State Route 18 Roadway Improvements Project

San Bernardino County, California
District 08-SBd-18 (PM 31.7/49.3)
EA 08-1M410/PN 0821000104

Initial Study with Negative Declaration



Prepared by the
State of California Department of Transportation

March 2026

General Information About This Document

The California Department of Transportation (Caltrans) has prepared this Initial Study (IS) with Negative Declaration for the proposed Project in San Bernardino County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. The Initial Study circulated to the public for 30-days between December 11, 2025 and January 9, 2026. Comments received during this period are included in Chapter 3. Changes made to the document since the draft document circulation are shown as vertical bars in the margin. Minor editorial changes and clarifications are not shown. Additional copies of this document and the related technical studies are available for review at Caltrans District 8, 464 West 4th Street, San Bernardino, 92401.

Alternative formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Eric Dionne, Chief of Public and Media Affairs, 464 West Fourth Street, San Bernardino, 92401, (951) 232-3718 (Voice), or use the California Relay Service 1(800) 735-2929 (TTY to Voice), 1(800) 735-2922 (Voice to TTY), 1(800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1(800) 854-7784 (Spanish and English Speech-to-Speech) or 711.

SCH#2025120513
08-SBd-18 PM 31.7/49.3
EA 08-1M410/0821000104

Conduct roadway improvements and upgrades along State Route 18 from Post Mile 31.7 to 49.3 in San Bernardino County, California.

INITIAL STUDY
with Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

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

3/16/2026
Date

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San Bernardino, CA 92401-1400, (909) 472-5831, james.shankel@dot.ca.gov

State Clearinghouse #2025120513

Negative Declaration

Pursuant to Division 13, Public Resources Code

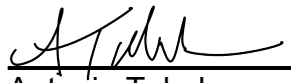
Project Description

The California Department of Transportation (Caltrans) will involve minor pavement rehabilitation, mill and overlay pavement, localized digouts, rock slope protection (RSP) repair, and reinforcement embankment for the slopes, end treatment and guardrail upgrade, upgrade of 32 curb ramps to Americans with Disabilities Act (ADA) standards, sidewalk installation, replacement of two types of culvert, corrugated metal pipe and masonry pipe installation, backfill of erosion features, reconstructing retaining wall with geogrid and crash cushion replacement. The project limits are from State Route 18 (SR-18)/State Route 330 (SR-330) separation to 0.25-mile east of Pine Knot Avenue on SR-18, in San Bernardino County.

Determination

Caltrans has prepared an Initial Study for this Project, and following public review, has determined from this study that the Project would not have a significant effect on the environment for the following reasons:

- The Project would have no effect on aesthetics, agriculture and forest resources, land use and planning, mineral resources, population and housing, public services, recreation, utility and service systems, and wildfires.
- The Project would have less than significant effects to air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation, and tribal cultural resources.



3/16/2026

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

Date

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Chapter 1 Proposed Project

Introduction

The California Department of Transportation (Caltrans) proposes minor pavement rehabilitation, 0.25' mill and overlay pavement, localized digouts, rock slope protection repair, reinforcement embankment for the slopes, end treatment and guardrail upgrade, upgrade of curb ramps to Americans with Disabilities Act standards, sidewalk installation, replacement of culverts, corrugated metal pipe and masonry pipe, and backfill of erosion features. The Project will also reconstruct retaining walls with geogrid, and crash cushion replacement. The Project limits are from State Route 18 (SR-18)/State Route 330 (SR-330) separation to 0.25-mile east of Pine Knot Avenue on SR-18 in San Bernardino County. Temporary construction easements are anticipated for the Project. The Regional Location, Local Vicinity, and Project Layout maps are shown in Figures 1, 2, and 3.

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



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Figure 1
Regional Location
SR-18 Roadway Improvements Project



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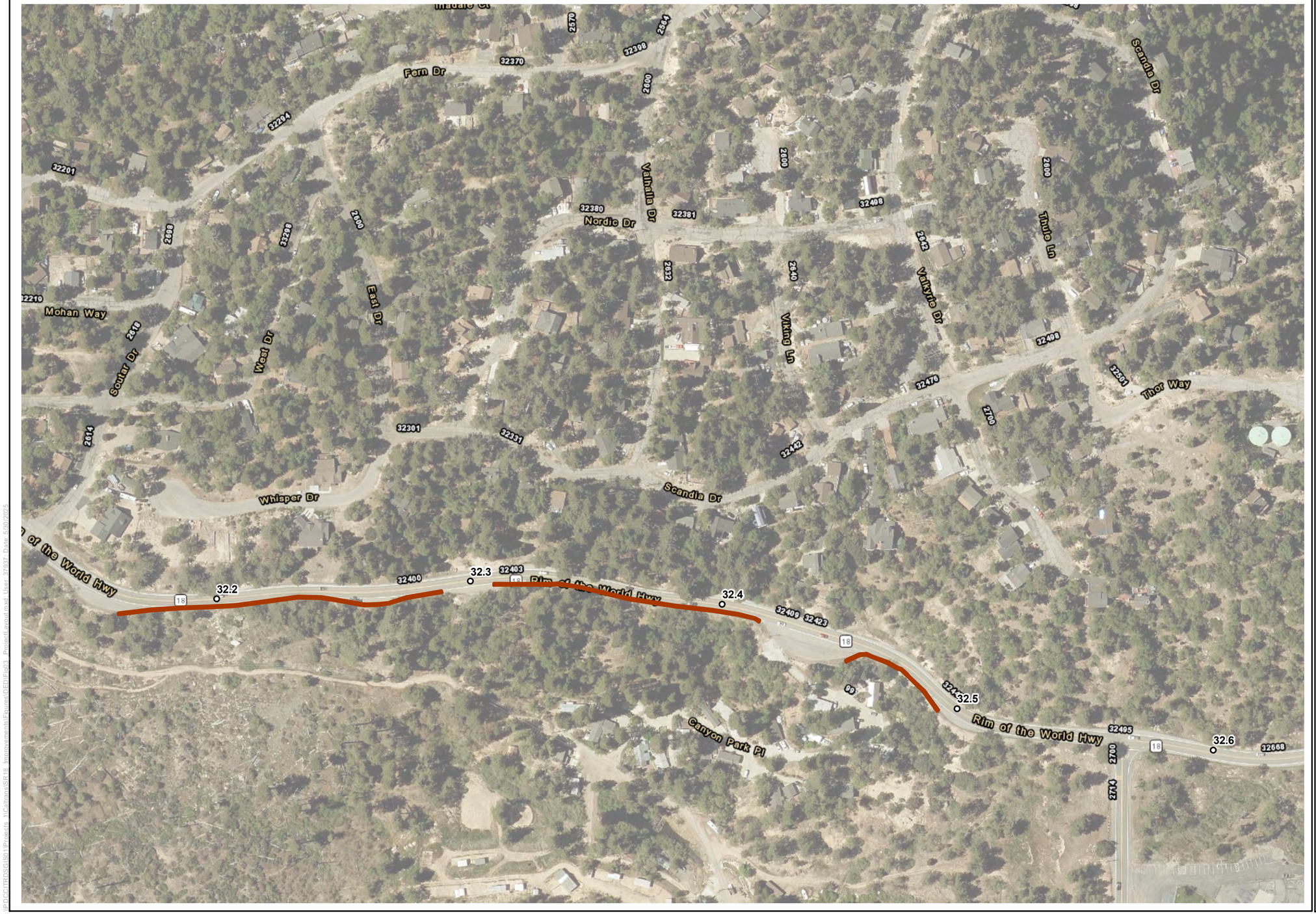
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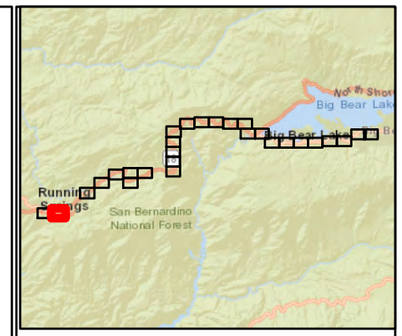
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Figure 2
Local Vicinity
SR-18 Roadway Improvements Project



Figure 3, Sheet 1 of 28
Project Layout
SR-18 Roadway Improvements Project





Legend

Project Layout

- Reconstruct Retaining Wall
- Reconstructt RSP, Retaining Wall
- Replace Crash Cushion
- Replace Culvert
- Temporary Construction Easement
- Upgrade Curb Ramp
- Upgrade MBGR To MGS

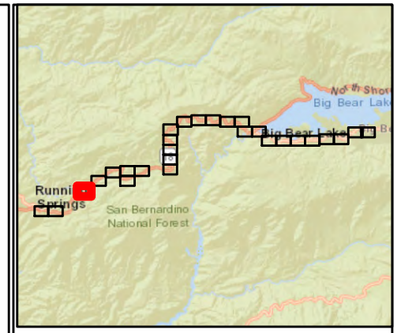
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Figure 3, Sheet 2 of 28
Project Layout
SR-18 Roadway Improvements Project





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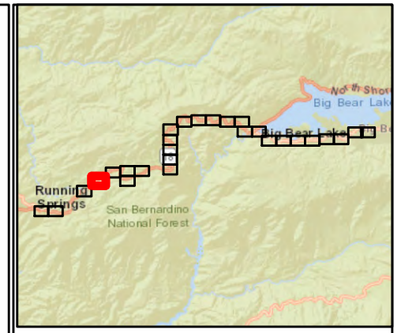
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Figure 3, Sheet 3 of 28
Project Layout
SR-18 Roadway Improvements Project





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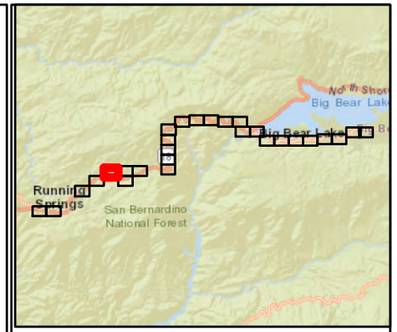
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Figure 3, Sheet 4 of 28
Project Layout
SR-18 Roadway Improvements Project





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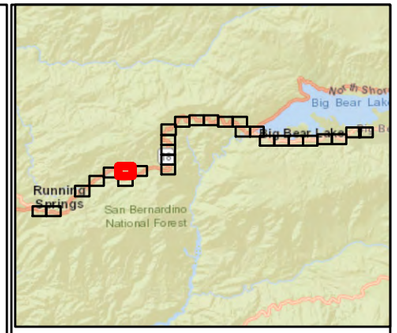
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Figure 3, Sheet 5 of 28
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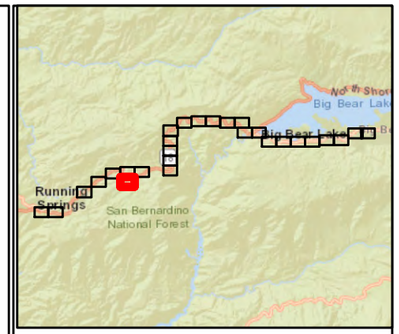
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Figure 3, Sheet 6 of 28
Project Layout
SR-18 Roadway Improvements Project





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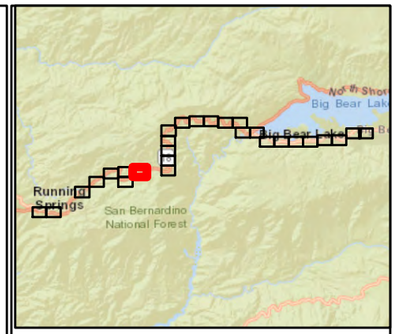
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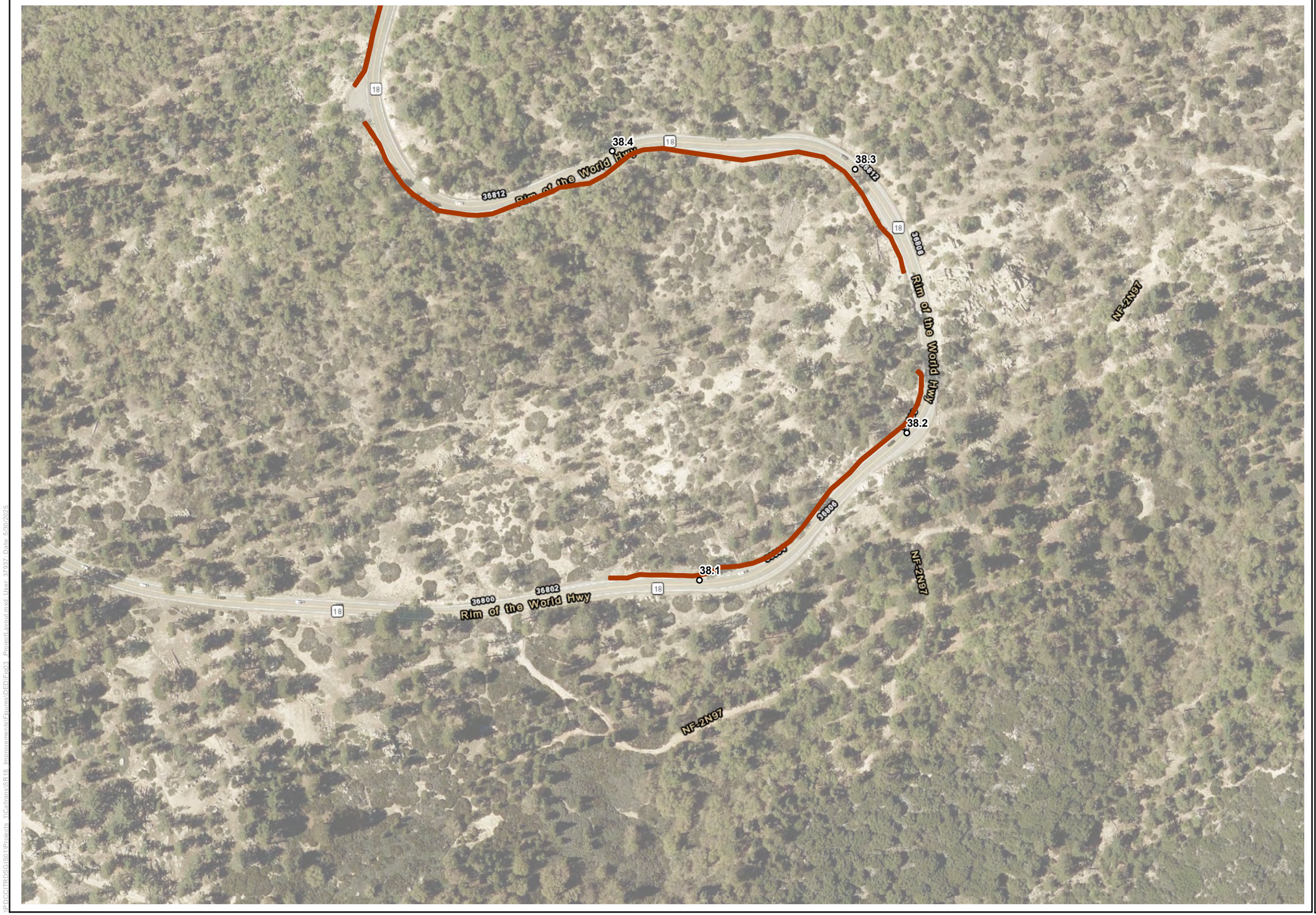
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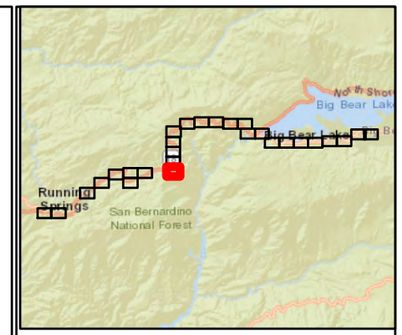
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Figure 3, Sheet 8 of 28
Project Layout
SR-18 Roadway Improvements Project





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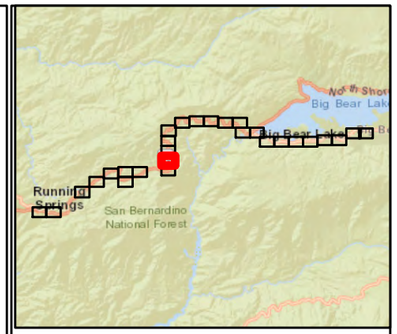
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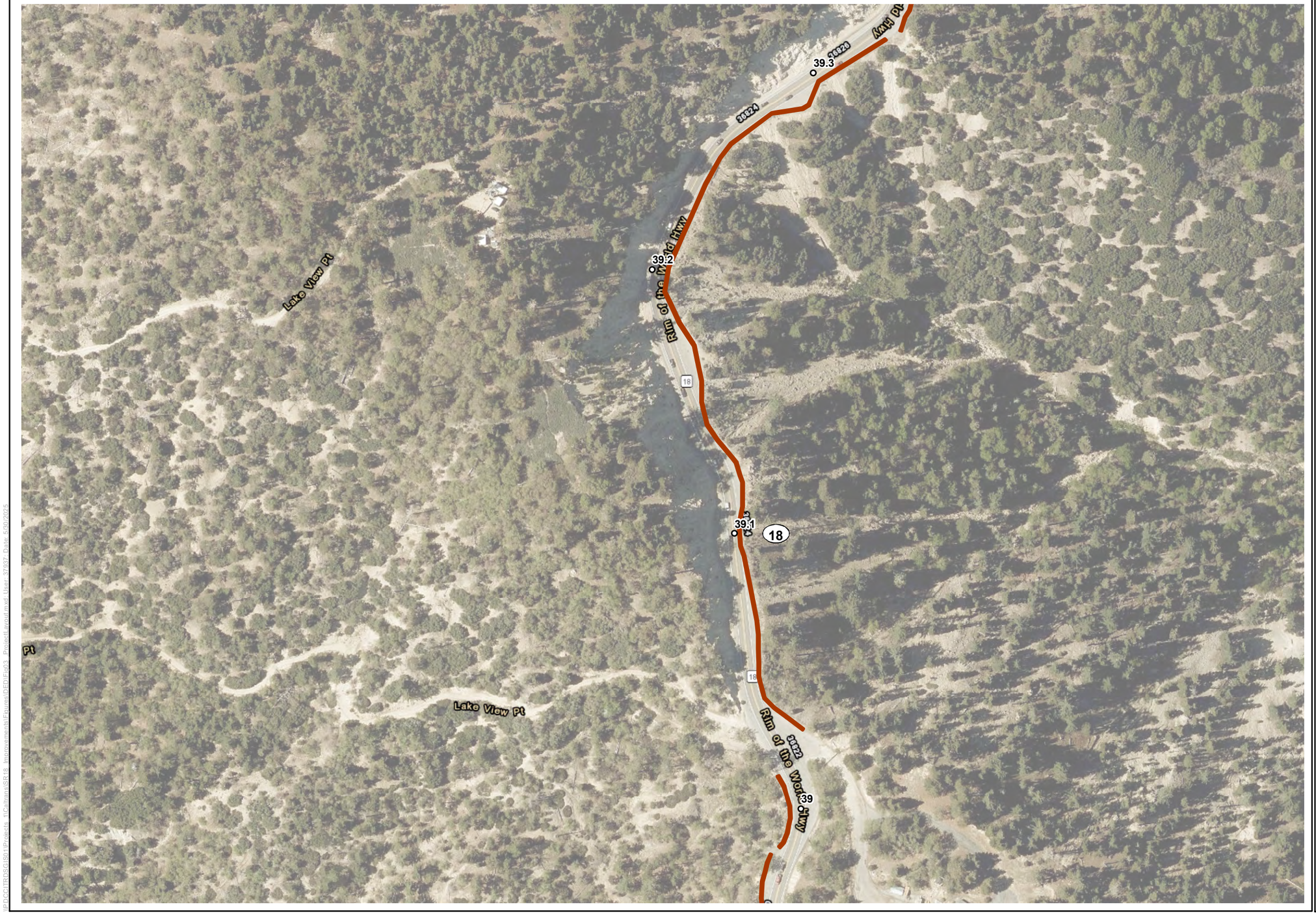
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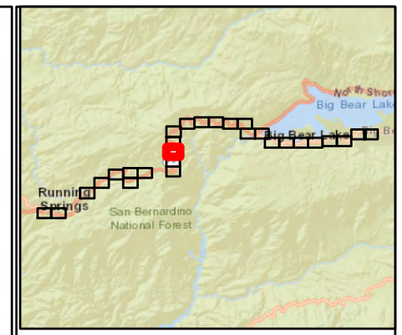
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Figure 3, Sheet 10 of 28
Project Layout
SR-18 Roadway Improvements Project





