temperature throughout most of the night, which will provide good night roosting habitat at a nearby location.

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Antonia Toledo  
Acting Deputy District Director  
Division of Environmental Planning  
California Department of Transportation, District 8

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Date

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# **Chapter 1** Proposed Project

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## **Introduction**

The California Department of Transportation (Caltrans) is proposing to repair the Mojave River Bridge Overcrossing (Bridge No. 54-0307) on State Route 18 (SR-18) in Victorville, San Bernardino County as part of the State Highway Operation and Protection Program (SHOPP) Bridge Preventative Maintenance Program. The Project work will consist of bridge deck overlay, upgrade bridge rail, replace approach conforms and joint seals, upgrade approach guardrails, replace median barrier, and replace sidewalk on the SR-18 Mojave River Bridge (Bridge No. 54-0307). In addition, the bat boxes under the SR-18 Mojave River Bridge (Bridge No. 54-0307) will be removed and bat exclusionary devices will be installed and bat panels will be installed under the Interstate 15 (I-15) Mojave River Bridge (Bridge No. 54-0483). The Regional Location, Project Location, and Project Layout maps are shown in Figures 1, 2, and 3 (below).

Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

## **Existing Facility**

State Route 18 (SR-18) consists of 117-mile highway that begins at State Route 210 (SR-210) in the City of San Bernardino and ends at the Los Angeles County line, approximately 10-miles west of Victorville in the Mojave Desert. It primarily travels in an east-west direction and passes through diverse settings including the mountain resort towns of Lake Arrowhead and Big Bear Lake to the Mojave Desert. SR-18 along the Project route is a four-lane divided roadway in the City of Victorville and provides access to and from the Antelope Valley to the west and to the Town of Apple Valley and further eastward to Lucerne Valley. Project is expected to be constructed within existing Caltrans right of way. With respect to Mojave River Bridge (Bridge No. 54-0307), however, as this bridge crosses over railroad tracks owned by Burlington Northern Santa Fe (BNSF) railroad, it is anticipated that flagging will be needed during construction.

Interstate 15 (I-15) is a north-south interstate highway that connects San Diego, Riverside, and San Bernardino counties and continues north through Nevada, Arizona, Utah, and ultimately to the Canadian border. I-15 along the Project route is a six-lane divided roadway, with three-lanes in each direction of travel. Land uses within the project area consists of vacant open space, industrial uses, residences, and the Mojave River.

## **Project Background**

This portion of SR-18 Mojave River Bridge experiences continuous traffic and the existing pavement within the Project limits is exhibiting deterioration. Caltrans has conducted investigations and identified this bridge as requiring maintenance and repairs to protect the structural integrity of the bridge and safety of the traveling public.

## **Purpose and Need**

### **Purpose**

The purpose of this project is to restore the SR-18 Mojave River Bridge (Br. No. 54-0307) structure health to good condition to preserve the integrity of the structure to protect the bridge from potential bridge failure and install bat panels on the I-15 Mojave River Bridge (Br. No. 54-0483).

### **Need**

The California Department of Transportation, Office of Structure Maintenance, and Investigation Project EA Report, dated September 29, 2020, has identified the bridge as requiring maintenance repairs that if not addressed would affect the structural integrity of the bridge and ultimately the safety of the traveling public. There is an active bat population under the SR-18 Mojave River Bridge which was relocated as mitigation for a previous project on the I-15 Mojave River Bridge (EA 08-3555V) and would limit the types of bridge work that could be performed without impacts to bats.

## **Project Description**

This section describes the proposed Project alternatives that were developed while avoiding or minimizing environmental impacts. The alternatives are the No-Build Alternative and the Build Alternative (proposed Project).

## **Project Alternatives**

### **No-Build Alternative**

The No-Build Alternative would maintain the facility in its current condition. No improvements would be implemented to SR-18. As such, no capital cost is associated with this alternative. The SR-18 Mojave River Bridge would continue to deteriorate and would affect the structural integrity and ultimately the safety of the traveling public.

### **Build Alternative**

The Build Alternative proposes to repair the Mojave River Bridge Overcrossing (Bridge No. 54-0307) on SR-18 in the City of Victorville, in San Bernardino County. The Project work will consist of bridge deck overlay, upgrade bridge rail, replace approach conforms and joint seals, upgrade approach guardrails, replace median barrier, and replace sidewalk on the SR-18 Mojave River Bridge (Bridge No. 54-0307). In addition, the bat

boxes under the SR-18 Mojave River Bridge (Bridge No. 54-0307) will be removed and bat exclusionary devices will be installed and bat panels will be installed under the Interstate 15 (I-15) Mojave River Bridge (Bridge No. 54-0483). The construction duration is scheduled for 13 months.

### **Alternatives Considered but Eliminated From Further Discussion**

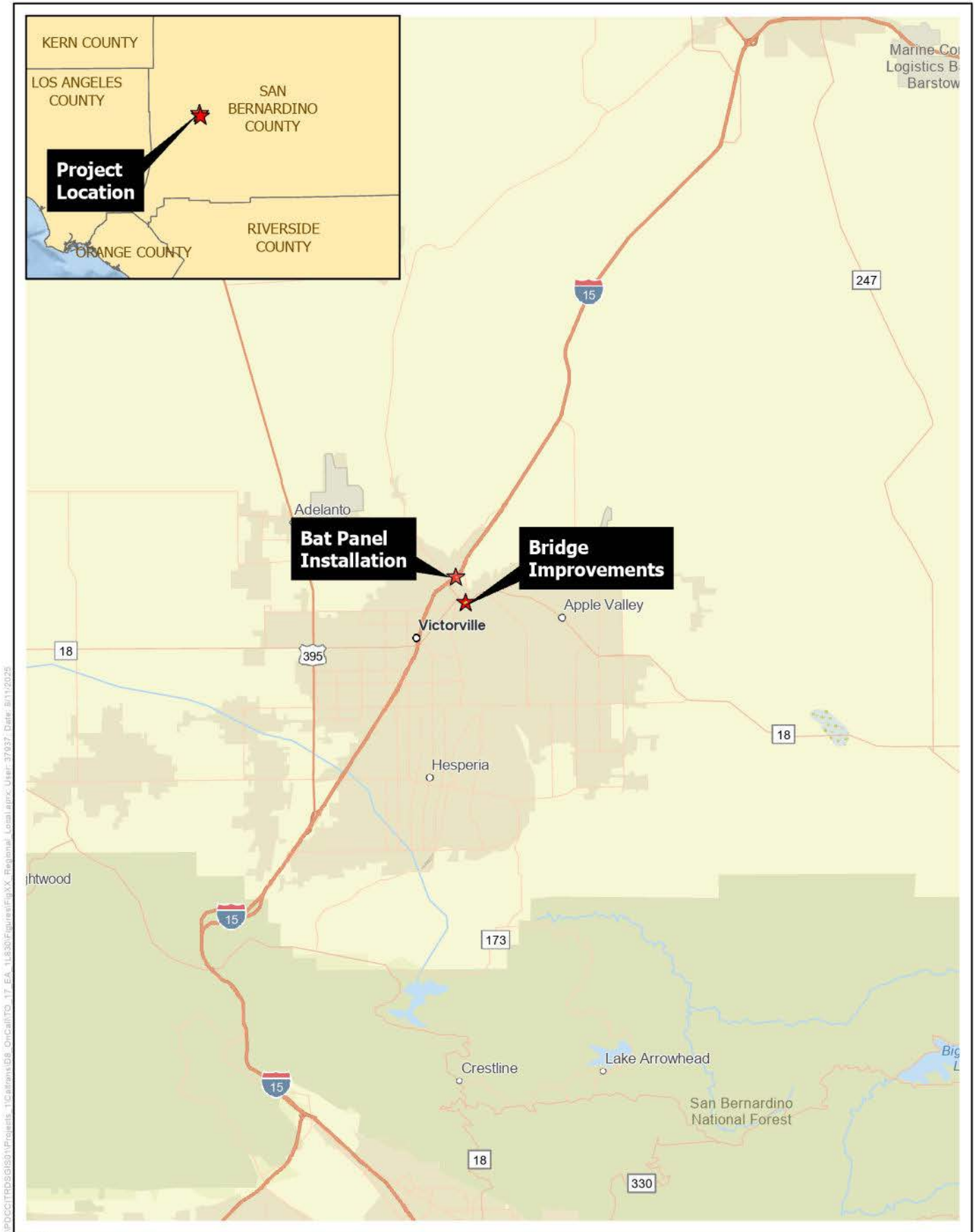
A second alternative was initially considered which involved proposing a 4.5-inch Portland cement concrete overlay but was eliminated by the Project Development Team (PDT) on June 5, 2023 due to increased construction impacts including additional equipment on the bridge deck, duration of construction timing, additional impacts to the substructure, and greater temporary construction easements required.

### **Permits and Approvals Needed**

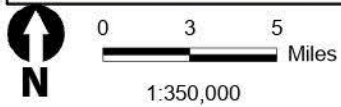
The following permits, licenses, agreements, and certifications listed in Table 1-1 would be required for Project construction:

**Table 1-1. Required Permits, Reviews, and Approvals**

<b>Agency</b>	<b>Permit/Approval</b>	<b>Status</b>
California Department of Fish and Wildlife (CDFW)	1602 Streambed Alteration Agreement	Caltrans would apply during the Plans, Specifications and Estimates (final design) phase of the Project.
State Water Resources Control Board (SWRCB)	National Pollutant Discharge Elimination System (NPDES) Statewide Stormwater Permit (order No. 2022-0033-DWQ, NPDES No. CAS000003)	Caltrans is responsible for this permit.
Regional Water Quality Control Board (RWQCB)	Waste Discharge Requirement	Caltrans would apply during the Plans, Specifications and Estimates (final design) phase of the Project.



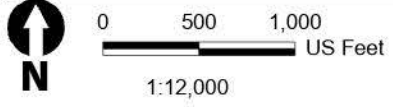
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**Figure 1**  
**Regional Location**



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**Figure 2**  
**Project Location**



**Figure 3, Sheet 1 of 2  
Project Layout**



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**Figure 3, Sheet 2 of 2  
Project Layout**

## **Chapter 2** California Environmental Quality Act (CEQA) Evaluation

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### **CEQA Environmental Checklist**

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed Project. In many cases, background studies performed in connection with the Project 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 National Environmental Policy Act (NEPA), impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

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

## 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 Items a), b), c), and d): No Impact.** A Landscape Architecture Scoping Questionnaire to Determine Visual Impact Assessment Level<sup>1</sup> was prepared for the Project. The Project is located at the Mojave River Bridge Overcrossing (Bridge Number 54-0307) on SR-18 in the City of Victorville, in San Bernardino County. Elevations near the Mojave River Bridge Overcrossing on SR-18 are approximately 2,800-feet above mean sea level (AMSL). According to the Caltrans State Scenic Highway Map, SR-18 within the Project area is not designated as an “Eligible” State scenic highway or an “Officially Designated” State scenic highway. As the Project involves rehabilitation of the Mojave River Bridge Overcrossing on SR-18 consisting of bridge deck overlaying, upgrading the bridge rail, replacing approach conforms and joint seals, upgrading approach guardrails, replacement of median barriers, replacement of sidewalk, and installation of bat panels, no visual impacts are anticipated to occur. The Project is anticipated to be moderately compatible with the visual character of the existing landscape, would have low adverse contrast with the existing surroundings with no potential for adverse effects from lighting and glare, and no visual sensitivity from potential viewer groups. There are also no identifiable scenic resources within the Project area. The Landscape Architecture Scoping Questionnaire to Determine Visual Impact Assessment Level was scored a 16, with negligible visual changes to the environment and no additional visual technical studies required. As such, impacts to aesthetics are not anticipated to occur with implementation of the Project.

### **Avoidance, Minimization, and/or Mitigation Measures**

Avoidance, minimization, and/or mitigation measures are not required for Aesthetics.

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<sup>1</sup> California Department of Transportation, Landscape Architecture Scoping Questionnaire to Determine Visual Impact Assessment Level. June 2025.

## 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 Conservation 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 Project site. Adjacent to the Project site at the SR-18 Mojave River Bridge, the land is designated as Grazing Land, which is defined as land on which the existing vegetation is suited to the grazing of livestock. Adjacent to I-15 Mojave River Bridge, the land is designated as Other Land, which is defined as land not included in any other mapping category and include uses such as low density rural developments, areas not suitable for grazing, and non-agricultural lands surrounded by urban development greater than 40 acres. All Project related work would not be in areas designated as Farmland of Local Importance.

**Response to Item b): No Impact.** The Project would not conflict with agricultural use zoning. There are no areas within the Project area under a Williamson Act contract.

**Response to Item c): No Impact.** There are no timberland production areas adjacent to or within the proposed Project site. The proposed Project is not expected to conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

**Response to Item d): No Impact.** The proposed Project is not expected to result in the loss or conversion of forest lands.

**Response to Item e): No Impact.** The proposed Project is not expected to involve changes that could result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

**Avoidance, Minimization, and/or Mitigation Measures**

Avoidance, minimization, and/or mitigation measures are not 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?	No 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) b), and c): 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 project region of San Bernardino County is classified as a severe-15 nonattainment area of the federal 8-hour ozone (O<sub>3</sub>) standard and a moderate nonattainment area for the federal particulate matter 10 micrometers or less in diameter (PM<sub>10</sub>) standard. The project region is also classified as a nonattainment area for state 8-hour O<sub>3</sub>, particulate matter 2.5 micrometers or less in diameter (PM<sub>2.5</sub>), and PM<sub>10</sub> standards.

The Project is not anticipated to conflict with or obstruct with air quality plans because the Project would not increase capacity or result in additional traffic lanes that would result in long-term air quality impacts. The Project would result in roadway repairs and upgrades to current standards which is not expected to conflict with air quality plans.

The Project work will consist of bridge deck overlay, upgrade bridge rail, replace approach conforms and joint seals, upgrade approach guardrails, replace median barrier, and replace sidewalk on the SR-18 Mojave River Bridge (Bridge No. 54-0307). In addition, the bat boxes under the SR-18 Mojave River Bridge (Bridge No. 54-0307) will be removed and bat exclusionary devices will be installed and bat panels will be installed under the Interstate 15 (I-15) Mojave River Bridge (Bridge No. 54-0483). The Project scope of work was evaluated by Caltrans and determined to be exempt from preparation of an air quality study and noise study. The Project falls under the exemption category of "Reconstructing bridges (no additional travel lanes)" listed under Table 1 of the Caltrans Carbon Monoxide Protocol and Table 2 of 40 Code of Federal Regulation (CFR) 93.126. As a result, no air quality study is required and no impacts are anticipated.

### **Construction**

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by hauling, and other construction-related activities. Emissions from construction equipment are also expected and include CO, sulfur dioxide (SO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOCs), directly emitted PM<sub>10</sub>, PM<sub>2.5</sub>, and toxic air contaminants, such as diesel exhaust particulate matter.

These emissions would be temporary, lasting only during the duration of construction, and limited to the immediate area surrounding the construction site. Furthermore, Caltrans 2024 Standard Specifications (or most recent) require all projects to comply with applicable air pollution control rules, regulations, ordinances, and statutes.

### **Operation**

The Project would preserve, repair, and extend the life of the existing pavement and improve ride quality along SR-18 as well as protecting the roadway from embankment failure, improve motorist safety, and improve pedestrian access. No changes to the existing lane configuration or capacity are proposed. As such, long-term operations would not result in impacts to air quality.

### **Response to Item d): No Impact.**

### **Construction**

Some phases of construction, particularly asphalt paving, is expected to result in short-term odors in the immediate area of each paving site. Such odors are anticipated to be quickly dispersed below detectable thresholds as distance from the site increases.

## Operation

Project operation is not expected to create objectionable odors. Potential impacts from objectionable odors are expected to have no impact.

## Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required for Air Quality.

## 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 Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less Than Significant 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 Impact
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

The information from this section is based on the Natural Environment Study (Minimal Impacts) (NESMI)<sup>2</sup> and Jurisdictional Delineation<sup>3</sup> prepared for the Project. Literature reviews were conducted to identify special-status biological resources known within the Project vicinity. Field reviews including a bat habitat assessment and survey, and special-status bird habitat suitability assessment of the SR-18 and I-15 Mojave River Bridge focusing on riparian birds and roosting bats were conducted. The biological study area (BSA) included all areas that could potentially be directly or indirectly impacted by the Project. The BSA encompassed the Project footprint, which consists of the project impact area (PIA) and an additional 500-foot buffer around the PIA to assess

<sup>2</sup> California Department of Transportation, Natural Environment Study (Minimal Impacts). August 2025.

<sup>3</sup> California Department of Transportation, Jurisdictional Delineation. August 2025.

potential impacts associated with ground disturbance, artificial lighting, water quality impacts, and noise impacts. The PIA included the edge of pavement, disturbed roadway shoulders, bridges, riverbed and riverbank, and access roads.

### **Response to Item a): Less Than Significant with Mitigation Incorporated.**

#### **Special-Status Plant Species**

Based on literature reviews, nine special-status plant species were identified as potentially occurring within the vicinity of the Project site and listed below.

Beaver Dam breadroot (*Pediomelum castoreum*): A perennial herb that blooms from April to May and found in elevations from 2,000 to 5,005-feet. It prefers sandy roadsides and washes in Joshua tree woodland, and Mojavean desert scrub habitats. There is no Joshua tree woodland in the PIA, however, there is shadscale scrub habitat within the PIA and BSA. Habitat assessments identified suitable habitat and two documented occurrences within the Project area. As such, this species is presumed potentially present in the PIA and BSA

Booth's evening-primrose (*Eremothera boothii ssp. boothii*): An annual herb that blooms from April to September and found in elevations from 2,675 to 7,875-feet. Found in sandy flats and on steep loose slopes in Joshua tree woodlands and pinyon and juniper woodland habitats. There is no Joshua tree woodland or pinyon and juniper woodland habitats within the PIA, however there are sandy flats along the riverbed; the species has been observed in the Project area as recently as 2014. Habitat assessments identified suitable habitat and five documented occurrences within the Project area. As such, this species is presumed potentially present in the PIA and BSA.

Mojave fish-hook cactus (*Sclerocactus polyancistrus*): A perennial that blooms from April to June and prefers limestone areas, hills, and canyons, alluvial slopes in creosote-bush scrub and Joshua-tree woodland. It can be found at elevations of 2,855 to 6,855-feet. There are no limestone areas, hills and canyons, alluvial slopes in creosote-bush scrub or Joshua-tree woodland within the BSA and, as such, is considered absent from the PIA and BSA.

Mojave monardella (*Monardella exilis*): This is an annual herb that blooms from April to September. It prefers desert scrub, washes, and pinyon woodland and found at elevations of 2,360 to 7,940-feet. The PIA contains the river wash and banks, with some shadscale scrub habitat in the BSA. Habitat assessments identified suitable habitat within the BSA, however, there are no recorded occurrences of the species and was not observed during the habitat assessments. As such, the species is presumed absent from the PIA and BIA.

Mojave monkeyflower (*Diplacus mohavensis*): This is an annual herb that blooms from April to June and found in elevations from 1,970 to 3935-feet. It often prefers washes

and sometimes gravelly or sandy soils in Joshua tree woodland and Mojavean desert scrub habitats. The PIA contains the Mojave River, which includes gravelly and sandy soils, with some shadscale scrub habitat within the BSA. The habitat assessments identified suitable habitat and two previously recorded occurrences in the Project area. As such, this species is presumed present in the PIA and BSA.

San Bernardino aster (*Symphotrichum defoliatum*): A perennial herb that blooms from July to November and found in elevations from 5 to 6,695-feet. It can be found near streams, and springs and prefers streambanks in cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, and vernal mesic valley and foothill grassland habitats. The PIA and BSA contain the Mojave riverbank, a habitat type preferred by this species. Habitat assessments confirmed that the BSA contains appropriate habitat for this species, however, none were observed. Due to the lack of recent documented occurrences and lack of observations during the habitat assessments, this species is considered absent from the BSA.

Southern mountains skullcap (*Scutellaria bolanderi ssp. austromontana*): A perennial herb that blooms from June to August and found in elevations from 1,395 to 6,560-feet. It prefers mesic soils in chaparral, cismontane woodland, and lower montane coniferous forest habitats. There are no chaparral, cismontane woodland, or lower montane coniferous forest habitats within the PIA. The habitat type in the PIA is riparian/riverine and shadscale scrub. The species is therefore presumed absent from the BSA.

