State Route 62 Pavement Preservation

08-SBD-62-PM 70.0/79.5
08-RIV-62-PM 79.5/85.0
EA: 08-1M250 Project No. 0821000110

Draft Initial Study with Proposed Negative Declaration

Prepared by the
State of California Department of Transportation

October 2025

General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in San Bernardino and Riverside counties in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. To request an electronic version of this document, please send an email to: D8.1M250.Comments@dot.ca.gov

- We welcome your comments. If you have any comments about the proposed project, send your written comments to Caltrans by the deadline.

- Submit comments via U.S. mail to:
  Caltrans District 8
  Division of Environmental Planning
  Attn: Hannah Duarte, Acting Branch Chief
  464 W. 4th Street, 6th Floor, MS 820
  San Bernardino, CA 92401-1400

- Submit comments by the deadline: December 20, 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) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

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 write to or call Caltrans, Attention: Eric Dionne, Chief, Public and Media Affairs, 464 W. 4th Street, San Bernardino, CA 92401, or use the California Relay Service 1-800-735-2929 (TTY), 1-800-735-2929 (Voice), or 711.

SCH Number: _____
08-SBD-62-PM 70.0/79.5
08-RIV 62-PM 79.5/85.0
EA: 1M250/Project No.: 0821000110

Pavement Preservation on State Route 62 from post miles 70.0 to 79.5 in San Bernardino County and from post miles 79.5 to 85.0 in Riverside County

DRAFT INITIAL STUDY
with Proposed Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

10/24/2025

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

Date

The following individual can be contacted for more information about this document:
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hannah.duarte@dot.ca.gov

State Clearinghouse #: _____

Proposed Negative Declaration (ND)

Pursuant to: Division 13, Public Resources Code

Project Description

This project is located on State Route 62 (SR-62) from post mile 70.00 to Rice Road post mile 85.0, east of the city of Twentynine Palms in San Bernardino and Riverside Counties. It is proposed to use Partial Depth Recycling (PDR) with 0.20' Rubberized Hot Mix Asphalt Gap Graded (RHMA-G) Overlay for main lanes and shoulders, and replace existing rumble strips. Road Widening is not included in the scope of work.

Determination

This proposed ND is included to give notice to interested agencies and the public that it is Caltrans intent to adopt a ND for this project. This does not mean that Caltrans decision regarding the project is final. This ND 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, Agricultural and Forest Resources, Biological Resources, Cultural Resources, Geology and Soils, Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Mineral Resources, Population and Housing, Recreation, Tribal Cultural Resources, Utilities, and Wildfires.

The proposed project would have less than significant effects to: Air Quality, Energy, Greenhouse Gas Emissions, Public Services, Transportation.

_____ _____

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

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Table of Contents

Table of Contents iv

Chapter 1 Proposed Project 1

1.1 Introduction 1

1.2 Purpose and Need 1

1.3 Project Description 1

1.4 Project Alternatives 4

1.4.1 Build Alternative 4

1.4.2 No-Build (No-Action) Alternative 4

1.4.3 Nonstandard Design Features 4

1.5 Identification of a Preferred Alternative 4

1.6 Discussion of the NEPA Categorical Exclusion 5

1.7 Permits and Approvals Needed 5

Chapter 2 CEQA Evaluation 6

2.1 CEQA Environmental Checklist 6

2.1.1 Aesthetics 7

Avoidance, Minimization, and/or Mitigation Measures 7

2.1.2 Agriculture and Forest Resources 8

Avoidance, Minimization, and/or Mitigation Measures 9

2.1.3 Air Quality 9

Avoidance, Minimization, and/or Mitigation Measures 11

2.1.4 Biological Resources 12

Avoidance, Minimization, and/or Mitigation Measures 13

2.1.5 Cultural Resources 14

Avoidance, Minimization, and/or Mitigation Measures 15

2.1.6 Energy 15

Avoidance, Minimization, and/or Mitigation Measures 16

2.1.7 Geology and Soils 16

Avoidance, Minimization, and/or Mitigation Measures 17

2.1.8 Greenhouse Gas Emissions 18

Avoidance, Minimization, and/or Mitigation Measures 18

2.1.9 Hazards and Hazardous Materials 19

Avoidance, Minimization, and/or Mitigation Measures 20

2.1.10 Hydrology and Water Quality 21

Avoidance, Minimization, and/or Mitigation Measures 23

2.1.11 Land Use and Planning 24

Avoidance, Minimization, and/or Mitigation Measures 24

2.1.12 Mineral Resources 24

Avoidance, Minimization, and/or Mitigation Measures 25

2.1.13 Noise 25

Avoidance, Minimization, and/or Mitigation Measures 25

2.1.14 Population and Housing 26

Avoidance, Minimization, and/or Mitigation Measures 26

2.1.15 Public Services 27

Avoidance, Minimization, and/or Mitigation Measures 27
2.1.16 Recreation 28
Avoidance, Minimization, and/or Mitigation Measures 28
2.1.17 Transportation 29
Avoidance, Minimization, and/or Mitigation Measures 29
2.1.18 Tribal Cultural Resources 30
Avoidance, Minimization, and/or Mitigation Measures 31
2.1.19 Utilities and Service Systems 32
Avoidance, Minimization, and/or Mitigation Measures 33
2.1.20 Wildfire 33
Avoidance, Minimization, and/or Mitigation Measures 33
2.1.21 Mandatory Findings of Significance 34
Chapter 3 Climate Change 36
Regulatory Setting 36
Environmental Setting 37
Project Analysis 41
Greenhouse Gas Reduction Strategies 43
Adaptation Strategies 46
Chapter 4 Comments and Coordination 51
Chapter 5 References 52
Appendix A Title VI Policy Statement 55
Appendix B List of Preparers 56
Appendix C Distribution List 57
Appendix D List of Technical Studies 60
Appendix E Environmental Commitments Record 61

Chapter 1 Proposed Project

1.1 Introduction

The project is located on State Route 62 (SR-62) from post mile 70.00 to Rice Road post mile 85.0, east of the city of Twentynine Palms in San Bernardino and Riverside counties. Caltrans proposes to use Partial Depth Recycling (PDR) with 0.20' Rubberized Hot Mix Asphalt Gap Graded (RHMA-G) Overlay for main lanes and shoulders, and replace existing rumble strips. Road widening is not included in the scope of work. The proposed scope of work will stay within existing State right of way and/or existing Prescriptive Rights and is adjacent to public lands (National Park Service and Bureau of Land Management).

1.2 Purpose and Need

Purpose:

The purpose of this project is to maintain existing pavement in good condition, extend the life service of the facility, and improve the ride quality.

Need:

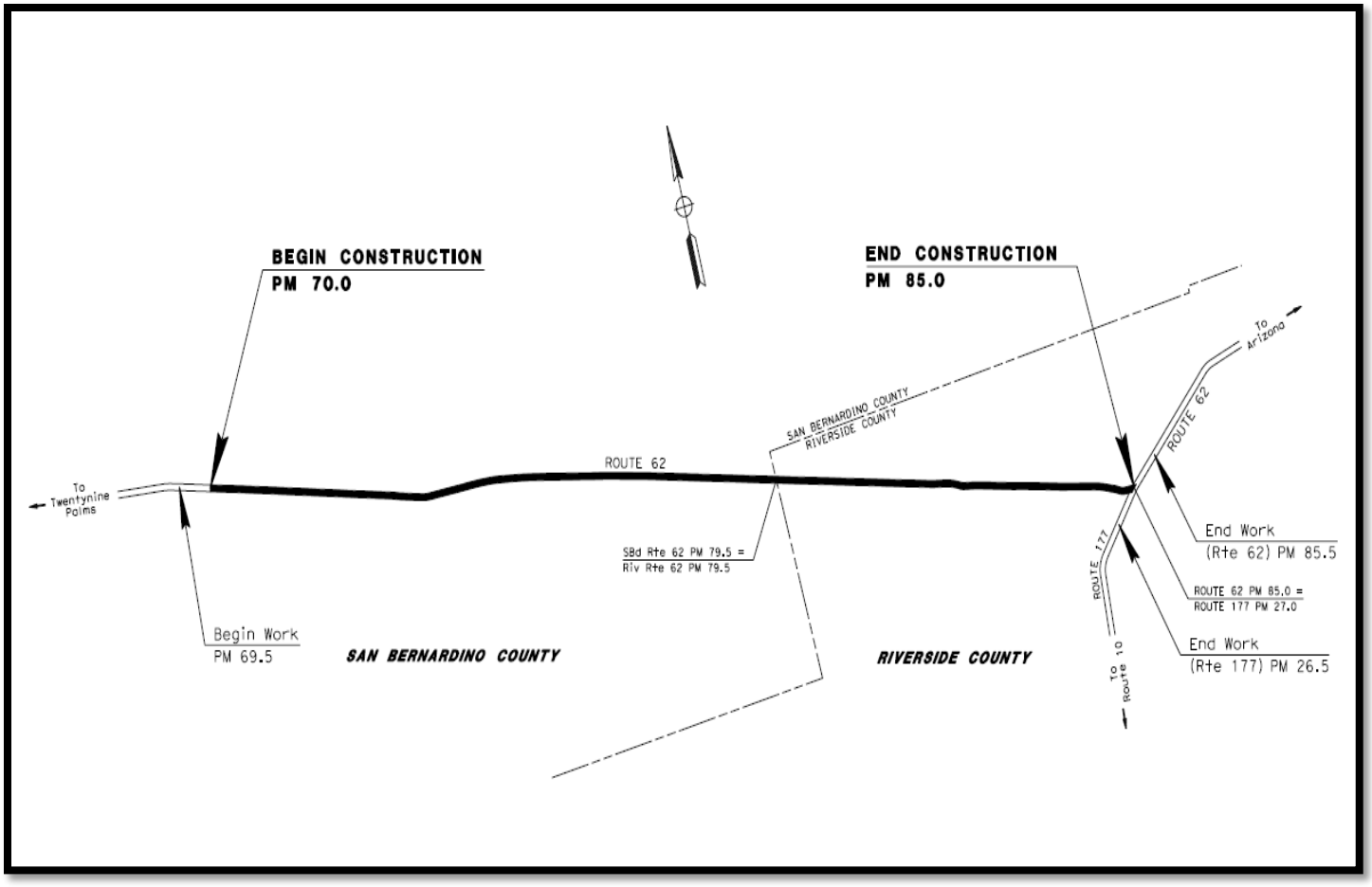
This project is needed to address deficiencies of the pavement. The existing pavement is showing distress and deterioration. As indicated in the California Department of Transportation's (Caltrans) Pavement Condition Summary Report (PaveM), there are areas of longitudinal and transverse cracking and poor ride quality that needs maintenance.

1.3 Project Description

The scope of work includes the following:

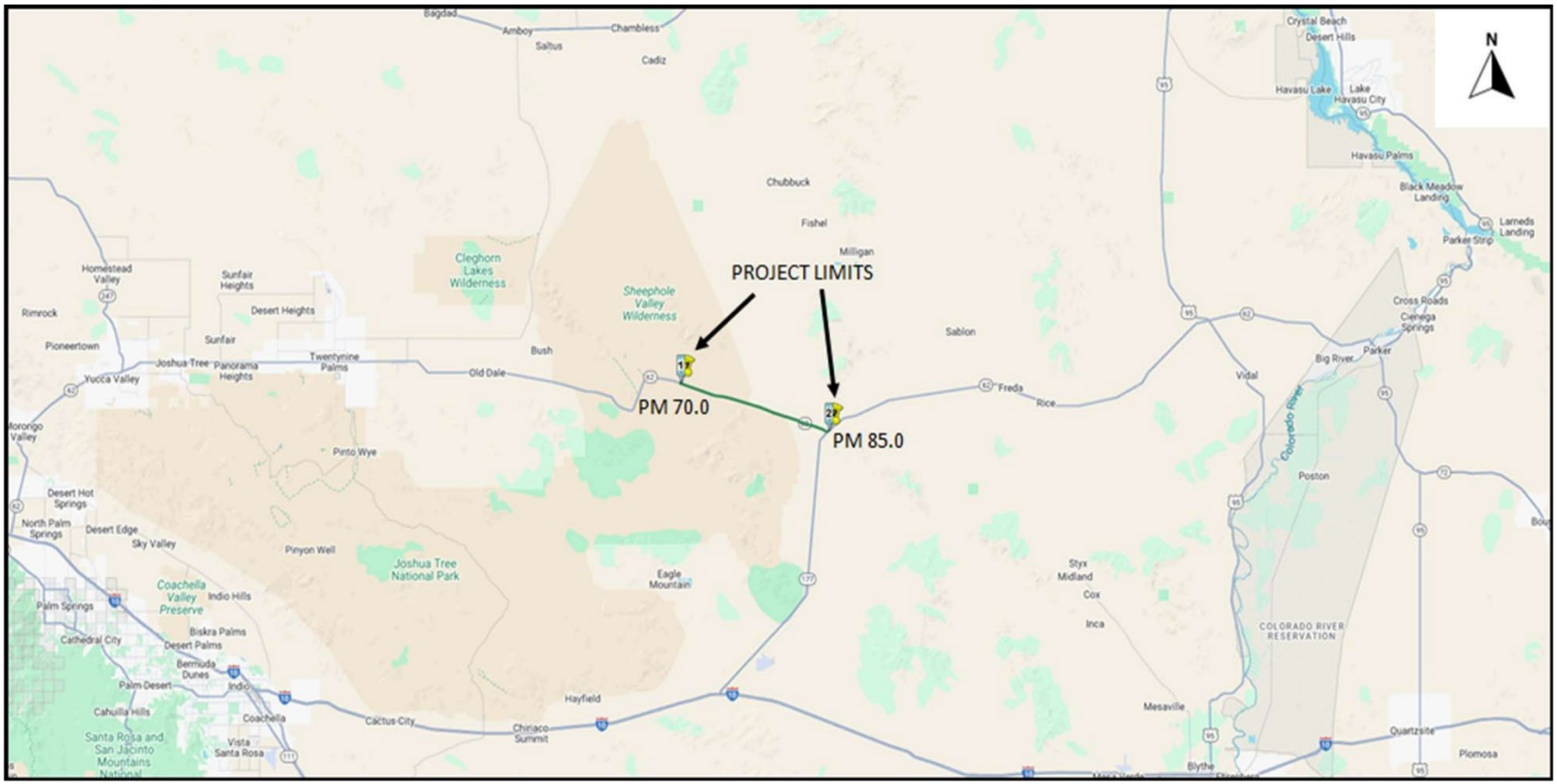
- 0.35'Cold In-Place Recycling (CIR) for main lanes and shoulders
- 0.20' Hot Mix Asphalt (HMA) Overlay for main lanes and shoulders
- Restripe all lanes
- Add Shoulder Backing
- Upgrade Inductive Loop Detectors (4, Type E)
- Raise Asphalt Concrete (AC) Aprons to match the new pavement profile

Figure 1-1 Project Vicinity Map



On Route 62, in San Bernardino and Riverside Counties from PM 70.0 to PM 85.0 (Rice Road).

Figure 1-2 Project Location Map



1.4 Project Alternatives

A No-Build Alternative and one Build Alternative are being considered.

1.4.1 Build Alternative

This alternative consists of the improvements described above in Section 1.1 Introduction, which includes Cold In-Place Recycling and HMA Overlay for main lanes and shoulders.

This project is located on State Route 62 (SR-62) from post mile 70.00 to Rice Road post mile 85.0, east of the city of Twentynine Palms in San Bernardino and Riverside Counties. It is proposed to use Partial Depth Recycling (PDR) with 0.20' Rubberized Hot Mix Asphalt Gap Graded (RHMA-G) Overlay for main lanes and shoulders, and replace existing rumble strips. Road Widening is not included in the scope of work.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are listed later in this chapter under “Standard Measures and Best Management Practices (BMPs) Included in All Alternatives.”

1.4.2 No-Build (No-Action) Alternative

This alternative would maintain the facility in its existing condition. No improvements would be made to the existing pavement and the facility would continue to deteriorate. This alternative does not meet the project purpose and need.

1.4.3 Nonstandard Design Features

This minor pavement rehabilitation project will not degrade existing roadway geometric features or create deviations from current design standards. There are no nonstandard features proposed with this project.

1.5 Identification of a Preferred Alternative

After the public circulation period, all comments received will be considered, and Caltrans will then select a preferred alternative and make the final determination of the project’s effect on the environment. Under CEQA, if no unmitigable, significant, adverse impacts are identified, Caltrans will prepare a Negative Declaration.

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy Act (NEPA). When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).