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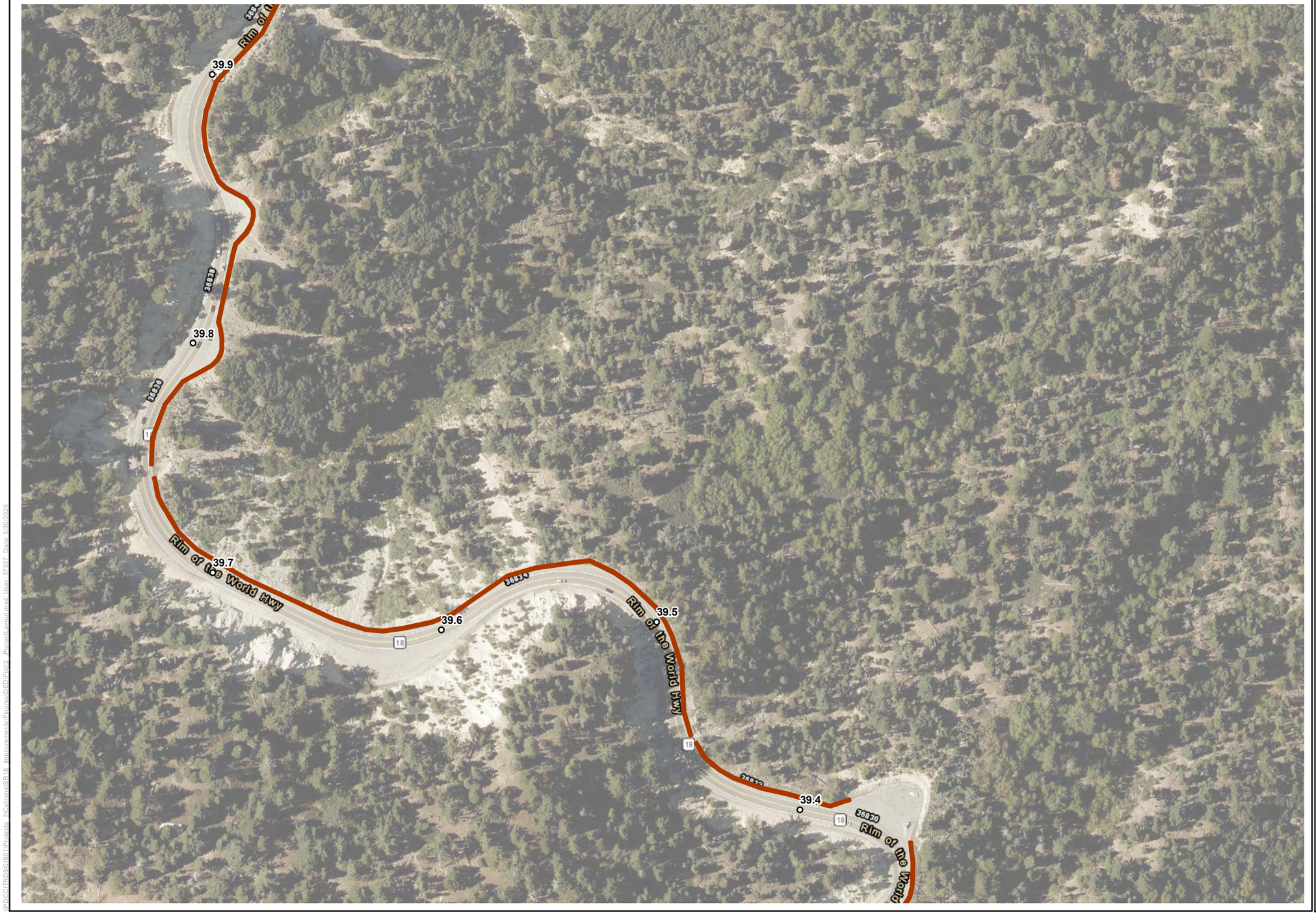
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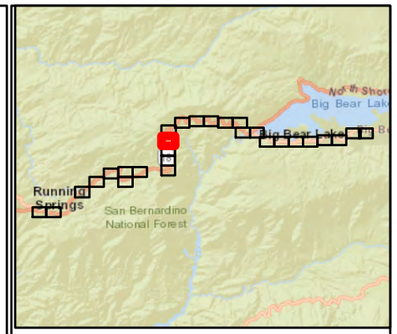
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Figure 3, Sheet 11 of 28
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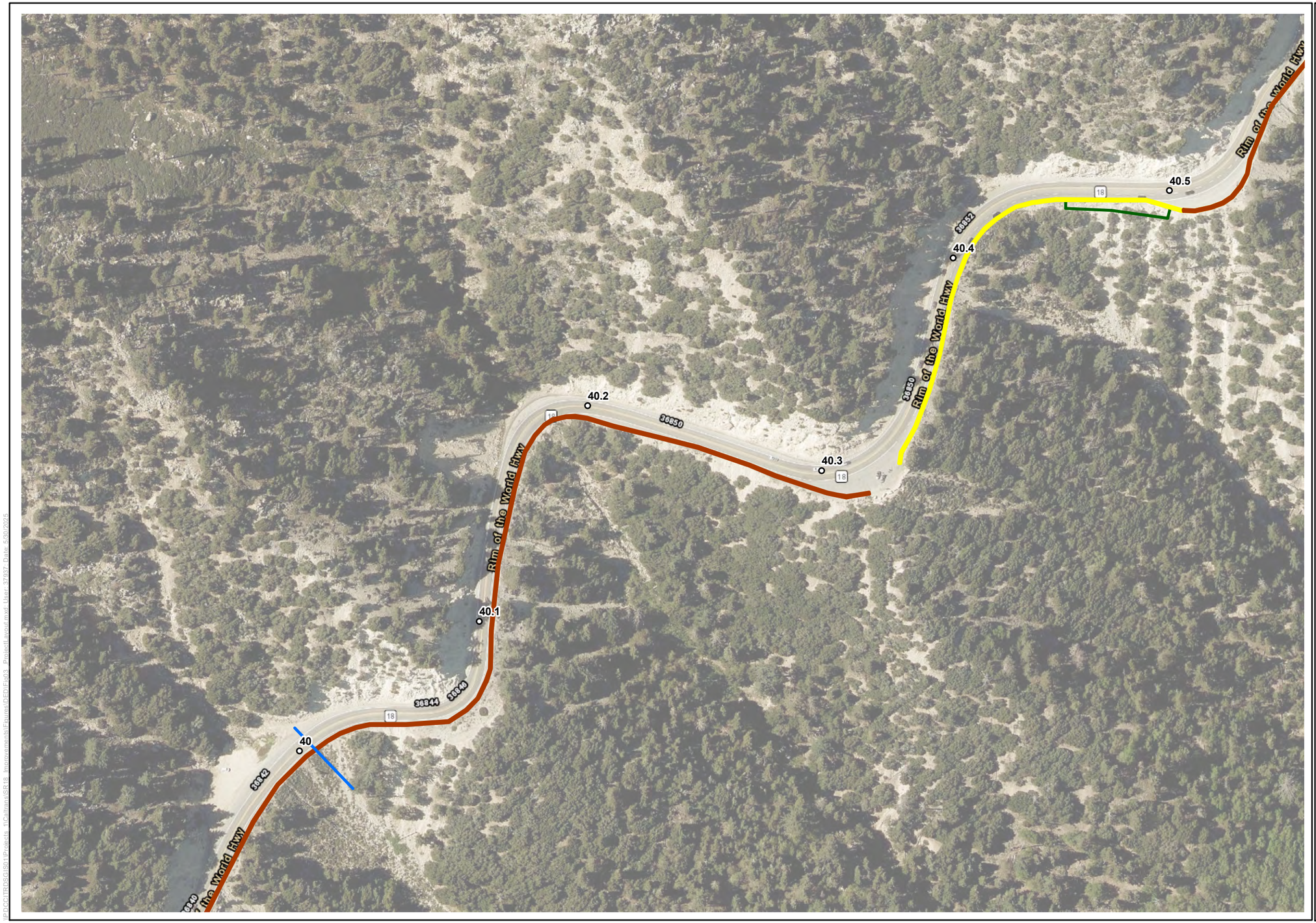
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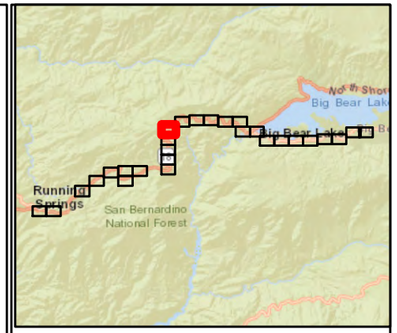
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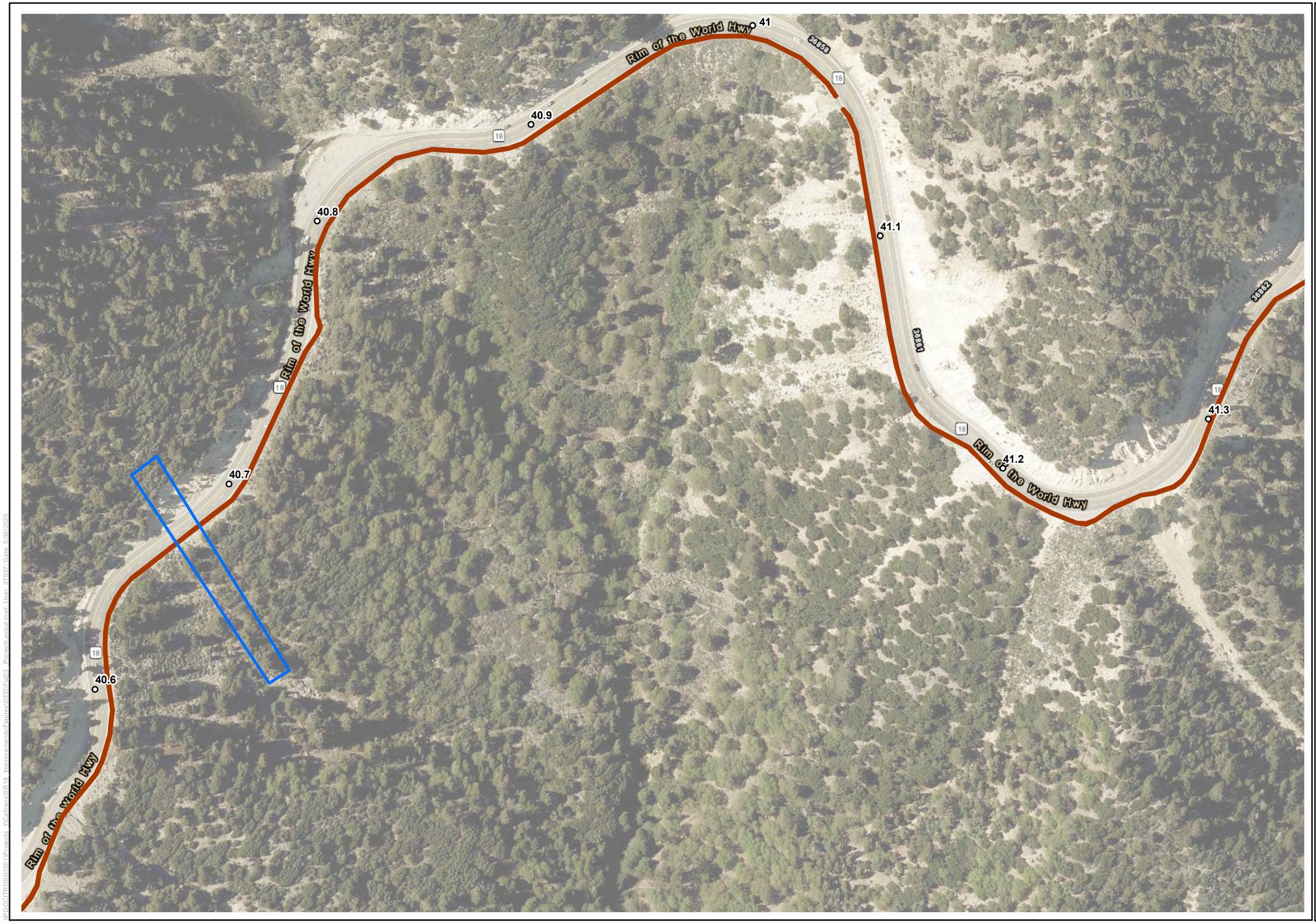
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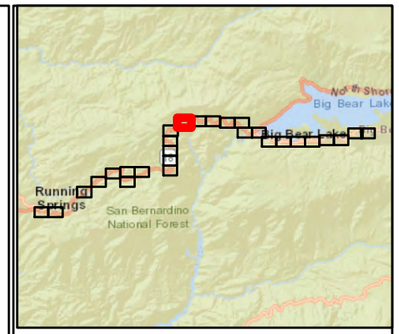
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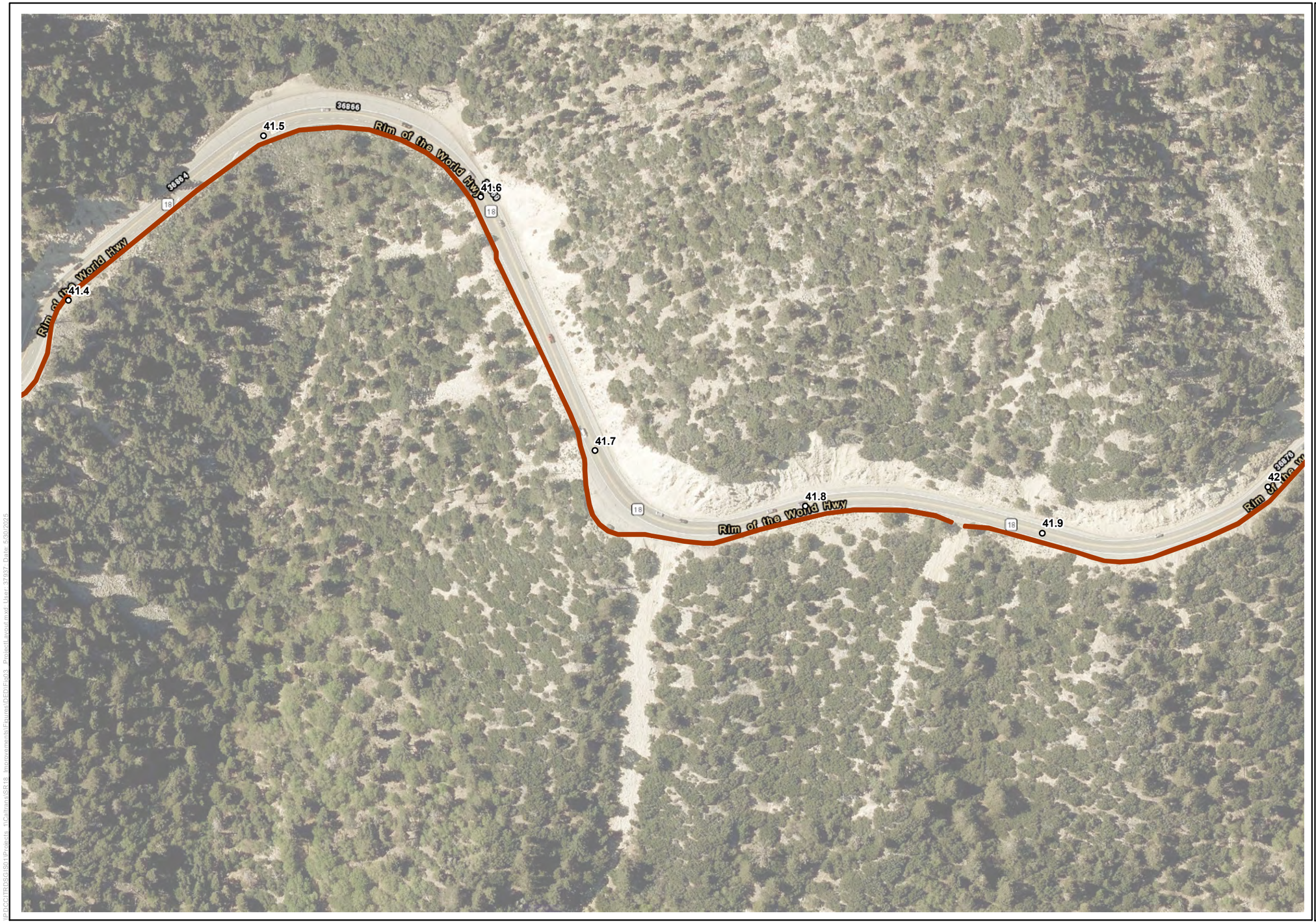
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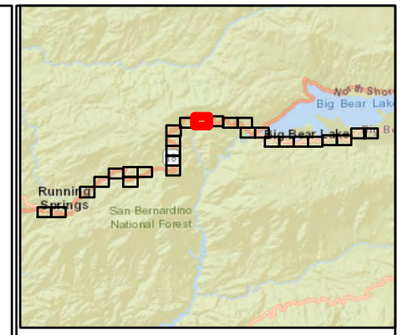
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Figure 3, Sheet 14 of 28
Project Layout
SR-18 Roadway Improvements Project





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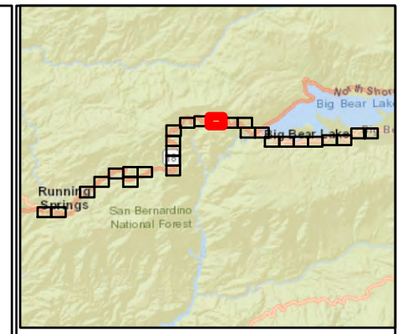
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Figure 3, Sheet 15 of 28
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SR-18 Roadway Improvements Project





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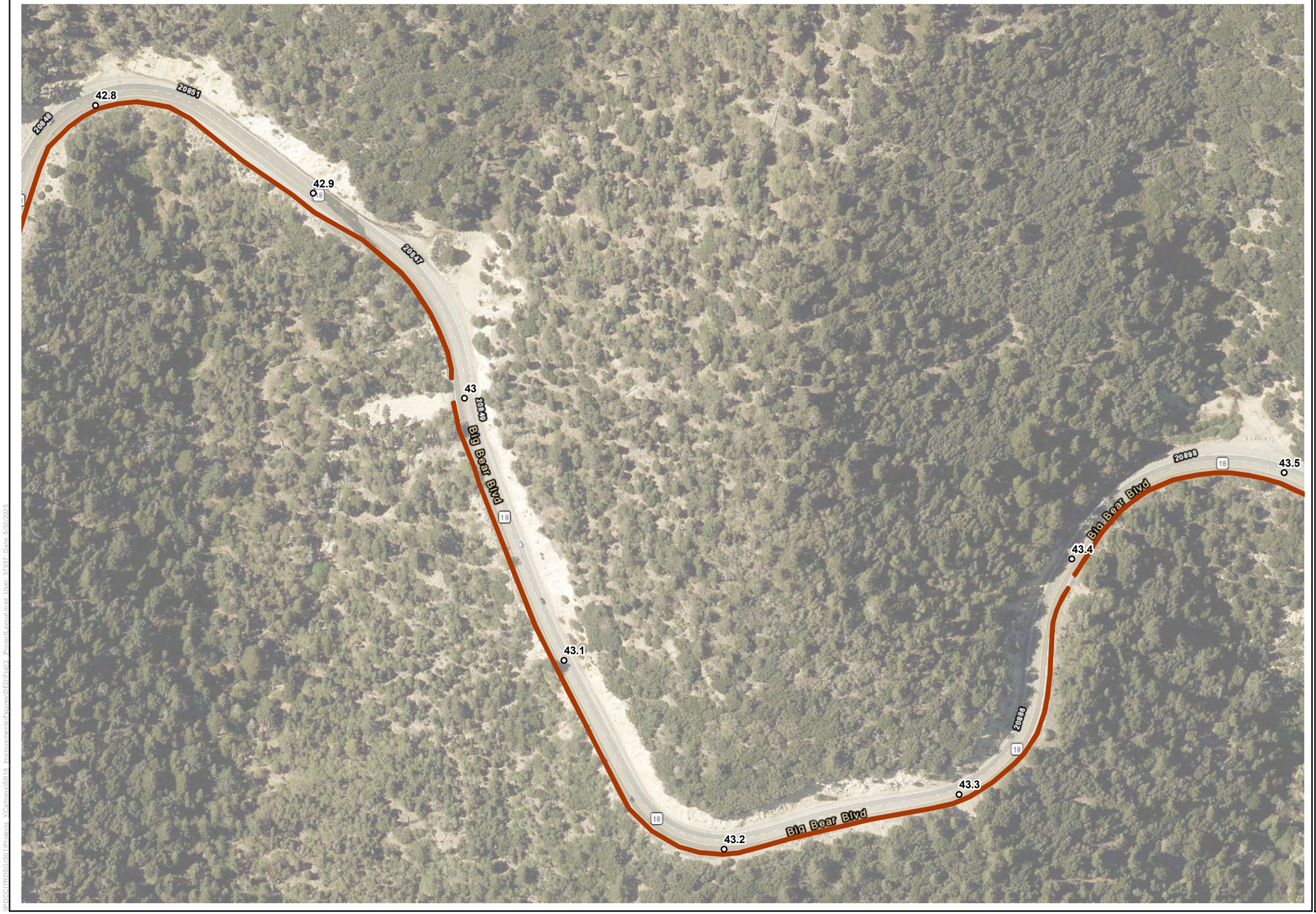
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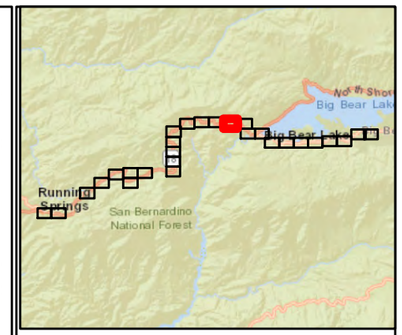
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Figure 3, Sheet 16 of 28
Project Layout
SR-18 Roadway Improvements Project