Torrey's box-thorn (*Lycium torreyi*): An annual herb that blooms from March to May and prefers washes and streambanks in the Creosote Bush Scrub Community. It can be found at elevations of -170 to 4,395-feet. The PIA and BSA contains the Mojave riverbank with some shadscale scrub; these are habitat types preferred by this species. None were observed during habitat assessments conducted for the Project. Due to the lack of documented occurrences in the Project area and lack of observations during the habitat assessments, this species is considered absent within the BSA.

White pygmy-poppy (*Canbya candida*): An annual herb that blooms from March to June and can be found in elevations from 1,970 to 4,790-feet. It prefers granitic, gravelly, and sandy soils in Joshua tree woodland, Mojavean desert scrub, and pinyon and juniper woodland habitats. There are no granitic, gravelly, or sandy soils in Joshua tree woodland, Mojavean desert scrub, or pinyon and juniper woodland habitats within the PIA. As such, this species is presumed absent from the BSA.

As indicated in the NESMI prepared for the Project, due to the scope of work involved and implementation of the Avoidance and Minimization Measures **BIO-1, BIO-7, BIO-8, BIO-12, BIO-14, and BIO-15**, impacts to Beaver dam breadroot, Booth's evening primrose, Mojave monardella, and Mojave monkeyflower are not anticipated.

## Special-Status Animal Species

According to the NESMI prepared for the Project, several special status animal species were determined to have appropriate habitat within the BSA and are discussed further below.

Hoary bat (*Lasiurus cinereus*): Hoary bat has no listing status. They are generally solitary, preferring trees at the edge of clearings as roosting sites, but can be found in trees in heavy forests, open wooded glades, shade trees along urban streets and city parks. No bridge roosting by this species was observed during prior 2022 bat emergence surveys, or during the 2024 habitat assessments. However, this species is known to roost in bridge structures and is presumed extant.

Mohave ground squirrel (*Xerospermophilus mohavensis*): Mohave ground squirrel is State listed as Threatened. It inhabits the western Mojave Desert in portions of Inyo, Kern, Los Angeles, and San Bernardino counties. Its preferred habitats are Joshua tree woodland, creosote bush scrub, saltbush scrub, and Mojave mixed woody scrub. It needs friable soils conducive to burrow excavation. There is suitable burrowing and foraging habitat in the PIA for this species. However, this species was not observed during the habitat assessments and no burrows were observed. The species presence is possible with a moderate chance of occurrence.

Mohave river vole (*Microtus californicus mohavensis*): Mohave river vole is a Species of Special Concern. It inhabits oak woodlands, grasslands, and freshwater and tidal marshes where flooding does not occur regularly. The species is restricted to grassy or riparian habitats within the Mojave river corridor. The BSA contains suitable habitat for this species. No individuals were observed during habitat assessments, although records indicate observations in the past. As such, this species is considered extant.

Townsend's big-eared bat (*Corynorhinus townsendii*): Townsend's big-eared bat is a U.S. Forest Service (USFS) Sensitive Species. It is found throughout California in a wide variety of habitats including mixed conifer forests, Jeffrey pine, ponderosa pine, bigcone Douglas fir, Coulter pine, sugar pine, white fir overstory, and riparian woodland. It can also be found in man-made structures, mines, and caves. It is most common in mesic sites, roosting in the open, hanging from walls and ceilings. It is known to roost in bridge structures, although no bridge roosting by this species was observed during the bat survey. However, the BSA contains suitable foraging habitat for this species along the river, as well as within the nearby Upper Narrows. It is extremely sensitive to human disturbance. As this species is known to roost in bridge structures, it is presumed to be extant.

Cooper's hawk (*Accipiter cooperii*): Cooper's hawk is a State Species of Special Concern. It frequents dense stands of oak, riparian woodland, and other wooded habitats, typically near water. Dense wooded stands are used for nesting with lower densities of taller trees. They hunt in broken woodland and habitat edges, catching

predominantly avian prey in the air, on the ground, and in vegetation. Cooper's hawk is tolerant of human disturbance and habitat fragmentation and can breed in suburban and urban settings. Cooper's hawk is concentrated along the Mojave River and many other areas of western San Bernardino County. The BSA contains suitable riparian nesting and foraging habitat for this species. No individuals were observed during the habitat assessments, however, this species is presumed extant, with a moderate potential to occur in the BSA.

Least Bell's vireo (*Vireo bellii pusillus*): Least Bell's vireo is a Federally Endangered and State Endangered species. It nests primarily in riparian habitats with dense cover and a dense canopy. Their preference is for low, dense riparian growth along streams or intermittent streams. The species is generally associated with southern willow scrub, cottonwood forest, mule fat scrub, coast live oak riparian forest, arroyo willow riparian forest, sycamore alluvial woodland, wild blackberry, and mesquite. Foraging is in both riparian and upland habitats below 1,500 feet in elevation. Least Bell's vireo can be found throughout riparian areas in western San Bernardino County, including the Mojave River drainage. Suitable riparian foraging, nesting and habitat for this species is present within the BSA. Although no individuals were observed during the habitat assessments, this species is presumed extant, with a high potential to occur.

Le Conte's thrasher (*Toxostoma lecontei*): Le Conte's thrasher is a State Species of Special Concern. The species lives in low, sandy, open desert habitats that are home to few other bird species. Over most of their range, saltbush/shadscale, cholla cactus, creosote, yucca, mesquite, and ocotillo are common plants, but they are usually sparsely distributed in these areas. They generally do not inhabit steep-sided canyons, preferring small arroyos, open flats, or dunes. The PIA contains shadscale scrub, which is a preferred habitat type of this species and as such, it is presumed extant.

Loggerhead shrike (*Lanius ludovicianus*): Loggerhead shrike is a Species of Special Concern. Habitat requirements include open sparse vegetation for foraging and trees and shrubs for nesting. Shrikes forage over open ground within areas of short vegetation, pastures with fence rows, old orchards, mowed roadsides, cemeteries, golf courses, riparian areas, open woodland, agricultural fields, desert washes, desert scrub, grassland, and broken chaparral. Shrikes rarely occur in heavily urbanized areas, but are often found in agricultural areas. Appropriate habitat for loggerhead shrike exists in the area along the Mojave River drainage. No individuals were observed during the habitat assessments, however, this species is presumed extant and has a moderate potential to occur.

Southwestern Willow flycatcher (*Empidonax traillii extimus*): Southwestern willow flycatcher is a Federally Endangered and State Endangered species; Designated Critical Habitat for this species is located throughout the BSA. The species is restricted to riparian woodlands along streams and rivers with mature, dense stands of willows, cottonwoods or alders. It prefers areas with surface water nearby. Nesting sites need a

50% to 100% tree canopy. Nests are found up to about 25-feet above ground in thickets of trees and shrubs usually in willows and mule fat, but they can be in tamarisk and Russian olive with a dense canopy of foliage. Southwestern willow flycatcher is known from sightings throughout riparian areas of the Mojave River drainage. No individuals were observed during the habitat assessments, and the species is presumed extant with a moderate potential to occur. However, the riparian habitat within the BSA is considered marginal for this species needs, lacking the dense riparian canopy needed to support the species.

Summer tanager (*Piranga rubra*): Summer tanager is a Species of Special Concern. In the southwest the species breeds in low-elevation willow and cottonwood woodlands, and in higher-elevation mesquite and saltcedar stands. During migration, Summer Tanagers stop in habitats similar to those of their breeding range, as well as parks, gardens, and beach ridges. Although no individuals were observed during the habitat assessments, the species is presumed extant with a moderate potential to occur.

Swainson's hawk (*Buteo swainsoni*): Swainson's hawk is a State Threatened species, inhabiting Great Basin grassland, riparian forest, riparian woodland, and valley and foothill grassland habitats. The species breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. It requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations. The Project area is not within the species current breeding range; it is therefore believed to be extirpated from the area. As such, the presence of this species is considered very unlikely.

Tricolored blackbird (*Agelaius tricolor*): Tricolored blackbird is a State Threatened species, and a Species of Special Concern. The species requires nearby water and open-range foraging habitat composed of grassland, woodland, wetlands, or agricultural cropland. It nests near fresh water, in wetland with dense cattails or tules, and in thickets of willow, blackberry, or tall herbs. Tricolored blackbird can be found in the Mojave River drainage and other areas of western San Bernardino County with appropriate wetland or riparian habitat. Although this species is presumed extant within the BSA, it has a low potential to nest due to the absence of suitable breeding habitat.

Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*): Western yellow-billed cuckoo is a Federal Threatened and State Endangered species. It is found within riparian forest; it is a riparian forest nester that nests along broad, lower flood-bottoms of larger river systems. The species nests in riparian jungles of willow, often mixed with cottonwoods, with a lower story of blackberry, nettles, or wild grape. The species requires contiguous riparian forest greater than 50 acres, which does not occur within the BSA. Also, the lower story of blackberry, nettles, or wild grape as preferred by this species is not present in the BSA. The species was last seen in the area in 1978, and therefore may be extirpated. Its presence in the BSA is very unlikely.

Yellow-breasted chat (*Icteria virens*): Yellow-breasted chat is a Species of Special Concern. Suitable habitat for the species includes areas with scattered trees, dense shrubbery, riparian woodlands, and thickets of willows, mule fat, and grape vines, and areas of generally dense brush and tree cover. The species nests in areas of low, dense vegetation associated with streams, swampy ground, and ponds. Yellow-breasted chat can be found along the Mojave River, and other areas of western San Bernardino County with suitable riparian or wetland habitat. The species is therefore presumed extant, with a moderate potential to occur.

Coast horned lizard (*Phrynosoma blainvillii*): Coast horned lizard is a State-designated Species of Special Concern that inhabits semi-arid areas with sparse vegetation and open areas, as well as woodland and riparian habitats within firm, sandy, or rocky substrate. Habitat in the Project area is considered unsuitable for coast horned lizard and its presence within the PIA is considered very unlikely.

Southwestern pond turtle (*Actinemys pallida*): Southwestern pond turtle is a Federal Proposed Threatened species, thoroughly aquatic, inhabiting ponds, marshes, rivers, streams, and irrigation ditches, usually with aquatic vegetation, below 6,000-feet in elevation. Suitable habitat for southwestern pond turtle exists in the project area and its presence in the general vicinity of the project site has been documented.

Arroyo toad (*Anaxyrus californicus*): Arroyo toad is a relatively small (2-3 inches long) toad endemic to California. It is federally-listed as Endangered and is a California Species of Special Concern. Its preferred habitat includes rivers with sandy banks, willows, cottonwoods, and sycamores and loose, gravelly areas of streams in drier parts of its range. Arroyo toads need breeding pools that are no more than 6 inches deep. There is arroyo toad habitat in the Project area within the Mojave River drainage.

California red-legged frog (*Rana draytonii*): California red-legged frog is a Federal Threatened species and a Species of Special Concern. It spends the bulk of its life in or near water sources like streams or stock ponds, which the species uses for breeding. The frog moves into neighboring upland areas to feed and shelter when stream flow levels are high. In summer, they hide under rocks or boulders, leaf litter, small stream channels, or animal burrows. Suitable habitat exists in the Project area and their presence in the general vicinity of the Project site has been documented.

Mohave tui chub (*Siphateles bicolor mohavensis*): Mohave tui chub is Federally and State listed as Endangered, and is a Fully Protected species. It is found in deep pools and slough-like areas of the Mojave River; the species now only occurs in highly modified refuge sites in San Bernardino County. The BSA contains the deep pools and slough-like areas of the Mojave River that is the known habitat type of Mohave tui chub.

San Emigdio blue butterfly (*Plebulina emigdionis*): The San Emigdio blue butterfly, although not federally or State listed, is considered Critically Imperiled as a result of

habitat destruction due to agricultural and urban development, and a very limited geographic range. It is very rare, and occurs very locally in southern California, from Inyo County south through the Mojave Desert, San Joaquin Valley, Bouquet and Mint Canyons, and Los Angeles County. Its habitat consists of shadscale scrub in desert canyons and near washes. Shadscale is the only known caterpillar host plant. Suitable habitat exists in the Project area for this species and their presence in the general vicinity of the Project site has been previously documented.

Crotch's bumblebee (*Bombus Crotchii*): Crotch's bumblebee is a State Candidate Endangered species that inhabits shrublands, grasslands, and sage scrub habitats; foraging on flowering plants and nesting underground, typically in vacant rodent burrows. Crotch's bumblebee feeds on nectar and pollen of both native and non-native plants, including milkweeds (*Asclepias* sp.), dusty maidens (*Chaenactis Doublasii*), lupines (*Lupinus* sp.), medics (*Medicago* sp.), phacelias (*phacelia* sp.), sages (*Salvia* sp.), snapdragons (*Antirrhinum* sp.), clarkia (*Clarkia* sp.), poppies (*Eschscholzia* sp.), matilija poppy (*Romneya Coulteri*), Orcutt's bird's-beak (*Dicranostegia Orcuttiana*), and wild buckwheats (*Eriogonum* sp.). They require hotter and drier environments than most other bumblebee species, and can acclimate to semi-natural habitats surrounded by highly urbanized, cultivated, or otherwise altered landscapes.

Victorville shoulderband (*Helminthoglypta mohaveana*): Victorville shoulderband is a species of land snail in the family Helminthoglyptidae, endemic to California. It has no listing status, and is known only from the Mojave Desert near Victorville in San Bernardino County. The species is found only in rock outcroppings, rock slides, talus areas, and in clusters of rocks partially embedded in the soil. Like other desert snails, it needs access to deep crevices under the soil to provide shade and lower temperatures during dry periods. The species is known only from the Victorville area near the Project site, where rock outcroppings, rock slides, talus slopes, and clusters of rocks within the riverbanks provide suitable habitat for the species. Suitable habitat exists in the Project area for this species and their presence in the general vicinity of the Project site has been previously documented.

Temporary impacts to special-status mammal species include disturbance related to increased noise, vibration, dust generation, disturbance and loss of breeding and foraging habitat, and degradation of water quality. Impacts of up to 0.36 acre of riparian/riverine habitat may occur as a result of Project access through the river bed and bank, and 0.15 acre of impact to shadscale scrub habitat. Other temporary construction impacts would include temporary indirect disturbances (such as night lighting and human encroachment) from construction as well as direct disturbances from project activities including vegetation removal and ground disturbance.

Project-related activities could deter individual bats from typical flight paths or movements. Furthermore, other indirect issues associated with human encroachment, such as the introduction of nonnative species and trash, could contribute to the

degradation of habitat in the vicinity. Bat exclusion devices and activities could also be considered an impact. Based on the NESMI prepared for the Project, the night-time bat emergence survey conducted in 2022 determined that at least 350 to 400 bats were living within the SR-18 bridge structure and in the bat houses placed under the SR-18 bridge. Species identified include Mexican free-tailed bat, Yuma myotis, California myotis, canyon bat, big-brown bat, and either small-footed myotis or long-legged myotis. This was determined to be a maternity colony for Mexican free-tailed bats and Yuma myotis. The exclusion of these existing bat colonies using exclusion devices could therefore be considered a temporary impact on these species through disturbance to, alterations of, and/or loss of breeding, foraging, and refugia habitat. Implementation of avoidance and minimization measures **BIO-2, BIO-3, BIO-4, BIO-7, BIO-21, BIO-22, BIO-23, BIO-24, BIO-25**, and compensatory mitigation measures **BIO-28** would avoid permanent impacts to special-status bat species and other mammalian species with potential to occur within the BSA.

The Project site includes the riparian forest edge/cottonwood forest along the Mojave River where least Bell's vireo, southwestern willow flycatcher, summer tanager, tricolored blackbird, western yellow-billed cuckoo, yellow-breasted chat, and yellow warbler are known to occur. Any direct or indirect impacts to riparian communities within the BSA could potentially result in impacts to these species. No direct impacts to these riparian bird species are anticipated due to project implementation. Although these species have the potential to occur within these areas, it is expected that the riparian habitat present within the BSA will be avoided during the nesting season. As such, there will be no direct impacts to these species due to project implementation.

Temporary impacts to Le Conte's thrasher may include disturbance related to increased noise, vibration, and dust generation; temporary indirect disturbances (such as night lighting and human encroachment) from construction, and direct disturbances from project activities including vegetation removal and ground disturbance. Avoidance and minimization measures, which include working outside of nesting bird season and a pre-construction nesting bird survey will be implemented to avoid impacts to this species.

Least Bell's vireo has been documented within the BSA in 2024. As discussed, the Project activities will occur in and near riparian bird habitat. Appropriate avoidance and minimization measures will be implemented to avoid impacts to this species. With implementation of these measures, there will be "No Effect" and "No Take" of least Bell's vireo pursuant to Section 7(a)(2) of FESA and the California Endangered Species Act (CESA), respectively.

The Project site includes a corridor within the Mojave River that has been designated as federal Designated Critical Habitat for southwestern willow flycatcher. There have been no recent documented occurrences of southwestern willow flycatcher within the BSA, despite the presence of potential suitable habitat. However, due to the presence of Designated Critical Habitat for this species, avoidance and minimization measures,

which will include working outside of nesting bird season will be implemented to avoid impacts to this species. The Project is not anticipated to permanently affect southwestern willow flycatcher or its Designated Critical Habitat. The expected tree and vegetation trimming/removal, and access under the SR-18 and I-15 bridges will occur outside of nesting bird season, to avoid any direct impacts to this and other riparian bird species. As such, there are no anticipated direct Project impacts to southwestern willow flycatcher, and no permanent impacts to southwestern willow flycatcher Designated Critical Habitat. There will be “No Effect” and “No Take” of southwestern willow flycatcher pursuant to Section 7(a)(2) of FESA, and CESA, respectively. The Project will also have “No Effect” on southwestern willow flycatcher Designated Critical Habitat pursuant to Section 7(a)(2) of FESA, and CESA, respectively.

Suitable breeding habitat is not present for tricolored blackbird within the BSA, and therefore it is not expected that the Project will impact this species. However, the species has been documented in areas of the Mojave River immediately south of the Project area. Should the species nest within the PIA or adjacent areas of the BSA, any impacts to riparian habitat could potentially result in direct or indirect impacts to this species. Appropriate avoidance and minimization measures will therefore be needed to avoid impacts to this species. With implementation of these measures, there will be “No Take” of tricolored blackbird.

There will be no impact to western yellow-billed cuckoo, as the species requires contiguous riparian forest greater than 50-acres, which does not occur within the BSA. No impacts are anticipated to the Swainson’s hawk as the species breeding and foraging habitat does not occur within the Project site. The Project will therefore have “No Effect” and “No Take” pursuant to Section 7(a)(2) of FESA, and CESA of western yellow-billed cuckoo and “No Take” of Swainson’s hawk pursuant to CESA.

Summer tanager has not been observed within the study area, but suitable breeding habitat is present, and it has been documented within the Mojave Narrows Regional Park immediately south of the BSA. Yellow-breasted Chat has not been observed within the BSA, but has been documented in multiple years from 2020- 2024 along the Mojave River immediately south of the BSA. Yellow warbler has also been documented within the project area in 2016 and 2022. Loggerhead shrike has been observed as recently as 2022 in the Project area. Any direct or indirect impacts to riparian woodland on or adjacent to the PIA would potentially result in impacts to these Species of Special Concern.

Direct impacts to the Federally-listed and State-listed species, and Species of Special Concern discussed above are not anticipated with the implementation of the avoidance and minimization measures. Indirect impacts to riparian bird species, caused by increased noise, dust, and lighting could potentially occur. The Project may also result in temporary indirect impacts to suitable habitat due to Project-related activities and increased human and vehicular activity during construction. These potential direct and

indirect impacts will be avoided or minimized with the implementation of avoidance and minimization measures **BIO-6, BIO-7, BIO-8, BIO-9, BIO-10, BIO-11, BIO-16, BIO-17, BIO-18, BIO-19, BIO-20, and BIO-27.**

Suitable habitat for southwestern pond turtle exists in the Project area and its presence in the general vicinity of the Project site has been documented. The Project has the potential to directly impact this species by crushing or other direct injury from construction equipment, vehicles, or personnel. Although Project activities are not planned to occur within the river channel habitat area, protective measures will be implemented to ensure protection of this federally-listed species. With the implementation of avoidance and minimization measures **BIO-1, BIO-2, BIO-7, BIO-8, BIO-9, BIO-10, BIO-11,** the Project will result in “No Effect” on southwestern pond turtle.