1.7 Permits and Approvals Needed

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

Table 1. Required Permits, Reviews, and Approvals

Agency	Permit/Approval	Status
State Water Resources Control Board (SWRCB)	National Pollutant Discharge Elimination System (NPDES) Statewide Stormwater Permit (Order No. CAS000003) and Construction General Permit (Order No. WQ 2022-0033-DWQ, NPDES No. CAS000003)	Caltrans is under authority for both permits and would submit a Notice of Intent to implement the Construction General Permit.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A “No Impact” answer reflects this determination. The questions in this checklist 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.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project, as well as the appropriate technical report, and no further discussion is included in this document.

2.1.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Response to Items a), b), c), and d): No Impact. This project is located on State Route 62 (SR-62) from post mile 70.0 to Rice Road post mile 85.0, east of the city of Twentynine Palms in San Bernardino and Riverside Counties. Considering the information included in the Questionnaire to Determine Visual Impact Assessment (VIA) Level prepared for the project, the project character will be highly compatible with the visual character of the existing landscape and will not create a new source of substantial light or glare. The proposed project will also not be sensitive to viewer groups with regard to visible changes as a result of the project. The project will not result in a cumulative adverse change in the visual quality or character of the existing landscape. No visual resource impacts are anticipated as a result of the project and no further visual technical study is required.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Aesthetics.

2.1.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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; as such, the proposed project is anticipated to have no effect on farmlands.

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. Sections of the project are located within Joshua Tree National Park and includes property managed by Bureau of Land Management

(BLM). However, the proposed scope of work will occur within the existing, disturbed Caltrans right of way (ROW) so it 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

No measures are required for Agriculture and Forest Resources.

2.1.3 Air Quality

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

Responses to Item a), b), and c): Less Than Significant Impact. 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 improvements, which is not expected to conflict with air quality plans.

The project would restore the existing facility to a state of good repair that requires minimal maintenance, extends the life of the facility, and improves ride quality. As such, the project has been evaluated by Caltrans to be exempt and falls under the exemption category of “Pavement Rehabilitation” 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 less than significant 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 construction-related activities. Emissions from construction equipment are also expected. However, these emissions would be temporary, lasting only during the duration of construction, and limited to the immediate area surrounding the construction site.

Caltrans Construction Emissions Tool (Cal-CET) was used to estimate construction and Greenhouse Gas (GHG) emissions. The GHG estimates for construction emissions on-road/offsite operations have been deduced as Carbon Dioxide Equivalent (CO_{2e}) in lbs/day and tons during the 100 days of construction activity. See tables below:

Table 2-1. Summary of Project Emissions and Fuel Consumption

	TOG	ROG	CO	NO_x	PM10	$PM_{2.5}$	CO_2	CH_4	N_2O	BC	HFC	Diesel Fuel	Gasoline Fuel
Daily Average (lbs/day)	7.400	6.949	36.020	48.761	113.654	14.469	11907	0.275	0.618	2.083	0.311	417	126
Maximum Daily Average (lbs/day)	10.698	10.043	66.989	68.109	2754.257	276.042	16835	0.433	1.148	3.060	0.671	615	316
Annual Average (tons/year)	0.185	0.174	0.901	1.219	2.841	0.362	298	0.007	0.015	0.052	0.008	20,859	6,309

Table 2-2. Pollutants Greenhouse Gas (GHG)

	CO_2	CH_4	N_2O (Nitrous Oxide)	BC	HFC
Daily Average (lbs/day)	11907	0.275	0.618	2.083	0.311
Annual Average (tons/year)	298	0.007	0.015	0.052	0.008
CO_2 Equivalent (lbs/day)	5768	6.88	184.16	3432.78	1252.40

California GHG Inventory 2000-2019 (2021 Edition) for California Air Resources Board based on Per IPCC 4th Assessment, 100 Years GWP=Global Warming Potential; CH4=(25); N2O=(298); GWP – HFC=(124-14,800)-Avg, 4027; Black Warming Potential (GWP) of 4,470, and a 100-year GWP of 1,055-2,240 -Avg BC (Black Carbon) =1648; (BC) = GWP for 20-year Global, Ton = 2000 lbs 260.5 working days/year

Total Greenhouse Gas as CO_{2e} (CO_2 Equivalent) per day: = 16,783.22 lbs/day

Project Construction GHG as CO_{2e} (CO_2 Equivalent) during 100 days const. activity: = 839 tons

Operation

The proposed project involves improving functionality of SR-62 and restoring the facility to a condition that requires minimal maintenance, extends the life of the facility, and improves ride quality. As such, long-term operations would not result in impacts to air quality.

Response to Item d): Less Than Significant Impact.

Construction

Some phases of construction are expected to result in short-term odors in the immediate area surrounding the construction 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 be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

The project would be constructed in compliance with Caltrans' Standard Specifications, Section 14-9 "Air Quality" and Caltrans' specifications for the control of construction-generated emissions.

2.1.4 Biological Resources

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

Response to Item a), b), c), d), e), and f): No Impact. Information for this section was taken from the Natural Environmental Study – No Effect Memo prepared for the project in August of 2025.

Work will occur within the right of way in already disturbed pavement and shoulder areas.

Caltrans has determined that the project will result in “No Effect” on any federally-listed species or their Designated Critical Habitat, and no formal or informal Section 7 consultation is required. Caltrans has also determined, in accordance with the California Endangered Species Act, the project will result in “No Take” of State-listed as threatened, endangered, fully protected, or candidate species. The project will not result in any Species of Special Concern (SSC) to trend toward a State-listed status.

Work will occur within the ROW in already disturbed paved roadway surfaces and unpaved bladed areas of the roadway prism. Caltrans does not anticipate impacts to jurisdictional waters of the U.S. or the State. With the implementation of the avoidance measures below, the project will have no temporary or permanent impacts to species identified in the project species lists. No permits (Regional Water Quality Control Board (RWQCB) Section 401 of the Clean Water Act (CWA), Waste Discharge Requirements (WDR) under the Porter-Cologne Water Quality Control Act, U.S. Army Corps of Engineers (USACE) Section 404 of the CWA, or CDFW Section 1602 Lake and Streambed Alteration Agreement) will be required.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of the following measures, the proposed project would result in No Effect, No Take, and No Impact to special status species.

- BIO-General 1 – Equipment Staging, Storing, and Borrow Sites: All staging, storing, and borrow sites require the approval of the Caltrans Biologist.

- BIO-General 2 – Temporary Artificial Lighting Restrictions: To address potential impacts to desert tortoise, artificial lighting must be directed at the job site to minimize light spillover onto habitat areas, if project activities occur at night.

- BIO-General 4 – Pre-construction surveys: Pre-construction surveys for desert tortoise must be conducted by a qualified contractor-supplied biologist within the Project Impact Area and any staging areas within 14 days prior to project activities and following a habitat suitability assessment. If one of the species listed above or other special status species is located, the Resident Engineer and Caltrans Biologist must be contacted and additional measures and/or agency coordination may be required.

- BIO-General 6 – Species Avoidance: If during project activities a desert tortoise is discovered within the project site, all construction activities must stop within 50 feet of the discovery, and the Caltrans Biologist and Resident Engineer must be notified. Coordination with CDFW and USFWS may be required prior to restarting activities.

- BIO-General 7 – Worker Environmental Awareness Program (WEAP): A qualified contractor-supplied biologist must present a biological resource information program/WEAP for desert tortoise prior to project activities to all personnel that would be present within the project limits for longer than 30 minutes at any given time.

- BIO-General 8 – Biological Monitor: A qualified contractor-supplied biologist must monitor project activities daily as they progress throughout the length of the project limits to ensure that measures intended to protect desert tortoise during construction are being implemented and documented. This will include ensuring

that work equipment, vehicles, and personnel do not enter habitat areas, and stopping work if a desert tortoise enters the work area.

- BIO-General-PSM 1: Agency Notification & Reporting Requirements: Any listed species within or near the job site, or as specified in BIO-General-6, found alive, injured, or dead during the implementation of the Project must be immediately reported to the Resident Engineer and Caltrans Biologist. The Caltrans Biologist must then notify the Resource Agencies. Veterinary treatment and/or final deposition must follow Resource Agencies' approval. Monitoring reports must include WEAP Training and be submitted to the Resources Agencies on a timeframe to be determined.

- BIO-Avian-1 – Preconstruction Nesting Bird Survey: If project activities cannot avoid the nesting season, generally regarded as Feb 1 – Sept 30, then preconstruction nesting bird surveys must be conducted in areas of appropriate habitat adjacent to the project impact area 3 days prior to construction by a contractor-supplied biologist to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer may be established and monitored by the contractor-supplied biologist.