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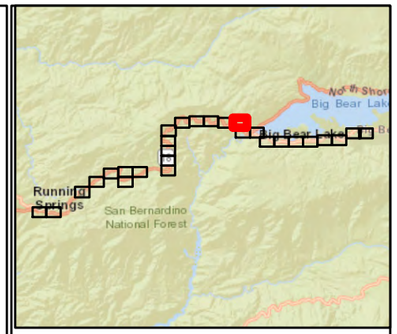
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Figure 3, Sheet 17 of 28
Project Layout
SR-18 Roadway Improvements Project





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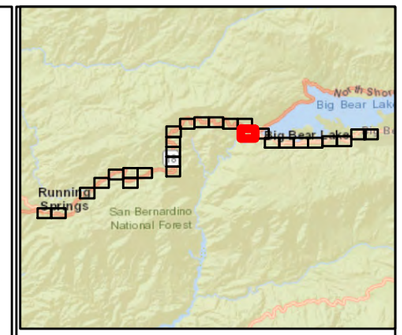
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Figure 3, Sheet 18 of 28
Project Layout
SR-18 Roadway Improvements Project





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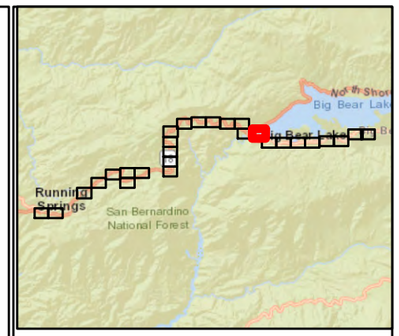
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Figure 3, Sheet 19 of 28
Project Layout
SR-18 Roadway Improvements Project





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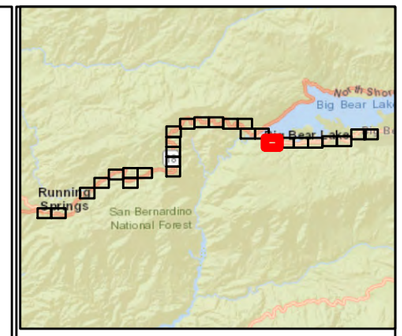
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Project Layout
SR-18 Roadway Improvements Project





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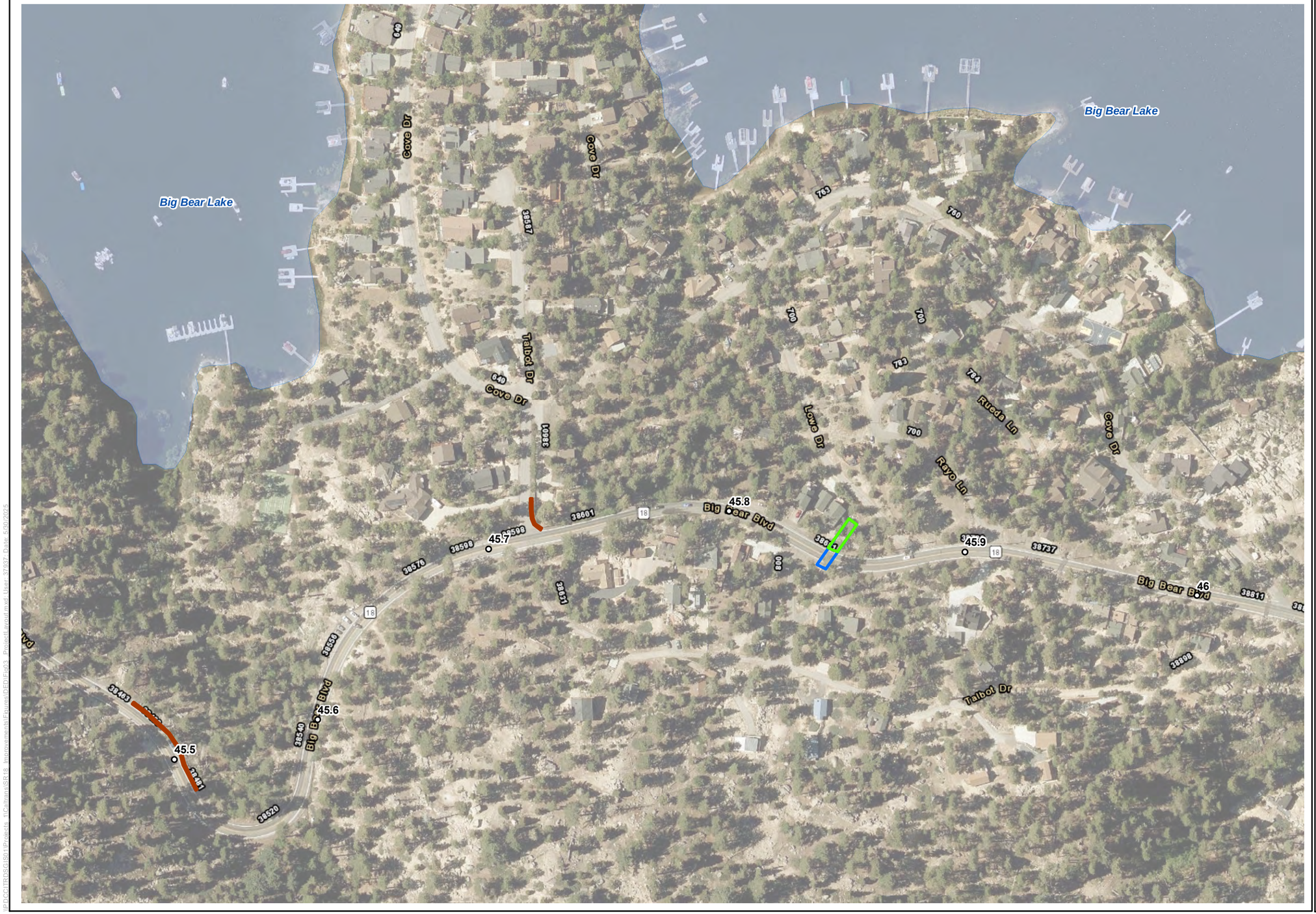
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- Upgrade Curb Ramp
- Upgrade MBGR To MGS

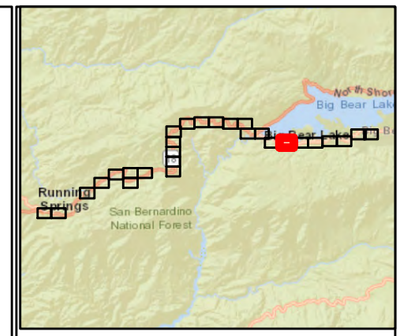
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Figure 3, Sheet 21 of 28
Project Layout
SR-18 Roadway Improvements Project





Legend

Project Layout

- Reconstruct Retaining Wall
- Reconstructt RSP, Retaining Wall
- Replace Crash Cushion
- Replace Culvert
- Temporary Construction Easement
- Upgrade Curb Ramp
- Upgrade MBGR To MGS

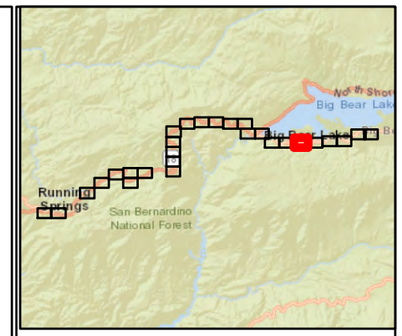
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Figure 3, Sheet 22 of 28
Project Layout
SR-18 Roadway Improvements Project





Legend

Project Layout

- Reconstruct Retaining Wall
- Reconstructt RSP, Retaining Wall
- Replace Crash Cushion
- Replace Culvert
- Temporary Construction Easement
- Upgrade Curb Ramp
- Upgrade MBGR To MGS

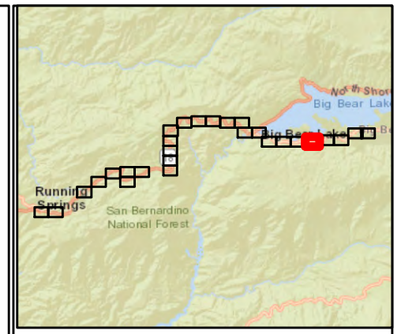
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Figure 3, Sheet 23 of 28
Project Layout
SR-18 Roadway Improvements Project





Legend

Project Layout

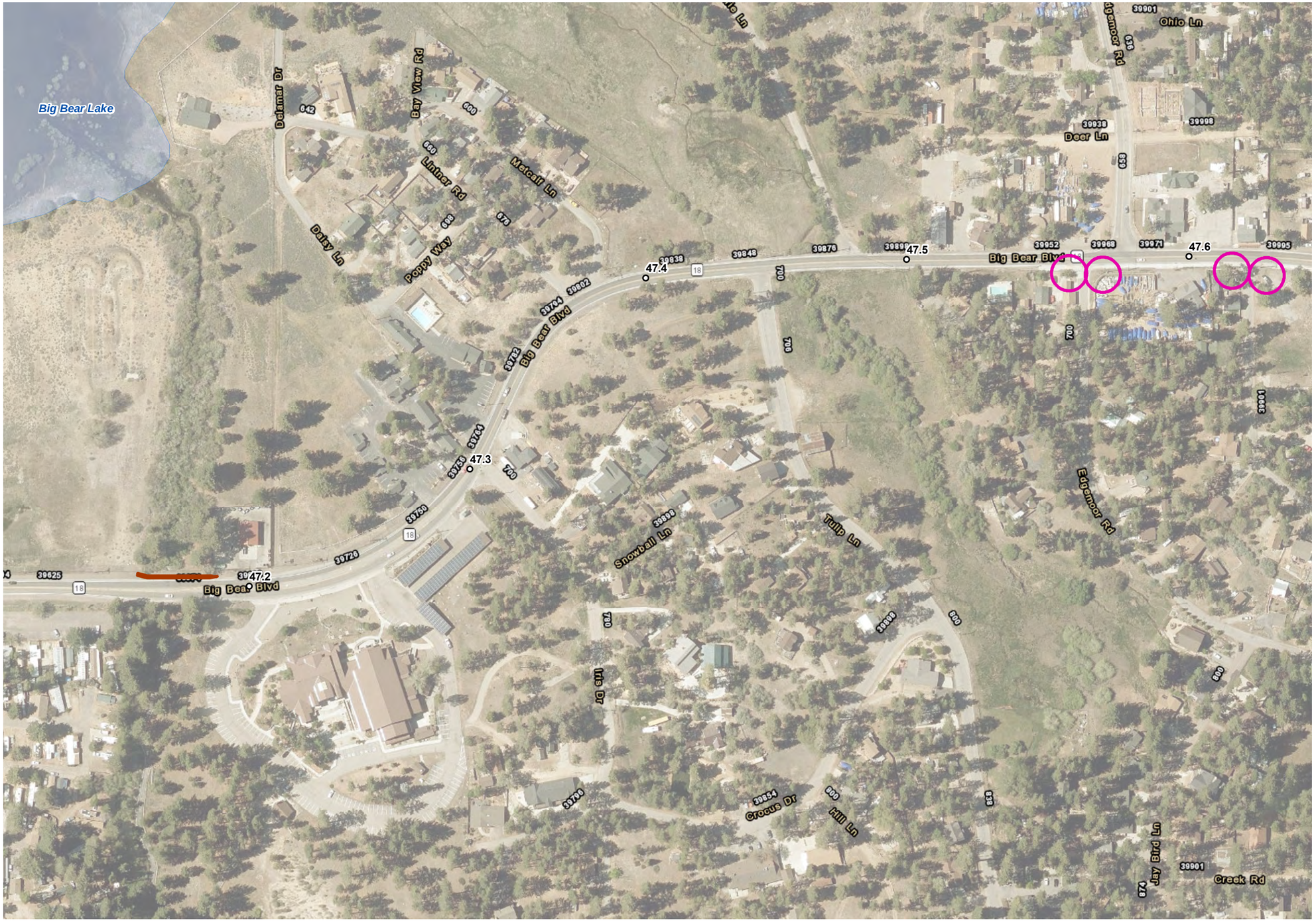
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- Replace Culvert
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- Upgrade MBGR To MGS

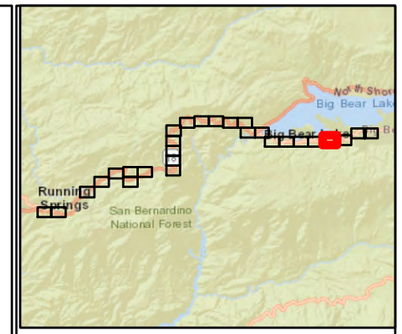
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Figure 3, Sheet 24 of 28
Project Layout
SR-18 Roadway Improvements Project





Legend

Project Layout

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- Reconstructt RSP, Retaining Wall
- Replace Crash Cushion
- Replace Culvert
- Temporary Construction Easement
- Upgrade Curb Ramp
- Upgrade MBGR To MGS

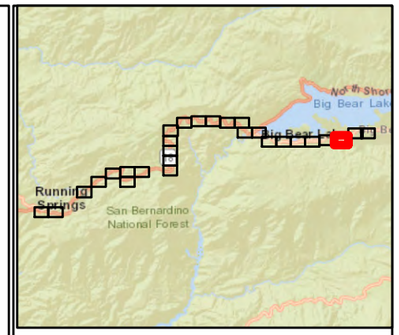
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Figure 3, Sheet 25 of 28
Project Layout
SR-18 Roadway Improvements Project





Legend

Project Layout

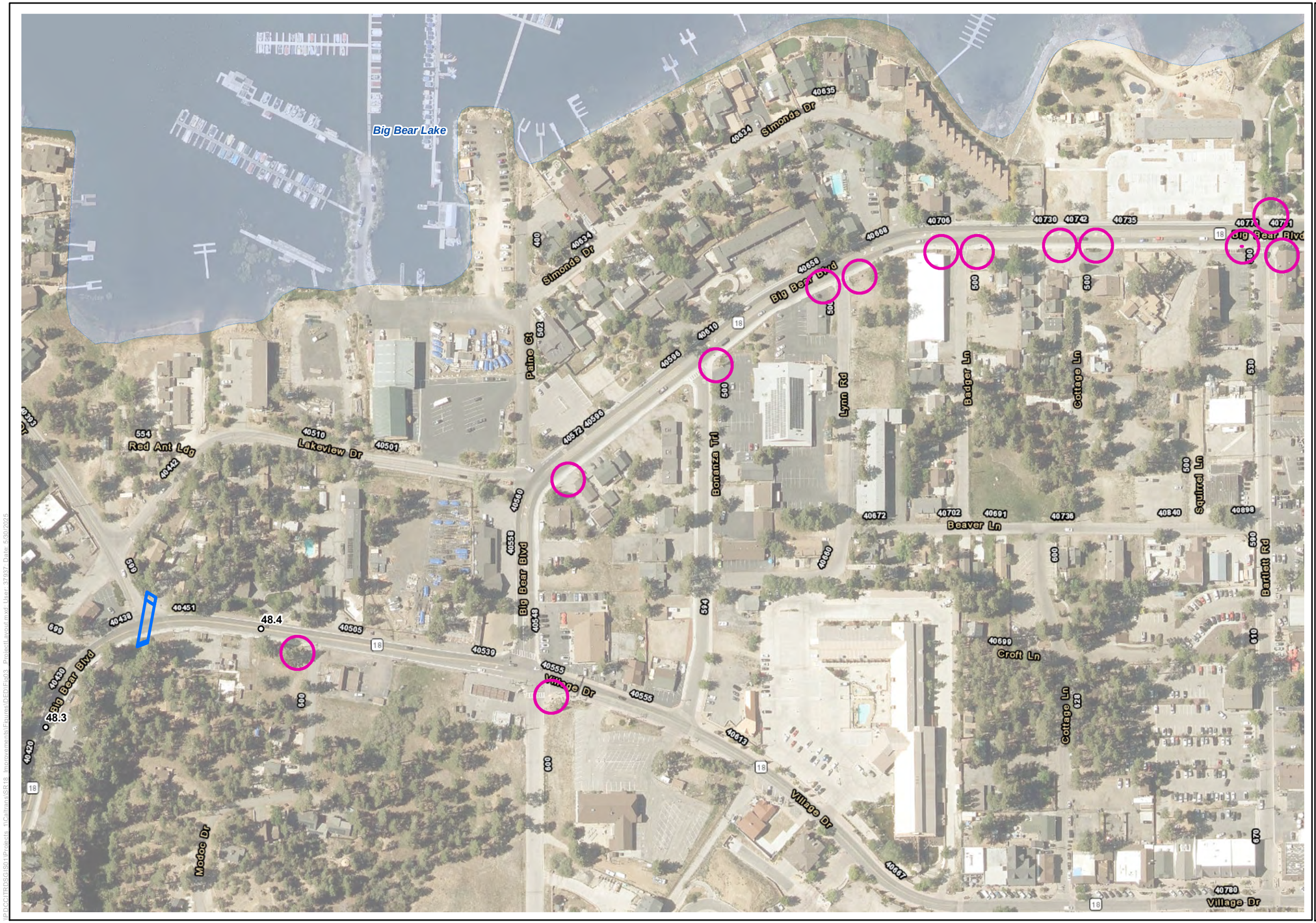
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- Reconstructt RSP, Retaining Wall
- Replace Crash Cushion
- Replace Culvert
- Temporary Construction Easement
- Upgrade Curb Ramp
- Upgrade MBGR To MGS

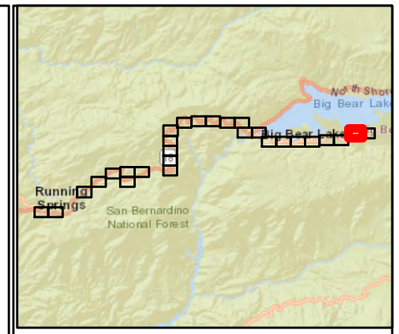
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Figure 3, Sheet 26 of 28
Project Layout
SR-18 Roadway Improvements Project





Legend

Project Layout

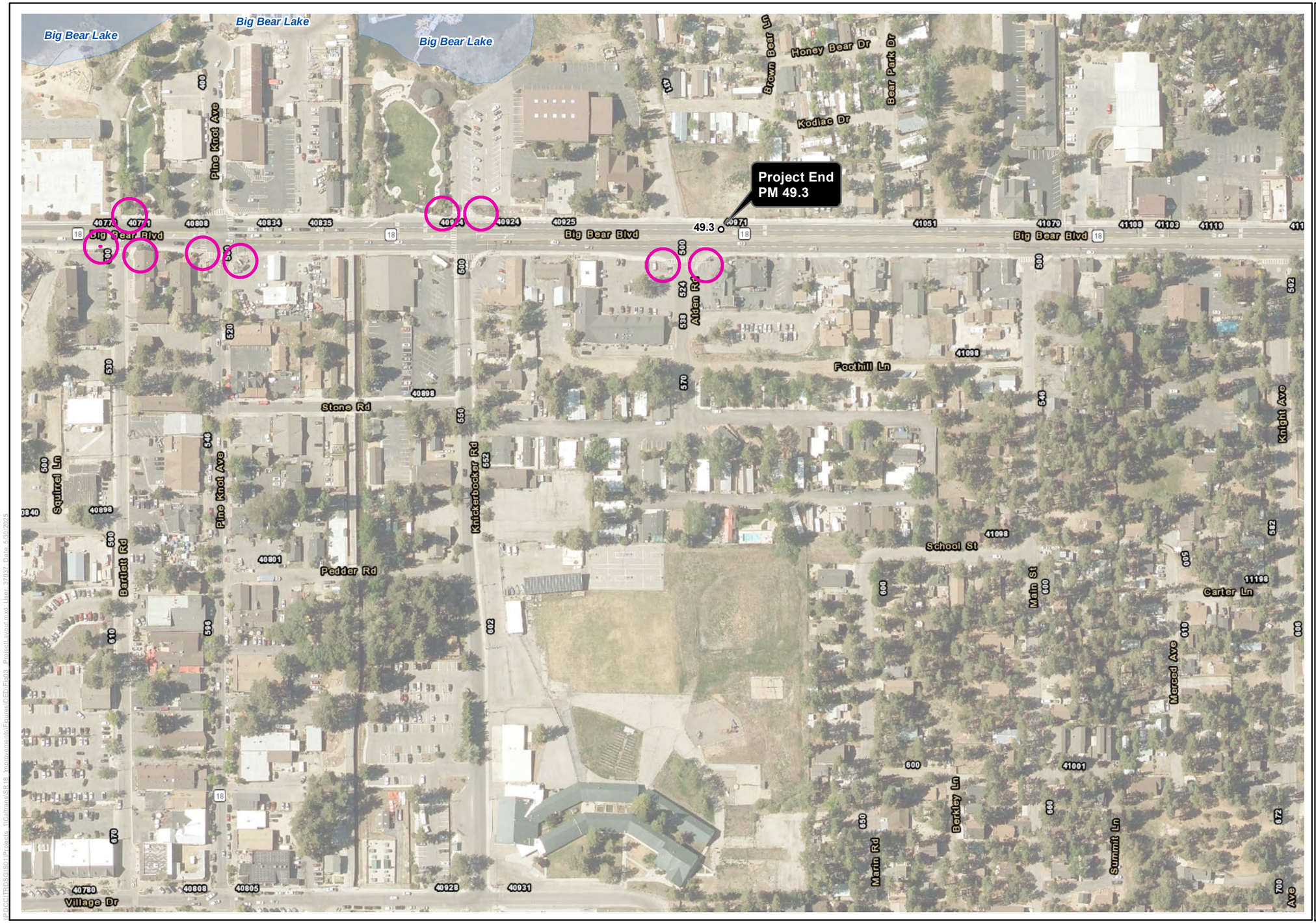
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- Reconstructt RSP, Retaining Wall
- Replace Crash Cushion
- Replace Culvert
- Temporary Construction Easement
- Upgrade Curb Ramp
- Upgrade MBGR To MGS

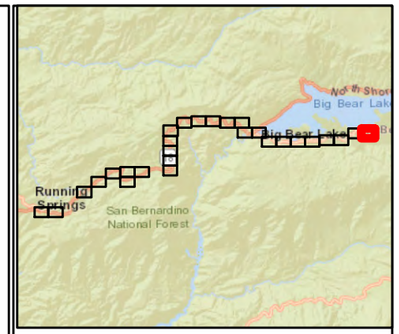
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Figure 3, Sheet 27 of 28
Project Layout
SR-18 Roadway Improvements Project





Legend

Project Layout

- Reconstruct Retaining Wall
- Reconstructt RSP, Retaining Wall
- Replace Crash Cushion
- Replace Culvert
- Temporary Construction Easement
- Upgrade Curb Ramp
- Upgrade MBGR To MGS

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Figure 3, Sheet 28 of 28
Project Layout
SR-18 Roadway Improvements Project

Existing Facility

State Route 18 (SR-18) consists of one lane in each direction and begins at State Route 210 (SR-210) in the City of San Bernardino and ends at the Los Angeles County line approximately 10 miles west of Victorville in the Mojave Desert. It primarily travels in an east-west direction and passes through the mountain resort towns of Lake Arrowhead and Big Bear Lake. SR-18 along the project route is designated as a Mountain Major Highway by the San Bernardino County, Countywide Plan-Policy Plan roadway network. Land uses within the project area consists of open space, retail stores, restaurants, rural and residential communities.