Suitable habitat for arroyo toad and California red-legged frog exists in the Project area and their presence in the general vicinity of the Project site has been documented. The Project has the potential to directly impact these species by crushing or other direct injury from construction equipment, vehicles, or personnel. Project activities are not planned to occur within the Mojave river channel habitat area, however protective measures will be implemented to ensure protection of these federally-listed species. With avoidance of work in the riverbed, and the implementation of avoidance and minimization measures **BIO-1, BIO-2, BIO-7, BIO-8, BIO-9, BIO-10, and BIO-11,** the Project will result in “No Effect” on arroyo toad and California red-legged frog, and will not cause California red-legged frog to trend toward a State-listed status.

Project activities will not impact the Mohave tui chub, as no activities will occur within the artificial habitat/refugium which is the only location the species currently occurs. The project will have “No Effect” and “No Take” on Mohave tui chub, due to lack of species presence in the PIA.

Suitable habitat for Crotch’s bumble, San Emigdio blue butterfly and Victorville shoulderband exists in the Project area. The Project has the potential to directly impact these species by crushing or other direct injury from construction equipment, vehicles, or personnel. Project activities are not planned to occur within the Mojave River channel habitat area, however protective measures will be implemented to ensure protection of these species. With avoidance of work in the riverbed, and the implementation of avoidance and minimization measures **BIO-1, BIO-5, BIO-6, BIO-7, BIO-8, BIO-9, BIO-10, BIO-11, and BIO-26** the project will result in No Impact on Crotch’s bumblebee, San Emigdio blue butterfly and Victorville shoulderband, and will not cause either species to trend toward a State-listed status.

**Response to Item b): Less Than Significant Impact.** Based on the NESMI that was prepared for the Project, there are two natural communities of special concern within the Project area: Freshwater Emergent Wetland, and Riverine. Within the BSA, the Freshwater Emergent Wetland, and Riverine communities are part of the larger Fremont

cottonwood forest alliance. Vegetation communities that could be permanently or temporarily impacted by the bridge work for the Project include Fremont cottonwood forest and woodland, Freshwater Emergent Wetland, and Riverine communities. Vegetation mapping efforts conducted for the Project determined that there is the potential to impact up to 1.03 acres of Fremont Cottonwood Forest and Woodland community. Within this community up to 0.72 acres of the 1.03 acres can be considered Freshwater Emergent Wetland, and up to 0.31 acres can be considered Riverine. All work on the bridge is anticipated to occur from above, on the bridge deck, although there is the potential for some work on the bridge to occur from below. Also, the removal of the bat boxes from the SR-18 Mojave River Bridge and installation of the bat exclusion devices may occur from below. Installation of the bat panels under the I-15 Mojave River Bridge is also expected to occur from below. Although riparian/riverine resources identified within the 500-ft buffer are not anticipated to be directly impacted by the Project, these features could still be subject to indirect impacts. Indirect impacts to these natural communities could occur through habitat conversion or by the introduction of invasive species via equipment and vehicles that could import invasive plant materials and seed into the Project area.

To ensure that these riparian/riverine features within the 500-foot buffer, including the immediate Project impact area, are not impacted either directly or indirectly, by Project activities, the riparian/riverine features on-site will be avoided to the maximum extent possible, and standard Caltrans BMP's will be implemented. All contractor staging areas would occur on previously disturbed areas, and invasive weed control measures will also be implemented.

With the implementation of these avoidance and minimization measures, no function or value of southwestern willow flycatcher Designated Critical Habitat within the Biological Study Area are anticipated to be temporarily or permanently impacted due to project implementation. It has therefore been determined that the proposed Project will have "No Effect" on southwestern willow flycatcher Designated Critical Habitat. In order to minimize and avoid possible effects to the Freshwater Emergent Wetland community, Riverine communities, and southwestern willow flycatcher Designated Critical Habitat, the project will implement appropriate standard BMPs and avoidance and minimization measures **BIO-1, BIO-9, BIO-12, BIO-13, and BIO-19.**

**Response to Item c): Less Than Significant Impact.** A jurisdictional delineation was conducted for the Project, dated August 2025. The Project occurs within the Mojave River subbasin, Hydrologic Unit Code (HUC) 18090208. The primary geographic and surface hydrology feature of the watershed is the Mojave River, which flows north for approximately 120-miles until it reaches Silver Dry Lake, near the community of Baker. The aquatic resource delineated within the biological review area is the Mojave River (NWW-1) and contained lightly flowing water that travels south to north and is vegetated with two riparian vegetation communities: Fremont cottonwood woodland, and cattail marshes. Based on the jurisdictional delineation, 4.10-acres/418 linear feet of non-

wetland waters potentially regulated by the U.S. Army Corps of Engineers (USACE) were delineated within the biological review area consisting of the Mojave River (NWW-1). The reach of the Mojave River within the biological review area may also be regulated by the Regional Water Quality Control Board (RWQCB) and California Department of Fish and Wildlife (CDFW). In total, 4.10-acres/418 linear feet of non-wetland waters fall under the RWQCB and CDFW jurisdiction; 6.12-acres/ 418 linear feet of CDFW streambed and 0.48-acre/185 linear feet of associated riparian habitat occurs in the biological review area. There are no permanent impacts for the Project where any conversion of an aquatic resource to a non-aquatic habitat type would occur nor would there be any permanent changes to the bottom elevation of an aquatic resource. There would be approximately 0.36 acre of temporary impacts to areas within the bed and bank of the RWQCB jurisdiction. There will be no permanent impacts and 0.36 acre of temporary impacts to areas within the bed and bank of the CDFW jurisdiction. Impacts to riparian areas that are also regulated by CDFW are anticipated, however, these numbers are pending further field investigations.

Therefore, the following permits are likely to be required: RWQCB Waste Discharge Requirement (WDR), and the CDFW Section 1602 Lake and Streambed Alteration Agreement. Caltrans standard Best Management Practices (BMPs), the BMPs in the anticipated Water Pollution Control Plan (WPCP), and the 2024 Standard Specification (or latest versions) will be implemented to minimize effects during construction.

**Response to Item d): Less Than Significant Impact.** The Project is within the Mojave Desert EcoRegion within Ecoregion Section 322A. The landscape terrain consists of plains with short mountain ranges, playas, basins, and dunes. Soils are formed in sedimentary and granitic rocks and alluvial deposits with some areas affected by high salt concentrations. Seven vegetation communities and land cover types were mapped within the Project area and include California buckwheat rock outcroppings (*Eriogonum fasciculatum* rock outcrop association), creosote bush scrub (*Larrea tridentata* association), Fremont cottonwood forest and woodland (*Populus fremontii* association, includes wetland and riverine), fourwing saltbush scrub (*Atriplex canescens* association), upland mustards (*Hirschfeldia incana* association), disturbed habitat, and urban/developed land.

The CDFW Areas of Conservation Emphasis (ACE) dataset contains terrestrial conservation information on species biodiversity, significant habitats, and climate resilience. The ACE allows evaluation of an area based on statewide, regional, and other connectivity analyses and designates rankings from 1 to 5, with Rank 1 being low potential importance of connectivity and Rank 5 being high potential. The Project is within ACE Rank 4 designation which are based on species-specific models and represent the best connections between core natural areas to maintain habitat connectivity. The function and connectivity of the Mojave Desert EcoRegion, particularly Ecoregion Section 322A, the linkage along the Mojave River, as well as the linkage functionality of this Essential Connectivity Area, will not be affected by the Project along

SR-18 Mojave River Bridge, with implementation of the avoidance and minimization measures, and standard Caltrans BMP's. The Project will have "no impact" on habitat connectivity of the Project area and surrounding BSA. The Project would not interfere substantially with the movement of native or migratory fish or wildlife species.

**Response to Item e): No Impact.** The Project is not expected to conflict with any local policies or ordinances protecting biological resources.

**Response to Item f): No Impact.** The Project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. As such, no impacts are anticipated in this regard.

### **Avoidance, Minimization, and/or Mitigation Measures**

Caltrans 2024 Standard Specifications (or most recent), Best Management Practices (BMPs), and the measures below would be implemented to Biological Resources.

The following avoidance/minimization measure(s) will be implemented to address potential project impacts:

- BIO-1    Equipment Staging, Storing and Borrow Sites.** All staging, storing, and borrow sites require the approval of the Caltrans biologist.
  
- BIO-2    Temporary Artificial Lighting Restrictions.** To address impacts to special-status bat species and habitat, artificial lighting must be directed at the job site to minimize light spillover onto the bridge and surrounding habitat before bats are excluded from the bridge.
  
- BIO-3    Preconstruction Bat Survey.** Preconstruction bat emergence surveys shall be conducted at the bridge no more than 14 days prior to the initiation of Project activities, regardless of time of year. Surveys should be conducted by a qualified bat biologist under appropriate weather conditions and moon phase. These surveys will inform the current size and composition of the roosting colony at the bridge at the time of Project activities and may dictate any modifications to the avoidance measures provided. If a special-status bat species is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.
  
- BIO-4    Preconstruction Special Status Terrestrial Mammal Survey.** A preconstruction special status terrestrial mammal survey must be conducted by a contractor-supplied biologist no more than 1 week prior to project activities within project impact area. If a Mohave ground squirrel or Mohave River vole is located, the Resident Engineer and Caltrans biologist must be

contacted and additional measures and/or agency coordination may be required.

- BIO-5 Preconstruction Invertebrate Species Survey.** A preconstruction Crotch's bumblebee and San Emigdio Blue Butterfly survey must be conducted by a contractor-supplied biologist no more than 1 week prior to project activities within the Biological Study Area. If a Crotch's bumblebee or bumblebee nest, or San Emigdio Blue Butterfly, butterfly larva, or chrysalis is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.
- BIO-6 Work Avoidance.** To avoid impacts to special-status riparian bird species least Bell's vireo, south-western willow flycatcher, summer tanager, tricolored blackbird, yellow-breasted chat, and yellow warbler, special-status desert bird species Le Conte's thrasher, and special status invertebrate species, avoid project activities within the project limits during nesting bird season (February 1 – September 30), and during the season of major butterfly spring flights and partial subsequent flights (April to September).
- BIO-7 Worker Environmental Awareness Program (WEAP).** A contractor-supplied biologist must present a biological resource information program/ WEAP for Mohave ground squirrel, Mohave river vole, special-status bat species, riparian bird species and habitat, special-status reptile and amphibian species, special status invertebrate species, and rare plants prior to project activities, to all personnel that will be present within the project limits for longer than 30 minutes at any given time.
- BIO-8 Biological Monitor.** The qualified biologist must monitor project activities bi-weekly to ensure that measures are being implemented and documented.
- BIO-9 Environmentally Sensitive Area (ESA).** To address impacts to the Fremont cottonwood forest and woodland community, freshwater emergent wetland community, riverine community, southwestern willow flycatcher designated critical habitat, and special-status reptile, amphibian, and invertebrate species habitat, or other special status plant or animal species, delineate the habitat area for these communities and species as an ESA as shown on the plans and/or described in the specifications.
- BIO-10 Environmentally Sensitive Area (ESA) Fence Monitoring.** Integrity inspections of ESA fencing and enclosures (onsite cleared areas) must occur throughout the duration of the project bi-weekly, prior to commencing project activities and after activities are completed. If during construction the fence fails, work must stop until it is repaired and the qualified biologist inspects (and clears) the job site.

- BIO-11 Environmentally Sensitive Area (ESA) Fence Removal.** All fencing must be removed as a last order of work. During removal, a qualified biologist must be present.
- BIO-12 Invasive Weed Control.** To address impacts to the Fremont cottonwood forest and woodland community, freshwater emergent wetland community, riverine community, rare plants, and southwestern willow flycatcher designated critical habitat, the contractor-supplied biologist must identify invasive plant species within the project impact area during the pre-construction phase. Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.
- BIO-13 Invasive Species Control.** Vehicle Washing: Comply with 2024 SSP or latest version. It will be required that the contractor will wash equipment prior to entering the BSA. The biologist will coordinate with the resident engineer and contractor in order to inspect the vehicles and equipment prior to the initiation of work to verify that they have been washed.
- BIO-14 Rare Plant Surveys, Flagging and Fencing.** Within 1 week prior to construction, a preconstruction survey must be conducted by a contractor-supplied biologist for beaver dam breadroot, Booth's evening primrose, Mojave monardella, Mojave monkeyflower, San Bernardino aster, Torrey's box-thorn, and other rare plants within the Project Impact Area. Any rare plant species identified must be flagged for visual identification to construction personnel for work avoidance. Rare plant species detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.
- BIO-15 Rare Plant Translocation.** If a rare plant, including but not necessarily limited to beaver dam breadroot, Booth's evening primrose, Mojave monardella, Mojave monkeyflower, San Bernardino aster, and Torrey's box-thorn, is found within the job site and cannot be fenced but can survive transplantation, the contractor-supplied biologist must contact the Caltrans biologist to determine the time and suitable translocation area for the plant species to be moved. Additional requirements and actions must be determined at the time such a situation occurs.
- BIO-16 Preconstruction Nesting Bird Survey.** If project activities cannot avoid the nesting season, generally regarded as February 1 to September 30, then preconstruction nesting bird surveys must be conducted within 3 days prior to construction by a qualified biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer must be established and monitored by the qualified biologist.

**BIO-17 Riparian Bird Surveys.** In order to determine the presence/absence of least Bell's vireo, southwestern willow flycatcher, and other special-status riparian bird species within the study area, focused protocol surveys for these species shall be conducted by a qualified and USFWS-permitted biologist. The focused surveys shall follow approved USFWS protocols to survey for these species, which consists of eight surveys for least Bell's vireo spaced generally throughout the breeding season with ten-day intervals, and five surveys spaced five days apart for southwestern willow flycatcher, following notification to USFWS. If either species is found during the surveys, additional avoidance measures may be required. Caltrans will consult with USFWS to determine appropriate avoidance measures to avoid impacts to either species.

**BIO-18 Nesting Bird Avoidance.** Project construction shall be conducted in a manner to comply with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFG) to protect active bird/raptor nests. To the maximum extent feasible, construction activity and vegetation removal shall occur only outside of the breeding season for nesting birds, i.e. from October 1 through January 31, to avoid impacts to nesting birds and raptors. If any construction activities must occur during the breeding season for nesting birds (February 1 through September 30), a pre-construction nesting bird survey of the project site and within 500 feet of all impact areas shall be conducted to determine the presence/absence of breeding birds and active nests. The nesting bird survey shall be performed by a qualified biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513. If the Biologist does not find any active nests within 500 feet of the impact areas, the vegetation clearing/construction work shall be allowed to proceed.

If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate buffer established around the nest, which will be determined by the biologist based on the species' sensitivity to disturbance. The nest area shall be avoided until the nest is vacated and/or the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing. On-site nest monitoring shall also be conducted when construction occurs in close proximity to an active nest buffer. No project activities may encroach into established buffers without the consent of a monitoring biologist. The buffer shall remain in place until it is determined the nestlings have fledged and the nest is no longer considered active.

**BIO-19 Southwestern Willow Flycatcher Critical Habitat.** No tree removal shall occur within the project impact area without prior approval of the Caltrans biologist and Caltrans Stewardship biologist. Tree trimming and vegetation

removal shall be restricted to within 10 feet of the project impact area. Any work under the bridges is restricted to outside of the bird nesting season (i.e. work under the bridge should occur from October 1 to January 31), unless cleared by riparian bird survey indicating no presence. Use of vehicles, machinery, or “Cherry picker” lift devices for work under the SR-18 bridge is prohibited. Use of vehicles, machinery, and “Cherry picker” lift devices for work under the I-15 bridge requires a biological monitor. Any work under the bridges will be restricted to outside of the southwestern willow flycatcher and least Bell’s vireo nesting season.

**BIO-20 Nesting Bird Avoidance Plan.** Prior to proposed project construction, Caltrans or its construction contractor shall develop a project-specific Nesting Bird Avoidance Plan requiring Best Management Practices (BMPs) in accordance with local, state and federal guidelines pertaining to avian species protection. The Plan shall include BMPs to implement during construction to avoid potential impacts to nesting birds. BMPs shall include:

- 1) Refraining from parking vehicles or heavy equipment directly beneath active nests;
- 2) Prohibition of littering, containment of trash in established covered receptacles, and removal of all food-related trash from construction sites daily;
- 3) Checking parked vehicles and equipment daily for the presence of active nests;
- 4) Capping and covering any pipes or trenches to prevent birds from nest building. In addition, all personnel shall be advised of their responsibility under the applicable laws and regulations, including avoidance of an active nest, should it be found.

**BIO-21 Bat Monitoring and Protection Plan (BMPP).** A Bat Monitoring and Protection Plan must be developed and implemented in accordance with CDFW guidelines. No less than 90 days prior to initiating Project activities, including site preparation and staging, Caltrans will submit to CDFW for review and approval a Bat Monitoring and Protection Plan (BMPP). The BMPP shall be prepared by the CDFW-approved bat biologist following completion of the bat surveys so the information gathered during that survey can be used to inform the development of the measures. The BMPP will include project-specific avoidance and minimization measures to ensure that impacts to bats are avoided. The BMPP shall be created in coordination with, and be implemented by, the CDFW-approved bat biologist. The BMPP shall include, at a minimum: monitoring protocols; survey timing and duration;

procedures and frequency of direct reporting to CDFW; and project-specific avoidance and minimization measures including, but not limited to: project phasing and timing; installation and monitoring of exclusionary materials, where and when appropriate; monitoring of project-related noise, vibration, and lighting; and installation of buffers.

**BIO-22 Species Avoidance.** Construction activities at the bridge shall be initiated outside of the bat maternity season (April 1 through August 31) to the greatest extent feasible. Construction activities shall be initiated in the fall after young are volant but prior to the onset of seasonal torpor; generally, the period between September 1 and October 15 should be targeted for construction start.

Bat exclusion can be done at other times of the year outside of the maternity season; bat hibernation season (torpor) in the winter should also be avoided. Bats should be excluded from work areas prior to April 15 of the construction year. Exclusion should be done selectively, and only to the extent necessary. See the BMPP for exclusion methods and materials.

**BIO-23 Clearing and Grubbing of Vegetation.** No clearing and grubbing of vegetation, or tree trimming should occur on or near the bridge during the pre-construction phase, before bat exclusion. Bats are sensitive to changes in the surrounding environment and the clearing or trimming of vegetation can increase the amounts of light and sound pollution in their habitat.

**BIO-24 Bat Exclusion.** If it is determined that bat exclusion is necessary, and for situations involving lost maternity roosting habitat, exclusion should occur after the maternity season ends and during early fall when possible (September 1–October 15) when bats begin to disperse. Bat exclusion can be done at other times of the year as long as it is done outside of the maternity season (i.e. prior to April 15); Bat hibernation season (torpor) in the winter should also be avoided. See the BMPP for details on bat exclusion.

**BIO-25 Bat Replacement Habitat.** Replacement habitat for bats excluded from the bridge structure shall be provided no more than 1-mile from the bridge, with a capacity equivalent to the capacity of the crevices from which the bats are excluded, plus the capacity of the bat houses which are removed. The capacity of a typical 3-foot long Oregon wedge roost is estimated as 50 bats; this would replace 3 feet of excluded crevice roost. It is suggested that concrete “Oregon Wedge” or “Panels” should be utilized as the roost replacement structures. See the BMPP for details on the bat replacement habitat.

- BIO-26 Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing.** No more than 1 week prior to project activities, a contractor-supplied biologist must perform a preconstruction survey within the PIA for rare insect host plants, including but not necessarily limited to shadscale/fourwing saltbush (*Atriplex canescens*) and milkweed (*Asclepias* sp.). Should any rare insect host plants be found, the Resident Engineer and Caltrans biologist must be contacted, and the host plants must be flagged by the contractor-supplied biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.
- BIO-27 Riparian Habitat Protection.** Riparian/riverine features on-site should be avoided to the maximum extent possible. Clearing and grubbing of vegetation in the riverbed, riverbank, and river channel is prohibited unless protocol surveys show that riparian birds are absent during the appropriate season prior to construction, and the designated biologist determines that suitable nesting habitat for riparian bird species will not be impacted. Clearing and grubbing, and vegetation trimming on or near the bridges is prohibited during bird nesting season (February 1- September 30).

With the following mitigation measure incorporated, the proposed Project would have less than significant effects to biological resources:

- BIO-28 Bat Roosting Habitat.** Replacement bat roosts on the I-15 Mojave River Bridge have been proposed and approved by the Project Development Team (PDT) which will provide adequate replacement bat habitat that should support the same temperature regime, location, and search image as the currently occupied bat roosts on the SR-18 Mojave River Bridge. The replacement bat roosts on the I-15 Mojave River Bridge will be in the form of concrete Oregon wedges/panels which will provide the most permanent and stable habitat for similar space, shape retention, and thermal characteristics as on the existing bat roosts on the SR-18 Mojave River Bridge structure. The temperature of the concrete panels on the underside of the I-15 Mojave River Bridge (the soffit) will remain warmer than the ambient temperature throughout most of the night, which will provide good night roosting habitat at a nearby location.