2.1.5 Cultural Resources

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

Response to Items a) and b): No Impact. Information from this section was taken from the Historic Property Survey Report (HPSR) prepared for the project in June of 2025. Caltrans, pursuant to Section 106 PA Stipulation IX.A, has determined a Finding of No Historic Properties Affected is appropriate for this undertaking because there are no historic properties within the Area of Potential Effects (APE). Also, Caltrans has determined there are no historical resources present, as outlined in CEQA Guidelines 15064.5(a). Archaeological sensitivity is very low as work will not extend through the established roadbed or extend passed the established berms or

Caltrans ROW. All work is within highly disturbed areas subject to regular maintenance.

Response to Item c): No Impact. No human remains have been identified within the project area. With the implementation of the measures listed below, impacts to potentially undiscovered human remains would be avoided or minimized.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required. However, the following avoidance and/or minimization measures would be implemented to minimize potential impacts during construction.

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

CR-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, Environmental Branch Chief: (909) 501- 5142, and Julie Scrivner, DNAC (909) 260-8265. Further provisions of PRC 5097.98 are to be followed as applicable.

2.1.6 Energy

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

Response to Items a) and b): Less Than Significant Impact. Construction of the project would require relatively minor amounts of energy resources. 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. The project would also not conflict or obstruct any local or state plans for renewable energy or energy efficiency. The project would restore the facility to a

condition that would require minimal maintenance, extend the life of the facility, and improve the ride quality of vehicles traveling along SR-62. As such, operation of the proposed project is not expected to result in a wasteful, inefficient, or unnecessary consumption of energy resources and the impacts are anticipated to be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Energy.

2.1.7 Geology and Soils

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

Response to Item a i), a ii), a iii), a iv): No Impact. This is a pavement preservation project, which does not propose the construction of habitable structures and, therefore, would not expose people or structures to strong seismic ground shaking greater than what currently exists. Due to the nature of project scope, construction and operation of the proposed project has no potential to cause or exacerbate rupture of an earthquake fault, strong ground shaking, or seismic-related ground failure, including liquefaction. The project is relatively flat, and landslides are less of a concern in the Desert Region of these two counties due in part to the low annual precipitation levels. Also, the project is not located directly adjacent to mountainous terrain. As such, the project site is not at risk for landslides.

Response to Item b): Less Than Significant Impact. Erosion control measures would be used to address site soil stabilization during construction. These include erosion control Best Management Practices (BMPs) as part of the Stormwater Pollution Prevention Plan (SWPPP). With implementation of these standardized measures, no short-term direct or indirect adverse impacts related to soil compaction or erosion would occur during construction of the build alternative.

Response to Item c): No Impact. The proposed project is for pavement preservation on an existing highway. There would be no impacts related to unstable geological unit or soil resulting in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

Response to Item d): No Impact. The proposed project is not in area of expansive soils or liquefaction. Impacts are not anticipated in this regard.

Response to Item e): No Impact. The project does not propose septic tanks or alternative waste water disposal systems. No impact would occur.

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

Avoidance, Minimization, and/or Mitigation Measures

Measures WQ-1 and WQ-2 (see section 2.1.10, Hydrology and Water Quality) would be implemented to minimize soil erosion.

2.1.8 Greenhouse Gas Emissions

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

Response for Item a): Less Than Significant Impact. Considering the project area is a pavement preservation project and would not increase vehicle capacity on SR-62, no operational impacts on GHG emissions are anticipated. Also, the project is doing Partial Depth Recycling (PDR) and recycling a portion of the existing pavement to minimize waste. However, project construction would result in temporary, short-term increases of GHG emissions from construction vehicles and machinery.

Construction activities would generate 839 tons of CO_{2e} over the 100-day construction period. Environmental impacts resulting from project GHG emissions are considered to be less than significant.

The measures listed below would be implemented to minimize construction emissions.

Response for Item b): No Impact. The project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required. However, the following measures would be implemented in the project to reduce GHG emissions produced during construction.

GHG-1: The project will include cold in-place recycling which will extend the pavement service life and recycle natural resources. This treatment will also reduce emissions and energy use associated with processing and hauling these materials.

GHG-2: During construction, implement Caltrans' Standard Specifications Section 7-1.02A and 7 1.02C, Emissions Reduction; which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations.

GHG-3: Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.

GHG-4: The project will maintain equipment in proper tune and working condition.

GHG-5: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.

2.1.9 Hazards and Hazardous Materials

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

Response to Item a) and b): No Impact. Based on the Initial Site Assessment (ISA) Checklist done in September of 2025, the proposed project has a low risk of potentially hazardous waste involvement.

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

Response to Item d): No Impact The project is not on a site included in the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, which is also known as the Cortese List.

Response to Item e): No Impact. The project site is not within an airport land use plan and it is not within two miles of a public airport or public use airport.

Response to Item f): Less Than Significant Impact. According to the San Bernardino County Countywide Plan, State Route 62 is a designated evacuation route. The project would result in roadway improvements which would benefit the existing route and any evacuation plan, and not impair or interfere with it.

Implementation of a Transportation Management Plan (TMP) in compliance with Caltrans and local policies would involve planning with emergency service providers throughout the project construction to avoid emergency service delays.

Response to Item g): No Impact. The project would not require installation of infrastructure that would exacerbate wildfire risks.

Avoidance, Minimization, and/or Mitigation Measures

In effort to avoid and/or minimize potential impacts, the following measures shall be implemented.

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

HAZ-2: In the Design phase of the project, the following Caltrans Standard Specs would be added to the Project Scope & Estimate (PS&E) package:

- SSP 7-1.02K(6)(j)(iii) Submit Lead Compliance Plan as an informational submittal.
- SSP 84-9.03B Non Hazardous Striping/Marker

2.1.10 Hydrology and Water Quality

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

Response to Item a): Less Than Significant Impact. The potential temporary effects of the proposed project on water quality in the area are anticipated to come from runoff during construction, including erosion. The National Pollutant Discharge Elimination System (NPDES) permits issued by State Water Resources Control Board (SWRCB) set limits on discharges, schedules for compliance, special conditions, and monitoring programs. These permits also limit discharges, set water quality standards, and establish a monitoring program of the waste discharge. Potential impacts of the proposed project on existing water quality include temporary increases in sediments, oil, grease, and chemical pollutants that collect in stormwater runoff.

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. Coverage under the Construction General Permit (CGP) for stormwater discharges associated with construction activities and land disturbance activities, Order No. WQ 2022-0057-DWQ, NPDES No. CAS 000002, would also be required during the construction phase of the 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.

A SWPPP will be prepared for the project to control pollutants, and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction. Temporary construction site BMPs would be implemented to reduce or eliminate pollutants in stormwater discharges. A site-specific Construction Site Monitoring Program would be developed as part of the SWPPP, prior to the start of construction, and revised as necessary to reflect project revisions.

Compliance with the NPDES requirements would further reduce such 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 hydraulics conditions. Prior to approval of the final design of the project, applicable post-construction BMPs would be identified to ensure that applicable Caltrans selection and siting criteria have been achieved. Deployment of BMPs would reduce long-term water quality impacts due to implementation of the proposed project. Therefore, less than significant water quality impacts are anticipated.

The project is not located in a Significant Trash Generating Area.

Response to Item b): No Impact. Ground disturbance is anticipated to be shallow and as such, groundwater is not anticipated to be affected by the proposed project.

Response to Item c) (i), (ii), (iii), and (iv): No Impact. There is no change to existing impervious areas. The project would not alter the alignment of a stream or the configuration of a water body. Temporary impacts are anticipated to be minimized with the implementation of construction BMPs to minimize construction runoff and a SWPPP would be prepared and approved prior to construction in order to protect disturbed surface area.

Response to Item d): No Impact. Due to the distance from the Pacific Ocean and other large bodies of water, potential for inundation by seiche, tsunami, or mudflow is considered very unlikely. The project is not expected to risk the release of pollutants due to project inundation.

Response to Item e): No Impact. The proposed project would not conflict with or obstruct implementation of a Water Quality Control Plan nor a groundwater management plan.

Avoidance, Minimization, and/or Mitigation Measures

The following Caltrans Standard Measures will be included for Hydrology and Water Quality:

WQ-1: Treatment control BMPs will be implemented to the maximum extent practicable, consistent with the requirements of the NPDES permit and Waste Discharge requirements.

WQ-2: The proposed Project will comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Order No. 2022-0033-DWQ, NPDES No. CAS000003, and any subsequent permits in effect at the time of construction.