Project Background

This portion of SR-18 experiences continuous traffic and the existing pavement within the Project limits is exhibiting minor distress and deterioration. The culverts, slopes, guardrails, ADA curb ramps, sidewalks, and crash cushions within the Project limits are either in poor condition or not in compliance with current standards and would need to be repaired or upgraded.

Project Purpose and Need

Purpose

The purpose of the Project is preserve, repair, and extend the life of the existing pavement and improve the ride quality. The project will also protect the roadway from embankment failure, improve motorist safety, and improve pedestrian access.

Need

The pavement within the Project limits is exhibiting minor distress and is in need of repair. Some culverts, slopes, end treatments and guardrails, ADA curb ramps, sidewalk, and one crash cushion within the Project limits are either in poor condition or not in compliance with current standards. This project is needed to address these current deficiencies.

Project Description

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

No-Build Alternative

The No-Build Alternative would maintain the facility in its current condition. No improvements would be implemented to SR-18. As such, no capital cost is associated with this alternative. This portion of SR-18 would continue to deteriorate with

deficiencies of culverts, slopes, guardrails, ADA curb ramps, sidewalks and crash cushions that are in poor conditions and not in compliance with current standards.

Build Alternative

The Build Alternative proposes the following:

- Minor pavement rehabilitation;
- 0.25' mill and overlay pavement;
- Localized digouts;
- RSP repair and reinforcement of embankment for the slopes;
- RSP installation at some culvert locations;
- End treatment and guardrail upgrades;
- Upgrade curb ramps to ADA standards;
- Sidewalk installation;
- Culvert replacements (with some culverts being upsized);
- Install corrugated metal pipe and masonry pipe;
- Backfill erosion features;
- Reconstruct retaining wall with geogrid and crash cushion replacement.

Project includes grinding, ground disturbance, construction vehicles driving and parking off-pavement, and temporary easements.

Identification of a Preferred Alternative

Full consideration is given to the results of the technical studies that were prepared for the project. After comparing and weighing the benefits and impacts of the Build Alternative and No Build Alternative, the Build Alternative was identified as the Preferred Alternative on 1/14/2026. This decision is based on the Build Alternative (Preferred Alternative) fully addressing the purpose and need identified for the project.

Permits and Approvals Needed

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

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

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	Section 1602 Streambed Alteration Agreement	Caltrans would apply during the Plans, Specifications, and Estimates (Final Design) phase of the Project.
State Regional Water Quality Control Board	Section 401 of the Clean Water Act	Caltrans would apply during the Plans, Specifications, and Estimates (Final Design) phase of the Project.
	Report of Water Discharge	Caltrans is responsible for this permit.
US Army Corps of Engineers (USACE)	Section 404 of the Clean Water Act	Caltrans would apply during the Plans, Specifications, and Estimates (Final Design) phase of the Project.

Chapter 2 California Environmental Quality Act (CEQA) Evaluation

2.1 CEQA Environmental Checklist

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

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

I. Aesthetics

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

Response to Items a), b), c), and d): No Impact. The Project is located in San Bernardino County along SR-18 from the SR-18 and SR-330 separation at PM 31.7 near Running Springs to 0.2 mile east of Pine Knot Avenue at PM 49.3 in the City of Big Bear Lake. The topography is predominantly mountainous and consists of paved roadways, disturbed shoulders, and culverts. Elevations range from approximately 6,000 feet above mean sea level (AMSL) near PM 31.7 to approximately 6,800 AMSL near PM 49.3. According to the Caltrans State Scenic Highway Map, SR-18 along the Project route is designated as an “Eligible” State scenic highway, but not an “Officially Designated” scenic highway. Furthermore, the San Bernardino County, Countywide Plan, Figure 5.1-1 County Designated Scenic Routes designates SR-18 along the Project route as a “County Scenic Route & Eligible State Scenic Highway” due to the San Bernardino Mountains and its forested mountain sides. As the Project involves pavement rehabilitation and other roadway improvements such as rock slope protection repair, localized digouts, reinforcing embankments for slopes, guardrail end treatments and guardrail upgrades, curb ramp upgrades to ADA standards, sidewalk installation, culvert replacements, reconstructing retaining walls with geogrid and crash cushion replacements, no visual impacts are anticipated to occur. Based on the Questionnaire to Determine Visual Impact Assessment (VIA) Level (Caltrans 2025a) prepared for the Project, the Project character is anticipated to be highly compatible with the visual character of the existing landscape and would not create a new source of substantial light or glare. The Project would also not result in cumulative adverse changes in the visual quality or character of the existing landscape. The Project would not be sensitive to viewer groups with regards to visible changes due to the improvements. The Project would not result in new structures or block views currently experienced along SR-18 along the Project route. Overall, the Project score for the questionnaire was 17, which

indicates negligible visual changes to the environment with no visual resource impacts, and no further studies required. As such, impacts to aesthetics are not anticipated to occur with implementation of the Project.

Avoidance, Minimization, and/or Mitigation Measures

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

II. Agriculture and Forestry Resources

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

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

Response to Item a): No Impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program, there are no farmlands or vacant lands that are mapped as Prime Farmlands, Unique Farmlands, Farmlands of

Statewide Importance, or Farmlands of Local Importance within the Project site. Adjacent to the Project site, along SR-18, consists of mountainous, rural land. All Project related work would not be in areas designated as Farmland of Local Importance.

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

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

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

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

Avoidance, Minimization, and/or Mitigation Measures

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

III. Air Quality

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

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

Response to Item a) b), and c): No Impact. An Air Quality Review Memorandum was prepared on July 9, 2025 (Caltrans 2025a) for the Project. The scope of the Project was

evaluated and determined to be exempt under exempt safety project type of “Shoulder Improvements”, “Highway Safety Improvement Program Implementation”, “Guardrails, Median Barriers, Crash Cushions”, and “Pavement Resurfacing and/or Rehabilitation” as listed under Table 1 “Projects Exempt from All Emissions Analysis” of Caltrans Carbon Monoxide Protocol or Table 2 “Projects Exempt from Regional Emissions Analysis” of 40 Code of Federal Regulation (CFR) §93.126. As such, no air quality report was required. Caltrans 2024 Standard Specifications (or most recent) requires all projects to comply with applicable air pollution control rules, regulations, ordinances, and statutes. Due to its scope, the Project would not conflict with or obstruct implementation of the applicable air quality plan.

The Project does not propose any capacity increases or operational changes to the existing SR-18 roadway. Emissions would temporarily increase during the construction phase, however, the Caltrans 2024 Standard Specification (or most recent) would be implemented to avoid and minimize any potential impacts to ambient air quality and criteria pollutants. The Project is not anticipated to result in cumulatively considerable net increase of any criteria pollutants for which the region is non-attainment under applicable federal or state ambient air quality standards.

The Project is located in areas consisting of open space and rural, mountain communities. 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 and include CO, nitrogen oxides (NO_X), volatile organic compounds (VOCs), directly emitted PM_{10}, $PM_{2.5}$, and toxic air contaminants, such as diesel exhaust particulate matter. In addition to dust-related PM_{10} emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_X, and some soot particulate (PM_{10} and $PM_{2.5}$) in exhaust emissions. However, these emissions would be temporary, lasting only during the duration of construction, and limited to the immediate area of the construction site. The Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations.

Response to Item d): Less Than Significant Impact. Some phases of construction, particularly asphalt paving, is expected to result in short-term odors in the immediate area of each paving site. Such odors are anticipated to be quickly dispersed below detectable thresholds as distance from the site increases. Project operation is not expected to create objectionable odors.

Avoidance, Minimization, and/or Mitigation Measures

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

IV. Biological Resources

Would the project:

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

Response to Item a): Less Than Significant Impact. The information from this section is based on the Natural Environment Study (Condensed Format) [NES(CS)] (Caltrans 2025b) prepared for the Project.

Special-Status Plant Species

Literature reviews and records searches were conducted as part of the preparation of the NES(CF) as well as field review surveys of the Project limits with a U.S. Fish and Wildlife Service (USFWS) Field Representative. The biological study area (BSA)

included all areas that could potentially be impacted by the Project, plus a 500-foot buffer to account for surrounding natural resources. The project impact area (PIA) consisted of the paved areas, turnouts, shoulders, staging areas and culvert work locations. Field surveys were also conducted at select locations including Metcalf Meadow and other locations where Designated Critical Habitat occurs near the PIA.

Based on literature reviews, site characteristics, and the biological survey conducted for the Project, it was determined that numerous Federal or State-listed plant species have the potential to occur within the BSA. A discussion of the species with habitat present within the BSA are provided below.

Special-Status Plant Species.

- Rock sandwort (*Arenaria lanuginose ssp. Saxosa*)
- Bear Valley Sandwort (*Arenaria ursina*)
- Big Bear Valley woollypod (*Astragalus leucolobus*)
- Parish's rockcress (*Boechera parishii*)
- Scalloped moonwort (*Botrychium crenulatum*)
- Palmer's mariposa lily (*Calochortus palmeri var. palmeri*)
- Plummer's mariposa lily (*Calochortus plummerae*)
- Pygmy pussypaws (*Calyptridium pygmaeum*)
- Western sedge (*Carex occidentalis*)
- Ash-grey paintbrush (*Castilleja cinera*)
- San Bernardino Mountains owl's-clover (*Castilleja lasiorhyncha*)
- Furnace Spring beauty (*Claytona peirsonii ssp. Californacus*)
- Wedgeleaf woodbeauty (*Drymocallis cuneifolia*)
- Male fern (*Dryopteris filix-mas*)
- San Bernardino Mountains dudleya (*Dudleya abramsii ssp. affinis*)
- Vanishing wild buckwheat (*Erigonum kennedyi var.austromontanum*)
- Southern Mountain Wild-buckwheat (*Eriogonum kennedyi var. austromontanum*)
- Johnston's buckwheat (*Erigonum microtheca var. johnstonii)*
- Bear Lake Buckwheat *(Erigonum microtheca var. lacus-ursi*)
- San Bernardino Mountains monkeyflower (*Erythranthe exigua*)
- Little purple monkeyflower (*Erythanthe purpurea*)
- Parish's Alumroot (*Heuchera parishii*)
- Silver-haired ivesia (*Ivesia argyrocoma var. argyrocoma*)
- Short-sepaled Lewisia (*Lewisia brachycalyx*)
- Lemon lily (*Lilium parryi*)
- San Bernardino ragwort (*Packera Bernardina*)
- Parish's yampah (*Perideridia parishii ssp. parishii*)
- Big Bear phlox (*Phlox dolichantha*)
- San Bernardino Bluegrass (*Poa atropurpurea*)
- Bear Valley pyrrocoma (*Pyrrocoma uniflora var. gossypina*)
- Pedate checker-mallow (*Sidalcea pedate*)
- June's Jewelflower (*Streptanthus juneae*)
- San Bernardino Aster (*Symphyotrichum defoliatum*)

- California dandelion (*Taraxacum californicum*)
- Slender-petaled mustard (*Thelypodium stenopetalum)*
- Grey-leaved violet (*Viola pinetorum ssp. grisea*)

The primary project work consists of mill and overlay and localized digouts along SR-18 within the project limits. Since the work activities would be limited to the paved roadway surface and would not require vegetation removal, no impacts are anticipated with regards to pavement milling and overlay. Incidental vegetation removal may occur in connection with ground disturbance at culvert repair/replacement sites. However, the Project will ensure equipment staging and storage areas do not encroach on suitable habitat for rare and special-status plants. Similarly, guardrail replacement and upgrades would occur in areas of previously installed guardrail. These areas typically do not support rare plant species due to previous disturbance, previously installed vegetation control, and ruderal vegetation. Since work would occur on previously disturbed/developed areas, there are no anticipated impacts to rare or special-status plants in connection with guardrail replacements or extensions. Project activities would also cause ground disturbance near culvert repair/replacement sites. Therefore, incidental vegetation removal may occur in connection with culvert work. Implementation of avoidance and minimization measures (**BIO-1, BIO-2, BIO-3, BIO-4, BIO-10**) would ensure project activities do not result in take of State or federally listed plants, or special-status rare plants.

Special-Status Animal Species.

Invertebrate Species

- Crotch's bumble bee (*Bombus crotchii*)
- Monarch Butterfly (*Danaus Plexippus*)

The PIA primarily consists of the paved travel way and shoulders, which do not feature habitat or host plants capable of supporting Crotch's bumble bee or monarch butterfly. The Project will have *no effect* on monarch butterfly and *no take* of Crotch's bumble bee. Implementation of avoidance and minimization measures (**BIO-1, BIO-4**) would ensure project activities do not result in impacts to invertebrate species.

Special Status Amphibians

- Southern mountain yellow-legged frog *(Rana muscosa)*

Due to lack of suitable habitat within the PIA, the probability of mountain yellow-legged frog occurring within the PIA is very low, and these species are likely considered absent from the PIA. Therefore, the Project is not likely to directly or indirectly impact this species. Furthermore, implementation of avoidance and minimization measures (**BIO-1, BIO-3, BIO-4**) would ensure project activities do not result in impacts to this species.

Special Status Reptiles

- Southern California legless lizard (*Anniella stebbinsi*)
- Southern rubber boa (*Charina umbratical*)
- Coast horned lizard (*Phrynosom blainvillii*)

The southern rubber boa and California legless lizard are elusive species, relying heavily on evading of predators for survival. Furthermore, the southern rubber boa is primarily nocturnal – typically hiding during daylight. Thus, the likelihood of encountering the species is low. Work will occur adjacent to potentially suitable habitat, on previously disturbed roadway and shoulder area. However, suitable habitat does not occur within the PIA – consisting of paved roadway and shoulder, and culvert work. Therefore, encounters with southern rubber boa, California legless lizard, or coast horned lizard during construction are not anticipated. No impacts are anticipated to these species.

The Project would result in "*No Take*" of southern rubber boa, California legless lizard, and coast horned lizard. Furthermore, implementation of avoidance and minimization measures (**BIO-1, BIO-4**) would ensure project activities do not result in impacts to these species.

Special Status Birds

- Golden Eagle (*Aquila chrysaetos*)
- Bald Eagle (*Haliaeetus leucocephalus*)
- California spotted owl (*Strix occidentalis occidentalis*)
- Southwestern willow flycatcher (*Empidonax traillii extimus*)

The Project would potentially impact special status avian and nesting bird habitat. However, Caltrans will conduct pre-construction nesting bird clearance surveys, to further ensure avoidance of potential impacts to special status avian species. Based on the results of the biological surveys, special status bird species have potential to occur within the BSA and in the vicinity. Additionally, migratory bird species (including songbirds and raptors) have the potential to nest in trees, within the rocky hillside areas, in shrubs and in other vegetation and in bridges/structures throughout the BSA. The Project may impact vegetation that could provide suitable foraging habitat for avian species may occur in association with the Project due to disturbances associated with Project activities.

The probability of golden eagle occurring within the BSA is low. The Project occurs within the disturbed roadway and shoulders and would not directly impact suitable nesting or hunting habitat for golden eagle. Based on a low probability of their occurrence, lack of suitable nesting/foraging habitat within the PIA, and no impacts to their habitat, the Project would result in *No Take* of golden eagle. The Project will implement and include avian migratory and nesting bird avoidance measures (**BIO-1, BIO-3, BIO-5, BIO-7, BIO-14, BIO-15, BIO-16, BIO-17**).

No bald eagle nests are documented within the BSA or PIA. Due to their nesting requirements, nesting opportunities are limited within proximity of the Project limits. However, suitable foraging habitat is present. The probability of occurrence within the PIA is very low. The Project will implement pre-construction bald eagle surveys to ensure no take of bald eagle or their nests. Implementation of this measure would result in *No Take* of bald eagles or their nests.

Given the existing level of noise disturbance associated with roadway traffic, the potential for indirect impacts to California spotted owl is deemed low. Project activities will not result in a trend towards the listing of this species. Construction activities will move locations on a daily basis as work progresses across the project limits. Work activities will not remain in the same location for extended durations. Therefore, no impacts are anticipated to this species. The Project would result in No Effect to California spotted owl.

To ensure no impacts to southwestern willow flycatcher, the Project will implement avoidance measures including calendar work restrictions to avoid the nesting season. With implementation of avoidance and minimization measures, and since the PIA remains confined to the paved roadway, culverts, turnouts and guardrails, Caltrans anticipates the project would result in “No-Effect” and “No-Take” of southwestern willow flycatcher.

Caltrans anticipates No Effect and No Take to federal- and State-listed species. The project would not cause other special-status species to trend towards becoming listed.

Special Status Mammals

- Townsend’s big-eared bat (*Corynorhinus townsendii*)
- San Bernardino Flying Squirrel (*Glaucomys oregonensis californicus*)
- Fringed myotis (*Myotis thysanodes*)

The PIA is limited to the paved roadway, culverts, turnouts and guardrails. Therefore, the Project would result in “*No-Effect*” and “*No-Take*” of special-status mammal species. The Project poses minimal risk for direct or indirect impacts to Townsend’s big-eared bat., fringed myotis, or flying squirrel. Potential impacts from Project activities include injury or mortality during construction activities or injury by vehicles and equipment using the roadway. Due to the nature of the PIA being within disturbed/previously developed SR-18 and culverts, there is low potential special status mammals would occur within the PIA during project construction. Indirect impacts may result to the remaining special-status mammal species through increased human and vehicular activity, noise, and dust; ground vibrations; nighttime lighting; and habitat degradation and habitat loss. Additionally, subsidized resources such as supplemental water and trash may attract predators to the Project area that could lead to loss of individuals and habitat degradation. The indirect impacts (with the exception of habitat loss) are

temporary and are expected to occur only during the duration of Project activities. Following completion of the Project, no indirect impacts are expected to occur because the Project would not alter the current use of the land in and around the PIA; as mentioned previously all Project activities are expected to occur within the current roadways and shoulders of SR-18. There are no anticipated direct or indirect impacts to Townsend's big-eared bat., fringed myotis, or flying squirrel. The Project activities would not cause any mammal species to trend towards State or federal-listing status. The Project will implement avoidance and minimization measures **BIO-1, BIO-2, BIO-3, BIO-10, BIO-11, BIO-12,** and **BIO-13**.