## 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

### CEQA Significance Determination for Cultural Resources

A Historic Property Survey Report (HPSR)<sup>4</sup> was approved March 14, 2023, and updated with a Supplemental HPSR (SHPSR)<sup>5</sup> approved July 7, 2023, along with a 2<sup>nd</sup> SHPSR<sup>6</sup> approved on August 11, 2025. The 2<sup>nd</sup> SHPSR included an Area of Potential Effects (APE) map approved in August 2025.

The APE was established as the entire Mojave River Bridge deck, approaches, and was expanded to include the guardrail, sidewalk, as well as the construction access road to access underneath the bridge. The APE include the entire 300-foot roadway and 15-foot shoulders at the approaches, the entire 300-foot wide bridge deck and extends 40-feet to the west on the north side of the bridge for 200-feet to accommodate for the guardrail and sidewalk. The APE includes the entire width of SR-18 on the northside of the bridge and extends left on Stoddard Wells Road then extends left to a construction access road down to the Mojave River and underneath the bridge. The revised APE moves the southwestern border of the APE approximately 100-feet to the north, where the Old Stoddard Wells dirt road that leads up to Rainbow Bridge will be used. The revised APE also extends southwest for the grading and short curved access road underneath Rainbow Bridge and Mojave River Bridge. The vertical APE extends 5-foot above the bridge deck to 50-feet below the bridge deck for access and ground disturbance of 5-feet on the northwest portion of the bridge for the guardrail and sidewalk. The 2<sup>nd</sup> SHPSR further revised the APE to include the installation of bat panels on the I-15 Mojave River Bridge.

The Native American Heritage Commission (NAHC) was contacted on November 30, 2022 to request a search of the Sacred Lands File. A response was received on December 21, 2022 with a positive Sacred Lands File in the Project area. Letters were sent to Native American tribes with interest in the Project area and responses were received from the Yuhaaviatam of San Manuel Nation and the Twenty-Nine Palms Band

<sup>4</sup> California Department of Transportation, Historic Property Survey Report. March 2023.

<sup>5</sup> California Department of Transportation, Supplemental Historic Property Survey Report. July 2023.

<sup>6</sup> California Department of Transportation, Supplemental Historic Property Survey Report (2<sup>nd</sup>). August 2025.

of Mission Indians. Further coordination occurred on January 9, 2023 with the Yuhaaviatam of San Manuel Nation with Caltrans requesting further information on the Serrano cultural sites and village of *Patkai*s. A response letter from the tribe included site location and information on January 10, 2023. The Cultural Report was provided to the tribe on February 9, 2023 with no further responses received. The Twenty-Nine Palms Band of Mission Indians were contacted on December 8, 2022 but no response was received. Local historical societies and groups were contacted including the Victor Valley Legacy Museum, Apple Valley Legacy Museum, and Mohave River Historical Society. The Victor Valley and Appley Valley Legacy Museums were contacted on December 16, 2022 and January 3, 2023 and provided project information. No further response has been received. The Mohave River Historical Society was contacted in February 1, 2023 and indicated no issues with the Project.

Other background and records search efforts included the National Register of Historic Places (NRHP), California Points of Historical Interest, California Register of Historical Resources (CRHR), California Historical Resources Information System (CHRIS), National Historic Landmark (NHL), Caltrans Historic Bridge Inventory, California Historical Landmarks (CHL), and Caltrans Cultural Resources Database (CCRD). The CHRIS cultural resources records search identified six reports completed within a ¼ mile radius of the Project and three reports within the Project area. The cultural resources record search identified nine previously recorded cultural resources within a ¼ mile radius. In addition, three cultural resources were identified in the CCRD or are known within ¼ mile from previous project surveys in the area.

**Response to Items a) and b): No Impact.** The HPSR and SHPSR determined that two properties within the APE were previously determined eligible for inclusion in the National Register of Historic Places (NRHP): the Atchison, Topeka & Santa Fe (ATSF) Railroad P-36-006793 and (Rainbow Bridge)[Old] Mojave River Bridge BR# 54C0068, 1930 (Cat.2 Eligible for the NRHP). The HPSR and SHPSR determined that the two historic properties will not be affected, as the Project would restore the SR-18 Mojave River Bridge structure to good condition and preserve the integrity of the bridge structure to protect it from potential bridge failure. The Project may need to access portions of the ATSF Railroad property to complete the work under the Mojave River Bridge, but there are no improvements to the railroad track or other railroad facilities. The access also would not constitute a potential adverse effect. The Project may also need to access the lookout north of [Old] Mojave River Bridge (Bridge # 54C0068) and grade a sloped road to pass under the [Old] Mojave River Bridge (Bridge #54C0068) to access under the Mojave River Bridge overcrossing, however, the bridge and its abutments will not be used or affected and the access would not constitute a potential adverse effect.

The 2<sup>nd</sup> HPSR noted a resource, P36-014120, a historic era bladed and well-maintained dirt road that is now partially incorporated into the retention, drainage, and gore area of the I-15 Mojave River Bridge. The resource is exempt per the Section 106 PA,

Attachment 4 (Properties Exempt from Evaluation). The 2<sup>nd</sup> HPSR determined a Finding of No Historic Properties Affected because there are no historic properties within the further revised APE.

The HPSR and SHPSRs determined that a Finding of No Historic Properties Affected is appropriate for this undertaking because the ATSF Railroad and (Rainbow Bridge)[Old] Mojave River Bridge BR# 54C0068, 1930 will not be affected. With implementation of avoidance and minimization measure **CUL-1**, any unknown or buried cultural resources encountered during construction would require a stoppage of work until a qualified archaeologist can evaluate the nature and significance of the find.

**Response to Item c): No Impact.** The Project is not anticipated to disturb human remains and would occur on previously disturbed areas. If buried cultural materials, including human remains, are encountered during construction, it is Caltrans' policy that work stops 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 Section 7050.5 will be followed. This Code, in summary, states that further disturbances and activities will stop in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted under this circumstance. Pursuant to California PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, who will then notify the Most Likely Descendant (MLD), as further detailed in measure **CUL-2**.

### **Avoidance, Minimization, and/or Mitigation Measures**

Caltrans 2024 Standard Specifications (or most recent), Best Management Practices (BMPs), and the measures below would be implemented Cultural Resources.

The following avoidance/minimization measure(s) will be implemented to address potential project impacts:

- CUL-1** If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.
  
- CUL-2** If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) 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 Descendant (MLD). At this time, the person who discovered the remains will contact Gabrielle Duff, District Environmental Branch Chief [(909) 501-5142] or Julie Scrivner, District Native American Coordinator [(909) 260-8265] so that they may work with the MLD on the respectful treatment and

disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

## 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 Items a) and b): No Impact.** The Project is anticipated to use a minimal amount of energy during construction activities for the bridge deck overlay, upgrades to the bridge rail, replacing approach conforms and joint seals, upgrading approach guardrails, replacing the median barrier, replacing sidewalks, removing bat boxes on the SR-18 Mojave River Bridge overcrossing and installing bat panels under the I-15 Mojave River Bridge. Construction-related effects on energy are likely to be greatest during energy use associated with the handling and transport of construction materials to and from the site. However, these construction activities are expected to be short-term in duration and, therefore, not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction. There are no changes to the operations, buildings, or energy consuming land uses as a result of the Project. As such, no impacts are anticipated.

### Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required for Energy.

## VII. Geology and Soils

Would the project:

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

**Response to Items a.i) and a.ii): No Impact.** According to the California Department of Conservation, California Geological Survey's fault activity map, the nearest fault is the Ord Mountains Fault located approximately 12-miles to the south of the Project, and the Helendale Fault located approximately 15-miles to the east of the Project site. The Project is expected to result in no impacts because construction and operation of the Project would have no opportunity to rupture a known earthquake fault or cause seismic shaking.

**Response to Item a.iii): No Impact.** Liquefaction occurs primarily in loose, saturated, fine-to medium-grained soils in areas where the groundwater table is within approximately 50 feet below the ground surface. Shaking causes the soils to lose strength and behave as a liquid. Based on the San Bernardino County, Land Use Plan, Geologic Hazard Overlays map, the project is not located in areas designated as having liquefaction susceptibility. Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, would be conducted to avoid any significant impacts related to liquefaction and seismic risks.

Therefore, through the incorporation of standard seismic design practices, the Project is expected to result in no impacts.

**Response to Items a.iv), c), and d): No Impact.** Based on the San Bernardino County Land Use Plan, General Plan Geologic Hazard Overlays map, the Project is not located in an area designated as having generalized landslide susceptibility or located in areas of expansive soils. The Project area is not in a dry lakebed and thus not in an area of highly expansive soils. According to the City of Victorville General Plan, Safety Element, the Project site is located near areas identified as having slope gradients of greater than 15 percent. Slopes of 15 percent or higher are considered steep and if plant cover is removed, the slope would become highly susceptible to slope instability and landslides.

Soils subsidence may be caused by a variety of human and natural activities, including earthquakes and the long-term extraction of underlying groundwater, oil, or gas resources. Based on the City of Victorville General Plan, Safety Element, no areas of subsidence have been identified in the City of Victorville. As such, no impacts are anticipated in this regard.

**Response to Item b): No Impact.** Pavement activities during the construction phase of the Project would have the potential to 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 activities. Construction site BMPs, which are standard practices for erosion and water quality control, would be used on the Project site. Temporary erosion control will be provided during construction, and permanent erosion control will be applied to all disturbed soil areas at completion of all soil disturbing activities.

**Response to Item e): No Impact.** Due to the nature of the Project, the Project is not expected to 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 are anticipated.

**Response to Item f): No Impact.** As the Project is within a previously disturbed area, no paleontological resources would be disturbed and no further paleontological studies are required for the Project. Furthermore, there are no unique geological features that are expected to be impacted by the Project.

#### **Avoidance, Minimization, and/or Mitigation Measures**

Avoidance, minimization, and/or mitigation measures are not 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
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

**Response to Item a): Less Than Significant Impact.** This section is based on the Construction GHG Emissions Estimate<sup>7</sup> prepared for the Project. Construction-level GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays related to construction. Based on Cal-CET air modeling software, construction activities would generate a total of 199 metric tons of CO<sub>2</sub>e over the approximate 84-day construction period. The proposed project scope of work consists of a bridge deck overlay, upgraded bridge rails, and replaced approach conforms and joint seals. In addition, this project will also upgrade approach guardrails, replace median barrier, replace sidewalk, and install bat panels under the bridge. As this Project would not increase the number of travel lanes on SR-18, no increase in operational GHG emissions is expected to occur. Therefore, environmental impacts resulting from project GHG emissions are considered to be less than significant.

**Response to Item b): No Impact.** The project would not conflict with any applicable plan, policy or regulation including Southern California Association of Governments (SCAG) 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), San Bernardino County Regional Greenhouse Gas Reduction Plan, or the San Bernardino County, Countywide Plan adopted for the purpose of reducing greenhouse gas emissions.

### Avoidance, Minimization, and/or Mitigation Measures

Caltrans 2024 Standard Specifications (or most recent), Best Management Practices (BMPs), and the measures below would be implemented to GHG.

The following avoidance/minimization measure(s) will be implemented to address potential project impacts:

**GHG-1** The contractor must comply with Standard Specification 7-1.02C (Emissions Reduction) which requires that the contractor certify awareness of CARB emissions reduction regulations and will comply with them.

<sup>7</sup> California Department of Transportation, Construction GHG Emissions Estimate, August 22, 2025.

**GHG-2** The Project will maintain equipment in proper tune and working condition.

## IX. Hazards and Hazardous Materials

Would the project:

Question	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant 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?	Less Than Significant 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?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less Than Significant Impact

**Response to Items a) and b): Less Than Significant Impact.** Implementation of the Project is not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Typical construction-related hazardous materials would be used during construction of the Project, these materials include fuel, solvents, paints, oils, and grease. An Initial Study Assessment (ISA) Checklist<sup>8</sup> was prepared for the Project to assess hazardous materials use at the Project site. Furthermore, an ISA Checklist-Update<sup>9</sup> and ISA Checklist-Update (2<sup>nd</sup>)<sup>10</sup> was prepared and included information from a site investigation for aeri ally deposited lead (ADL), asbestos containing materials (ACM), and lead based paint (LBP). The site investigation indicated the presence of ACM found in the leveling shims and pipe wrap. The gray-silver and orange paint on the SR-18 Mojave River bridge metal I-beams reported lead at concentrations above the LBP threshold and the Federal Resource Conservation and Recovery Act (RCRA) toxicity characteristic thresholds. The disposal of ACM waste would occur at a landfill permitted to accept hazardous regulated ACM waste and disposal of LBP paint would occur in accordance with State, Federal, and local laws and

<sup>8</sup> California Department of Transportation, Initial Site Assessment Checklist. January 2021.

<sup>9</sup> California Department of Transportation, ISA Checklist Update. April 2024.

<sup>10</sup> California Department of Transportation, ISA Checklist Update (2<sup>nd</sup>). June 2025.

regulations to a disposal facility permitted to receive such waste. It is possible that any of these substances could be released during construction activities. However, compliance with Federal, State, and local regulations would ensure that all hazardous materials are used, stored, and disposed of properly, which is anticipated to minimize potential impacts related to a hazardous materials release during the construction phase of the Project. Implementation of measure **HAZ-1** and **HAZ-2** would minimize potential impacts.

Any transport of hazardous materials to the site and removal of hazardous wastes from the site would comply with State and Federal regulations and therefore anticipated to result in a less than significant impact.

**Response to Item c): No Impact.** The nearest school is located approximately 0.50-mile west at Victorville Primary School and Sixth Street Prep School. The table below lists the schools, addresses, and approximate distances to the Project.

**Table 2-1. Schools Within the Vicinity**

School	Address	Distance from Project Site
Victor Valley High School	16500 Mojave Drive, Victorville	1-mile southwest
Irwin Academy School of Performing Arts	14907 Mojave Drive, Victorville	1.05-miles southwest
Lewis Center for Educational Research	17500 Mana Road, Apple Valley	0.60-mile east
Victorville Primary School, Sixth Street Prep School	15476 6 <sup>th</sup> Street, Victorville	0.50 mile west

As previously mentioned, construction-related hazardous materials typical for a roadway improvement project would be used during construction of the Project, including fuel, solvents, paints, oils, and grease. It is possible that any of these substances could be released during construction activities. However, impacts due to exposure to or disturbance of hazardous materials or wastes are generally expected to be limited to the Project site. As such, no impacts are anticipated to nearby schools.

**Response to Item d): No Impact.** For preparation of the ISA Checklist -Update 2025, records searches were conducted with the California Department of Toxic Substances Control (DTSC) EnviroStor database, the State Water Resources Control Board GeoTracker database, and mineral hazard information maps. Based on the ISA Checklist-Rev #1 prepared for the Project, there are no known hazardous waste sites in or near the project area that are listed on Federal, State, or local environmental and health regulatory agency records. As such, no impacts are anticipated.

**Response to Item e): No Impact.** The Southern California Logistics Airport (SCLA), an industrial airport, is located approximately 6.30-miles northwest of the Project. The

Project is not located within the vicinity of a private airstrip, as such, no impacts are anticipated in this regard.

**Response to Item f): Less Than Significant Impact.** The Project involves improvements and upgrades to the SR-18 Mojave River Bridge to restore the structure to good condition and preserve the integrity of the bridge structure, and installation of bat panels at the I-15 Mojave River Bridge. As such, the Project is not expected to interfere with emergency response or evacuation plans, including the San Bernardino County, Office of Emergency Services, Emergency Operation Plan or Hazard Mitigation Plan. During construction, a Traffic Management Plan (TMP), as included in measure **TRA-1**, would be implemented to minimize these delays and help to ensure continued emergency access to the Project area.

**Response to Item g): Less Than Significant Impact.** The Project site and adjacent lands are located in areas designated by CalFire as Moderate to High Fire Hazard Severity Zone in the Local Responsibility Area (LRA). Based on the City of Victorville General Plan, Safety Element, the City of Victorville city limits, including the Project site, do not include areas identified as State Responsibility Area (SRA), Very High Fire Hazard Severity Zones, or USGS Wildfire Hazard Areas. This is attributed to the City of Victorville's location in the lower Mojave section of the southeastern deserts bioregion, with an area characterized by isolated, steep-sided mountain ranges separated by broad alluvial basins. Approximately one-third of the desert floor in this Mojave region is devoid of vegetation, which limits the amount of surface fuel available for wildfires to burn. Due to the low fuel loads available in the City of Victorville and adjacent areas, wildfires are not expected to occur within any year, with the probability at less than ten percent annually, according to the City of Victorville's Local Hazard Mitigation Plan (LHMP). The Project would restore the SR-18 Mojave River Bridge structure to good condition and preserve the integrity of the structure to protect the bridge from potential bridge failure, as such, it is not expected to expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

#### **Avoidance, Minimization, and/or Mitigation Measures**

Caltrans 2024 Standard Specifications (or most recent), Best Management Practices (BMPs), and the measures below would be implemented to Hazards and Hazardous Materials.

The following avoidance/minimization measure(s) will be implemented to address potential project impacts

**HAZ-1** Should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction will be followed.

- HAZ-2** Project will be performed in accordance with Caltrans Standard Specifications Section 7-1.02K(6)(j)(iii) "Unregulated Earth Material Containing Lead".
- HAZ-3** Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.09 "Minimal Disturbance of Regulated Material Containing Aerially Deposited Lead".
- HAZ-4** Project will be performed in accordance with Caltrans Standard Specifications Section 36-4 "Residue Containing Lead From Paint and Thermoplastic".
- HAZ-5** Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.14 "Treated Wood Waste".
- HAZ-6** Project will be performed in accordance with Caltrans Standard Specifications Section 6-1.03 "Local Material", for Title 22 metals and aerially deposited lead (ADL).
- HAZ-7** Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.05B "Liner" (liner used for stockpiling project soil materials containing hazardous waste).
- HAZ-8** Project will be performed in accordance with Caltrans Standard Specifications Section 14-9.02 "Air Pollution Control" [National Emission Standards for Hazardous Air Pollutants (NESHAP) notification for air pollution control during demolition or soil disturbance].
- HAZ-9** Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.16 "Asbestos Containing Construction Materials in Bridges".
- HAZ-10** Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.08 "Regulated Materials Containing Aerially Deposited Lead".
- HAZ-11** Project will be performed in accordance with Caltrans Standard Specifications Section 84-9.03B "Remove Traffic Stripes and Pavement Markings Containing Lead".
- HAZ-12** Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.13 "disturbance of Existing Paint Systems on Bridges".
- HAZ-13** Project will be performed in accordance with Caltrans Standard Specifications Section 59.2 "Painting Structural Steel".

## 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?	No 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:	No Impact
(i) result in substantial erosion or siltation on- or off-site;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

**Response to Item a): No Impact.** A Scoping Questionnaire for Water Quality Issues<sup>11</sup> was prepared to determine the Project’s water quality impacts. Short-term or temporary construction impacts on water quality have the potential to occur during ground disturbance activities, material and equipment use and storage at staging areas, and other construction activities. Because the Project would be constructed entirely within existing State ROW, the California Statewide Order No. 2022-0033-DWQ, NPDES Permit No. CAS000003 would apply to this Project. Temporary impacts are anticipated to be minimized with the implementation of construction Best Management Practices (BMPs) to minimize construction runoff and protect water quality.

Compliance with the NPDES requirements would further reduce polluting impacts during construction. Projects within State ROW 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 ROW 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

<sup>11</sup> California Department of Transportation, Scoping Questionnaire for Water Quality Issues. August 2025.

achieved. The BMPs would reduce long-term water quality impacts due to implementation of the Project. Therefore, water quality impacts are not anticipated.

**Response to Item b): No Impact.** The Project work at the SR-18 Mojave River Bridge consists of bridge deck overlay, upgrading the bridge rail, replacing approach conforms and joint seals, upgrading approach guardrails, replacing the median barrier, replacing the sidewalk, and removing bat boxes at the SR-18 Mojave River Bridge and installing bat panels at the I-15 Mojave River Bridge. Ground disturbance is anticipated to be shallow and as such, groundwater is not anticipated to be affected by the Project.