The proposed Project will comply with the Construction General Permit by preparing and implementing a SWPPP to address issues related to construction-related activities, equipment, and materials that have the potential to affect water quality. The SWPPP is a project-specific document which includes the site's risk level during construction, includes guidelines for monitoring and reporting, and provides Erosion Control Plan and BMPs details for the construction site. The SWPPP also includes Construction Site BMPs, which are implemented to minimize sediment and erosion during construction. The SWPPP will identify the sources of pollutants that may affect the quality of stormwater and include BMPs to control the pollutants, such as sediment control measures, catch basin inlet protection, construction materials management, and non-stormwater BMPs.

2.1.11 Land Use and Planning

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Response to Item a) and b): No Impact. The proposed project is within a primarily undeveloped and sparsely populated area of the Mojave Desert. No residences or businesses are located within the project area. No relocation of residences or businesses and no change in land use would occur as result of the proposed project. As such, the project would be consistent with the existing land use. The proposed project would not divide an established community, as there are none within or near the project area.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Land Use and Planning.

2.1.12 Mineral Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Response to Item a), b): No Impact. No known mineral resources are within the proposed project area. The proposed project would not result in a loss of locally-important mineral resource.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Mineral Resources.

2.1.13 Noise

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Response to Item a): No Impact. Implementation of the project would not result in noise impacts. Construction noise would be short term and intermittent during the construction period; therefore, noise impacts would last only during the duration of construction. There are no structures near the project; therefore, there are no noise-sensitive receptors located within or near the project. The project is not adjacent to or within a community. No construction noise impacts would occur because there are no residences or businesses in the immediate vicinity of the project.

Response to Item b): No Impact. Any groundborne noise or vibration would be limited to the construction period and would be short-term in duration and would occur in an area that experiences noise levels consistent with an active interstate highway. Because there are no noise- or vibration-sensitive uses located in the immediate project vicinity, no impacts would occur.

Response to Item c): No Impact. The proposed project is not located within two miles of an airport and there are no habitable structures near the proposed project. Therefore, no noise impacts related to air traffic would occur.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Noise.

2.1.14 Population and Housing

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Response to Item a) and b): No Impact. The project is a pavement preservation project and would not induce population growth in the area. No residences or businesses are located within the project area. Right of way acquisitions and relocations would not be required. No impacts on population and housing would occur as a result of the proposed project.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Population and Housing.

2.1.15 Public Services

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

Response to Fire and Police Protection): Less Than Significant Impact. No fire or police stations would be acquired or displaced and the proposed project would not affect the level of service along SR-62. Implementation of a construction-period Transportation Management Plan (TMP) (measure TRA-1; refer to Section 2.1.17 Transportation), which is prepared for all Caltrans highway projects, would ensure that access is maintained to and from the project area and that the police service providers are notified prior to the start of construction activities; therefore, less than significant impacts are anticipated.

Response to Schools: No Impact. No schools are located near the project vicinity. Therefore, there would be no short-term nor long-term impacts from construction or operation of the proposed project.

Response to Parks: No Impact. Sections of the project are located within Joshua Tree National Park however, the proposed project is for pavement preservation on existing roadway, and all work is expected to be done within Caltrans right of way, with no impacts to the park. Also, no temporary construction easements are anticipated.

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

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.16 Recreation

Question:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Response to Items a) and b): No Impact. The purpose of the project is pavement preservation to extend the life service of the facility, and improve the ride quality. 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

No measures are required for Recreation.

2.1.17 Transportation

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

Response to Item a) No Impact. As a pavement preservation project, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Response to Item b): Less Than Significant Impact. As the project involves pavement improvements to SR-62, it does not involve any capacity increasing elements and therefore, the project is unlikely to induce measurable and substantial increases in vehicle miles traveled (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, less than significant impacts are anticipated in this regard.

Response to Item c): No Impact. Due to the nature of the scope of work, it would not substantially increase hazards because of a design feature or incompatible uses. In general, the proposed project would improve highway functionality. Therefore, no impacts are anticipated in this regard.

Response to Item d): Less Than Significant 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 proposed 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.

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.18 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Response to Items a) and b): No Impact. "No Impact" determinations in this section are based on the HPSR approved for the project by Caltrans in June of 2025 which evaluated potential impacts within the APE.

All work for the pavement preservation would be conducted within the existing, disturbed Caltrans right of way. A cultural resources review was also performed which included reviews of location maps, aerial photography, historic topographic maps, and the conceptual design footprint. Based on the reviews, the project would have no potential to affect tribal cultural resources

The Native American Heritage Commission (NAHC) was contacted on October of 2024, and responded on November 8, 2024 with negative sacred lands file (SLF) results. In consultation with the DNAC, a total of nine (9) groups were contacted: Aqua Caliente Band of Cahuilla Indians, Cahuilla Band of Indians, Morongo Band of Mission Indians, Quechan Tribe of the Fort Yuma Reservation, Yuhaaviatam of San Manuel Nation, formally San Manuel Band of Mission Indians, Santa Rosa Band of Cahuilla Indians, Serrano Nation of Mission Indians, Soboba Band of Luiseno Indians, and Twenty-Nine Palms Band of Mission Indians.

To date only two tribes have responded, the Quechan Tribe of Fort Yuma Reservation and the Yuhaaviatam of San Manuel Nation.

- The Quechan Tribe of Fort Yuma Reservation (1/13/25) has stated that they do not wish to comment on the project.
- The Yuhaaviatam of San Manuel Nation (1/16/25) stated they wish to consult on the project and requested documents when they are ready. A copy of the HPSR was sent on May 28, 2025. Yuhaaviatam of San Manuel Nation also responded later (6/24/25), stating they have language they would like added to the project and be notified if any sites are uncovered during construction. Yuhaaviatam of San Manuel Nation will be notified should any new precontact sites be identified. The language that was provided by the Tribe is covered under Caltrans Standard Spec, CR-1 and CR-2, shown below.

Tribal consultation is an ongoing process throughout the life of the project; as such, Caltrans will continue to consult with all interested Tribes as responses are received.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required. However, the following avoidance and/or minimization measures would be implemented to minimize potential impacts during construction:

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

CR-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, Environmental Branch Chief: (909) 501- 5142, and Julie Scrivner, DNAC (909) 260-8265. Further provisions of PRC 5097.98 are to be followed as applicable.

2.1.19 Utilities and Service Systems

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

Response to Item a): No Impact. There are no utilities within the project area. Thus, no utility impacts would be expected.

Response to Item b): No Impact. The proposed 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 proposed project, no impacts are anticipated on water supplies.

Response to Item c): No Impact. Construction of the project would not generate the need for additional wastewater treatment. No impacts would occur.

Response to Item d): No Impact. Implementation of the project would generate a minimal amount of solid waste. During operation of the facility, the project would not generate solid waste. Furthermore, it is Caltrans' policy to recycle construction materials whenever possible. Opportunities to salvage and recycle items would also be considered. As such, the project is not expected to impair the attainment of the state's solid waste reduction goals.

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Utility and Service Systems.

2.1.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Response to Items a), b), c) and d): No Impact. The proposed project is not in a State Responsibility Area and is not near any classified Fire Hazard Severity Zones. The desert landscape is not prone to wildfire hazards. However, due to the nature of the scope of work, construction or operation would not expose persons or structures to wildlife spread, or require installation or maintenance of infrastructure that may exacerbate fire risk. Since the project is to preserve the existing roadway, it would benefit the evacuation route, not impair it.

Avoidance, Minimization, and/or Mitigation Measures

No measures are proposed.

2.1.21 Mandatory Findings of Significance

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

Response to Item a): No Impact. The project site is within existing, disturbed Caltrans right of way. The proposed project is pavement preservation. The project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal.

Response to Item b): No Impact. The purpose of this project is to maintain existing pavement in good condition, extend the life service of the facility, and improve the ride quality. There are no other Caltrans projects in the vicinity.

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are proposed.

Chapter 3 Climate Change

Climate Change

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

Human activities generate GHGs consisting primarily of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

The impacts of climate change are already being observed in the form of sea level rise, drought, 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 (CAFE) standards for on-road motor vehicles sold in the United States. The U.S. 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 (U.S. EPA 2021). 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 (ARB) 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 on State Route 62, east of the City of Twentynine Palms and is in the Desert Climate Region. State Route 62 within the project limits is a two-lane highway. The highway runs west to east and provides for interstate and interregional travel between California and Arizona states via San Bernardino and Riverside counties. The project is in a rural and undeveloped area, lacking in

pedestrian traffic, and partially within protected lands and special use areas (Joshua Tree National Park). It is a vital route in the national defense network serving the United State Marine Corps Air/Ground Combat Training Center in Twentynine Palms.