Response to Item b): Less Than Significant Impact. Based on the NES(CF) prepared for the Project, pebble plains and southern California threespine stickleback stream habitat communities were identified in literature reviews conducted for the Project. Pebble plain habitat occurs within the BSA near PM 37.2, however, no southern California threespine stickleback stream habitat occurs within the BSA. Pebble plains are unique habitats which are endemic to California and known only from areas of moderate elevation (5,900 to 7,600 feet) in the San Bernardino Mountains. Pebble plains are distinctively open, alpine-like habitats dominated by dwarf shrubs and herbs with a characteristic soil structure and composition comprising soils with a high clay content and a loose, friable, quartzite pebble-rich surface layer. Based on the Project scope which includes pavement mill and overlay, localized digouts, culvert repair, and guardrail replacement, no impacts to pebble plain habitat are anticipated. Work would only occur on previously disturbed/developed area. Work activities would not impact pebble plains habitat. The Project will implement avoidance and minimization measures (**BIO-1, BIO-3, BIO-4, BIO-2,** and **BIO-10**), the most current BMP's and designate Environmentally Sensitive Areas (ESAs) during construction to ensure equipment and personnel do not encroach within pebble plain habitat.

Response to Item c): Less Than Significant Impact. The surface hydrology in the Project area is characterized by erosional features from recent precipitation events, roadside drainage ditches, upland swales, natural springs, isolated waters, deep creeks, and potentially jurisdictional waters and wetlands. The Jurisdictional Delineation Survey Area (JDSA) is located within the Santa Ana River Watershed and Siberia Creek-Bear Creek sub-watershed and within the Mojave Watershed and Upper Deep Creek sub-watershed. The JDSA is located within an arid region, as such, there is little natural perennial surface water, however, the JDSA does include Deep Creek and an unnamed tributary to Bear Creek. The remainder of the JDSA is dominated by ephemeral washes, flowing only during storm events, and remaining dry to most of the year. Based on the NES(CF) prepared for the Project, temporary and permanent impacts are anticipated to Waters of the State. During the Project Design Phase (Phase 1- Plans, Specifications and Estimates), a jurisdictional delineation would be conducted to determine jurisdiction under U.S. Army Corps of Engineers (USACE), CDFW, and RWQCB. The Project will apply for permits and work authorizations pursuant to the applicable regulations and

agencies, including the Porter-Cologne Water Quality Act, California Fish and Game Code Section 1600, and the U.S. Clean Water Act. Total acreage of permanent and temporary impacts to Waters of the State and Waters of the US will be determined during the Project Design Phase. The Project will also implement Best Management Practices (BMPs)(2024 version or most current) to prevent stormwater and construction runoff pollution. The following avoidance and minimization measures will also be implemented to avoid and reduce potential impacts to Waters of the State and Waters of the US: **BIO-1** and **BIO-6**.

Response to Item d): No Impact. The Project occurs on the existing SR-18 paved roadway and select drainages with possible construction staging on road pavement, paved turnouts, and compacted, gravelly or sandy unpaved shoulders. The 500-foot BSA contains open forest habitat, a Parks Service cabin, Snow Valley Mountain Resort, and paved, barren, or disturbed shoulders and turnouts. Wildlife habitat connectivity is generally high due to a large amount of open forest habitat in the BSA. Due to the small areas of impact near culvert inlets and outlets and staging on existing roads, turnouts, or shoulders, the Project poses no risk of reducing or worsening existing levels of habitat connectivity and, therefore, does not warrant subsequent design changes, agency consultation, and additional species permits than what is proposed as part of the Project scope.

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

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

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required, Caltrans 2024 Standard Specifications (or most recent), Best Management Practices (BMPs), and the following avoidance and minimization measures would be implemented to address Biological Resources.

BIO- 1: Equipment Staging, Storing & Borrow Sites

Caltrans will confine all equipment maintenance, storage, and parking during construction activities to the designated construction area or to previously disturbed graded or paved areas, or level areas where grading and vegetation clearing are not required and that are not habitat for listed species, as determined in coordination with the approved biologist, BIO-3: Approved Biologist. Because fuels, lubricants, and solvents would be stored in staging areas, all staging areas would be located at least 150 feet from sensitive habitat areas, including streams/drainages and other aquatic habitat.

BIO-2: Environmentally Sensitive Area (ESA)

To address impacts to Pebble Plains and sensitive amphibian, reptile, and mammal habitat, jurisdictional waters, and plant critical habitats, delineate this area as an ESA as shown on the plans and/or described in the specifications.

BIO-3: Approved Biologist

A Service- and CDFW (if appropriate)-approved biologist(s) will monitor construction activities. After the start of each calendar year, and at least 7 days prior to initiating project activities, Caltrans will submit to the Service and CDFW, in writing, the name(s), resumes, and statement of qualifications for all proposed approved biologists. Proposed activities will not begin until an approved biologist has been authorized by the Service and CDFW. Approvals of biologists will be valid throughout each calendar year, up to one year, or longer if indicated by the Service and CDFW. The approved biologist(s) will have the authority to work with the Resident Engineer to halt construction activities that do not comply with the construction-related conservation.

BIO-4: Worker Environmental Awareness Training (WEAT)

Caltrans will require all construction personnel to participate in WEAT prior to participating in work activities. The training will be led by an approved biologist and delivered to all construction personnel and new field-based personnel before engaging in construction activities. The WEAT will:

-Include descriptions of all covered species that have a reasonable likelihood of occurring in the project footprint, their habitats, and methods of identification, including visual aids as appropriate.

-Inform staff regarding invasive plant biology, identification, and any prevention measures to avoid spreading invasive plants.

-Describe activity-specific measures that will be implemented to avoid and minimize effects to covered species and their habitats. The measures will be provided to the Caltrans Resident Engineer and any contractors participating in construction activities.

-Review procedures to follow in the event covered species are observed in the construction areas, as described in BIO-11: Observations of Covered Species.

-WEAT will occur within the first week of every month. As covered activities move, WEAT will be updated to focus on relevant species expected to be encountered by activities occurring in that month.

-Provide additional WEAT to inform crews entering sensitive habitat or other protected resource areas for the first time to remind them of pertinent conservation measures.

-Implement a system for documenting WEAT attendance and field identification of trained workers (e.g., hardhat stickers) so that all workers performing covered activities are verified as having completed WEAT.

BIO-5: Nesting Bird Surveys

For activities initiated during the avian breeding season of February 1 through September 30, an approved biologist (BIO-3: Approved Biologist) will ensure that project activities avoid suitable nesting habitat for covered birds and conduct pre-construction surveys for other nesting birds no more than 7 days prior to the initiation of construction activities in any given area. The survey will cover the portions of the project site where construction activities will occur, as well as a 500-foot radius for the visual survey for raptors and a 250-foot radius for a visual survey for non-raptors. These surveys will only occur from within the public right-of- way and accessible areas and may not be able to cover the entire survey radius due to visual barriers. Timing of nesting surveys for covered birds must consider BIO-14: Seasonal Avian Work Windows, which will prohibit nesting surveys for covered birds where adverse effects are to be avoided during their respective nesting season. Caltrans will submit survey results to the Service with the annual programmatic report.

BIO-6: Water Quality, Aquatic Features, and Vegetation Protection Measures

To minimize the potential for degradation of water quality, aquatic features, and vegetation, Caltrans will implement construction site BMPs. Appropriate BMPs, such as the use of temporary silt fences or fiber rolls, will be selected to prevent runoff from leaving the project site. Caltrans will also implement the following measures:

-Prior to the onset of work, Caltrans will develop a plan for prompt and effective response to any accidental spills. The plan will include informing all workers of the importance of preventing spills and of the appropriate measures to implement should a spill occur.

- Refueling or maintenance of vehicles or equipment will occur at least 150 feet from sensitive habitat areas, including streams/drainages and other aquatic habitat.

- Vehicles and equipment will be checked daily for leaks, and all vehicular fluid spills will be contained and cleaned up immediately.

-Spill containment kits will be maintained onsite at all times during construction operations and/or staging or fueling of equipment.

-Dust control will be implemented and may include the use of water trucks and non-toxic tackifiers (binding agents) to control dust in graded areas. Dust control spray will avoid overspray into any Environmentally Sensitive Areas (ESAs) or areas outside the defined project areas.

BIO-7: California Spotted Owl Surveys

Prior to any construction activities, any known California spotted owl (CSO) activity centers near the Biological Study Area determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using the 2012 Revision of the 2011 Northern Spotted Owl (NSO) Survey Protocol (US Fish and Wildlife Service, 2012). If CSO individuals are detected during the preconstruction owl surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the nesting season, February 1 to August 31. Additionally, all construction activities within 500 feet of any known activity center shall occur only during daylight hours; construction days should be lengthened in these areas. To avoid excessive delays to the project when a CSO activity center is located near a project site, work at other project sites should be done first; any site near an active CSO activity center should be done last. All construction activities should account for the timing of the CSO nesting season.

BIO-8: Project Specific Measure – Crotch's Bumble Bee Host Plant Pre-construction Clearance Survey

Prior to any ground disturbance, a qualified biologist shall survey for potential habitat suitability and presence of Crotch's bumble bee (*Bombus crotchii*). The habitat assessment for Crotch's bumble bee shall be performed according to the 2023 CDFW Survey Considerations for Candidate Bumble Bee (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150). The preconstruction Crotch's bumblebee survey must be conducted by a contractor-supplied biologist no more than 1 week prior to project activities within the Biological Study Area. The surveys shall include 100 percent visual coverage and include a minimum 50-foot buffer in adjacent habitat. If a Crotch's bumble bee or bumble bee nest is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination will be required.

BIO-9: Monarch Butterfly Host Plant Preconstruction Surveys

Within three (3) days prior to begin construction, a Caltrans biologist shall conduct clearance surveys for obligate host plants for monarch butterfly, including milkweed species (Asclepias ssp.) If suitable larval monarch butterfly host plants or overwintering sites are located, the Caltrans biologist will flag these plants for avoidance and will establish a minimum 10-foot exclusion and avoidance buffer.

BIO-10: Environmentally Sensitive Areas and Ground Disturbance

No ground disturbing or fill activity of any type will be permitted within environmentally sensitive areas outside the Project footprint. All construction equipment should be operated in a manner to prevent accidental damage to nearby preserved areas outside the PIA. No structure of any kind, or incidental storage of equipment or supplies, will be

allowed within these protected zones. Where appropriate, silt fence barriers may be installed at the environmentally sensitive area boundary to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned ground disturbing activities.

BIO-11: Bat Preconstruction Surveys

Prior to work activities, a pre-construction survey within suitable areas and an appropriate survey buffer shall be surveyed for the presence of bat roosts by a qualified bat biologist. Initial surveys are recommended to be conducted at least 6 months prior to the initiation of work on culverts and under, or adjacent to bridges, ideally during the maternity season (typically March 1 to August 31), to allow time to prepare mitigation, and/or exclusion plans if needed in accordance with CDFW guidelines. If the pre-construction survey determines that no active roosts are present, then work activities shall commence within two weeks following the pre-construction survey.

BIO-12: Work Restriction Hours

Work activities should be restricted to daylight hours. This would reduce the potential of direct or indirect impacts to bat species that may be foraging in the vicinity of the BSA. Should work activities be required at night, night lighting should be focused on the direct area of work. Mature trees were identified in the vicinity of the BSA, and these may provide suitable roosting habitat for foliage-roosting bats. Tree removal is not an anticipated activity for the Project, but if this changes, each affected tree would need to be assessed individually, and additional measures may be required.

BIO-13: Active Roost Buffer

If special-status bat species or a maternity roost of any bat species is present, but no direct removal of active roosts will occur, a qualified bat biologist shall determine appropriate avoidance measures, which may include implementation of a construction-free buffer around the active roost.

BIO-14: Seasonal Avian Work Windows

Caltrans will limit all project activities, including BIO-5: Nesting Bird Surveys to the work windows in areas identified as suitable habitat for covered bird species identified during pre-construction nesting bird surveys. Caltrans will implement additional conservation measures if these seasonal work windows cannot be implemented.

BIO-15: Pre-construction Nest and Suitable Habitat Surveys

An approved biologist (BIO-3: Approved Biologist) will conduct nest and suitable nesting habitat surveys no more than 7 days prior to the date of initial ground disturbance and vegetation clearing. These surveys may occur concurrently with BIO-5: Nesting Birds

Surveys. During the surveys, the approved biologist will look for active nests and nesting habitat along the project alignment, as well as a 50-foot radius for non-owl species and a 0.25-mile radius for owl species, as accessible.

BIO-16: Nesting Habitat and Nest Exclusion Buffers

If potentially active nests or nesting habitat are located during BIO-15: Pre-construction Nest and Suitable Habitat Surveys, an approved biologist (BIO-3: Approved Biologist) will establish an exclusion buffer (see Table 12). Caltrans will not allow project activities within potential active nest or nesting habitat buffers. Work may proceed once an approved biologist as confirmed that the nest is inactive, or the Service authorizes activities within suitable buffers.

BIO-17: Biological Monitor and Daily Nesting Monitoring Surveys

An approved biologist (BIO-3: Approved Biologist) will be onsite during all vegetation management or ground-disturbing activities and will monitor active nests and/or suitable nesting habitat buffers for potential disturbance.

V. Cultural Resources

Would the project:

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

A Historic Property Survey Report (HPSR) (Caltrans 2025c) was approved in November 2025 for the Project. The Area of Potential Effects (APE) was delineated to encompass the maximum extent of direct and indirect impacts within the Project's horizontal and vertical construction footprints and is approximately 110.0 acres. The horizontal APE is 17.7 miles long and fluctuates from 44.0-feet wide in areas where only mainline pavement rehabilitation is proposed to 150.0-feet wide to accommodate areas with both pavement rehabilitation and turnout repaving is proposed. The maximum vertical limit of the APE is 10.0-feet above grade for construction equipment access and extends a maximum depth of 8.0-feet below grade in areas where culvert replacement is proposed and to depths of 3.5-feet for guardrail replacement. The majority of the depth along the APE is less than 1.0-foot below grade for pavement rehabilitation. The Project APE has experienced continuous disturbances due to roadway construction and maintenance activities.

The California Native American Heritage Commission (NAHC) was contacted, and a request to perform a Sacred Lands File search was made on June 11, 2025. The NAHC responded on July 1, 2025 with negative results and provided a list of Native American Tribes to contact. The following Tribes were contacted by letter on July 24, 2025: Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Indians, Cabazon Band of Cahuilla Indians, Cahuilla Band of Indians, Los Coyotes Band of Cahuilla and Cupeno Indians, Morongo Band of Mission Indians, Quechan Indian Tribe of the Fort Yuma Reservation, Ramona Band of Cahuilla, Santa Rosa Band of Cahuilla Indians, Serrano Nation of Mission Indians, Soboba Band of Mission Indians, Torres-Martinez Desert Cahuilla Indians, Yuhaaviatam of San Manuel Nation. Two responses were received on July 2, 2025 from the Agua Caliente Band of Cahuilla Indians and Quechan Indian of the Fort Yuma Reservation and deferred to Tribes in closer proximity to the Project. Follow-up letters were sent out on July 18, 2025 and Augst 29, 2025, with no further responses received.

Response to Items a) and b): No Impact. Records searches and surveys conducted for previous projects from 2008 to 2022 were found to cover the entirety of the Project APE and found to be valid for the Project. There are 72 resources within a 1.0-mile radius of the Project with 25 of these resources appearing to overlap into the APE. Of the 25 resources, 20 are resources that are exempt from evaluation per the Section 106 Programmatic Agreement as Type I Properties. Three resources are listed as Category 5 Bridges, one resource was confirmed to be no longer extant in the Caltrans right of way through survey results completed in 2019, 2021, and 2022.The remaining resource is P-36-006611: Big Bear Dam and its associated features are not extant in the APE. This resource along with its associated features of Big Bear Dam were found ineligible for listing as a Historic District, however, significant portions (Southwest Shore Colony and the Dam Keeper's House) were found individually eligible for listing on the NRHP. These portions of the site exist far outside of the Project APE and will not be disturbed by Project related activities. There are no features related to P-36-006611 in the APE, therefore there is no potential to encounter or disturb any features associated with this resource. The Project is located within previously disturbed portions of SR-18 that has experienced continual disturbances due to construction and maintenance of the roadway and its facilities. The entirety of the Project's limits were examined, and it was determined that the Project is unlikely to disturb or encounter significant intact subsurface cultural deposits due to a lack of surface manifestations and archaeological preservation is low. There is low potential to encounter or effect Historic Properties as there are no Historic Properties in the APE.

Response to Item c): Less Than Significant Impact. No human remains were discovered during field surveys conducted for the Project, and no formal cemeteries are within the Project site. If buried cultural materials, including human remains, are encountered during construction, it is Caltrans' policy that work stops in that area until a qualified archaeologist can evaluate the nature and significance of the find. If human

remains are discovered, California Health and Safety Code Section 7050.5 will be followed. This Code, in summary, states that further disturbances and activities will stop in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted under this circumstance. Pursuant to California PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, who will then notify the Most Likely Descendant (MLD), as further detailed in measure **CR-2**.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required. The following measures would be implemented for Cultural Resources:

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

CR-2: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact Gabrielle Duff, District Environmental Branch Chief [(909) 501-5142] or Julie Scrivner, District Native American Coordinator [(909) 260-8265] so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

VI. Energy

Would the project:

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

Response to Items a) and b): No Impact. The Project is anticipated to use a minimal amount of energy during construction activities, such as minor paving, reinforcement of slope embankments, guardrail upgrades, sidewalk installation, replacement of culverts, reconstruction of retaining walls, crash cushion replacement, and other construction-related activities. Construction-related effects on energy are likely to be greatest during energy use associated with the handling and transport of construction materials to and from the site. However, these construction activities are expected to be short-term in

duration and, therefore, not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction. There are no changes to the operations, buildings, or energy consuming land uses as a result of the Project. As such, no impacts are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

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

VII. Geology and Soils

Would the project:

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

Response to Items a.i) and a.ii): No Impact. According to the California Department of Conservation, California Geological Survey's earthquake fault zone map, the nearest fault is the Santa Ana fault which bisects SR-18 near Running Springs. An unnamed pre-quaternary fault is also located near the southwest portion of Big Bear Lake. The

Project is expected to result in no impacts because construction and operation of the Project would have no opportunity to rupture a known earthquake fault or cause seismic shaking.

Response to Item a.iii): No Impact. Liquefaction occurs primarily in loose, saturated, fine-to medium-grained soils in areas where the groundwater table is within approximately 50 feet below the ground surface. Shaking causes the soils to lose strength and behave as a liquid. Based on the San Bernardino County, Countywide Plan Policy Plan, Policy Map HZ-2 Liquefaction & Landslide Hazards map, the project is not located in areas designated as having liquefaction susceptibility. Near the eastern end of the project, Big Bear Lake is designated as an area suspected of liquefaction susceptibility. Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, would be conducted to avoid any significant impacts related to liquefaction and seismic risks. Therefore, through the incorporation of standard seismic design practices, the Project is expected to result in no impacts.

Response to Items a.iv), c), and d): No Impact. Based on the San Bernardino County, Countywide Plan Policy Plan, Policy Map HZ-2 Liquefaction & Landslide Hazards map, the Project is located in an area designated as having Low to Moderate landslide susceptibility. There are no areas designated as being within an Existing Landslide area and no areas within a Rockfall/Debris-Flow Hazard Area. According to the City of Big Bear Lake General Plan, Environmental Hazards/Geotechnical Element, expansive soils are those which include a significant amount of clay and are subject to swelling and can result in the change of volume and can exert pressure on loads placed on them. In the Big Bear Lake area, expansive soils are not considered a hazard due to the relatively minor amount of clay present in the alluvial soils derived from the regional granitic bedrock.

Soils subsidence may be caused by a variety of human and natural activities, including earthquakes and the long-term extraction of underlying groundwater, oil, or gas resources. According to the City of Big Bear Lake General Plan, Environmental Hazards/Geotechnical Element, the Big Bear community relies entirely upon local ground water supplies, however, the slant wells that remove groundwater under gravity do not typically result in subsidence at the surface level and subsidence has not been reported in the Big Bear valley area. Furthermore, subsidence related to the groundwater withdrawal in the area is considered unlikely as the Big Bear Lake at 6,744 feet AMSL maintains subsurface pore water pressure. As such, no impacts are anticipated.

Response to Item b): No Impact. Construction activities during the construction phase of the Project would have the potential to displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. The disturbed soil area is defined by Caltrans as consisting of areas of exposed, erodible soil that are within the

construction limits and that result from construction-related activities. Construction site BMPs, which are standard practices for erosion and water quality control, would be used on the Project site. Temporary erosion control will be provided during construction, and permanent erosion control will be applied to all disturbed soil areas at completion of all soil disturbing activities.

Response to Item e): No Impact. Due to the nature of the Project, which involves minor pavement rehabilitation, rock slope protection repair, reinforcement embankment for slopes, end treatment and guardrail upgrades, curb ramp upgrades, sidewalk installation, replacement of culverts, reconstruction of retaining walls and crash cushion replacement, the Project is not expected to affect existing or proposed septic tanks or alternate wastewater disposal systems, nor would the use of septic tanks be involved during construction. Therefore, no impacts are anticipated.