**Response to Items c (i), (ii), (iii), and (iv): No Impact.** The Project would not alter existing drainage patterns. Erosion control and stormwater BMPs will be incorporated as part of the Project to reduce storm water impacts. Furthermore, BMPs would be designed and implemented to reduce the discharge of pollutants from the Caltrans storm drain system to the maximum extent practicable. Erosion control measures would also be used to address site soil stabilization and reduce deposition of sediments into adjacent surface waters. Temporary water pollution control and permanent erosion control plans will be prepared during the plans, specifications, and estimate design phase of the Project. No impacts are expected to occur with regards to runoff, drainage patterns, and water quality.

**Response to Item d): No Impact.** Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Map Numbers 06071C5820J for San Bernardino County) the SR-18 Mojave River Bridge, which traverses the Mojave River, is adjacent to Zone AE and Zone A. The Zone AE and A designates areas with a 1 percent annual chance of flooding (also known as the 100-year floodplain), with Zone AE specifically having detailed base flood elevations, which are anticipated water levels during a 100-year flood event. No depths or base flood elevations are known within Zone A. The Project is not expected to risk the release of pollutants due to Project inundation. No impacts are anticipated in this regard.

**Response to Item e): No Impact.** The Project would not conflict with or obstruct implementation of the Water Quality Control Plan for the Lahontan Region Basin. There are no municipal or domestic water supply reservoirs or recharge facilities within the project limits. The proposed improvements to the SR-18 Mojave River Bridge would not result in impacts to groundwater as ground disturbance would not reach depths of groundwater. Therefore, no impacts are anticipated.

#### **Avoidance, Minimization, and/or Mitigation Measures**

Avoidance, minimization, and/or mitigation measures are not required for Hydrology and Water Quality.

## XI.Land Use and Planning

Would the project:

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

**Response to Item a): No Impact.** The SR-18 Mojave River Bridge improvements and upgrades would be fully within existing Caltrans right of way. As SR-18 is an existing roadway and bridge overcrossing, no physical division is anticipated to be created. Roadways are considered an integral part of development and land use patterns because they are required to facilitate travel and connectivity between areas. Implementation of the Project is not expected to diminish access to adjacent areas, nor would it physically divide an established community. No impacts on existing established communities are anticipated.

**Response to Item b): No Impact.** The surrounding land uses consists of mostly industrial, open space, and residential land uses, within mountainous, hilly surroundings. After completion of the project, the operation and use of SR-18 would remain the same, therefore, it would not conflict with any land use plan. Furthermore, the project would restore the structural health of the SR-18 Mojave River Bridge to good condition and preserve the integrity of the bridge structure to protect the bridge from potential bridge failure, which is consistent with the City of Victorville General Plan, Circulation Element Goal #1, to provide a safe, efficient transportation system that enhances mobility for local residents and businesses, and facilitates regional travel for automobiles and trucks and Goal #3, to develop and maintain infrastructure that supports the transportation and circulation needs of the community in a cost-effective and environmentally sensitive manner.

### **Avoidance, Minimization, and/or Mitigation Measures**

Avoidance, minimization, and/or mitigation measures are not 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), and b): No Impact.** Based on the City of Victorville General Plan, Resource Element, naturally occurring mineral resources within the City of Victorville include sand, gravel, or stone deposits that are suitable as sources of concrete aggregate, located primarily along the Mojave River. The Division of Mines and Geology has classified the naturally occurring sand, gravel or stone deposits within the Mojave River, and as such, adjacent to the Project site, as MRZ-2b. Areas designated as MRZ-2b have a high likelihood of significant aggregate deposit and are underlain by mineral deposits where geologic information indicates that significant inferred resources are present. The Project is entirely located within the Caltrans right of way, along a developed roadway, with no work occurring within the Mojave River, and would not result in the loss of a known mineral resource. No impacts are anticipated to mineral resources.

### Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required for Mineral Resources.

## XIII. Noise

Would the project result in:

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

**Response to Item a): No Impact.** Based on the Air Quality & Noise Review Memorandum<sup>12</sup>, this Project is considered exempt from noise impact analysis requirements. The Project falls under the Type III project category of 23 Code of Federal Regulations (CFR) 772.7 in the Traffic Noise Analysis Protocol. Under the Traffic Noise Analysis Protocol, Type III projects do not require a noise analysis.

Furthermore, construction would occur along the SR-18 Mojave River Bridge overcrossing, which currently experiences noise levels consistent with an active highway. No nighttime construction activities are planned. No impacts are anticipated.

**Response to Item b): No Impact.** Any groundborne noise or vibration would be limited to the construction period, limited to a specific location on the SR-18 Mojave River Bridge, and would be short term in duration. Construction would occur in an area that experiences noise levels consistent with an active highway. As such, impacts related to the generation of excessive groundborne vibration or groundborne noise are not anticipated.

**Response to Item c): No Impact.** There are no airports located within two miles of the vicinity of the Project. Additionally, no habitable structures are proposed as part of the Project. The Project is not expected to expose people residing or working in the Project area to excessive noise levels, therefore, no impacts are anticipated to occur.

**Avoidance, Minimization, and/or Mitigation Measures**

Avoidance, minimization, and/or mitigation measures are not required for Noise.

**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 proposes upgrades and improvements to the SR-18 Mojave River Bridge and bat panel installation at the I-15 Mojave River Bridge. The implementation of the Project would not result in any construction of new homes or businesses, nor would the Project result in the need for roads or other

<sup>12</sup> California Department of Transportation, Air Quality & Noise Review Memorandum. January 2024.

infrastructure that would facilitate an increase in population. No impacts are anticipated in this regard.

**Response to Item b): No Impact.** The Project is not anticipated to require any additional permanent right of way. Furthermore, no residents or businesses would need to be relocated as a result of implementing the Project. The Project does not necessitate the relocation of any existing developments and/or people. All Project-related work would be conducted within the Caltrans right of way. No impacts are anticipated in this regard.

**Avoidance, Minimization, and/or Mitigation Measures**

Avoidance, minimization, and/or mitigation measures are not 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

**Fire Protection**

**Response to Fire Protection: No Impact.** The Victorville Fire Department, Station #311 is located approximately 2 miles southwest of the Project and Station #312 is located approximately 3.5-miles west of the Project. Although continuous, uninterrupted access to SR-18 throughout the duration of construction is expected, construction activities have the potential to result in temporary, localized, site-specific disruptions in the area of construction. This could lead to an increase in delay times for emergency response vehicles during construction. This construction-related congestion and delay would be addressed in the Traffic Management Plan (TMP) (**TRA-1**; refer to Section XVII Transportation) that is prepared in coordination with a public information program prior to construction. The Project is not expected to result in an increase in population, and therefore would not increase demand for community services. No fire stations are anticipated to be acquired or displaced; therefore, there would be no effect on the

delivery of fire services. The Project would not result in the need for additional fire protection. No impacts are anticipated to fire protection services.

### **Police Protection**

**Response to Police Protection: No Impact.** The San Bernardino County Sheriff's Department provides police protection services in the City of Victorville and operates out of the Victorville Police Headquarters located at 14200 Amargosa Road in Victorville. The California Highway Patrol (CHP) also has a Victorville Area Office located at 14210 Amargosa Road. Both the Victorville Police Headquarters and CHP office are located approximately 3.5-miles to the southwest of the Project. As mentioned previously, construction related congestion could affect the response times for police service providers; however, continuous, uninterrupted access to SR-18 would be provided throughout the duration of construction. In addition, implementation of a construction-period TMP 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. No impacts are anticipated in this regard.

### **Schools**

**Response to Schools: No Impact.** The nearest school is located approximately 0.50-mile west at Victorville Primary School and Sixth Street Prep School. Other school sites in the area include Victor Valley High School, Irwin Academy School of Performing Arts, and Victor Elementary Education school. The 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.

### **Parks**

**Response to Parks: No Impact.** The nearest City of Victorville parks to the Project site are the Eva Dell Park located at 15714 1<sup>st</sup> Street and approximately 1-mile north of the Project site, Old Victor Park located at 15476 6<sup>th</sup> Street and approximately 0.75-mile west of the Project site, and Center Street Park located at 15413 Center Street and approximately 1-mile southwest of the Project site. The Mojave Narrows Regional Park, managed by San Bernardino County, is located approximately 0.75-mile south at 18000 Yates Road. As mentioned previously, the Project is not expected to induce population growth in the area beyond that which has been previously planned for and would not result in the need for additional parks or recreational facilities. Additionally, the Project is expected to be constructed within existing Caltrans right of way, with no impacts to area parks.

### **Other Public Facilities**

**Response to Other Public Facilities: No Impact.** The Victor Valley Transportation Center is located at 16838 D Street and the adjacent Victorville Amtrak Station (unstaffed) is located at 16858 South D Street, both approximately 0.75-mile northwest of the Project site. The Victor Valley Transportation Center and Victorville Amtrak

Station offers bus service and Amtrak rail service in the area. Bus route 41 Apple Valley – Victorville, offers daily bus service that travels from the Victor Valley Transportation Center on D Street and SR-18, along and through the Project site to the Town of Apple Valley. The Amtrak train travels parallel to D Street and traverses under the SR-18 Mojave River Bridge, then travels south towards the City of Hesperia.

As the Project consists of improvements to the SR-18 Mojave River Bridge, including bridge deck overlaying, upgrading the bridge rail, replacing approach conforms and joint seals, upgrading approach guardrails, replacing median barriers, replacing sidewalks, and removing bat boxes on the SR-18 Mojave River Bridge overcrossing and installing bat panels under the I-15 Mojave River Bridge, there would be no adverse physical impacts to the Victor Valley Transportation Center or Victorville Amtrak Station and no need for new or additional transit-related facilities. Implementation of a construction-period TMP would ensure that bus access is maintained to and from the Project area and that transit service providers are notified prior to the start of construction activities.

**Avoidance, Minimization, and/or Mitigation Measures**

Avoidance, minimization, and/or mitigation measures are not 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.** The Project involves improvements to the SR-18 Mojave River Bridge including bridge deck overlaying, upgrading the bridge rail, replacing approach conforms and joint seals, upgrading approach guardrails, replacing median barriers, replacing sidewalks, and removing bat boxes on the SR-18 Mojave River Bridge overcrossing and installing bat panels under the I-15 Mojave River Bridge. All work is expected to be performed within Caltrans right of way. As such, implementation of the Project does not have the capacity to generate a substantial increase in the use of any existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration could occur, nor would it require the construction or expansion of existing recreational facilities.

**Avoidance, Minimization, and/or Mitigation Measures**

Avoidance, minimization, and/or mitigation measures are not 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?	No Impact

**Response to Item a) No Impact.** The Project would restore the structural health of the SR-18 Mojave River Bridge to good condition and preserve the integrity of the bridge structure to protect the bridge from potential bridge failure. The improvements on SR-18 Mojave River Bridge include upgrading the bridge rail, upgrading the approach guardrails, replacing the median barrier, replacing sidewalks, and removing bat boxes on the SR-18 Mojave River Bridge overcrossing and installing bat panels under the I-15 Mojave River Bridge. As such, the Project would not conflict with the City of Victorville General Plan Circulation Element. The Project would result in maintenance repairs on the SR-18 Mojave River Bridge and ultimately result in the increased safety of the traveling public when implemented. For these reasons, no impacts are anticipated.

**Response to Item b): No Impact.** As the Project involves restoring the SR-18 Mojave River Bridge structure and preserving the integrity of the structure to protect the bridge from potential bridge failure, it does not involve any capacity increasing elements and therefore, the Project is unlikely to induce measurable and substantial increases in VMT and a VMT analysis is not required. As indicated in Section 15064.3 (b)(2) transportation Projects that reduce, or have no impact on vehicle miles traveled should be presumed to cause a less than significant transportation impact. As such, no impacts are anticipated in this regard.

**Response to Item c): No Impact.** The Project would not substantially increase hazards because of a design feature or incompatible uses. The Project would maintain the existing lane configuration and layout of the existing facility. Therefore, no impacts are anticipated in this regard.

**Response to Item d): No Impact.** Construction activities have the potential to result in temporary, localized, and site-specific disruptions during the construction period. This could lead to an increase in delay times for emergency response vehicles during construction; however, the Project would include the Caltrans Standard Measure for preparation and implementation of a TMP (measure **TRA-1**, below), which would avoid

or minimize any potential impacts. The Project is expected to also provide continuous, and uninterrupted access to SR-18 throughout the duration of construction. No impacts are anticipated during the construction period.

**Avoidance, Minimization, and/or Mitigation Measures**

Caltrans 2024 Standard Specifications (or most recent), Best Management Practices (BMPs), and the measure below would be implemented to avoid, minimize, and/or mitigate any potential impacts to Transportation:

**TRA-1:** Prior to construction, a TMP will be prepared to minimize potential impacts on emergency services and commuters during construction.

**XVIII. Tribal Cultural Resources**

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

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

**Response to Items a) and b): No Impact.** A Historic Property Survey Report (HPSR) was approved on March 14, 2023, and updated with a Supplemental HPSR (SHPSR) which was approved on July 7, 2023. A 2nd SHPSR was approved on August 11, 2025. A letter requesting a Sacred Land File search was sent to the Native American Heritage Commission (NAHC) on November 30, 2022 and a response was received on December 21, 2022 stating that the Sacred Lands File was positive in the Project area along with a contacts list. After consultation with the District Native American Coordinator (DNAC), the following tribes were contacted regarding the Project:

- Yuhaaviatam of San Manuel Nation: The Yuhaaviatam of San Manuel representative was contacted on December 8, 2022, with a response received on January 9, 2023 stating that the Project area is near several Serrano cultural sites as well as the village of *Patkai*s and requested the Cultural Report and other Project related files and details such as the proposed depth of disturbance. Caltrans requested further information on the Serrano cultural sites and the

village of *Patkai*s. A reply from the representative was received with site location and information on January 10, 2023. Caltrans provided the Cultural Report to the Yuhaaviatam of San Manuel representative on February 9, 2023. No further response has been received.

- Twenty-Nine Palms Band of Mission Indians: The Manager of Cultural Resources for the Twenty-Nine Palms Band of Mission Indians was contacted on December 8, 2022. No response has been received.

The Project is not anticipated to impact historical resources listed in the California Register of Historical Resources, in a local register of historical resources as defined in PRC 5020.1(k), or resources determined to be significant under PRC 5024.1.

**Avoidance, Minimization, and/or Mitigation Measures**

Refer to measures **CR-1** and **CR-2** in Section V, *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.** The Project would result in upgrades and improvements to the SR-18 Mojave River Bridge and installation of bat panels on the I-15 Mojave River Bridge. The Project would not result in significant effects to existing water/wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. No utility relocations are anticipated as a result of the Project.

**Response to Item b): No Impact.** The Project would not construct any new residential or non-residential structures that would induce population or employment growth that

would require a new water supply. Due to the nature and scope of the upgrades and improvements to the SR-18 Mojave River Bridge and installation of bat panels on the I-15 Mojave River Bridge, no impacts are anticipated on water supplies.

**Response to Item c): No Impact.** The Project is not expected to increase the demand for wastewater treatment providers or result in inadequate capacity for wastewater treatment providers beyond their current existing commitments because the Project would not require wastewater treatment. Construction activities are not expected to increase capacity of existing wastewater treatment facilities. As such, no impacts are anticipated in this regard.

**Response to Item d): No Impact.** As the Project would restore the SR-18 Mojave River Bridge structure to good condition and preserve the integrity of the bridge structure to protect the bridge from potential bridge failure, the Project would generate a minimal amount of solid waste during the construction phase. During operation of the SR-18 Mojave River Bridge structure, the Project would not generate solid waste. Furthermore, it is Caltrans' policy to recycle construction materials whenever possible. Opportunities to salvage and recycle items, such as metal beam guardrails would also be considered. As such, the Project is not expected to impair the attainment of the state's solid waste reductions goals.

**Response to Item e): No Impact.** The Project would require the use of a local landfill, if applicable, to dispose of construction debris and construction-related materials. The use of a local landfill is expected to occur during construction. It is Caltrans' policy to recycle materials whenever possible, and the Project is expected to comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

### **Avoidance, Minimization, and/or Mitigation Measures**

Avoidance, minimization, and/or mitigation measures are not 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?	Less Than Significant 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): Less Than Significant Impact.** The Project involves improvements and upgrades to the SR-18 Mojave River Bridge to restore the structure to good condition and preserve the integrity of the bridge structure, and installation of bat panels at the I-15 Mojave River Bridge. As such, the Project is not expected to interfere with emergency response or evacuation plans, including the San Bernardino County, Office of Emergency Services, Emergency Operation Plan or Hazard Mitigation Plan. During construction, a Traffic Management Plan (TMP), as included in measure **TRA-1**, would be implemented to minimize these delays and help to ensure continued emergency access to the Project area.

**Response to Items b), c), and d): No Impact.** The Project is not anticipated to exacerbate wildfire risk and, as there are no new structures proposed, the Project would not expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Based on the City of Victorville General Plan, Safety Element, the City of Victorville is not located within lands classified as State Responsibility Areas, Very High Fire Hazard Severity Zones, or USGS Wildfire Hazard. The Project site and adjacent areas are located in a Moderate to High Fire Hazard Severity Zone in the Local Responsibility Area (LRA), which is under Victorville fire department jurisdiction. The Project would not require the installation or maintenance of infrastructure that may exacerbate fire risk, and would not result in temporary or ongoing impacts on the environment. Furthermore, the Project does not expect to 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.

### **Avoidance, Minimization, and/or Mitigation Measures**

Avoidance, minimization, and/or mitigation measures are not required for Wildfire.

## XXI. Mandatory Findings of Significance

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

**Response to Item a): Less Than Significant with Mitigation Incorporated.** As discussed in Section IV, *Biological Resources*, the Project will have “No Effect” on any federally-listed Threatened, Endangered, or Candidate species under the FESA with implementation of avoidance, minimization, and mitigation measures. The Project will also have a “No Effect” on southwestern willow flycatcher Designated Critical Habitat with implementation of avoidance and minimization measures. The Project will have “No Take” of any State-listed special status species pursuant to the CESA, due to the lack of species presence or lack of suitable habitat in the PIA, or with the implementation of avoidance and minimization measures. Furthermore, the Project is not anticipated to cause Species of Special Concern to trend toward a State-listed status.

The removal of existing bat houses on SR-18 Mojave River Bridge will be mitigated through the installation of replacement habitat on the I-15 Mojave River Bridge as included in **BIO-28**.

The Project would not affect historic properties including the ATSF Railroad or the (Rainbow Bridge) [Old] Mojave River Bridge.

The Project is not anticipated to have the potential to substantially degrade the quality of 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.

**Response to Item b): No Impact.** Refer to detailed discussion in Section XXII Cumulative Impacts.

**Response to Item c): Less Than Significant Impact.** Operation of the Project is not expected to result in the exposure of persons to any substantially adverse natural or human-made hazards that could directly or indirectly cause substantial adverse effects on human beings, such as geologic hazards, air emissions, hazardous materials, or flooding. All potential effects that could result in substantial exposure of persons to hazards during construction of the Project are fully addressed with identified avoidance/minimization, measures including **GHG-1**, **HAZ-1** through **HAZ-13**, and **TRA-1**, and no permanent impacts have been identified as significant in this Initial Study.

### **Avoidance, Minimization, and/or Mitigation Measures**

Caltrans 2024 Standard Specifications (or most recent), Best Management Practices (BMPs), and the following avoidance/minimization measure(s) will be implemented to address potential project impacts: **GHG-1**, **TRA-1**, and **HAZ-1** through **HAZ-13**.

With the following mitigation measure incorporated, the proposed Project would have less than significant effects to biological resources: **BIO-28**.

## **XXII. Cumulative Impacts**

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

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

CEQA Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines.

A review of the City of Victorville Planning Department website and report on planning applications and Town of Apple Valley Planning Division website, as well as the Caltrans District 8 website was conducted in order to compile a list of past, present, and reasonably foreseeable future projects. The projects are listed in Table 2-2, below.

**Table 2-2. Cumulative Projects List**

<b>Name</b>	<b>Jurisdiction</b>	<b>Description</b>	<b>Status</b>	<b>Distance</b>
Brightline West Cajon Pass Segment	Caltrans, Federal Railroad Administration (FRA)	The 49-mile high-speed rail line between Victor Valley and Rancho Cucamonga, utilizing the I-15 right of way with stations proposed for Hesperia and Rancho Cucamonga.	Some field investigation work including geotech borings began July 2025	Within I-15 right of way
15247 Eleventh Street (ADMN25-00030)	City of Victorville	Minor conditional use permit for establishment of an air medical transportation business located at 15247 Eleventh Street, Unit 100.	Complete Planning Application (C-A), February 2025	0.40-mile southwest
Sources: California Department of Transportation communication. City of Victorville Planning website: <a href="https://www.victorvilleca.gov/government/city-departments/development/planning">https://www.victorvilleca.gov/government/city-departments/development/planning</a>				

The following analysis evaluates the Project’s potential to contribute considerably to a cumulative impact.