GHG Inventories

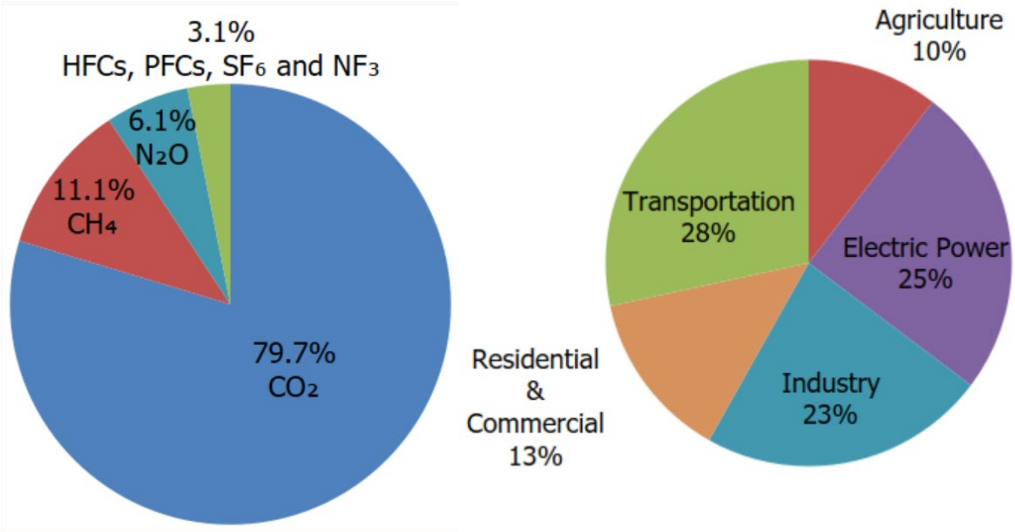
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission 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_2, 11% were CH_4, and 6% were N_2O; the balance consisted of fluorinated gases. From 1990 to 2022, CO_2 emissions decreased by only 2% (U.S. EPA 2024a).

The transportation sector's share of total GHG emissions remained at 28% in 2022 and continues to be the largest contributing sector (Figure 3-1). Transportation activities accounted for 37% of U.S. CO_2 emissions from fossil fuel combustion in 2022. This is a decrease of 0.5% from 2021 (U.S. EPA 2024a, 2024b).

Figure 3-1 U.S. 2022 Greenhouse Gas Emissions

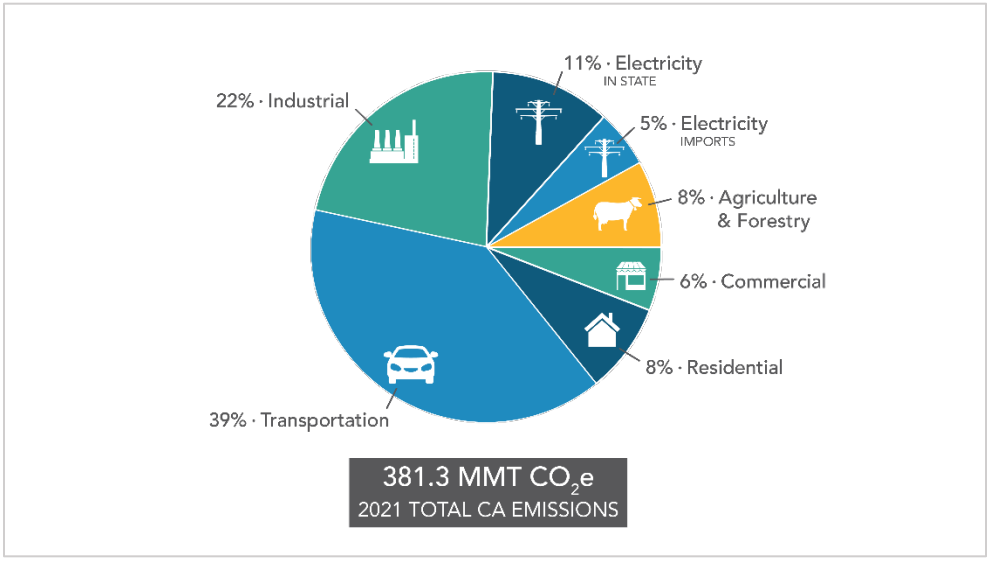


(Source: U.S. EPA 2024b)

State GHG Inventory

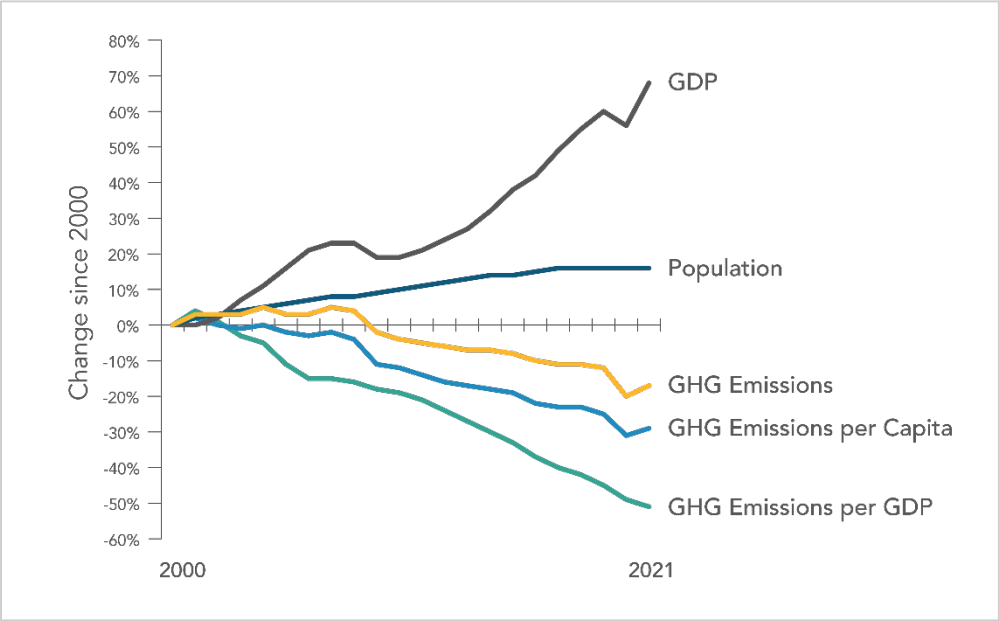
ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2021 despite growth in population and state economic output (Figure 3-3). Transportation emissions remain the largest contributor to GHG emissions in the state (Figure 3-2) (ARB 2023).

Figure 3-2. California 2021 Greenhouse Gas Emissions by Economic Sector



(Source: ARB 2023)

Figure 3-3 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 sue 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 B30-15 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 and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (May 2024)	• Integrated Multimodal Network • Expand Public Transit Network • Strategic Capacity and Technology Enhancements to Existing Highways • Identify Projects that Add and Enhance Walking and Biking Facilities • Transportation Systems Improvement • Transportation Demand Management
San Bernardino Countywide Plan (September 2022)	• Policy NR-1.7: Greenhouse gas reduction targets. We strive to meet the 2040 and 2050 greenhouse gas emission reduction targets in accordance with state law. • Policy NR-1.8: Construction and operations. We invest in County facilities and fleet vehicles to improve energy efficiency and reduce emissions. We encourage County contractors and other builders and developers to use low-emission construction vehicles and equipment to improve air quality and reduce emissions.
San Bernardino County Regional Greenhouse Gas Reduction Plan (March 2021)	• Reduction plan to reduce jurisdictional GHG emissions, as well as state-mandated actions.
Riverside County General Plan (July 2018)	Air Quality Element • Policy AQ 20.3: Reduce VMT and GHG emissions by improving circulation network efficiency.
Riverside County Climate Action Plan (2019)	• Keep the County in line with the State's GHG reduction goals.

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_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent", or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.)

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 proposed project is a minor pavement rehabilitation project and will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR-62, 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 emissions of GHGs would be 839 tons CO_{2e} over the approximately 100-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 proposed project will address distress and deterioration to existing pavement. The purpose of the project is to maintain the pavement in good condition, extend the life service of the facility, and improve ride quality. Construction GHG emissions would result during the construction phase at different levels, with overall construction GHG emissions of 839 tons CO_{2e}. Furthermore, as this project would not increase the number of travel lanes on SR-62, 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 2022b).

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

The *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 and 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 Caltrans 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 project will include cold in-place recycling which will extend the pavement service life and recycle natural resources. This treatment will also reduce emissions and energy use associated with processing and hauling these materials.