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

Avoidance, Minimization, and/or Mitigation Measures

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

VIII. Greenhouse Gas Emissions

Would the project:

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

Response to Item a): Less Than Significant Impact. Construction-level GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays related to construction. Construction activities would generate 848.165 metric tons of CO2e over the 260-day construction period. The Project involves minor pavement rehabilitation and other improvements to preserve, repair and extend the life of the existing pavement and improve the ride quality. The Project would also protect the roadway from embankment failure, improve motorist safety, and improve pedestrian access. As this Project would not increase the number

of travel lanes on SR-18, no increase in operational GHG emissions is expected to occur. Therefore, environmental impacts resulting from project GHG emissions are considered to be less than significant.

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

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required. The measures below would be implemented to minimize GHG emissions during construction.

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

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

IX. Hazards and Hazardous Materials

Would the project:

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

Question	CEQA Determination
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less Than Significant Impact

Response to Items a) and b): Less Than Significant Impact. Implementation of the Project is not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Typical construction-related hazardous materials would be used during construction of the Project, these materials include fuel, solvents, paints, oils, and grease. It is possible that any of these substances could be released during construction activities. However, compliance with Federal, State, and local regulations would ensure that all hazardous materials are used, stored, and disposed of properly, which is anticipated to minimize potential impacts related to a hazardous materials release during the construction phase of the Project. Implementation of measures **HAZ-1** and **HAZ-2** would minimize potential impacts.

The Project would not include the routine use, transport, or disposal of hazardous materials. An Initial Site Assessment (ISA) Checklist (Caltrans 2025d) was prepared and concluded the risk level for the Project to be low. The ISA Checklist indicated no contamination from spills, leaks, or illegal dumping, no surface staining, oil sheens, odors, or vegetation damage and no drums, tanks (surface or underground), transformers, basins or ponds within the Project site. As an avoidance and/or minimization measure (**HAZ-4**), testing for aerially deposited lead (ADL) will be completed prior to the completion of the Design Phase and implemented during the Construction Phase as applicable. Any transport of hazardous materials to the site and removal of hazardous wastes from the site would comply with State and Federal regulations and therefore anticipated to result in a less than significant impact.

Response to Item c): No Impact. Two elementary schools are located within a quarter mile of the Project. One middle school is located beyond a quarter mile of the Project site. The table below lists the schools, addresses, and approximate distances to the Project.

Table 2-4. Schools Within the Vicinity

School	Address	Distance from Project Site
Charles Hoffman Elementary School	2851 Running Springs School Road, Running Springs	600 feet
Big Bear Elementary School	40940 Pennsylvania Ave, Big Bear Lake	0.25 mile
Big Bear Middle School	41275 Big Bear Boulevard, Big Bear Lake	0.60 mile

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

Response to Item d): No Impact. According to the California Department of Toxic Substances Control (DTSC) EnviroStor database, there are no hazardous materials sites located near the Project site. Furthermore, based on the ISA Checklist prepared for the Project, there are no known hazardous waste sites in or near the project area that are listed on Federal, State, or local environmental and health regulatory agency records. Furthermore, the ISA Checklist concluded that the risk level is low for potential hazardous waste involvement associated with implementation of the Project. Testing for ADL will be completed prior to the completion of the Design Phase and implemented during the Construction Phase as applicable.

Response to Items e) and f): Less Than Significant Impact. The Big Bear Airport is located approximately 4 miles northeast from the eastern end of the Project. The Project is not located within the vicinity of a private airstrip, as such, no impacts are anticipated in this regard. The Project does not include any features that would interfere with any air traffic flight paths or other airport activities. The Project involves minor pavement rehabilitation and other roadway improvements such as end treatment and guardrail upgrades, upgrading curb ramps, sidewalk installation, replacing culverts, reconstructing retaining walls and crash cushion replacement. The Project would preserve, repair, and extend the life of the exiting pavement and improve ride quality along SR-18. As such, the Project is not expected to interfere with emergency response or evacuation plans. During the construction phase, emergency response times could increase temporarily due to increased traffic congestion caused by construction, speed reductions, and the presence of construction personnel and equipment. During construction, a Traffic Management Plan (TMP), as included in measure **TRA-1**, would be implemented to minimize these delays and help to ensure continued emergency access to the Project area.

Response to Item g): Less Than Significant Impact. Based on the CAL FIRE Fire Hazard Severity Zones Map for San Bernardino County, the western portion of the Project site and the eastern portion of the Project site have pockets of areas designated as Very High for Fire Hazard Severity Zones in State Responsibility Area (SRA). The majority of the middle section of the Project site is designated as being in the Federal Responsibility Area (FRA). Although portions of the Project site are within a Very High SRA, the Project involves minor pavement rehabilitation and roadway improvements that would preserve, repair, and extend the life of the existing pavement and improve the ride quality along SR-18. The Project will also protect the roadway from embankment failure, improve motorist safety, and improve pedestrian access, so it is

not expected to expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required. The following measures would be implemented to minimize the potentail for impacts from Hazards and Hazardous Materials:

HAZ-1: Prior to and during construction, in order to avoid potential impacts from hazardous materials, the following will be performed in accordance with Caltrans Standard Specifications Section 36-4 for residue containing lead from paint and thermoplastic. This SSP also requires a lead compliance plan.

HAZ-2: Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.14 for treated wood waste.

HAZ-3: Project will be performed in accordance with Caltrans Standard Specifications Section 6-1.03 conditions for use of local material from non-commercial source.

HAZ-4: ADL testing will be completed before the completion of the Design Phase of this Project. Recommended measures from this testing will be incorporated into the Environmental Commitments Record prior to the completion of the Design Phase and implemented during the Construction Phase.

X. Hydrology and Water Quality

Would the project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact

Question	CEQA Determination
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

Response to Item a): No Impact. A Scoping Questionnaire for Water Quality Issues (Caltrans 2025e) was prepared to determine the Project's water quality impacts. Short-term or temporary construction impacts on water quality have the potential to occur during ground disturbance activities, material and equipment use and storage at staging areas, and other construction activities. Because the Project would be constructed entirely within existing State ROW, the California Statewide Order No. 2022-0033-DWQ, NPDES Permit No. CAS000003 would apply to this Project. Temporary impacts are anticipated to be minimized with the implementation of construction Best Management Practices (BMPs) to minimize construction runoff and protect water quality.

Because the disturbed soil area is greater than 1 acre, 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 Construction Stormwater General Permit, Order No. WQ-2022-0057-DWQ-CAS000002 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 hydraulic conditions. Prior to approval of the final design of the Project, applicable post-construction BMPs would be identified to ensure that applicable Caltrans selection and siting criteria have been achieved. The BMPs would reduce long-term water quality impacts due to implementation of the Project. Therefore, water quality impacts are not anticipated.

Response to Item b): No Impact. The Project would implement minor pavement rehabilitation and roadway improvements to preserve, repair, and extend the life of the existing pavement and improve ride quality, protect the roadway from embankment failure, improve motorist safety and improve pedestrian access. Ground disturbance is anticipated to be shallow and as such, groundwater is not anticipated to be affected by the Project.

Response to Items c (i), (ii), (iii), and (iv): No Impact. The Project proposes minor pavement rehabilitation and roadway improvements including rock slope protection repair, reinforcement of embankments, end treatment and guardrail upgrades, upgrade of curb ramps, sidewalk installation, and replacing culverts along SR-18 from the SR-18/SR-330 separation to 0.25-mile east of Pine Knot Avenue. The Project would not alter existing drainage patterns. Erosion control and stormwater BMPs will be incorporated as part of the Project to reduce storm water impacts. A SWPPP will be prepared and approved prior to construction in order to protect any disturbed surface areas. Furthermore, BMPs would be designed and implemented to reduce the discharge of pollutants from the Caltrans storm drain system to the maximum extent practicable. Erosion control measures would also be used to address site soil stabilization and reduce deposition of sediments into adjacent surface waters. Temporary water pollution control and permanent erosion control plans will be prepared during the plans, specifications, and estimate design phase of the Project. No impacts are expected to occur with regards to runoff, drainage patterns, and water quality.

Response to Item d): No Impact. Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Map Numbers 06071C8010H, 06071C8005H, 06071C8000H for San Bernardino County) the majority of the eastern portion of the project alignment is predominantly within FEMA Zone X (unshaded), areas of minimal flood hazard, usually depicted on FIRM maps as above the 500-year flood level. However, section of the project alignment crosses FEMA Zone A, a flood hazard area indicating the 1-percent annual chance flood (i.e., 100-year flood). No depths or base flood elevations are known within this zone. The remaining project alignment, including the western portion of the project alignment is within FEMA Zone D, areas with possible but undetermined flood hazards. The Project is not expected to risk the release of pollutants due to Project inundation. No impacts are anticipated in this regard.

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

Avoidance, Minimization, and/or Mitigation Measures

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

XI. Land Use and Planning

Would the project:

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

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

Response to Item b): No Impact. The surrounding land uses consists of mostly rural residential with some retail, and open space areas within mountainous, hilly surroundings. After completion of the project, the operation and use would remain the same, therefore, it would not conflict with any land use plan. Furthermore, the project would improve conditions on an existing roadway, which is consistent with the San Bernardino County goals (Goal TM-5) and policies (Policy TM-2.2) and the City of Big Bear Lake General Plan Circulation Element goal (Goal C1) to maintain safe and efficient mobility of people and goods throughout the region.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization and/or mitigation measures are not required for Land Use and Planning.

XII. Mineral Resources

Would the project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact

Question	CEQA Determination
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

Response to Items a), and b): No Impact. Based on the San Bernardino Countywide Plan, Figure 5.11-1 Mineral Resource Zones (MRZ) 2 & 3 in the Southwest Quadrant of County map, the mountain region with resources designated as MRZ-2 and MRZ-3 are located to the north, east and southeast of Big Bear Lake. The MRZ-2 zones are areas judged to contain a significant deposit of construction quality aggregates and MRZ-3 zones are areas containing known mineral deposits that may qualify as mineral resources. SR-18 along the Project route is not designated as either MRZ-2 or MRZ-3 and there are no known valuable mineral resources within the Project site. The Project is located along a developed highway, and would not result in the loss of a known mineral resource. No impacts are anticipated to mineral resources.

Avoidance, Minimization, and/or Mitigation Measures

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

XIII. Noise

Would the project result in:

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

Response to Item a): No Impact. Based on the Noise Review Memorandum (Caltrans 2025f) and Update Memorandum (Caltrans 2025g), the Project falls under Type III project category of 23 CFR772.7, as a project not requiring a noise analysis. Furthermore, construction would occur along and adjacent to SR-18, which currently

experiences noise levels consistent with an active highway. No nighttime construction activities are planned. No impacts are anticipated.

Response to Item b): No Impact. Any groundborne noise or vibration would be limited to the construction period, limited to a specific location and not along the entire Project route at once, and would be short term in duration. Construction would occur in an area that experiences noise levels consistent with an active highway. As such, impacts related to the generation of excessive groundborne vibration or groundborne noise are not anticipated.

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

Avoidance, Minimization, and/or Mitigation Measures

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

XIV. Population and Housing

Would the project:

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

Response to Item a): No Impact. The Project proposes minor pavement rehabilitation and roadway improvements on an existing roadway that are in poor condition or not in compliance with current standards. These improvements would not result in any construction of new homes or businesses, nor would the Project result in the need for roads or other infrastructure that would facilitate an increase in population. No impacts are anticipated in this regard.

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

Avoidance, Minimization, and/or Mitigation Measures

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

XV. Public Services

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

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

Fire Protection

Response to Fire Protection: No Impact. The County of San Bernardino Fire Department, and Big Bear Lake Fire Department provides fire protection in the Project vicinity. The following are the fire stations in the Project vicinity:

- San Bernardino Fire Station 96, located at 39188 Rim of the World Drive, Fawnskin, 92333.
- Green Valley Lake Station 95, located at 33596 Green Valley Lake Road at Green Valley Lake, 92341.
- Big Bear Fire Department Station 283, located at 550 Maple Lane, Big Bear Lake, 92315.
- Big Bear Fire Department Headquarters Station 281, located at 41090 Big Bear Boulevard, Big Bear Lake, 92315

Although continuous, uninterrupted access to SR-18 throughout the duration of construction is expected, construction activities have the potential to result in temporary, localized, site-specific disruptions in the area of construction. This could lead to an increase in delay times for emergency response vehicles during construction. This construction-related congestion and delay would be addressed in the Traffic Management Plan (TMP) (**TRA-1**; refer to Section XVII Transportation) that is prepared in coordination with a public information program prior to construction.

The Project is not expected to result in an increase in population, and therefore would not increase demand for community services. No fire stations are anticipated to be acquired or displaced; therefore, there would be no effect on the delivery of fire

services. The Project is not expected to induce growth or increase population in the study area or the greater community beyond that which has been previously planned for and would not result in the need for additional fire protection. No impacts are anticipated to fire protection services.

Police Protection

Response to Police Protection: No Impact. The San Bernardino County Sheriff's Department provides police protection in the Project vicinity. The Big Bear Lake Patrol Station is located at 477 Summit Boulevard, Big Bear Lake, 92315. As mentioned previously, construction related congestion could affect the response times for police service providers; however, continuous, uninterrupted access to SR-18 would be provided throughout the duration of construction. In addition, implementation of a construction-period TMP would ensure that access is maintained to and from the Project area and that the police service providers are notified prior to the start of construction activities. No impacts are anticipated in this regard.

Schools

Response to Schools: No Impact. The Rim of the World Unified School District operates the Charles Hoffman Elementary School located at 2851 Running Springs Road, in Running Springs near the western end of the Project site. The Bear Valley Unified Schools District operates the Big Bear Elementary School located at 40940 Pennsylvania Avenue in Big Bear Lake and the Big Bear Middle School located at 41275 Big Bear Boulevard in Big Bear Lake. The Project would not result in accessibility problems to existing schools in the vicinity of the Project and is not expected to result in any other impacts on school services.

Parks

Response to Parks: No Impact. As the Project is located within the San Bernardino National Forest, several parks and recreational facilities are located near the Project site. These include Arrowbear Lake near Running Springs on the western end of the Project site and Big Bear Lake towards the eastern end of the Project site. There are numerous hiking, walking, mountain bike trails, campgrounds and campsites located within the vicinity of SR-18 along the Project site. As mentioned previously, the Project is not expected to induce population growth in the area beyond that which has been previously planned for and would not result in the need for additional parks or recreational facilities.

Other Public Facilities

Response to Other Public Facilities: No Impact. As mentioned above, the Project is located along SR-18 from Running Springs to Big Bear Lake, within and adjacent to the San Bernardino National Forest, and as such, several public facilities including recreational and picnic facilities, and trails are located near the Project site. However, as the Project consists of minor pavement rehabilitation and roadway improvements to

preserve, repair, and extend the life of the existing pavement and improve ride quality and protect the roadway from embankment failure, improve motorist safety and improve pedestrian access, there would be no impacts on public facilities as a result of construction of the Project.

Avoidance, Minimization, and/or Mitigation Measures

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

XVI. Recreation

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

Response to Items a) and b): No Impact. The Project involves minor pavement rehabilitation and roadway improvements along SR-18 to preserve, repair, and extend the life of the existing pavement and improve ride quality. The Project will also protect the roadway from embankment failure, improve motorist safety, and improve pedestrian access. As such, implementation of the Project does not have the capacity to generate a substantial increase in the use of any existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration could occur, nor would it require the construction or expansion of existing recreational facilities.

Avoidance, Minimization, and/or Mitigation Measures

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

XVII. Transportation

Would the project:

Question	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No Impact

Question	CEQA Determination
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

Response to Item a) No Impact. The Project would preserve, repair, and extend the life of the existing pavement along SR-18 and improve ride quality and also result in improved motorist safety and improved pedestrian access as the Project would include guardrail upgrades, curb ramps upgrades to ADA standards, and installation of sidewalks. As such, the Project would not conflict with the City of Big Bear Lake General Plan Circulation Element or the San Bernardino County Policy Plan, Transportation & Mobility Element. The Project would preserve, repair, and extend the life of the existing pavement, for that reason no impacts are anticipated.

Response to Item b): No Impact. As the Project involves preserving, repairing, and extending the life of the existing pavement and improving motorist safety and improving pedestrian access, it does not involve any capacity increasing elements and therefore, the Project is unlikely to induce measurable and substantial increases in VMT and a VMT analysis is not required. As indicated in Section 15064.3 (b)(2) transportation Projects that reduce, or have no impact on vehicle miles traveled should be presumed to cause a less than significant transportation impact. As such, no impacts are anticipated in this regard.

Response to Item c): No Impact. The Project would not substantially increase hazards because of a design feature or incompatible uses. In general, the Project would improve the ride quality, protect the roadway from embankment failure, improve motorist safety and improve pedestrian access. Therefore, no impacts are anticipated in this regard.

Response to Item d): No Impact. Construction activities have the potential to result in temporary, localized, and site-specific disruptions during the construction period. This could lead to an increase in delay times for emergency response vehicles during construction; however, the Project would include the Caltrans Standard Measure for preparation and implementation of a TMP (measure **TRA-1,** below), which would avoid or minimize any potential impacts. The Project is expected to also provide continuous, and uninterrupted access to SR-18 throughout the duration of construction. No impacts are anticipated during the construction period.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required. The measure below would be implemented to minimize any potential impacts to transportation activities within the project area during constructon:

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

XVIII. Tribal Cultural Resources

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

Question	CEQA Determination
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Less Than Significant Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less Than Significant Impact

Response to Items a) and b): Less Than Significant Impact. A HPSR was prepared and approved in November 2025 for the Project. The California Native American Heritage Commission (NAHC) was contacted, and a request to perform a Sacred Lands File search was made on June 11, 2025. The NAHC responded on July 1, 2025 with negative results and provided a list of Native American Tribes to contact. The following Tribes were contacted by letter on July 24, 2025: Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Indians, Cabazon Band of Cahuilla Indians, Cahuilla Band of Indians, Los Coyotes Band of Cahuilla and Cupeno Indians, Morongo Band of Mission Indians, Quechan Indian Tribe of the Fort Yuma Reservation, Ramona Band of Cahuilla, Santa Rosa Band of Cahuilla Indians, Serrano Nation of Mission Indians, Soboba Band of Mission Indians, Torres-Martinez Desert Cahuilla Indians, Yuhaaviatam of San Manuel Nation. Two responses were received on July 2, 2025 from the Agua Caliente Band of Cahuilla Indians and Quechan Indian of the Fort Yuma Reservation and deferred to Tribes in closer proximity to the Project. Follow-up letters were sent out on July 18, 2025 and Augst 29, 2025, with no further responses received . The Project is located within previously disturbed portions of SR-18 and in areas that have experienced continual disturbances due to construction and maintenance of the highway and its facilities. The potential to disturb any significant built resources is extremely low with a low potential to encounter or effect Historic Properties as there are no Historic Properties within the APE. With implementation of **CR-1** and **CR-2**, related to

archaeological and Native American discoveries, impacts on Tribal Cultural Resources are anticipated to be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are requried. Refer to measures **CR-1** and **CR-2** in Section V, *Cultural Resources*.

XIX. Utilities and Service Systems

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

Response to Item a): No Impact. The Project would result in minor pavement rehabilitation and roadway improvements. These Project improvements would not result in significant effects to existing water/wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. No utility relocations are anticipated as a result of the Project.

Response to Item b): No Impact. The Project would not construct any new residential or non-residential structures that would induce population or employment growth that would require a new water supply. Due to the nature and scope of the proposed minor pavement rehabilitation and roadway improvements along SR-18, no impacts are anticipated on water supplies.

Response to Item c): No Impact. The Project is not expected to increase the demand for wastewater treatment providers or result in inadequate capacity for wastewater treatment providers beyond their current existing commitments because the Project

would not require wastewater treatment. As the Project would involve improvements and upgrades to SR-18 between PM 31.7 to PM 49.3, construction activities are not expected to increase capacity of existing wastewater treatment facilities. As such, no impacts are anticipated in this regard.

Response to Item d): No Impact. As the Project would preserve, repair, and extend the life of the existing pavement, the Project would generate a minimal amount of solid waste. During operation of 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, such as metal beam guardrails would also be considered. As such, the Project is not expected to impair the attainment of the state's solid waste reductions goals.

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

Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization and/or mitigation measures are not required for Utility and Service Systems.

XX. Wildfire

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

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

Response to Items a), b), c), and d): No Impact. The Project is not anticipated to exacerbate wildfire risk and, as there are no structures proposed, the Project would not expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Based on the CAL FIRE Fire Hazard Severity Zones Map for San Bernardino County, the western portion of the Project site and the eastern portion of the Project site have areas designated as Very High for Fire Hazard Severity Zones in State Responsibility Area (SRA). The middle portion of the Project site is designated as being in the Federal Responsibility Area (FRA). The Project would not require the installation or maintenance of infrastructure that may exacerbate fire risk and would not result in temporary or ongoing impacts on the environment. Furthermore, the Project does not expect to expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes.