As discussed previously, the Project would have no effect on aesthetics, agriculture and forest resources, air quality, cultural resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, or wildfires and it would not contribute either directly or indirectly to a cumulatively considerable impact in these resource areas. The potential for the Project to result in cumulative impacts that would be considered significant in the abovementioned resource areas is considered low because no impacts are anticipated from the Project on these resources, and the proposed Project does not have the potential to result in cumulative impacts that would affect the health or sustainability of any of these resource areas.

For resources identified as having a less than significant impact or a less than significant impact with mitigation, a preliminary review of the potential impacts identified was conducted to determine if a reasonably foreseeable cumulative impact could occur. A cumulative evaluation for biological resources is provided below.

**Air Quality**

The resource study area (RSA) for the Project is within the Mojave Desert Air Basin, which is under the jurisdiction of MDAQMD. The project region of San Bernardino County is classified as a severe-15 nonattainment area of the federal 8-hour ozone (O3) standard and a moderate nonattainment area for the federal particulate matter 10 micrometers or less in diameter (PM10) standard. The project region is also classified

as a nonattainment area for state 8-hour O<sub>3</sub>, particulate matter 2.5 micrometers or less in diameter (PM<sub>2.5</sub>), and PM<sub>10</sub> standards.

The Project has been evaluated as being exempt and falls under the broad category of exempt project type “reconstructing bridges (no additional travel lanes)” as listed in Table 1 of the Caltrans Carbon Monoxide Protocol and Table 2 of 40 CFR 93.126. The project would not result in cumulative impacts for air quality.

### **Biological Resources**

The RSA for biological resources includes the area within a one-mile radius of the Project site. This area considers the minimal, incremental effects of the Project on biological resources within the Project vicinity, as well as other projects in the region with similar levels of development and types of biological resources.

The 15247 Eleventh Street project in the City of Victorville has completed its Planning Application. Construction activities related to this cumulative project may occur concurrently to the proposed Project. The Brightline West Cajon Pass Segment project began field investigation work including geotechnical borings and samplings, utility potholing and land surveying in the Victorville and surrounding areas along the proposed rail corridor. These cumulative projects mentioned all have the potential to impact biological resources.

Based on the analysis completed in the NESMI, there will be no cumulative impacts to biological resources. Separate environmental analysis of the listed cumulative projects will be conducted to determine whether they will result in impacts on biological resources, and implementation of avoidance, mitigation and minimization measures would be incorporated on a project-by-project basis as applicable to minimize cumulative impacts for those projects.

### **Cultural**

The RSA includes the area within 0.5 mile of each side of the Project. The construction schedule and timing for the cumulative projects that could occur in the vicinity of the Project could potentially overlap.

Based on the City of Victorville General Plan, Resource Element, at least 178 historical/archaeological sites have been discovered within and adjacent to the City of Victorville including 50 prehistoric and 128 historic-period sites. Many of the prehistoric sites represent Native American habitation within the City of Victorville and are situated along or near the banks of the Mojave River, near the Oro Grande Wash, Bell Mountain Wash, and the Turner Springs area. Many of the historic-period sites recorded within and near the City of Victorville are prominent early roads such as the Old Spanish Trail, Mormon Trail, Mojave Road, National Trails Highway, and US Routes 66 and 395. The remains of past mining activities homesteads, ranches, and townsites, military structures from World War II are also recorded near the area. Many of these sites are

situated in Victorville's downtown area, along National Trails Highway, and near the Southern California Logistics Airport. Reasonably foreseeable projects located in these areas could have the potential to affect these resources. Cumulative project impacts on cultural and paleontological resources would also vary based on the footprint of each project. All future projects that could affect cultural and paleontological resources would be required to evaluate and assess impacts and, if necessary, provide mitigation measures as required by CEQA.

### **Greenhouse Gas**

Greenhouse gas (GHG) emissions and climate change are exclusively cumulative impacts; there are no non-cumulative GHG emissions impacts from a climate change perspective. Climate change is the result of cumulative global emissions. No single project, when considered in isolation, can cause climate change because a single project's emissions are not enough to change the radiative balance of the atmosphere. Because climate change is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, global climate change will have a significant cumulative impact on the natural environment, as well as human development and activity. As such, GHGs and climate change are cumulatively considerable, even though the contribution may be individually limited (SCAQMD 2008). SCAQMD methodology and thresholds are thus cumulative in nature.

The Project will not increase the number of travel lanes on SR-18, no increase in operational GHG emissions is expected to occur. Therefore, the Project is not expected to contribute to a cumulatively significant impact related to GHG emissions and climate change.

### **Hydrology and Water Quality**

This cumulative analysis examines the effects of the Project in combination with other proposed projects, probable future projects, and projected future growth. The geographic context for the analysis of cumulative impacts associated with surface hydrology and water quality is the Bell Mountain Wash-Mojave River Watershed. The context for groundwater hydrology is the Upper Mojave River Valley Groundwater Basin. The context for cumulative hydrology and water quality impacts is geographic and a function of whether impacts could affect surface water features/watersheds, municipal storm drainage systems of San Bernardino County, floodplain, or groundwater, each of which has its own physical boundary.

Construction of the Project, as well as other planned cumulative projects in the vicinity, are not expected to result in surface disturbances through the grading and compaction associated with typical development activities. The Project would comply with the Caltrans NPDES Permit and implement BMPs as required. Therefore, the Project is not expected to contribute to a cumulative water quality impact during construction.

During Project operation, the Project is not anticipated to contribute to the degradation of water quality or a cumulative impact as there is no potential for altered land use that would result in an increase in the type or concentration of pollutants in stormwater runoff. New development projects that increase impervious surface areas also could result in increased stormwater runoff. Therefore, cumulative new development projects would need to be consistent with local and regional municipal stormwater programs and include post-construction design measures, such as Low-Impact Development, vegetative areas, and biofiltration swales, which provide water quality treatment. The Project is expected to comply with pre-and post-construction stormwater controls, and therefore not have adverse effects on water quality in the project area. As such, the Project is not anticipated to contribute to a cumulative water quality impact.

Cumulative projects need to implement project-specific measures, such as complying with the NPDES Construction General Permit (for projects disturbing more than one acre) and MS4 Permit, local requirements and guidance, and BMPs during the construction phase. These measures would prevent future development projects from having a cumulative adverse water quality impact. Cumulative impacts on water quality, as well as the Project's contribution to cumulative impacts, are not expected to be cumulatively considerable.

#### **Avoidance, Minimization, and/or Mitigation Measures**

Avoidance, minimization, and/or mitigation measures are not required for cumulative impacts.

## **Chapter 3** Climate Change

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

Human activities generate GHGs consisting primarily of carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF<sub>6</sub>), and various hydrofluorocarbons (HFCs). CO<sub>2</sub> is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO<sub>2</sub> that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO<sub>2</sub>.

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

### **Regulatory Setting**

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to Caltrans' Standard Environmental Reference (SER), Chapter 16, Climate Change.

### **Federal**

To date, no nationwide numeric mobile-source GHG reduction targets have been established; 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.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201); and Corporate Average Fuel Economy (CAFE) Standards. The U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) sets and enforces corporate average fuel economy (CAFÉ) standards for on-road motor vehicles sold in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards for vehicles under the Clean Air Act. These standards are periodically updated and published through the federal rulemaking process.

## **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).

In 2005, EO S-3-05 initially set a goal to reduce California's GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies. The California Air Resources Board (CARB) was directed to create a climate change scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human-caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors, and passed legislation requiring state agencies to consider protection and management of natural and working lands as an important strategy in meeting the state's GHG reduction goals.

## **Environmental Setting**

The proposed project is in an urban area of San Bernardino County with a well-developed road and street network. The proposed Project area consists of residential, commercial, restaurants, schools, retail buildings, and open space. Traffic congestion during peak hours is common in the area of the proposed Project. A Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) by the Southern California Association of Governments (SCAG), guides transportation and housing development in the area of the proposed Project. The San Bernardino County Regional

Greenhouse Gas Reduction Plan and the General Plan addresses GHGs in the proposed Project area.

### GHG Inventories

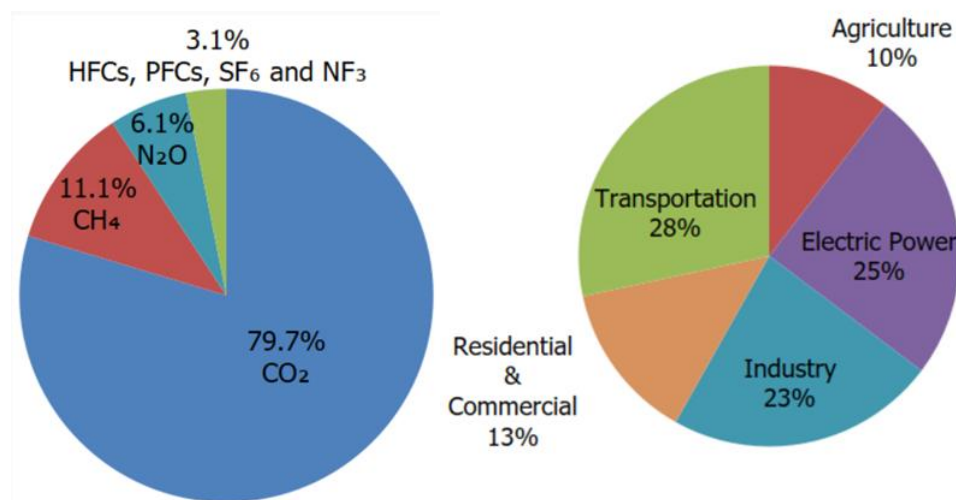
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state of California, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

### National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2022 were 5,489.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 15% of total U.S. emissions in 2022 [U.S. EPA 2024a].) While total GHG emissions in 2022 were 17% below 2005 levels, they increased by 1% over 2021 levels. Of these, 80% were CO<sub>2</sub>, 11% were CH<sub>4</sub>, and 6% were N<sub>2</sub>O; the balance consisted of fluorinated gases. From 1990 to 2022, CO<sub>2</sub> emissions decreased by only 2% (U.S. EPA 2024a).

The transportation sector's share of total GHG emissions increased to 28% in 2022 and remains the largest contributing sector (Figure 4). Transportation activities accounted for 37% of U.S. CO<sub>2</sub> emissions from fossil fuel combustion in 2022. This is a decrease of 0.5% from 2021 (U.S. EPA 2024a, 2024b)).

**Figure 4. U.S. 2022 Greenhouse Gas Emissions**

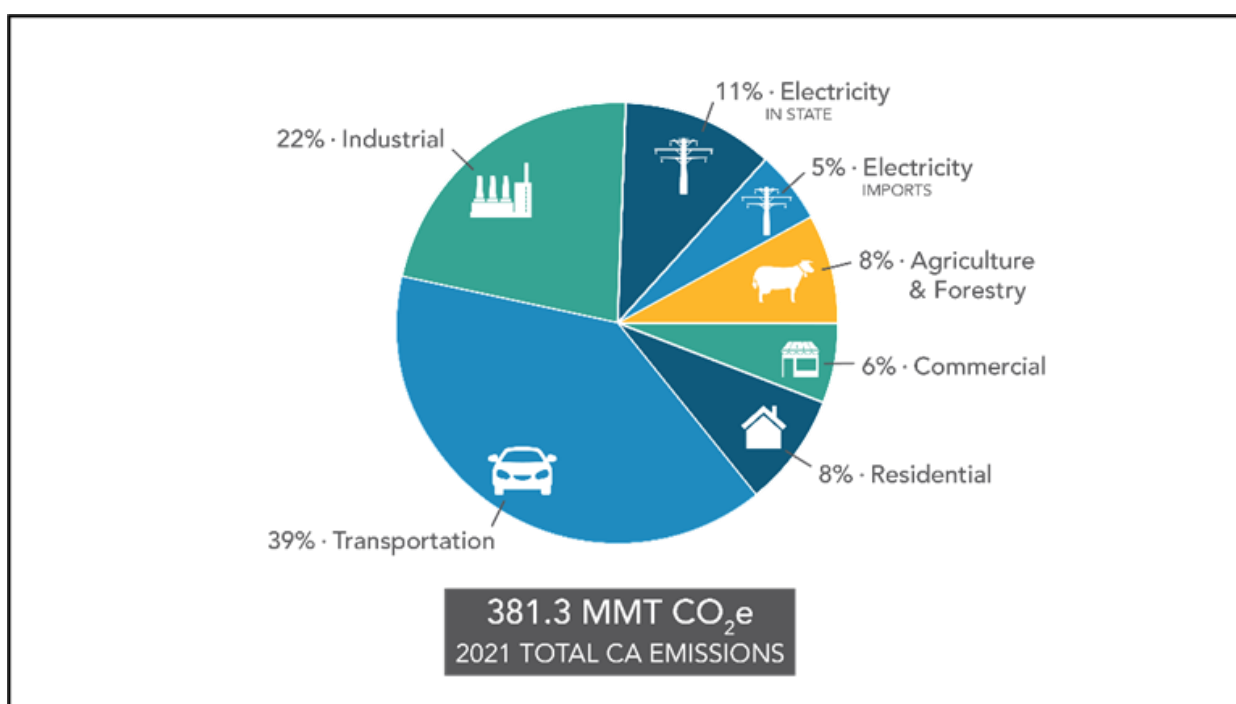


(Source: U.S. EPA 2024b)

### State GHG Inventory

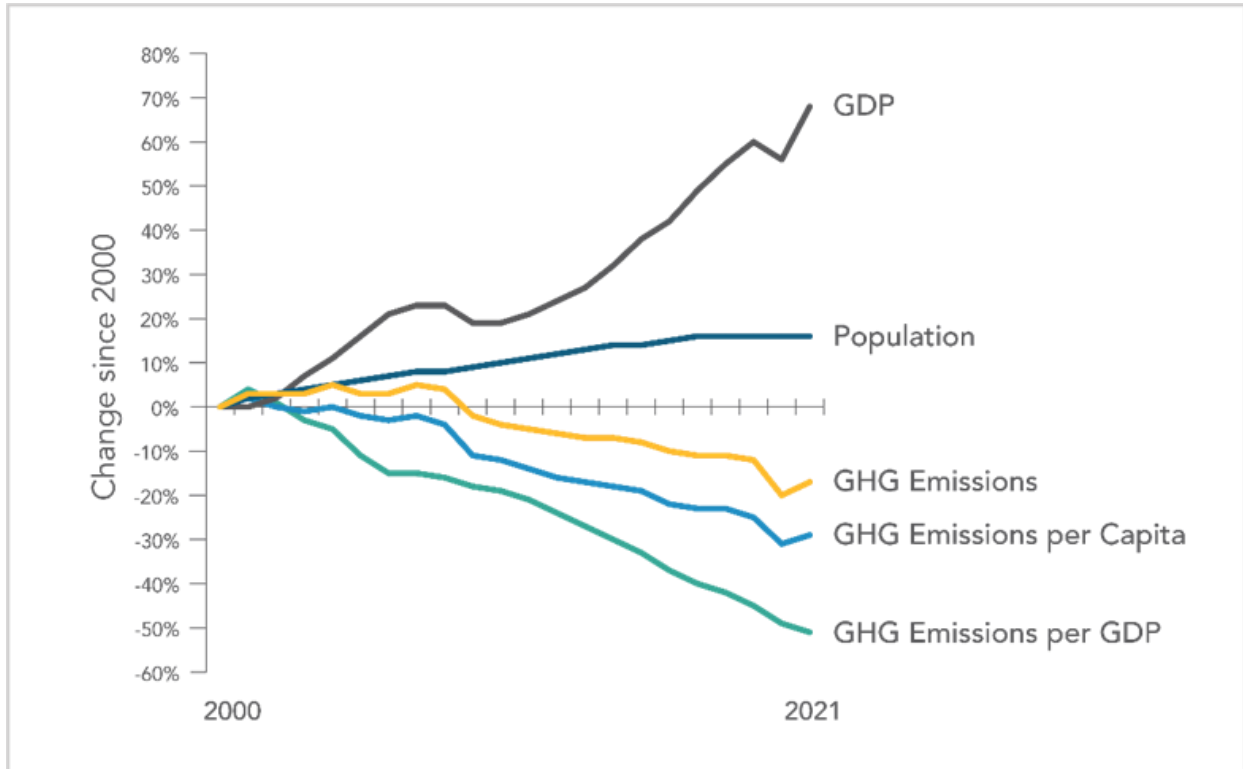
ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2021 despite growth in population and state economic output (Figure 6) (ARB 2023). Transportation emissions remain the largest contributor to GHG emissions in the state. (Figure 5)(ARB 2023).

**Figure 5. California 2021 Greenhouse Gas Emissions by Economic Sector**



(Source: ARB 2023)

**Figure 6. Change in California GDP, Population, and GHG Emissions since 2000**



(Source: ARB 2023)

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. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. 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 2022 Scoping Plan for Achieving Carbon Neutrality, adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (ARB 2022a).

### **Regional Plans**

As required by *The Sustainable Communities and Climate Protection Act of 2008*, ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The

proposed project is included in the RTP/SCS for SCAG. The regional reduction target for SCAG is 19 percent by 2035 (ARB 2021).

**Table 3-1. Regional GHG Reduction Policies**

Title	GHG Reduction Policies, Goals, or Strategies
Southern California Association of Governments 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (adopted May 10, 2024)	<ul style="list-style-type: none"> <li>• System Preservation and Resilience</li> <li>• Complete Streets</li> <li>• Transit and Multimodal Integration</li> <li>• Transportation System Management</li> <li>• Transportation Demand Management</li> <li>• Air Quality</li> <li>• Clean Transportation</li> <li>• Goods Movement</li> </ul>
San Bernardino County Regional Greenhouse Gas Reduction Plan (adopted March 2021)	<ul style="list-style-type: none"> <li>• On-Road-1: Alternative Fueled Transit Fleets – CNG to Electric.</li> <li>• On-Road-2: Encourage Use of Mass Transit, Carpooling, Ridesharing, and Telecommuting.</li> <li>• On-Road-3: Improve Efficiency through Signal Synchronization.</li> <li>• On-Road-4: Expand Bike Routes Including Pedestrian and Bicycle Friendly Streets</li> <li>• On-Road-5 Community Fleet Electrification.</li> </ul>
San Bernardino County Countywide Plan (adopted in 2020)	<p>Natural Resources Element- Goal NR-1 Air Quality:</p> <ul style="list-style-type: none"> <li>• Policy NR-1.7 Greenhouse gas reduction targets</li> <li>• Policy NR-1.8 Construction and operations</li> </ul> <p>Transportation &amp; Mobility Element Goal TM-3 Vehicle Miles Traveled:</p> <ul style="list-style-type: none"> <li>• Policy TM-3.1 VMT reduction</li> <li>• Policy TM-3.2 Trip reduction strategies</li> <li>• Policy TM-3.3 First mile/last mile connectivity</li> </ul> <p>Goal TM-4 Complete Streets, Transit &amp; Active Transportation</p> <ul style="list-style-type: none"> <li>• Policy TM-4.1 Complete streets network</li> <li>• Policy TM-4.5 Transit access to job centers and tourist destinations</li> <li>• Policy TM-4.7 Regional bicycle network</li> <li>• Policy TM-4.8 Local bicycle and pedestrian networks</li> </ul> <p>Renewable Energy &amp; Conservation Element- nearly all policies listed in these goals:</p> <ul style="list-style-type: none"> <li>• Goal RE-1 Energy Conservation &amp; Efficiency</li> <li>• Goal RE-2 Renewable Energy Systems</li> <li>• Goal RE-3 Community-Oriented Renewable Energy</li> <li>• Goal RE-4 Environmental Compatibility</li> </ul>

## Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs. CO<sub>2</sub> emissions are a product of burning gasoline

or diesel fuel in internal combustion engines, along with relatively small amounts of CH<sub>4</sub> and N<sub>2</sub>O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO<sub>2</sub> is the most important GHG, so amounts of other gases are expressed relative to CO<sub>2</sub>, using a metric called “carbon dioxide equivalent”, or CO<sub>2</sub>e. The global warming potential of CO<sub>2</sub> is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO<sub>2</sub>).