GHG-2: During construction, implement Caltrans' Standard Specifications Section 7-1.02A and 7 1.02C, Emissions Reduction; which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations.

GHG-3: Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.

GHG-4: The project will maintain equipment in proper tune and working condition.

GHG-5: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.

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

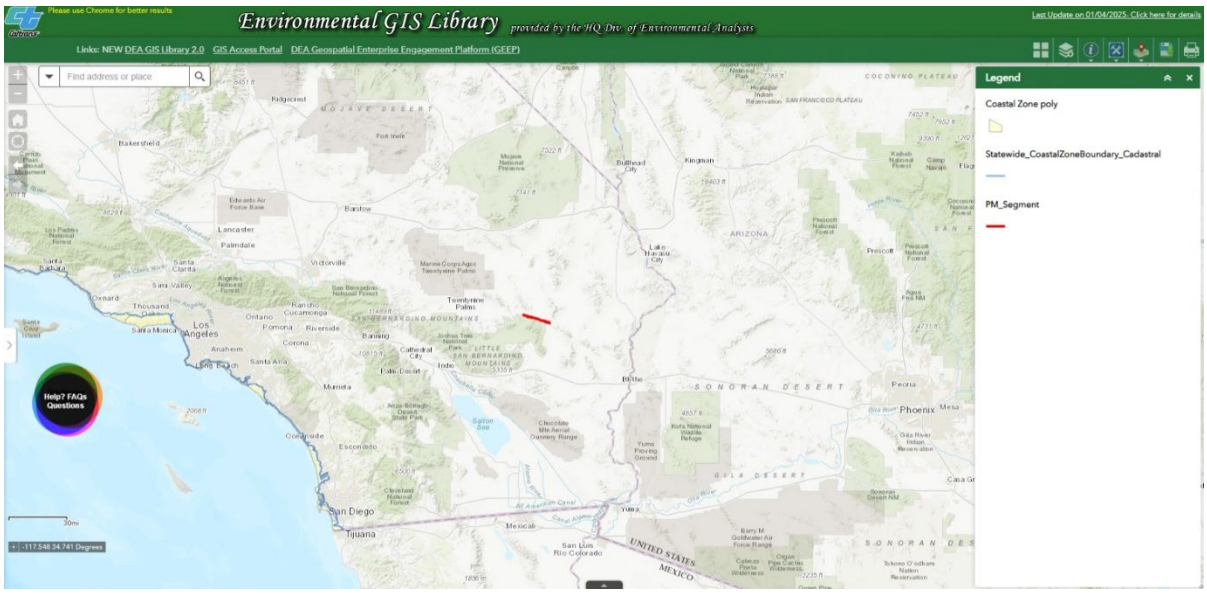
Caltrans Sustainability Programs

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 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

According to the Federal Emergency Management Agency Flood Insurance Rate Map, the project is not within a floodplain.

Based on the Caltrans District 8 Climate Change Vulnerability Assessment Map (Caltrans 2019), the percent change projected in 100-year precipitation depth by 2055 is 1.1-1.8% and 1.2-1.4% by 2085 within the project area.

Wildfire

The proposed project is not in a State Responsibility Area and is not near any classified Fire Hazard Severity Zones. The desert landscape is not prone to wildfire hazards.

The Caltrans District 8 Climate Change Vulnerability Assessment does not identify the project area as being within a Wildfire Exposure region. The average 7-day maximum temperature is expected to increase by 5.79-5.84 degrees Fahrenheit by 2055 and 9.8-10 degrees Fahrenheit by 2085.

The District 8 Climate Change Vulnerability Assessment does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices.

Chapter 4 Comments and Coordination

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.

Public Participation

This Draft Initial Study will be circulated and made available for public review and comment during the public review period. The Notice of Availability for this Draft Initial Study will be distributed to the federal, state, regional, and local agencies and elected officials, as well as interested groups, organizations, and individuals, as listed in Appendix C, Distribution List.

Chapter 5 References

Climate Change

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Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

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

September 2025

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 or at (916) 639-6392, or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

Dina El-Tawansy (Sep 12, 2025 16:52:12 PDT)
DINA A. EL-TAWANSY
Director

"Improving lives and communities through transportation."

Appendix B List of Preparers

The following personnel contributed to the preparation of this document.

California Department of Transportation

- Hannah Duarte, Environmental Studies D, Acting Branch Chief
- Jeanine Porter, Associate Environmental Planner
- Ronn Knox, Associate Environmental Planner/Natural Sciences
- Steven Holm, Associate Environmental Planner/Archaeologist
- Chun-Sheng Wang, Branch Chief, Biological Studies
- Donald Chang, Transportation Engineer/Environmental Engineering
- Fatima Islam, Transportation Engineer/Environmental Engineering
- Olufemi Odufalu, Environmental Engineering Branch Chief

Appendix C Distribution List

A public notice of this IS and/or a Notice of Intent to Adopt a Negative Declaration was distributed to federal, state, regional, and local agencies, elected officials, and utilities and service providers. In addition, all property owners and occupants within a 500-foot radius of the project limits were provided the Notice of Intent. The Distribution List of Public Agencies, Elected Officials, and Service Providers is followed by the list of Interested parties, Property Owners, and Interested Parties.

Elected Officials

State

Assembly Member Tom Lackey
CA Assembly District 34
14955 Dale Evans Parkway
Apple Valley, CA 92307

Local

San Bernardino County Board of Supervisors
Supervisor Dawn Rowe
District 3
385 N. Arrowhead Ave., Fifth Floor
San Bernardino, CA 92415-0110

Riverside County Board of Supervisors
Supervisor V. Manuel Perez
Fourth District
78-015 Main Street, Suite 205
La Quinta, CA 92253

Mayor Steven Bilderain
City of Twentynine Palms
6136 Adobe Road
Twentynine Palms, CA 92277

City of Twentynine Palms
Councilmember, Octavious Scott
District 4
6136 Adobe Road
Twentynine Palms, CA 92277

Federal Agencies

U.S. Fish and Wildlife Service
777 E. Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262

U.S. Bureau of Land Management
Palm Springs-South Coast Field Office
1201 Bird Center Drive
Palm Springs, CA92262

U.S. Army Corps of Engineers
LA District – Regulatory Division
District Commander
P.O. Box 532711
915 Wilshire Blvd., Suite 980
Los Angeles, CA 90053-2325

Joshua Tree National Park
Attn: Kendall Neisess
74485 National Park Drive
Twentynine Palms, CA 92277

Marine Corps Air Ground Combat Center
Twentynine Palms, CA 92278-8200

State Agencies

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

California Highway Patrol
Administrator
430 S. Broadway
Blythe, CA 92225

California Highway Patrol
870 Morongo Basin
63683 29 Palms Highway
Joshua Tree, CA 92252

Metropolitan Water District of Southern CA
Randy Smith
Desert Region Unit
drsmith@mwdh2o.com

Regional and Local Agencies

San Bernardino County
Dept. of Public Works
825 East Third Street
San Bernardino, CA 92415

San Bernardino County
Public Information Officer
385 N. Arrowhead Avenue
San Bernardino, CA 92415-0110

County of Riverside
Public Information Officer
4080 Lemon Street
Riverside, CA 92501

City of Twentynine Palms
City Manager, Stone James
6136 Adobe Road
Twentynine Palms, CA 92277

San Bernardino County Sheriff's Dept.
Robert Warrick, Captain
63665 29 Palms Hwy
Joshua Tree, CA 92252

Morongo Basin Sheriff's Station
6527 White Feather Road
Joshua Tree, CA 92252

San Bernardino County Fire Department
Station 44
6560 Adobe Road
Twentynine Palms, CA 92277

Property Owners and Interested Parties

Los Angeles SMSA LTD
425 Market St., Fl 30th
San Francisco, CA 94105

Jeffrey Scott Holmberg or Current Occupant
P.O. Box 390643
Anza, CA 92539

Parcel Owner
1111 Jackson St. #700
Oakland, CA 94607

Ronald Samuel Gabriel or Current Occupant
10830 Lindbrook Dr. Apt 9
Los Angeles, CA 90024

Appendix D List of Technical Studies

Environmental Study Request Memorandum - Air Quality Review. 5/1/25

Construction GHG Emissions Estimate Memorandum. 5/1/25

Environmental Study Request Memorandum - Noise Review. 5/14/25

Scoping Questionnaire for Water Quality Issues. 4/10/25

Initial Site Assessment (ISA) Checklist. 9/3/25

Biological NES - No Effect Memo. 8/26/25

Historic Property Survey Report (No Adverse Effect). 6/25/25

Appendix E Environmental Commitments Record

Permit Type	Agency	Date Received	Expiration	Notes
N/A	N/A	N/A	N/A	

Date of ECR: October 2025

ENVIRONMENTAL COMMITMENTS RECORD
(Pavement Preservation)