Avoidance, Minimization, and/or Mitigation Measures

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

XXI. Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant Impact
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)?	Less Than Significant Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

Response to Item a): Less Than Significant Impact. Based on the Natural Environment Study (Condensed Format), the Project includes measures to avoid and/or minimize impacts to special-status species and their respective habitats. The Project overlays federal designated critical habitat for ash-grey paintbrush (Castilleja cinerea) near PM 37.1 and overlaps federal designated critical habitat for southwestern willow

flycatcher at PM 44.3 near Big Bear Dam. With implementation of avoidance and minimization measures, the Project will result in "*no effect*" to federally endangered ash-grey paintbrush and would not result in adverse modifications of its designated critical habitat under the USFWS. Furthermore, the Project would not result in adverse modification of critical habitat for southwestern willow flycatcher. The Project would result in "no effect" to any other species listed under the Federal Endangered Species Act .The Project would result in "no take" of State-listed species with the implementation of avoidance and minimization measures, including pre-construction clearance surveys. The Project also includes avoidance and minimization measures to avoid potential impacts to federal or State-listed threatened, endangered, or candidate species. The U.S. Forest Service sensitive species will not result in a trend towards federal listing as a result of Project activities. The Project will not cause State Species of Special Concern or rare species to trend towards becoming listed. Refer to Section IV. Biological Resources for a complete listing of measures.

Response to Item b): Less Than Significant Impact. Based on the HPSR prepared for the Project, there are 25 resources that appear to overlap into the Project APE. Of the 25 resources, 20 are resources that are exempt from evaluation per the Section 106 Programmatic Agreement as Type I Properties. Three resources are listed as Category 5 Bridges, one resource was confirmed to be no longer extant in the Caltrans right of way through survey results completed in 2019, 2021, and 2022.The remaining resource is P-36-006611: Big Bear Dam and its associated features are not extant in the APE. This resource along with its associated features of Big Bear Dam were found ineligible for listing as a Historic District, however, significant portions (Southwest Shore Colony and the Dam Keeper's House) were found individually eligible for listing on the NRHP. These portions of the site exist far outside of the Project APE and will not be disturbed by Project related activities. There are no features related to P-36-006611 in the APE, therefore there is no potential to encounter or disturb any features associated with this resource. The Project is located within previously disturbed portions of SR-18 that has experienced continual disturbances due to construction and maintenance of the roadway and its facilities. The entirety of the Project's limits were examined, and it was determined that the Project is unlikely to disturb or encounter significant intact subsurface cultural deposits due to a lack of surface manifestations and archaeological preservation is low. There is low potential to encounter or effect Historic Properties as there are no Historic Properties in the APE. Therefore, cumulatively considerable impacts to historical resources are not anticipated.

Furthermore, the jurisdictional delineation survey area includes Deep Creek, an unnamed tributary to Bear Creek, and ephemeral washes that flow only during storm events while remaining dry most of the year. Based on the NES(CF) prepared for the Project, temporary and permanent impacts are anticipated to Waters of the State. Measures **BIO-1** and **BIO-6** would be implemented to avoid and reduce potential impacts to Waters of the State and Waters of the US. The Project is not anticipated to

have significant adverse cumulative effects to jurisdictional waters or riparian vegetation.

Cumulatively considerable impacts to natural communities of concern, jurisdictional resources, and special-status plant and animals species are not anticipated.

Response to Item c): No Impact. Operation of the Project is not expected to result in the exposure of persons to any substantially adverse natural or human-made hazards that could directly or indirectly cause substantial adverse effects on human beings, such as geologic hazards, air emissions, hazardous materials, or flooding. No impacts are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required. As indicated in Section IV Biological Resources, Caltrans standard BMPs, the BMPs in the anticipated SWPPP, and Standard Specifications (latest version) will be implemented to minimize effects during construction. Furthermore, avoidance and minimization measures **BIO-1** through **BIO-17** will be implemented for the Project.

2.2 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 (SF6), 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 (CAFÉ) standards for on-road motor vehicles sold in the United States. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation's energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014). These standards are periodically updated and published through the federal rulemaking process.

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs).

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

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

Environmental Setting

The Project is in a rural area of San Bernardino County, with a primarily natural-resources based agricultural and tourism economy. SR-18 is the main transportation route to and through the area for both passenger and commercial vehicles. The nearest alternate route is SR-38, eight miles to the south. The Project area consists of residential, commercial, restaurants, schools, retail buildings, and open space. Traffic congestion during peak hours is common in the area of the Project. A Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) by the Southern

California Association of Governments (SCAG), guides transportation and housing development in the area of the Project. The San Bernardino County Regional Greenhouse Gas Reduction Plan and the General Plan addresses GHGs in the Project area.

GHG Inventories

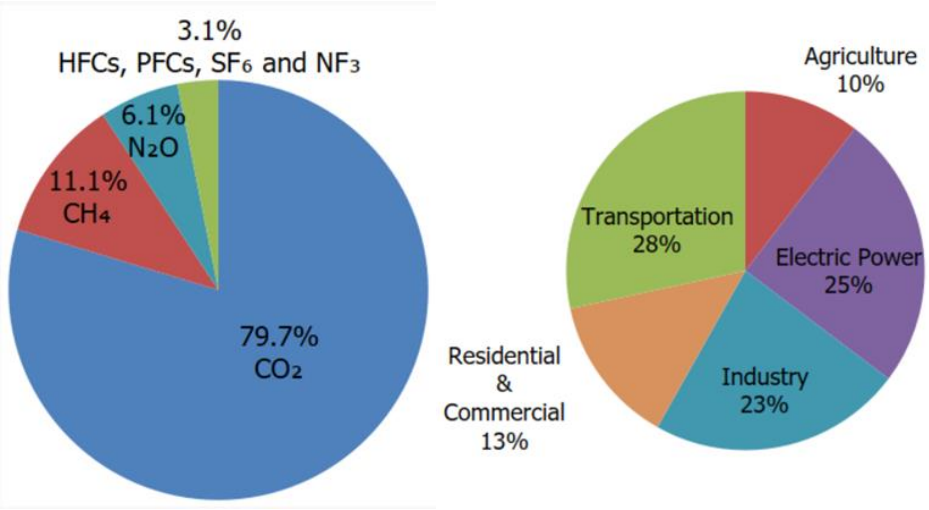
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission 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, CO2 emissions decreased by only 2% (U.S. EPA 2024a).

The transportation sector's share of total GHG emissions increased to 28% in 2022 and remains the largest contributing sector (Figure 4). Transportation activities accounted for 37% of U.S. CO2 emissions from fossil fuel combustion in 2022. This is a decrease of 0.5% from 2021 (U.S. EPA 2024a, 2024b).

Figure 4. U.S. 2022 Greenhouse Gas Emissions

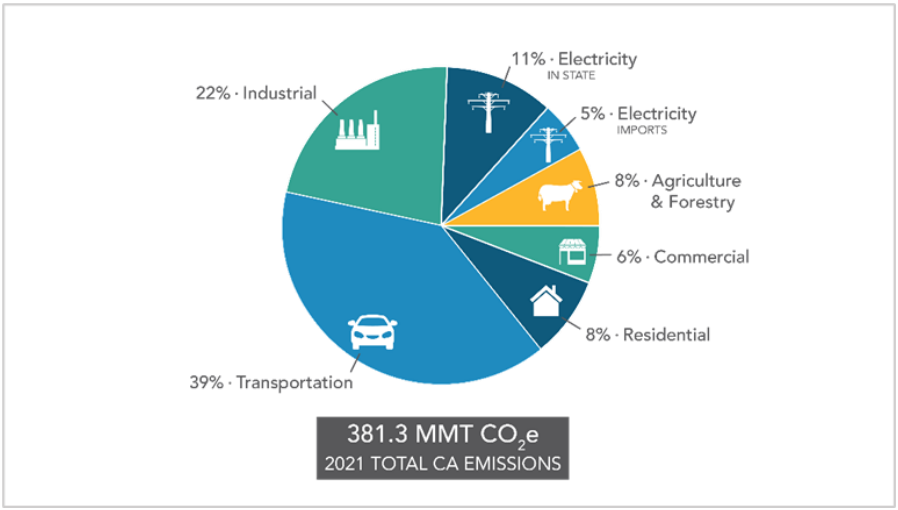


(Source: U.S. EPA 2024b)

State GHG Inventory

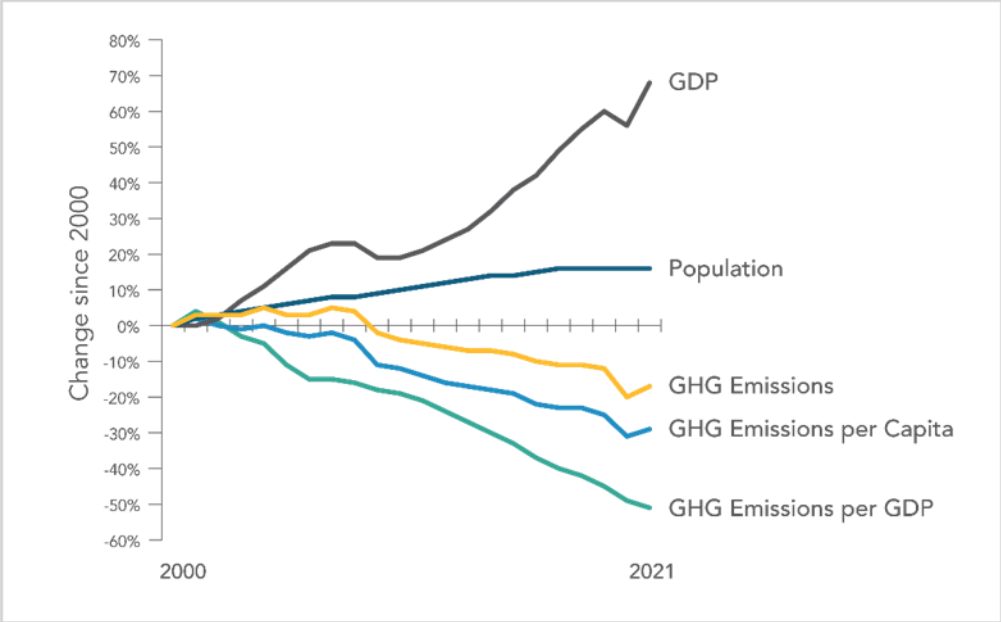
ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall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

Figure 5. California 2021 Greenhouse Gas Emissions by Economic Sector



(Source: ARB 2023)

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



(Source: ARB 2023)

AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. CARB adopted the first scoping plan in 2008. The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The 2022 Scoping Plan for Achieving Carbon Neutrality, adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (ARB 2022a).

Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008*, CARB 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 project is included in the RTP/SCS for SCAG. The regional reduction target for SCAG is 19 percent by 2035 (ARB 2021).

Table 3-1. Regional GHG Reduction Policies

Title	GHG Reduction Policies, Goals, or Strategies
Southern California Association of Governments 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (adopted May 10, 2024)	• Complete Streets • Transit and Multimodal Integration • Transportation System Management • Transportation Demand Management • Air Quality • Clean Transportation • Goods Movement
San Bernardino County Regional Greenhouse Gas Reduction Plan (adopted March 2021)	Land Use Element • On-Road-1: Alternative Fueled Transit Fleets – CNG to Electric. • On-Road-2: Encourage Use of Mass Transit, Carpooling, Ridesharing, and Telecommuting. • On-Road-3: Improve Efficiency through Signal Synchronization. • On-Road-4: Expand Bike Routes Including Pedestrian and Bicycle Friendly Streets • On-Road-5 Community Fleet Electrification.
San Bernardino County Countywide Plan (adopted in 2020)	Natural Resources Element- Goal NR-1 Air Quality: • Policy NR-1.7 Greenhouse gas reduction targets • Policy NR-1.8 Construction and operations • Policy NR-1.9 Building design and upgrades Transportation & Mobility Element Goal TM-3 Vehicle Miles Traveled: • Policy TM-3.1 VMT reduction • Policy TM-3.2 Trip reduction strategies • Policy TM-3.3 First mile/last mile connectivity Goal TM-4 Complete Streets, Transit & Active Transportation • Policy TM-4.1 Complete streets network • Policy TM-4.5 Transit access to job centers and tourist destinations • Policy TM-4.7 Regional bicycle network • Policy TM-4.8 Local bicycle and pedestrian networks Renewable Energy & Conservation Element- nearly all policies listed in these goals: • Goal RE-1 Energy Conservation & Efficiency • Goal RE-2 Renewable Energy Systems • Goal RE-3 Community-Oriented Renewable Energy • Goal RE-4 Environmental Compatibility

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 purpose of this Project is to preserve, repair, and extend the life of the existing pavement and improve ride quality along SR-18 as well as protecting the roadway from embankment failure, improve motorist safety, and improve pedestrian access. This type of project generally causes minimal or no increase in operational GHG emissions. Because the Project would not increase the number of travel lanes on SR-18, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

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

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

Based on the Project information provided, the Caltrans Construction Emissions Tool (Cal-CET) was used to estimate construction and greenhouse gas (GHG) emissions. Overall construction emissions of GHGs would be 848.165 metric tons CO2e over the 260-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 Project purpose is to preserve, repair, and extend the life of the existing pavement and improve ride quality along SR-18 as well as protecting the roadway from embankment failure, improve motorist safety, and improve pedestrian access. Construction GHG emissions would result during the construction phase at different levels, with overall construction GHG emissions of 848.165 metric tons CO2e. Furthermore, as this project would not increase the number of travel lanes on SR-18, no increase in operational GHG emissions is expected to occur. Therefore, environmental impacts resulting from project GHG emissions are considered to be less than significant. The project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions.

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

Greenhouse Gas Reduction Strategies

Statewide Efforts

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

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

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

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

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

Caltrans Activities

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

Climate Action Plan for Transportation Infrastructure

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

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

California Transportation Plan

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

Caltrans Strategic Plan

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. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions. It identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Departmental and State goals.

Project-Level GHG Reduction Strategies

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

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

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

Adaptation Strategies

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

Federal Efforts

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

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

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

State Efforts

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

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

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

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

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the 2009 *California Climate Adaptation Strategy*, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio,* and the CAPTI (described above). Priorities in the 2023 *California Climate Adaptation Strategy* include acting in partnership with California Native American Tribes, strengthening protections for

climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

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

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

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

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

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

Caltrans Sustainability Programs

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

Project Adaptation Analysis

Sea Level Rise

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

Precipitation and Flooding

Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Map Numbers 06071C8010H, 06071C8005H, 06071C8000H for San Bernardino County) the majority of the eastern portion of the project alignment is predominantly within FEMA Zone X (unshaded), areas of minimal flood hazard, usually depicted on FIRM maps as above the 500-year flood level. However, section of the project alignment crosses FEMA Zone A, a flood hazard area indicating the 1-percent annual chance flood (i.e., 100-year flood). No depths or base flood elevations are known within this zone. The remaining project alignment, including the western portion of the project alignment is within FEMA Zone D, areas with possible but undetermined flood hazards. Based on the Caltrans District 8 Vulnerability Assessment Map (Caltrans 2023), the 100-year storm precipitation depth in the project area is expected to increase by up to 12.8% by 2055, and up to 11.5% by 2085.

Wildfire

Based on the Caltrans District 8 Vulnerability Assessment Map (Caltrans 2023), the majority of the alignment is in an area designated as a Very High Level of Concern for Wildfire Exposure for the 2010 to 2070 wildfire exposures. Based on the CalFire Fire Hazard Severity Zones map, the Project site is located in a Very High Fire Hazard Severity Zone in the State Responsibility Area (SRA) and Local Responsibility Area (LRA).

Temperature

Based on the Caltrans District 8 Vulnerability Assessment Map (Caltrans 2023), the average minimum air temperature in the project area is projected to increase by 3.0-4.3 degrees Fahrenheit by 2055, and by 7.3-7.8 degrees Fahrenheit by 2085. The average maximum temperature over seven consecutive days in the project area will increase by up to 6.12 degrees Fahrenheit by 2055, and by up to 9.7 degrees Fahrenheit by 2085. As such, the climate specific to the Project's location will be taken into consideration for selection of roadway and pavement materials in order to select the materials most appropriate for the Project.

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Chapter 3 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. The environmental document process included providing the public an opportunity to review and comment on the document during the public review period. This section summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Public Participation

The required submittal to the State Clearinghouse (SCH) for public review and comment on the Initial Study with Proposed Negative Declaration was transmitted on December 11, 2025. The SCH notice on CEQAnet was published on December 11, 2025 with the public review period ending on January 9, 2026. The notice was also published in The Big Bear Grizzly newspaper on December 11, 2025. No request was received to hold a public hearing or meeting in conjunction with the circulation of the Initial Study with Proposed Negative Declaration, accordingly, no meetings were held. Accessible attachments available on the SCH CEQAnet included the Initial Study with Proposed Negative Declaration itself, the public notice, and Summary Form for State Clearinghouse submittal.

One comment was received during the public review period from the California Transportation Commission on December 17, 2025. The comment is provided on the following page along with the response to the comment.

Comment No. 1: California Transportation Commission

Comment Letter 1.

From: Zamora, Cherry@CATC
To: D8 1M410 Comments@DOT
Cc: Pennebaker, Laura@DOT
Subject: Draft Initial Study for the State Route 18 Roadway Improvements Project (SCH #2025120513)
Date: Wednesday, December 17, 2025 10:56:03 AM

Dear Hannah Duarte:

1-1 The California Transportation Commission (Commission) has received Caltrans' *Notice of Intent to Adopt a Negative Declaration* for the State Route 18 Roadway Improvements Project in San Bernardino County, CA, and was able to download the *State Route 18 Roadway Improvements Project – Draft Initial Study with Proposed Negative Declaration* from the CEQAnet website. Commission staff do not have comments at this time.

For all projects that are anticipated to require Commission approval for discretionary actions, including route adoptions, new public road connections, or funding allocation requests, full compliance with the California Environmental Quality Act (CEQA) is required. The Commission will not allocate funds to projects for design, right-of-way, or construction, or approve route adoptions or new public road connections, until the environmental document is complete, and the Commission has approved the environmentally cleared project. The CEQA lead agency must contact and work with the Commission directly to ensure the final environmental document is brought forward to the Commission for action.

Regards,

Cherry Zamora
Associate Deputy Director – Environmental Policy
California Transportation Commission
916.716.4656 call or text

Response to Comment 1-1

Thank you for the comment. The Initial Study with Proposed Negative Declaration prepared for circulation and this Initial Study with Negative Declaration were prepared in full compliance with the California Environmental Quality Act (CEQA) and will be consistent with all applicable regulations and guidelines pertaining to CEQA, including Caltrans coordination with the California Transportation Commission, as applicable.