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

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

### **Operational Emissions**

The purpose of the Project is to restore the structural health of the Mojave Bridge Overcrossing (Bridge Number 54-0307) on SR-18 to good condition and preserve the integrity of the structure to protect the bridge from potential bridge failure. 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-18, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

### **Construction Emissions**

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered “temporary” in the same way as criteria pollutants that subside after construction is completed.

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

Based on the Project information provided, the Caltrans Construction Emissions Tool (Cal-CET) was used to estimate construction and greenhouse gas (GHG) emissions. Construction of the Project would produce 154 metric tons CO<sub>2</sub>e over the approximately 84-day construction period.

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

### **CEQA Conclusion**

The purpose of the Project is to restore the structural health of the Mojave Bridge Overcrossing (Bridge Number 54-0307) on SR-18 to good condition and preserve the integrity of the structure to protect the bridge from potential bridge failure. Construction GHG emissions would result during the construction phase at different levels, with overall construction GHG emissions of 154 metric tons CO<sub>2</sub>e. Furthermore, as this project would not increase the number of travel lanes on SR-18, no increase in operational GHG emissions is expected to occur. Therefore, environmental impacts resulting from project GHG emissions are considered to be less than significant. The project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions.

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

## **Greenhouse Gas Reduction Strategies**

### **Statewide Efforts**

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

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

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

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

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released Natural and Working Lands Climate Smart Strategy (California Natural Resources Agency 2022).

### **Caltrans Activities**

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

### ***Climate Action Plan for Transportation Infrastructure***

*The California Action Plan for Transportation Infrastructure (CAPTI)* builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG

emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

### ***California Transportation Plan***

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

### ***Caltrans Strategic Plan***

Caltrans 2024-2028 Strategic Plan outlines goals centered on safety, climate action, and stewardship. Climate-related strategies include implementing the Caltrans Climate Action Plan; expanding climate education, training, and outreach; strengthening partnerships to support climate resilience; promoting sustainable transportation solutions that reduce emissions; and continuing to engage underserved and disproportionately impacted communities in climate planning and implementation.

### ***Caltrans Policy Directives and Other Initiatives***

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a policy to ensure coordinated efforts to incorporate climate change into Caltrans decisions and activities. Other Director's policies promote energy efficiency, conservation, and climate change, and commit Caltrans to sustainability practices in all planning, maintenance, and operations. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions. It identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Departmental and State goals.

### **Project-Level GHG Reduction Strategies**

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

**GHG-1** The contractor must comply with Standard Specification 7-1.02C (Emissions Reduction) which requires that the contractor certify awareness of CARB emissions reduction regulations and will comply with them.

**GHG-2** The Project will maintain equipment in proper tune and working condition.

## **Adaptation Strategies**

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. Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. 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 *Fifth National Climate Assessment*, published in 2023, presents the most recent science and “analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years ... to support informed decision-making across the United States.” Building on previous assessments, it continues to advance “an inclusive, diverse, and sustained process for assessing and communicating scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate” (U.S. Global Change Research Program 2023).

The National Oceanic and Atmospheric Administration provides sea level rise projections for all U.S. coastal waters to help communities and decision makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (NOAA 2022).

## State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

*California's Fourth Climate Change Assessment* (Fourth Assessment) (2018) provides information to help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The Fourth Assessment reported that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience an up to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures; a two-thirds decline in water supply from snowpack resulting in water shortages; a 77% increase in average area burned by wildfire; and large-scale erosion of up to 67% of Southern California beaches due to sea level rise. These effects will have profound impacts on infrastructure, agriculture, energy demand, natural systems, communities, and public health (State of California 2018).

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

To help actors throughout the state address the findings of California's Fourth Climate Change Assessment, AB 2800's multidisciplinary Climate-Safe Infrastructure Working Group published *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. This report provides guidance on assessing risk in the face of inherent uncertainties still posed by the best available climate change science. It also examines how state agencies can use infrastructure planning, design, and implementation processes to respond to the observed and anticipated climate change impacts (Climate-Safe Infrastructure Working Group 2018).

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the 2009 *California Climate Adaptation Strategy*, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio*, and the CAPTI (described

above). Priorities in the 2023 *California Climate Adaptation Strategy* include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

EO B-30-15 recognizes that effects of climate change threaten California’s infrastructure and requires state agencies to factor climate change into all planning and investment decisions. Under this EO, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies*, to encourage a uniform and systematic approach to building resilience.

SB 1 Coastal Resources: Sea Level Rise (Atkins 2021) established statewide goals to “anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone.” As the legislation directed, the Ocean Protection Council collaborated with 17 state planning and coastal management agencies to develop the *State Agency Sea-Level Rise Action Plan for California* in February 2022. This plan promotes coordinated actions by state agencies to enhance California’s resilience to the impacts of sea level rise (California Ocean Protection Council 2022).

## **Caltrans Adaptation Efforts**

### ***Caltrans Vulnerability Assessments***

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

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

### ***Caltrans Sustainability Programs***

The Director’s Office of Equity, Sustainability and Tribal Affairs supports implementation of sustainable practices at Caltrans. The Sustainability Roadmap is a periodic progress report and plan for meeting the Governor’s sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The Roadmap includes designing new buildings for climate change resilience and zero-net energy, and replacing fleet vehicles with zero-emission vehicles (Caltrans 2023).

## **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 on transportation facilities due to projected sea-level rise are not expected.

### ***Precipitation and Flooding***

Based on the Federal Emergency Management Agency Flood Insurance Rate Map (Map Number 06071C5820J, Panel ID 5820J), the proposed project is located within Zone X (an area with moderate-to-low risk for floods). Based on the Caltrans District 8 Vulnerability Assessment Map (Caltrans 2023), the 100-year storm precipitation depth in the project area is expected to increase by up to 1.7% by 2055 and by up to 2.7% by 2085.

### ***Wildfire***

Based on the Caltrans District 8 Vulnerability Assessment Map (Caltrans 2023), the project is located outside of the Fire Hazard Severity Zones for the 2010 to 2070 wildfire exposures. Based on the CalFire Local Responsibility Area Fire Hazard Severity Zones map, the Project site and adjacent areas are located in a Moderate to High Fire Hazard Severity Zone in the Local Responsibility Area (LRA).

### ***Temperature***

Based on the Caltrans District 8 Vulnerability Assessment Map (Caltrans 2023), the average minimum air temperature in the project area is projected to increase by 2.9 degrees Fahrenheit by 2025, by 5.64 degrees Fahrenheit by 2055, and by 9.7 degrees Fahrenheit by 2085. The average maximum temperature over seven consecutive days in the project area will increase by up to 2.1 degrees Fahrenheit by 2025, up to 5.6 degrees Fahrenheit by 2055, and by up to 9.2 degrees Fahrenheit by 2085. As such, the climate specific to the Project's location will be taken into consideration.

## **Chapter 4** Comments and Coordination

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Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental review process. It helps planners determine the scope of environmental documentation and the level of analysis required and identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. This section summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

### **Native American Coordination**

A letter requesting a Sacred Land File search was sent to the NAHC on November 30, 2022 and a response was received on December 21, 2022 stating that the Sacred Lands File was positive in the Project area along with a contacts list. After consultation with the District Native American Coordinator (DNAC), the following tribes were contacted regarding the Project:

Yuhaaviatam of San Manuel Nation: The Yuhaaviatam of San Manuel representative was contacted on December 8, 2022, with a response received on January 9, 2023 stating that the Project area is near several Serrano cultural sites as well as the village of Patkaits and requested the Cultural Report and other Project related files and details such as the proposed depth of disturbance. Caltrans requested further information on the Serrano cultural sites and the village of *Patkaits*. A reply from the representative was received with site location and information on January 10, 2023. Caltrans provided the Cultural Report to the Yuhaaviatam of San Manuel representative on February 9, 2023. No further response has been received.

Twenty-Nine Palms Band of Mission Indians: The Manager of Cultural Resources for the Twenty-Nine Palms Band of Mission Indians was contacted on December 8, 2022. No response has been received.

### **Public Participation**

This Draft Initial Study will be circulated and made available for public review and comment during the public review period. The public notice and opportunity to request a public hearing will be distributed to the state, regional, and local agencies and elected officials, as well as interested groups, organizations, individuals, and applicable federal agencies as listed in the Distribution List.

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## **Chapter 6** List of Preparers

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The following personnel contributed to the preparation of this document:

### **California Department of Transportation**

- Shawn Oriaz, Branch Chief, Environmental Studies C
- James Shankel, Acting Environmental Office Chief
- Vivian Ho, Associate Environmental Planner, Environmental Studies C
- Paul Phan, Environmental Engineering A, Branch Chief
- Chun-Sheng Wang, Senior Environmental Scientist, Biological Studies
- Ronn Knox, Associate Environmental Planner, Environmental/Biological Studies
- Gabrielle Duff, Senior Environmental Scientist, Environmental/Cultural Studies
- Andrew Walters, Principal Architectural Historian, Environmental/Cultural Studies
- Nicholas Thompson, Architectural Historian, Environmental/Cultural Studies
- Neil Azzu, Environmental Engineering, Hazardous Waste
- Almabeth Anderson, Senior Landscape Architect, Landscape Architecture Design
- Angie Jun, Landscape Associate, Landscape Architecture Design
- Christian Duran, Environmental Engineering, Air Quality

### **ICF**

- Brian Calvert, Environmental Project Director
- Youji Yasui, Environmental Project Manager
- Elizabeth Irvin, Senior Manager – Editing
- Johnnie Garcia, GIS Manager
- Jenelle Mountain-Castro, Senior Publications Specialist
- Katrina Sukola, Senior Environmental Scientist, Water Quality
- Keith Lay, Managing Director, Air Quality and Climate Change

## Chapter 7 Distribution List

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A public notice of this IS was distributed to state, regional, and local agencies, and elected officials. In addition, all property owners and occupants within a 500-foot radius of the project limits were provided the public notice. The Distribution List of Public Agencies, and Elected Officials is followed by the list of Interested Parties, Property Owners, and Members of the Public.

### Public Agencies and Elected Officials

CALIFORNIA DEPT. OF FISH & WILDLIFE (REGION 6) 3602 INLAND EMPIRE BOULEVARD, #C-220 ONTARIO, CA 91764	CALIFORNIA TRANSPORTATION COMMISSION COMMISSION CHAIR 1120 N STREET ROOM 2221 SACRAMENTO, CA 95814-5605	U.S. FISH AND WILDLIFE SERVICE 777 E. TAHQUITZ CANYON WAY, SUITE 208 PALM SPRINGS, CA 92262
CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES 5796 CORPORATE AVENUE CYPRESS, CA 90630	NATIVE AMERICAN HERITAGE COMMISSION 1550 HARBOR BOULEVARD, SUITE 100 WEST SACRAMENTO, CA 95694	CALIFORNIA HIGHWAY PATROL 14210 AMARGOSA ROAD VICTORVILLE, CA 92392
YUHA AVIATAM OF SAN MANUEL NATION ATTN: CLIFFORD BATTEN, P.G 26569 COMMUNITY CENTER DR HIGHLAND, CA 92346	SAN BERNARDINO COUNTY FIRST DISTRICT SUPERVISOR 385 N. ARROWHEAD AVE, 5TH FLR SAN BERNARDINO, CA 92415	REGIONAL WATER QUALITY CONTROL BOARD 15095 AMARGOSA RD BLD 2, SUITE 210 VICTORVILLE CA 92394
CAL FIRE SOUTHERN REGION 3800 N. SIERRA WAY SAN BERNARDINO, CA 92405	ASSEMBLY MEMBER JUAN CARRILLO 823 EAST AVENUE Q-9, STE B PALMDALE, CA 93550	SENATOR SUZETTE VALLADARES 11600 AIR EXPRESSWAY ADELANTO, CA 92301
VICTORVILLE FIRE DEPT, #311 16200 DESERT KNOLL DRIVE VICTORVILLE, CA 92395	CITY OF VICTORVILLE, PLANNING DIVISION 14343 CIVIC DRIVE VICTORVILLE, CA 92393	CITY OF VICTORVILLE, PUBLIC WORKS 14177 MCART ROAD VICTORVILLE, CA 92392
CITY OF VICTORVILLE ATTN: MAYOR BECERRA 14343 CIVIC DRIVE VICTORVILLE, CA 92393	VICTOR VALLEY TRANSIT AUTHORITY 17150 SMOKE TREET STREET HESPERIA, CA 92345	VICTOR VALLEY UNION HIGH SCHOOL DISTRICT 16350 MOJAVE DRIVE VICTORVILLE, CA 92395
TOWN OF APPLE VALLEY, PLANNING DEPT 14955 DALE EVANS PKWY APPLE VALLEY, CA 92307	SAN BERNARDINO COUNTY PUBLIC WORKS 825 EAST THIRD STREET SAN BERNARDINO, CA 92415	

## Interested Parties, Property Owners, and Members of the Public

BNSF(ATCHISON TOPEKA & SF) 1535 W 4 <sup>TH</sup> STREET SAN BERNARDINO, CA 92410	BNSF INTERMODAL YARD 301 FLOWER ST SAN BERNARDINO, CA 92411	AHN LAM TRAN 1602 N KING ST, C2 SANTA ANA, CA 92706
WAGNER LIV TR 22530 CALVERT ST WOODLAND HILLS, CA 91367	17500 MANA ROAD LLC 17500 MANA RD APPLE VALLEY, CA 92307	SCI CAL FUNERAL SERVICE 1929 ALLEN PKWY HOUSTON, TX 77019
CHUL LIM&CHONG OK CHOE LIV TR 16301 KASORTA WAY APPLE VALLEY, CA 92307	EQUITY TR CO CUST FBO KYLE NIELSEN PO BOX 68513 ORO VALLEY, AZ 85704	LEANDRO JESUS VELAZQUEZ 4742 W BRIAR ROCK DR EAGLE, ID 83616
JOHN F MCMAHON 16124 MESA LARGO ST VICTORVILLE, CA 92395	PROTECH MINERALS RE HOLDINGS LLC 673 WOODLAND SQUARE LOOP, STE 320 LACEY, WA 98503	PACIFIC MINERALS GROUP 17092 S. D ST VICTORVILLE, CA 92395
JOHN SCOTT WOODWARD 15328 KEMPER CAMPBELL RANCH RD VICTORVILLE, CA 92395	13875 SL SQUARED LLC 2800 CASIANO RD LOS ANGELES, CA 90077	

# **Appendix A** Title VI Policy Statement

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# California Department of Transportation

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



September 2024

## TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds 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 non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. Caltrans will make every effort to ensure nondiscrimination in all of its services, programs, and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at [title.vi@dot.ca.gov](mailto:title.vi@dot.ca.gov) or at (916) 639-6392, or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES  
Director



## **Appendix B**      Environmental Commitments Record

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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 and Wildlife	TBD		
401	Waste Discharge Requirement	TBD		

Date of ECR: August 2025

**ENVIRONMENTAL COMMITMENTS  
RECORD**  
(State Route 18 Bridge Deck Overlay  
Project)

08-SBd-18  
PM 95.4

- Project Phase:  
 PAIED (DED/FED)  
 PS&E Submittal \_\_\_\_\_ %  
 Construction

EA 08-1L830  
 PN 0820000162  
 Generalist: Vivian Ho  
 ECL:

Avoidance, Minimization, and/or Mitigation Measures	Page	Environment al Analysis Source	Responsible for Development and/or Implementati on 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		Measure Type
							Date / Initials	Date / Initials	YES	NO	
<b><u>CULTURAL RESOURCES</u></b>											
<b>CUL-1:</b> 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		Initial Study/Mitigated Negative	District Cultural Studies/ District Design/	Constru ction							Avoidance/ minimization

Date of ECR: August 2025

## ENVIRONMENTAL COMMITMENTS RECORD

(State Route 18 Bridge Deck Overlay  
Project)

08-SBd-18  
PM 95.4

Project Phase:

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- PS&E Submittal \_\_\_\_\_ %
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							Date / Initials	Date / Initials	YES	NO	
evaluate the nature and significance of the find.		Declaration (ISMND)	Resident Engineer/ Contractor								
<b>CUL-2:</b> If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) 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 Descendant (MLD). At		ISMND	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construction							Avoidance/ minimization

Date of ECR: August 2025

## ENVIRONMENTAL COMMITMENTS RECORD

(State Route 18 Bridge Deck Overlay  
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08-SBd-18  
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							Date / Initials	Date / Initials	YES	NO	
this time, the person who discovered the remains will contact Gabrielle Duff, District Environmental Branch Chief [(909) 501-5142] or Julie Scrivner, District Native American Coordinator [(909) 260-8265] so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.											
<b>BIOLOGICAL RESOURCES</b>											
<b>BIO-1: Equipment Staging, Storing and Borrow Sites.</b> All staging, storing, and borrow sites require the	43	Natural Environment Study (Minimal Impacts)	District Design / District Environmental Planning / Resident	Final Design, Prior to Construction							Avoidance/minimization

Date of ECR: August 2025

## ENVIRONMENTAL COMMITMENTS RECORD

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							Date / Initials	Date / Initials	YES	NO	
approval of the Caltrans biologist.		(NESMI) August 2025	Engineer / Contractor								
<b>BIO-2: Temporary Artificial Lighting Restrictions.</b> To address impacts to special-status bat species and habitat, artificial lighting must be directed at the job site to minimize light spillover onto the bridge and surrounding habitat before bats are excluded from the bridge.	59	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction							Avoidance/minimization
<b>BIO-3: Preconstruction Bat Survey.</b> Preconstruction bat emergence surveys shall be conducted at the bridge no more than 14 days prior to the initiation of Project activities,	60	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer	Prior to Construction							Avoidance/minimization

Date of ECR: August 2025

## ENVIRONMENTAL COMMITMENTS RECORD

(State Route 18 Bridge Deck Overlay  
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08-SBd-18  
PM 95.4

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							Date / Initials	Date / Initials	YES	NO	
regardless of time of year. Surveys should be conducted by a qualified bat biologist under appropriate weather conditions and moon phase. These surveys will inform the current size and composition of the roosting colony at the bridge at the time of Project activities and may dictate any modifications to the avoidance measures provided. If a special-status bat species is located, the Resident Engineer and Caltrans biologist must be contacted and additional											

Date of ECR: August 2025

## ENVIRONMENTAL COMMITMENTS RECORD

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							Date / Initials	Date / Initials	YES	NO	
measures and/or agency coordination may be required.											
<b>BIO-4: Preconstruction Special Status Terrestrial Mammal Survey.</b> A preconstruction special status terrestrial mammal survey must be conducted by a contactor-supplied biologist no more than 1 week prior to project activities within project impact area. If a Mohave ground squirrel or Mohave River vole is located, the Resident Engineer and Caltrans biologist must be contacted and additional	60	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer	Prior to Construction							Avoidance/minimization

Date of ECR: August 2025

## ENVIRONMENTAL COMMITMENTS RECORD

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							Date / Initials	Date / Initials	YES	NO	
measures and/or agency coordination may be required.											
<b>BIO-5: Preconstruction Invertebrate Species Survey.</b> A preconstruction Crotch's bumblebee and San Emigdio Blue Butterfly survey must be conducted by a contractor-supplied biologist no more than 1 week prior to project activities within the Biological Study Area. If a Crotch's bumblebee or bumblebee nest, or San Emigdio Blue Butterfly, butterfly larva, or chrysalis is located, the Resident Engineer and Caltrans	83	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer	Prior to Construction							Avoidance/minimization

Date of ECR: August 2025

# ENVIRONMENTAL COMMITMENTS RECORD

## (State Route 18 Bridge Deck Overlay Project)

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							Date / Initials	Date / Initials	YES	NO	
biologist must be contacted and additional measures and/or agency coordination may be required.											
<b>BIO-6: Work Avoidance.</b> To avoid impacts to special-status riparian bird species least Bell's vireo, south-western willow flycatcher, summer tanager, tricolored blackbird, yellow-breasted chat, and yellow warbler, special-status desert bird species Le Conte's thrasher, and special status invertebrate species, avoid project activities within the project limits during nesting	84	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction							Avoidance/ minimization

Date of ECR: August 2025

# ENVIRONMENTAL COMMITMENTS RECORD

(State Route 18 Bridge Deck Overlay  
Project)

08-SBd-18  
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							Date / Initials	Date / Initials	YES	NO	
bird season (February 1 – September 30), and during the season of major butterfly spring flights and partial subsequent flights (April to September).											
<b>BIO-7: Worker Environmental Awareness Program (WEAP).</b> A contractor-supplied biologist must present a biological resource information program/ WEAP for Mohave ground squirrel, Mohave river vole, special-status bat species, riparian bird species and habitat, special-status reptile and amphibian species,	84	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction							Avoidance/minimization