08-SBd/Riv 62
PM:
70.0/79.5;79.5/85.0

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

EA 08-1M250
PN 0821000110
Generalist:Jeanine Porter
ECL: TBD

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	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
AIR QUALITY									
AQ-1 The project would be constructed in compliance with Caltrans' Standard Specifications, Section 14-9 "Air Quality" and		Initial Study, Chapter 2, Section 2.1.3, Air Quality	Resident Engineer, Contractor		SSP 14-9				x

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							Date / Initials	YES	NO
Caltrans' specifications for the control of construction-generated emissions.									
BIOLOGICAL RESOURCES									
BIO-General 1 – Equipment Staging, Storing, and Borrow Sites: All staging, storing, and borrow sites require the approval of the Caltrans Biologist.	N/A	NES-No Effect Memo dated 9/26/25	Project Biologist/Resident Engineer, Contractor						x
BIO-General 2 – Temporary Artificial Lighting Restrictions: To address potential impacts to desert tortoise, artificial lighting must be directed at the job site to minimize light spillover onto habitat areas, if project activities occur at night.	N/A	NES-No Effect Memo dated 9/26/25	Project Biologist/Resident Engineer, Contractor						x

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							Date / Initials	YES	NO
BIO-General 4 – Pre-construction surveys: Pre-construction surveys for desert tortoise must be conducted by a qualified contractor-supplied biologist within the Project Impact Area and any staging areas within 14 days prior to project activities and following a habitat suitability assessment. If one of the species listed above or other special status species is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.	N/A	NES-No Effect Memo dated 9/26/25	Project Biologist/Resident Engineer, Contractor						x
BIO-General 6 – Species Avoidance: If during project activities a desert tortoise is discovered within	N/A	NES-No Effect Memo dated 9/26/25	Project Biologist/Resident						x

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							Date / Initials	YES	NO
the project site, all construction activities must stop within 50 feet of the discovery, and the Caltrans biologist and Resident Engineer must be notified. Coordination with CDFW and USFWS may be required prior to restarting activities.			Engineer, Contractor						
BIO-General 7 – Worker Environmental Awareness Program (WEAP): A qualified contractor-supplied biologist must present a biological resource information program/WEAP for desert tortoise prior to project activities to all personnel that would be present within the project limits for longer than 30 minutes at any given time.	N/A	NES-No Effect Memo dated 9/26/25	Project Biologist/Resident Engineer, Contractor						x

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							Date / Initials	YES	NO
BIO-General 8 – Biological Monitor: A qualified contractor-supplied biologist must monitor project activities daily as they progress throughout the length of the project limits to ensure that measures intended to protect desert tortoise during construction are being implemented and documented. This will include ensuring that work equipment, vehicles, and personnel do not enter habitat areas, and stopping work if a desert tortoise enters the work area.	N/A	NES-No Effect Memo dated 9/26/25	Project Biologist/Resident Engineer, Contractor						x
BIO-General-PSM 1: Agency Notification & Reporting Requirements: Any listed species within or near the job site, or as	N/A	NES-No Effect Memo dated 9/26/25	Project Biologist/Resident Engineer, Contractor						x

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							Date / Initials	YES	NO
specified in BIO-General-6, found alive, injured, or dead during the implementation of the Project must be immediately reported to the Resident Engineer and Caltrans Biologist. The Caltrans Biologist must then notify the Resource Agencies. Veterinary treatment and/or final deposition must follow Resource Agencies' approval. Monitoring reports must include WEAP Training and be submitted to the Resources Agencies on a timeframe to be determined.									
BIO-Avian-1 – Preconstruction Nesting Bird Survey: If project activities cannot avoid the nesting season, generally regarded as Feb 1	N/A	NES-No Effect Memo dated 9/26/25	Project Biologist/Resident Engineer, Contractor						x

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							Date / Initials	YES	NO
– Sept 30, then preconstruction nesting bird surveys must be conducted in areas of appropriate habitat adjacent to the project impact area 3 days prior to construction by a contractor supplied biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer may be established and monitored by the contractor-supplied biologist.									
CULTURAL RESOURCES									

Date of ECR: October 2025

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							Date / Initials	YES	NO
CR-1: If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.		Initial Study, Chapter 2, Section 2.1.5, Cultural Resources	Resident Engineer, Contractor						x
CR-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely		Initial Study, Chapter 2, Section 2.1.5, Cultural Resources	Resident Engineer, Contractor						x

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							Date / Initials	YES	NO
Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909) 501-5142 and Julie Scrivner, DNAC: (909) 260-8265. Further provisions of PRC 5097.98 are to be followed as applicable.									
GREENHOUSE GAS EMISSIONS									
GHG-1: The project will include cold in-place recycling which will extend the pavement service life and recycle natural resources. This treatment will also reduce emissions and energy use associated with processing and hauling these materials..		Initial Study, Chapter 2, Section 2.1.8, Greenhouse Gas Emissions	Resident Engineer, Contractor						x

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							Date / Initials	YES	NO
GHG-2: During construction, implement Caltrans' Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction; which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations.		Initial Study, Chapter 2, Section 2.1.8, Greenhouse Gas Emissions	Resident Engineer, Contractor		SSP 7-1.02A and 7-1.02C				x
GHG-3: Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.		Initial Study, Chapter 2, Section 2.1.8, Greenhouse Gas Emissions	Resident Engineer, Contractor						x
GHG-4: The project will maintain equipment in proper tune and working condition.		Initial Study, Chapter 2, Section 2.1.8,	Resident Engineer, Contractor						x

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							Date / Initials	YES	NO
		Greenhouse Gas Emissions							
GHG-5: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.		Initial Study, Chapter 2, Section 2.1.8, Greenhouse Gas Emissions	Resident Engineer, Contractor						x
HAZARDOUS WASTE									
HAZ-1: Should any previously unknown hazardous waste/material be encountered during construction; Caltrans Hazards Procedures for Construction will be followed.	N/A	ISA Checklist dated September 2025	Resident Engineer, Contractor						x
HAZ-2: In the Design phase, the following Caltrans Standard Specs would be added to the PS&E package:	N/A	ISA Checklist dated September 2025	Resident Engineer, Contractor		SSP 7-1.02K(6)(j)(iii)				x

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Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing / Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
- SSP 7-1.02K(6)(j)(iii) Submit Lead Compliance Plan as an informational submittal - SSP 84-9.03B Non Hazardous Striping/Marker					SSP 84-9.03B				
WATER QUALITY									
WQ-1: Treatment control BMPs will be implemented to the maximum extent practicable, consistent with the requirements of the NPDES permit and Waste Discharge requirements.		Initial Study, Chapter 2, Section 2.1.10, Hydrology and Water Quality	Resident Engineer, Contractor						x
WQ-2: The proposed Project will comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land		Initial Study, Chapter 2, Section 2.1.10, Hydrology and Water Quality	Resident Engineer, Contractor						x

Date of ECR: October 2025

ENVIRONMENTAL COMMITMENTS RECORD
(Pavement Preservation)

08-SBd/Riv 62
PM:
70.0/79.5;79.5/85.0

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

EA 08-1M250
PN 0821000110
Generalist:Jeanine Porter
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							Date / Initials	YES	NO
Disturbance Activities (Construction General Permit), Order No. 2022-0033-DWQ, NPDES No. CAS000003, and any subsequent permits in effect at the time of construction. The proposed Project will comply with the Construction General Permit by preparing and implementing a SWPPP to address issues related to construction-related activities, equipment, and materials that have the potential to affect water quality. The SWPPP is a project-specific document which includes the site's risk level during construction, includes guidelines for monitoring									

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							Date / Initials	YES	NO
and reporting, and provides Erosion Control Plan and BMPs details for the construction site. The SWPPP also includes Construction Site BMPs, which are implemented to minimize sediment and erosion during construction. The SWPPP will identify the sources of pollutants that may affect the quality of stormwater and include BMPs to control the pollutants, such as sediment control measures, catch basin inlet protection, construction materials management, and non-stormwater BMPs.									
TRANSPORTATION									

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							Date / Initials	YES	NO
TRA-1: Prior to construction, a TMP will be prepared to minimize potential impacts on emergency services and commuters during construction.		Initial Study, Chapter 2, Section 2.1.17, Transportation	Resident Engineer, Contractor						x