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							Date / Initials	Date / Initials	YES	NO	
special status invertebrate species, and rare plants prior to project activities, to all personnel that will be present within the project limits for longer than 30 minutes at any given time.											
<b>BIO-8: Biological Monitor.</b> The qualified biologist must monitor project activities bi-weekly to ensure that measures are being implemented and documented.	84	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer	Constru ction							Avoidance/ minimization
<b>BIO-9: Environmentally Sensitive Area (ESA).</b> To address impacts to the Fremont cottonwood forest	43	NESMI August 2025	District Design / District Environmental Planning /	Final Design, Prior to							Avoidance/ minimization

Date of ECR: August 2025

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							Date / Initials	Date / Initials	YES	NO	
and woodland community, freshwater emergent wetland community, riverine community, southwestern willow flycatcher designated critical habitat, and special-status reptile, amphibian, and invertebrate species habitat, or other special status plant or animal species, delineate the habitat area for these communities and species as an ESA as shown on the plans and/or described in the specifications.			Resident Engineer / Contractor	Construction							
<b>BIO-10: Environmentally Sensitive Area (ESA) Fence Monitoring.</b> Integrity	84	NESMI August 2025	District Design / District Environmental	Prior to Construction,							Avoidance/minimization

Date of ECR: August 2025

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							Date / Initials	Date / Initials	YES	NO	
inspections of ESA fencing and enclosures (onsite cleared areas) must occur throughout the duration of the project bi-weekly, prior to commencing project activities and after activities are completed. If during construction the fence fails, work must stop until it is repaired and the qualified biologist inspects (and clears) the job site.			Planning / Resident Engineer / Contractor	Construction							
<b>BIO-11: Environmentally Sensitive Area (ESA) Fence Removal.</b> All fencing must be removed as a last order of work. During removal, a	84	NESMI August 2025	District Design / District Environmental Planning / Resident	Post Construction							Avoidance/minimization

Date of ECR: August 2025

# ENVIRONMENTAL COMMITMENTS RECORD

(State Route 18 Bridge Deck Overlay  
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							Date / Initials	Date / Initials	YES	NO	
qualified biologist must be present.			Engineer / Contractor								
<b>BIO-12: Invasive Weed Control.</b> To address impacts to the Fremont cottonwood forest and woodland community, freshwater emergent wetland community, riverine community, rare plants, and southwestern willow flycatcher designated critical habitat, the contractor-supplied biologist must identify invasive plant species within the project impact area during the pre-construction phase. Treatment and disposal methods must be	44	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction							Avoidance/minimization

Date of ECR: August 2025

## ENVIRONMENTAL COMMITMENTS RECORD

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approved by the Caltrans biologist prior to vegetation removal.											
<b>BIO-13: Invasive Species Control.</b> Vehicle Washing: Comply with 2024 SSP or latest version. It will be required that the contractor will wash equipment prior to entering the project site. The biologist will coordinate with the resident engineer and contractor in order to inspect the vehicles and equipment prior to the initiation of work to verify that they have been washed.	44	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction							Avoidance/ minimization

Date of ECR: August 2025

## ENVIRONMENTAL COMMITMENTS RECORD

(State Route 18 Bridge Deck Overlay  
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PM 95.4

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							Date / Initials	Date / Initials	YES	NO	
<b>BIO-14: Rare Plant Surveys, Flagging and Fencing.</b> Within 1 week prior to construction, a preconstruction survey must be conducted by a contractor-supplied biologist for beaver dam breadroot, Booth's evening primrose, Mojave monardella, Mojave monkeyflower, San Bernardino aster, Torrey's box-thorn, and other rare plants within the Project Impact Area. Any rare plant species identified must be flagged for visual identification to construction personnel for work avoidance. Rare plant	53	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction							Avoidance/minimization

Date of ECR: August 2025

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species detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.											
<b>BIO-15: Rare Plant Translocation.</b> If a rare plant, including but not necessarily limited to beaver dam breadroot, Booth's evening primrose, Mojave monardella, Mojave monkeyflower, San Bernardino aster, and Torrey's box-thorn, is found within the job site and cannot be fenced but can survive transplantation, the	54	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction, Construction							Avoidance/ minimization

Date of ECR: August 2025

# ENVIRONMENTAL COMMITMENTS RECORD

## (State Route 18 Bridge Deck Overlay Project)

08-SBd-18  
PM 95.4

Project Phase:

- PA/ED (DED/FED)
- PS&E Submittal \_\_\_\_\_ %
- Construction

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PN 0820000162  
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							Date / Initials	Date / Initials	YES	NO	
contractor-supplied biologist must contact the Caltrans biologist to determine the time and suitable translocation area for the plant species to be moved. Additional requirements and actions must be determined at the time such a situation occurs.											
<b>BIO-16: Preconstruction Nesting Bird Survey.</b> If project activities cannot avoid the nesting season, generally regarded as February 1 to September 30, then preconstruction nesting bird surveys must be conducted within 3 days prior to	73	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction							Avoidance/minimization

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construction by a qualified biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer must be established and monitored by the qualified biologist.											
<b>BIO-17: Riparian Bird Surveys.</b> In order to determine the presence/absence of least Bell's vireo, southwestern willow flycatcher, and other special-status riparian bird species within the study area, focused protocol surveys for these species shall be conducted by a qualified and	73	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction							Avoidance/ minimization

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USFWS-permitted biologist. The focused surveys shall follow approved USFWS protocols to survey for these species, which consists of eight surveys for least Bell's vireo spaced generally throughout the breeding season with ten-day intervals, and five surveys spaced five days apart for southwestern willow flycatcher, following notification to USFWS. If either species is found during the surveys, additional avoidance measures may be required. Caltrans will consult with USFWS to determine appropriate avoidance											

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measures to avoid impacts to either species.											
<b>BIO-18: Nesting Bird Avoidance.</b> Project construction shall be conducted in a manner to comply with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFG) to protect active bird/raptor nests. To the maximum extent feasible, construction activity and vegetation removal shall occur only outside of the breeding season for nesting birds, i.e. from October 1 through January 31, to avoid	73	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction, Construction							Avoidance/minimization

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impacts to nesting birds and raptors. If any construction activities must occur during the breeding season for nesting birds (February 1 through September 30), a pre-construction nesting bird survey of the project site and within 500 feet of all impact areas shall be conducted to determine the presence/absence of breeding birds and active nests. The nesting bird survey shall be performed by a qualified biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty											

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<p>Act and California Fish and Game Code Sections 3503, 3503.5, and 3513. If the Biologist does not find any active nests within 500 feet of the impact areas, the vegetation clearing/construction work shall be allowed to proceed.</p> <p>If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate buffer established around the nest, which will be determined by the biologist based on the species' sensitivity to disturbance. The</p>											

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nest area shall be avoided until the nest is vacated and/or the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing. On-site nest monitoring shall also be conducted when construction occurs in close proximity to an active nest buffer. No project activities may encroach into established buffers without the consent of a monitoring biologist. The buffer shall remain in place until it is determined the nestlings have											

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fledged and the nest is no longer considered active.											
<b>BIO-19: Southwestern Willow Flycatcher Critical Habitat.</b> No tree removal shall occur within the project impact area without prior approval of the Caltrans biologist and Caltrans Stewardship biologist. Tree trimming and vegetation removal shall be restricted to within 10 feet of the project impact area. Any work under the bridges is restricted to outside of the bird nesting season (i.e. work under the bridge should occur from	44	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction, Construction							Avoidance/ minimization

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October 1 to January 31), unless cleared by riparian bird survey indicating no presence. Use of vehicles, machinery, or "Cherry picker" lift devices for work under the SR-18 bridge is prohibited. Use of vehicles, machinery, and "Cherry picker" lift devices for work under the I-15 bridge requires a biological monitor. Any work under the bridges will be restricted to outside of the southwestern willow flycatcher and least Bell's vireo nesting season.											
<b>BIO-20: Nesting Bird Avoidance Plan.</b> Prior to	74	NESMI August 2025	District Design / District	Prior to Constru							Avoidance/ minimization

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proposed project construction, Caltrans or its construction contractor shall develop a project-specific Nesting Bird Avoidance Plan requiring Best Management Practices (BMPs) in accordance with local, state and federal guidelines pertaining to avian species protection. The Plan shall include BMPs to implement during construction to avoid potential impacts to nesting birds. BMPs shall include:  1) Refraining from parking vehicles or heavy equipment directly beneath active nests;			Environmental Planning / Resident Engineer / Contractor	ction, Construction							

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2) Prohibition of littering, containment of trash in established covered receptacles, and removal of all food-related trash from construction sites daily;  3) Checking parked vehicles and equipment daily for the presence of active nests;  4) Capping and covering any pipes or trenches to prevent birds from nest building. In addition, all personnel shall be advised of their responsibility under the applicable laws and regulations, including											

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avoidance of an active nest, should it be found.											
<b>BIO-21: Bat Monitoring and Protection Plan (BMPP).</b> A Bat Monitoring and Protection Plan must be developed and implemented in accordance with CDFW guidelines. No less than 90 days prior to initiating Project activities, including site preparation and staging, Caltrans will submit to CDFW for review and approval a Bat Monitoring and Protection Plan (BMPP). The BMPP shall be prepared by the CDFW-approved bat biologist following completion	60	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction							Avoidance/minimization

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of the bat surveys so the information gathered during that survey can be used to inform the development of the measures. The BMPP will include project-specific avoidance and minimization measures to ensure that impacts to bats are avoided. The BMPP shall be created in coordination with, and be implemented by, the CDFW-approved bat biologist. The BMPP shall include, at a minimum: monitoring protocols; survey timing and duration; procedures and frequency of direct reporting to CDFW; and project-specific											

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avoidance and minimization measures including, but not limited to: project phasing and timing; installation and monitoring of exclusionary materials, where and when appropriate; monitoring of project-related noise, vibration, and lighting; and installation of buffers.											
<b>BIO-22: Species Avoidance.</b> Construction activities at the bridge shall be initiated outside of the bat maternity season (April 1 through August 31) to the greatest extent feasible. Construction activities shall be initiated in	61	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction							Avoidance/minimization

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<p>the fall after young are volant but prior to the onset of seasonal torpor; generally, the period between September 1 and October 15 should be targeted for construction start.</p> <p>Bat exclusion can be done at other times of the year outside of the maternity season; bat hibernation season (torpor) in the winter should also be avoided. Bats should be excluded from work areas prior to April 15 of the construction year. Exclusion should be done selectively, and only to the extent necessary. See the BMPP for</p>											

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exclusion methods and materials.											
<b>BIO-23: Clearing and Grubbing of Vegetation.</b> No clearing and grubbing of vegetation, or tree trimming should occur on or near the bridge during the pre-construction phase, before bat exclusion. Bats are sensitive to changes in the surrounding environment and the clearing or trimming of vegetation can increase the amounts of light and sound pollution in their habitat.	61	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction							Avoidance/ minimization
<b>BIO-24: Bat Exclusion.</b> If it is determined that bat exclusion	61	NESMI August 2025	District Design / District	Final Design,							

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is necessary, and for situations involving lost maternity roosting habitat, exclusion should occur after the maternity season ends and during early fall when possible (September 1–October 15) when bats begin to disperse. Bat exclusion can be done at other times of the year as long as it is done outside of the maternity season (i.e. prior to April 15); Bat hibernation season (torpor) in the winter should also be avoided. See the BMPP for details on bat exclusion.			Environmental Planning / Resident Engineer / Contractor	Prior to Construction							

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<b>BIO-25: Bat Replacement Habitat.</b> Replacement habitat for bats excluded from the bridge structure shall be provided no more than 1-mile from the bridge, with a capacity equivalent to the capacity of the crevices from which the bats are excluded, plus the capacity of the bat houses which are removed. The capacity of a typical 3-foot long Oregon wedge roost is estimated as 50 bats; this would replace 3 feet of excluded crevice roost. It is suggested that concrete "Oregon Wedge" or "Panels" should be utilized as the roost	61	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction							Avoidance/minimization

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replacement structures. See the BMPP for details on the bat replacement habitat.											
<b>BIO-26: Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing.</b> No more than 1 week prior to project activities, a contractor-supplied biologist must perform a preconstruction survey within the PIA for rare insect host plants, including but not necessarily limited to shadscale/fourwing saltbush ( <i>Atriplex canescens</i> ) and milkweed ( <i>Asclepias</i> sp.). Should any rare insect host	85	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction							Avoidance/minimization

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plants be found, the Resident Engineer and Caltrans biologist must be contacted, and the host plants must be flagged by the contactor-supplied biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.											
<b>BIO-27 Riparian Habitat Protection.</b> Riparian/riverine features on-site should be avoided to the maximum	74	NESMI August 2025	District Design / District Environmental Planning /	Prior to Constru ction,							Avoidance/ minimization

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extent possible. Clearing and grubbing of vegetation in the riverbed, riverbank, and river channel is prohibited unless protocol surveys show that riparian birds are absent during the appropriate season prior to construction, and the designated biologist determines that suitable nesting habitat for riparian bird species will not be impacted. Clearing and grubbing, and vegetation trimming on or near the bridges is prohibited during bird nesting season (February 1- September 30).			Resident Engineer / Contractor	Constru ction							

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<b>BIO-28 Bat Roosting Habitat.</b> Replacement bat roosts on the I-15 Mojave River Bridge have been proposed and approved by the Project Development Team (PDT) which will provide adequate replacement bat habitat that should support the same temperature regime, location, and search image as the currently occupied bat roosts on the SR-18 Mojave River Bridge. The replacement bat roosts on the I-15 Mojave River Bridge will be in the form of concrete Oregon wedges/panels which will	62	NESMI August 2025	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction							Mitigation

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							Date / Initials	Date / Initials	YES	NO	
provide the most permanent and stable habitat for similar space, shape retention, and thermal characteristics as on the existing bat roosts on the SR-18 Mojave River Bridge structure. The temperature of the concrete panels on the underside of the I-15 Mojave River Bridge (the soffit) will remain warmer than the ambient temperature throughout most of the night, which will provide good night roosting habitat at a nearby location.											
<b>TRAFFIC AND TRANSPORTATION/BICYCLE AND PEDESTRIAN FACILITIES</b>											

Date of ECR: August 2025

# ENVIRONMENTAL COMMITMENTS RECORD

## (State Route 18 Bridge Deck Overlay Project)

08-SBd-18  
PM 95.4

- Project Phase:  
 PA/ED (DED/FED)  
 PS&E Submittal \_\_\_\_\_ %  
 Construction

EA 08-1L830  
 PN 0820000162  
 Generalist: Vivian Ho  
 ECL:

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance		Measure Type
							Date / Initials	Date / Initials	YES	NO	
<b>TRA-1:</b> Prior to construction, a TMP will be prepared to minimize potential impacts on emergency services and commuters during construction.	52	ISMND	District Design / District Traffic Management / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction							Avoidance/minimization
<b>HAZARDOUS WASTE / MATERIALS</b>											
<b>HAZ-1:</b> Should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction will be followed.	42	ISMND	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction							Avoidance/minimization

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							Date / Initials	Date / Initials	YES	NO	
<b>HAZ-2:</b> Project will be performed in accordance with Caltrans Standard Specifications Section 7-1.02K(6)(j)(iii) "Unregulated Earth Material Containing Lead".	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	Prior, During Construction							Avoidance/minimization
<b>HAZ-3</b> Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.09 "Minimal Disturbance of Regulated Material Containing Aerially Deposited Lead".	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	During Construction							Avoidance/minimization

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							Date / Initials	Date / Initials	YES	NO	
<b>HAZ-4</b> Project will be performed in accordance with Caltrans Standard Specifications Section 36-4 "Residue Containing Lead From Paint and Thermoplastic".	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	During Construction							Avoidance/minimization
<b>HAZ-5</b> Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.14 "Treated Wood Waste".	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	Prior, During Construction							Avoidance/minimization
<b>HAZ-6</b> Project will be performed in accordance with Caltrans Standard Specifications Section 6-1.03	1	ISA Checklist Update	District Design / District Environmental Engineering /	During Construction							Avoidance/minimization

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							Date / Initials	Date / Initials	YES	NO	
"Local Material", for Title 22 metals and aerially deposited lead (ADL).			Resident Engineer / Contractor								
<b>HAZ-7</b> Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.05B "Liner" (liner used for stockpiling project soil materials containing hazardous waste).	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	During Construction							Avoidance/minimization
<b>HAZ-8</b> Project will be performed in accordance with Caltrans Standard Specifications Section 14-9.02 "Air Pollution Control" [National Emission Standards for Hazardous Air Pollutants	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	Prior, During Construction							Avoidance/minimization

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							Date / Initials	Date / Initials	YES	NO	
(NESHAP) notification for air pollution control during demolition or soil disturbance].											
<b>HAZ-9</b> Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.16 "Asbestos Containing Construction Materials in Bridges".	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	Prior, During Construction							Avoidance/minimization
<b>HAZ-10</b> Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.08 "Regulated Materials	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	Prior, During Construction							Avoidance/minimization

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							Date / Initials	Date / Initials	YES	NO	
Containing Aerially Deposited Lead".											
<b>HAZ-11</b> Project will be performed in accordance with Caltrans Standard Specifications Section 84-9.03B "Remove Traffic Stripes and Pavement Markings Containing Lead".	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	Prior, During Construction							Avoidance/minimization
<b>HAZ-12</b> Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.13 "disturbance of Existing Paint Systems on Bridges".	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	Prior, During Construction							Avoidance/minimization

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							Date / Initials	Date / Initials	YES	NO	
<b>HAZ-13</b> Project will be performed in accordance with Caltrans Standard Specifications Section 59.2 "Painting Structural Steel".	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	Prior, During Construction							Avoidance/minimization
<b>Greenhouse Gas Emissions</b>											
<b>GHG-1:</b> The contractor must comply with Standard Specification 7-1.02C (Emissions Reduction) which requires that the contractor certify awareness of CARB emissions reduction regulations and will comply with them.	38	ISMND	District Design / District Environmental Engineering / Resident Engineer / Contractor	Construction							Avoidance/minimization

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							Date / Initials	Date / Initials	YES	NO	
<b>GHG-2:</b> The Project will maintain equipment in proper tune and working condition.	39	ISMND	Resident Engineer / Contractor	Constru ction							Avoidance/ minimization



## Appendix C List of Acronyms and Abbreviations

Acronym	Definition
AB	Assembly Bill
ADL	aerially deposited lead
APE	area of potential effects
Basin	South Coast Air Basin
BMPs	best management practices
CAFE	Corporate Average Fuel Economy
CALFIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH <sub>4</sub>	methane
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
CTP	California Transportation Plan
dBA	a-weighted decibels
DOT	Department of Transportation
ECR	Environmental Commitments Record
EO	Executive Order
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
HFCs	hydrofluorocarbons
I-15	Interstate 15
ISA	Initial Site Assessment
LBP	lead-based paint
LCFS	low carbon fuel standard
LED	light-emitting diode
Leq(h)	hourly equivalent sound level
LOD	limits of disturbance
LRA	local responsibility area
MLD	Most Likely Descendant
MMTCO <sub>2</sub> e	million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zones
N <sub>2</sub> O	nitrous oxide
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System

<b>Acronym</b>	<b>Definition</b>
PIA	project impact area
PM	Post Mile
PM <sub>10</sub>	particulate matter 10 micrometers or less
PM <sub>2.5</sub>	particulate matter 2.5 micrometers or less
PRC	Public Resources Code
ROG	reactive organic gas
ROW	right of way
RSA	resource study area
RTP	Regional Transportation Plan
RWQCB	California Regional Water Quality Control Board
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SER	Standard Environmental Reference
SF <sub>6</sub>	sulfur hexafluoride
SIP	State Implementation Plan
SLR	sea-level rise
SO <sub>2</sub>	sulfur dioxide
SR-18	State Route 18
TMP	Traffic Management Plan
USC	United States Code
USEPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGCRP	U.S. Global Change Research Program
VMT	vehicle miles traveled

## **Appendix D** List of Technical Studies

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Historic Property Survey Report, March 2023

Initial Site Assessment (ISA) Checklist. January 2021.

Initial Site Assessment (ISA) Checklist – Update. April 2024

Initial Site Assessment (ISA) Checklist – Update. June 2025

Natural Environment Study (Minimal Impacts), August 2025

Scoping Questionnaire For Water Quality Issues. August 2025

Site Investigation and Hazardous Materials Survey Report. June 2025

Supplemental Historic Property Survey Report, July 2023

Supplemental Historic Property Survey Report (2nd), August 2025

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