Chapter 4 List of Preparers

The following personnel contributed to the preparation of this document:

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Chapter 5 Distribution List

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

Public Agencies and Elected Officials

CALIFORNIA DEPT. OF FISH & WILDLIFE (REGION 6) 3602 INLAND EMPIRE BOULEVARD, #C-220 ONTARIO, CA 91764	CALIFORNIA TRANSPORTATION COMMISSION COMMISSION CHAIR 1120 N STREET ROOM 2221 SACRAMENTO, CA 95814-5605	INLAND EMPIRE RESOURCE CONSERVATION DISTRICT 25864 BUSINESS CNTR DR, ST K REDLANDS, CA 92374
NATIVE AMERICAN HERITAGE COMMISSION 1550 HARBOR BOULEVARD, SUITE 100 WEST SACRAMENTO, CA 95694	CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES 5796 CORPORATE AVENUE CYPRESS, CA 90630	CALIFORNIA HIGHWAY PATROL 31230 CA-HWY 18 RUNNING SPRINGS, CA 92382
DAWN ROWE SAN BERNARDINO COUNTY THIRD DISTRICT SUPERVISOR 385 N. ARROWHEAD AVE, 5TH FLR SAN BERNARDINO, CA 92415	SAN BERNARDINO COUNTY PUBLIC WORKS-FLOOD CTRL 825 EAST THIRD STREET SAN BERNARDINO, CA 92415	CITY OF BIG BEAR LAKE PLANNING, PUBLIC WORKS DEPT PO BOX 10000 BIG BEAR LAKE, CA 92315
SAN BERNARDINO COUNTY FIRE-GREEN VALLEY LAKE STATION 33596 GREEN VALLEY LAKE RD GREEN VALLEY LAKE, CA 92341	SAN BERNARDINO COUNTY FIRE-FAWNSKIN STATION #96 39188 RIM OF THE WORLD DR FAWNSKIN, CA 92333	CAL FIRE SOUTHERN REGION 3800 N. SIERRA WAY SAN BERNARDINO, CA 92405
SAN BERNARDINO COUNTY LAND USE SERVICES-PLANNING 385 N. ARROWHEAD AVE SAN BERNARDINO, CA 92415	SAN BERNARDINO COUNTY PUBLIC WORKS 825 EAST THIRD STREET SAN BERNARDINO, CA 92415	BIG BEAR MUNI WATER DIST 40524 LAKEVIEW DR BIG BEAR LAKE, CA 92315
RIM OF THE WORLD UNIFIED SCHOOL DISTRICT 24740 SAN MORITZ WAY CRESTLINE, CA 92325	BEAR VALLEY UNIFIED SCHOOL DISTRICT 42271 MOONRIDGE ROAD BIG BEAR LAKE, CA 92315	BIG BEAR FIRE DEPT, STATION 281 41090 BIG BEAR BLVD BIG BEAR LAKE, CA 92315
BIG BEAR FIRE DEPT, STATION 283 550 MAPLE LANE BIG BEAR LAKE, CA 92315	ARROWBEAR PARK WATER DIST 2365 FIR DRIVE ARROWBEAR LAKE, CA 92382	BEAR VALLEY MUTUAL WATER 101 E OLIVE REDLANDS, CA 92373

Interested Parties, Property Owners, and Members of the Public

OULIE TRUST C 5-12-93 13601 MALENA DR TUSTIN, CA 92780	TSIEBOS, MICHELLE 3848 TURQUOISE LN LA VERNE, CA 91750	SMITH, SHAUN 4850 PETERSEN ST CHINO HILLS, CA 91709
MERZI, MAHMOUD 2534 OCEANSIDE BLVD OCEANSIDE, CA 92054	NECKE, ARTHUR W TR 20816 E APACHE WAY WALNUT, CA 91789	39253-39267 BBB LLC 102 BALANCE IRVINE, CA 92618
EVER REACH PROPERTIES MANAGEMENT LLC 18351 COLIMA RD #2823 ROWLAND HEIGHTS, CA 91748	33141 BIG BEAR RD LP 1234 ORIBIA RD DEL MAR, CA 92014	WARSHAW, RITA L 7595 EL ARCO RANCHO CUCAMONGA, CA 91730
COPPOCK, STEPHEN L & CHRISTINA FAM T 5022 SLEEPING INDIAN RD FALLBROOK, CA 92028	KENNEDY, KRYSTIANNE NIGEL A 15704 VINCENNES ST NORTH HILLS, CA 91343	PROP SOLVER LLC 1201 N PACIFIC AVE #202 GLENDALE, CA 91202
GOSS, SCOTT DARREN 12523 ECLIPSE PL SAN DIEGO, CA 92129	CURIEL, MARGARET TRUST 9 SHILOH ST IRVINE, CA 92720	MC CANN, PATRICK A 265 N BERRY ST BREA, CA 92821
HUSTEDT, MARK D 28144 VILLAGE DR CAMARILLO, CA 93012	BLUE CUBE VENTURE LLC 13089 PEYTON DR #C473 CHINO HILLS, CA 91709	BALANE, FRED 9204 RECHE VISTA DR MORENO VALLEY, CA 92557
CLARKE, GRACE 3780 SW 19TH ST FORT LAUDERDALE, FL 33312	CRABTREE, KENYON D TR 1863 MONTGOMERY DR VISTA, CA 92084	CHUNG FAMILY TRUST 10/27/00 2149 W 245TH ST LOMITA, CA 90717
CIMINO, JIM RETIREMENT PLAN TR 27255 MESSINA ST HIGHLAND, CA 92346	LAWRENCE, F F 215 INDIANAPOLIS HUNTINGTON BEACH, CA 92648	KUNUGI, JIM H 6309 CHARING SAN DIEGO, CA 92117
PHAM, TRINH-KHA THI 3112 HILLSIDE DR WEST COVINA, CA 91791	AGHACHI, ALBERT 10901 SANTA MONICA BLVD LOS ANGELES, CA 90025	PANDA SHAN LLC 480 WAINWRIGHT AVE SAN JOSE, CA 95128
FRANK, LAILA K TR 1827 LOMA ROJA SANTA ANA, CA 92705	SAMARTHA PROPERTIES LLC 60 CEZANNE IRVINE, CA 92603	TAN, ENRIQUE B 3904 TOTAL ECLIPSE ST LAS VEGAS, NV 89129
ESCAMILLA, MONICA FELIX LIV TR 5141 AUDREY DR HUNTINGTON BEACH, CA 92649	AMBRIZ, ARMANDO 1618 S RENE DR SANTA ANA, CA 92704	BAMBERGER, RITA D LIVING TR 28639 HARDING AVE VAL VERDE, CA 91350
HSJC INVESTMENTS LTD 512 OLYMPIA BAY LAREDO, TX 78041	GARCIA, ALFREDO 1718 S EIGHTH ST APT B ALHAMBRA, CA 91803	SCOTT FAMILY TRUST 7/26/05 5252 BALBOA AVE #1000 SAN DIEGO, CA 92117
BGN INVESTMENTS LTD 3720 S SUSAN ST STE 100 SANTA ANA, CA 92704	GRKH PROPERTIES LLC 21913 SOUTHGATE MISSION VIEJO, CA 92692	MARINA RESORT INVESTORS LP 10 E YANONALI ST STE 109 SANTA BARBARA, CA 93101
ZEHLIF, NABEEL 6876 ROVATO PL RANCHO CUCAMONGA, CA 91701	ANDERSON REVOCABLE LIVING TRUST 11/1 3130 CLAREMORE AVE LONG BEACH, CA 90808	MC SHAFFREY LIVING TRUST 81582 CAMINO EL TRIUNFO INDIO, CA 92203

MI FAMILY TRUST 4/21/16 2402 MISSION ST SAN MARINO, CA 91108	TIAN, JINHONG 30622 STEEPLECHASE DR SAN JUAN CAPISTRANO, CA 92675	STEWART, JOHN 12841 CRAFTSMAN LN SANTA ANA, CA 92705
ZRE INVESTMENTS LLC 23341 GOLDEN SPRINGS DR #200 DIAMOND BAR, CA 91765	HOLMES, QUENTIN 4942 PEARCE AVE LAKEWOOD, CA 90712	R L R INVESTMENTS LLC 600 GILLIAM RD WILMINGTON, OH 45177
STUROS, KIRSTIE 3204 HOGBACK RD FOWLERVILLE, MI 48836	HAMPTON, PAUL 8189 THOROUGHBRED ST RANCHO CUCAMONGA, CA 91701	AHMED, ASIF LIV TR 12/22/06 5032 BILOXI AVE NORTH HOLLYWOOD, CA 91601
SALZAR, RICHARD H TRUST 6443 TERRAZO PORTICO CARLSBAD, CA 92009	BRISTO, GAIL M FAMILY TRUST 8/17/22 4209 DON MARIANO DR LOS ANGELES, CA 90008	GRIECO, ANTHONY 1031 RAFFERTY BIG BEAR CITY, CA 92314
DREAM STREET LLC 5560 BIG SKY LN ANAHEIM, CA 92807	CRA ENTERPRISES LLC 32442 ROCKY BAR DR TEMECULA, CA 92592	THOMAS, MILTON 2103 LARK BAY LN LAKEWOOD, CA 90712
CASILLAS, RICARDO 523 N CABRERA AVE SAN BERNARDINO, CA 92411	SHAW INVESTMENT III LLC 1005 E LAS TUNAS DR #116 SAN GABRIEL, CA 91776	YOUNG, TIMOTHY 24242 TWIG ST LAKE FOREST, CA 92630
MB BIG BEAR LLC 948 N ORLANDO AVE WEST HOLLYWOOD, CA 90069	BUCHANAN, GEORGE LIVING TRUST 09/14 3181 LINDA VISTA RD GLENDALE, CA 91208	MC DONOUGH, T.A. 1823 E LARKWOOD ST WEST COVINA, CA 91791
EZZELL FAMILY TRUST 02/23/17 134 WESTWIND MALL MARINA DEL REY, CA 90292	DANG FAMILY TRUST 218 NEWCASTLE AVE PLACENTIA, CA 92870	COLOMBO, JAVIER FAMILY TRUST 2138 BELLA CT COSTA MESA, CA 92627
JAGOSZ FAMILY TRUST 2-12-02 1967 CHEREMOYA AVE LOS ANGELES, CA 90068	STEWART, MICHAEL 2335 DONALD ST SAN BERNARDINO, CA 92407	DUBOIS, DIANE D 35321 AVENUE H YUCAIPA, CA 92399
BOTBYL, CHARLES WILLIAM 1742 REED ST REDONDO BEACH, CA 90278	PRIVATE INVESTMENTS LLC 2770 E OJAI DR BREA, CA 92821	COGGAN FAMILY BOULDER BAY TRUST 14326 ARNOLD DR GLEN ELLEN, CA 95442
GOLDEN COMMODITY & CO LLC 1613 CHELSEA RD UNIT 112 SAN MARINO, CA 91108	VCS TTD4 LLC 9655 GRANITE RIDGE DR #200 SAN DIEGO, CA 92123	RUPERT, DOROTHY WILFONG REV INTER-VI 2422 RONDA VISTA DR LOS ANGELES, CA 90027
RYAN, SUSAN M 1294 HIGTON ST MANTECA, CA 95336	GARCIA, JETHRO RIVERA 9496 KINGS CT RIVERSIDE, CA 92508	NECULCEA, NICOLETA 9831 PRIMROSE DR RIVERSIDE, CA 92503
LUGO TRUST 08/17/23 21841 SHENANDOAH DR LAKE FOREST, CA 92630	MONTOYA, DINA 38183 VIA MAJORCA MURRIETA, CA 92562	BRIGHTFOX LLC 20 29TH AVE APT 209 VENICE, CA 90291
PROSPERA MANAGEMENT LLC 1620 MILL STREAM DR CHINO HILLS, CA 91709	KRUGER, DARREL C L TR 640 W MARIPOSA AVE EL SEGUNDO, CA 90245	BEZASHVILI, OTAR 1117 JASPER CT SAN MARCOS, CA 92078

HECKHAUS, KAREN S 1220 EL DORADO ST PLACENTIA, CA 92870	S & C INVESTMENT LLC 2222 S 2ND AVE ARCADIA, CA 91006	CANYON TRUST 8/15/15 30750 SAN TIMOTEO CANYON RD REDLANDS, CA 92373
BRACE FAMILY TRUST 12/21/18 36599 FONTAINE ST WINCHESTER, CA 92596	VENABLES FAMILY TRUST 5/10/06 325 E SOUTH AVE REDLANDS, CA 92373	ARMSTRONG, ALISA 21010 PACIFIC CITY CIR #1215 HUNTINGTON BEACH, CA 92648
BEAR VALLEY COMMUNITY CHURCH 41960 BIG BEAR BLVD BIG BEAR LAKE, CA 92315	PERFECT STORM LLC 425 W BEECH ST # 418 SAN DIEGO, CA 92101	NEWTON, HATTEN V JR 27122 ARCHIE AVE MORENO VALLEY, CA 92555
SO, WILSON F & SUSAN W LIVING FAMILY 19744 SENECA RD APPLE VALLEY, CA 92307	JOSEPH, MARIA G 35 LAKEPINES IRVINE, CA 92629	GOMEZ, GEORGE R II 32901 ARROWBEAR DR ARROWBEAR LAKE, CA 92382
SINGH, NEPAL 4972 YEARLING AVE IRVINE, CA 92604	KHALIL, MANHAL 3313 BROOKSHIRE CT BURBANK, CA 91504	HAMPTON, LAUREL 1033 DOROTHEA RD LA HABRA, CA 90631
RIOS, MARCO A 470 N CABRILLO AVE SAN PEDRO, CA 90731	RIGGS, CLEA A LIVING TRUST 987 E BASELINE ST APT 5 SAN BERNARDINO, CA 92410	GALINDO, ALBERT JR 48124 JILLIAN CT INDIO, CA 92201
SOILS, RHONDA R 18030 METTLER AVE CARSON, CA 90746	HOMET FAMILY TRUST 654 CATALINA RD FULLERTON, CA 92835	33135 HILLTOP LLC 3245 28TH ST SAN DIEGO, CA 92104
MARECHAL, MICHAEL B 1733 N REFUGIO RD SANTA YNEZ, CA 93460	HORRELL, LAURA 13862 KAREN WAY TUSTIN, CA 92780	HIGELIN FAMILY TRUST 3548 CHESTNUT DR NORCO, CA 92860
ESPINOZA, JESSE 15595 DAKOTA RD APPLE VALLEY, CA 92307	DE SANTIAGO, HUMBERTO 10875 KLING ST #305 LAKE, CA 91602	BERNAL-MOLINA, BERTIN 484 N CITRUS ST ORANGE, CA 92868
TERRAFORM PROPERTY GROUP LLC 2649 BYRON PL LOS ANGELES, CA 90046	CONTINENTIAL REPUBLIC PROP LLC 498 ABBIE WAY COSTA MESA, CA 92627	FAMILI, MEHDI 23565 EVENING SNOW MORENO VALLEY, CA 92557
PHIVY INC 7641 NANCY LN STANTON, CA 90680	JONES, DONOVAN C 408 MALLORY CIR LOGANVILLE, GA 30052	DAVIES FAMILY TRUST 11/23/90 7447 MARTIN RANCH RD SAN BERNARDINO, CA 92407
TASHTCHIAN FAMILY TRUST 3/28/08 18250 SYLVAN ST TARZANA, CA 91335	GARCIA, RENE 3327 W BEVERLY BLVD MONTEBELLO, CA 90640	DHAP INVESTMENTS LLC 13402 AMBROSIA CT RIVERSIDE, CA 92503
DE WITT, STEVEN VICTOR 1884 N CYMBAL PL ANAHEIM, CA 92807	ADHRITI BIG BEAR LLC 13402 AMBROSIA CT RIVERSIDE, CA 92503	CHO, SOO DO & KIM, MI KYOUNG LIV TR PO BOX 1833 RUNNING SPRINGS, CA
PINE NEST LLC 11227 ZORITA CT SAN DIEGO, CA 92124	VINCI FAMILY TRUST 12/13/18 1145 ALDERSGATE DR LA VERNE, CA 91750	SAINT EMMA GLORIA LLC 3180 MAIN ST COTTONWOOD, CA 96022

B & K LAND COMPANY INC PO BOX 6141 BIG BEAR LAKE, CA 92315	FLORES, CHRISTOPHER DANIEL 32876 TRUMAN LN RUNNING SPRINGS, CA 92382	PADILLA, BRENDAN LUIS 32890 ARROWBEAR DR RUNNING SPRINGS, CA 92382
ALI, AMIN ROSHAN 935 SWINKS MILL RD LEAN, VA 22102	DWYER, WALTER L & VICKI L TR P O BOX 2841 BIG BEAR LAKE, CA 92315	ASATRYAN, GAGIK 17185 FLANDERS ST GRANADA HILLS, CA 91344
RUTOLO JOYCE M LIVING TR 34231 SAN SIMEON ST TEMECULA, CA 92595	KGB PROPERTIES LLC 9890 CHERRY AVE FONTANA, CA 92335	HOLLOWAYS, MARINA INC BOX 1216 BIG BEAR LAKE, CA 92315
GRISSEN, JEFFREY SCOTT 12421 LAJA DR POWAY, CA 92064	RAOUF, MUSTAPHA YASSIN MOHAMMED 3825 MORALES WAY CORONA, CA 92883	CASTILLO, NEILSON R 13752 KUMQUAT CIR RIVERSIDE, CA 92503
NOUSALA, MARCUS 1112 MONTANA AVE STE 243 SANTA MONICA, CA 90403	SOOHOO FAMILY TRUST 16402 EMBER GLEN RD HACIENDA HEIGHTS, CA 91745	PRIETO, PIEDAD LIVING TRUST 310 LAURINDA AVE LONG BEACH, CA 90803
JD & ISAACS PROPERTIES LLC 31165 TEMECULA PKWY TEMECULA, CA 92592	SALMASI, HAMID R 2621 GREENRIVER RD 105-330 CORONA, CA 92882	LAUDI, PAMELA K 8176 WESTPORT CIR SACRAMENTO, CA 95828
TANENBAUM, MARSHA 15760 VENTURA BLVD #500 ENCINO, CA 91436	KASAHARA FAMILY TRUST 27090 JARANA CT VALENCIA, CA 91354	PIPKIN FAMILY REVOCABLE LIVING TR 04 881 WICK LN GLENDORA, CA 91741
RODRIGUEZ, ELI 786 W ELBERON SAN PEDRO, CA 90731	MACPHERSON, STEPHEN & SUSAN FAM TR 4648 PALM DR LA CANADA, CA 91011	BAYAN, STEPHANIE P 916 S MARIPOSA AVE UNIT D LOS ANGELES, CA 90006
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SOMOS LIFE HOLDINGS LLC 824 CALLE DE ARBOLES REDONDO BEACH, CA 90277	Y2118 LLC 7260 W AZURE DR #140-719 LAS VEGAS, NV 89130	DORRIS, TROY 2502 ENGLAND ST #2 HUNTINGTON BEACH, CA 92648
ZARATE FAMILY LIVING TRUST 17777 BARBEE ST FONTANA, CA 92336	HENSCHEL, LISA 2007 HEPERION LOS ANGELES, CA 90027	QUINTERO, CONCEPCION 648 S BREEZY WAY ORANGE, CA 92869
CHANG, DONALD H S & LUCY L F FAM TR 613 ALDEN WAY ROSEVILLE, CA 95678	SARGENT, MICHAEL JAMES 1816 BONITA AVE LAVERNE, CA 91750	JENSEN, GREG 10622 BRYANT ST SPC 107 YUCAIPA, CA 92399
MONTANO, GEORGE 27403 PINYON ST MURRIETA, CA 92562	MENDIOLA, STEVEN A 32771 HILLTOP DR RUNNING SPRINGS, CA 92382	HIGLEY, LOWELL H II 2523 STANWOOD AVE HENDERSON, NV 89074
AMIN, PEDRAM 5598 CORNELL DR SAN JOSE, CA 95118-3409	BINGHAM, MARLON DESHAWN 1221 BLUFF AVE N LAS VEGAS, NV 89030	ARBELBIDE, STEPHEN R 417 PONDEROSA TRL CALIMESA, CA 92320

VASQUEZ, NORBERTO A 10829 MICHAEL HUNT DR SOUTH EL MONTE, CA 91733	HERMAN, STEVEN HALSTED & LAURA A REV 4680 COOPER CT LA VERNE, CA 91750	WALEH, KHALED PO BOX 7437 BIG BEAR LAKE, CA 92315
PINES BIG BEAR LAKE HOA 27695 VIA SEQUOIA SAN JUAN CAPISTRANO, CA 92675	LEARN TO SURF LLC 630 INDIANAPOLIS HUNTINGTON BEACH, CA 92648	SUMMERFIELD, BRIAN IDIT 10107 NORWALK BLVD SANTA FE SPRINGS, CA 90670
SCORPIANNE EQUITIES INC 5322 PASEO SERRA YORBA LINDA, CA 92887	BIDAKI FAMILY TRUST 1014 GAIL AVE REDLANDS, CA 92374	HANSFORD, THOMAS 22685 CLIMBING ROSE DR MORENO VALLEY, CA 92557
KHAJEHTORIAN, ROBERTO 1140 ELM AVE #110 GLENDALE, CA 91201	CULP, ROBERT DOUGLAS & STEPHANIE L R 13426 CAJON CREEK CT RANCHO CUCAMONGA, CA 91739	TIMPKE, MICHAEL JOSEPH 650 RAPALLO AVE SAN PEDRO, CA 90732
LANGLEY, KEVIN CARLTON & TAMI N 29072 CANYON RIM DR #192 TRABUCO CANYON, CA 92679	38925 BIG BEAR BLVD LLC 38925 BIG BEAR BLVD BIG BEAR LAKE, CA 92315	SIMON FAMILY TRUST 23405 TRISTIN DR VALENCIA, CA 91355
C LOGAN INCORPORATED 21887 STRAWBERRY LN CANYON LAKE, CA 92587	BLAUER REVOCABLE TRUST P O BOX 1111 BIG BEAR LAKE, CA 92315	HOLLANDS, ANJA CORNELLA 3274 VIA MARIN #89 LA JOLLA, CA 92037
KELLY 1999 REVOCABLE TRUST 660 N TIGERTAIL RD LOS ANGELES, CA 90049	FLESHMAN, WAYNE 12893 FREDERICK ST #108 MORENO VALLEY, CA 92553	J D LOOMIS INVESTMENTS LLC 7100 LOCH LOMOND DR BETHESDA, MD 20817
ODENBACH, JOEL 4731 MAYFIELD SAN BERNARDINO, CA 92404	FLORES, ARMAND & GERALDINE LIVING TR 3259 BENT TWIG LN DIAMOND BAR, CA 91765	SELLEN, DUSTIN L 6101 BANNOCK RD WESTMINSTER, CA 92683
POBLETE, LEILANI L LIVING TRUST 4505 CALIFORNIA AVE # 303 LONG BEACH, CA 90807	GUMPEL TRUST 12/03/14 38875 MAGEE HEIGHTS WAY PALA, CA 92059	MALAKOUTI, SHOKOUH TRUST 81 SANCTUARY IRVINE, CA 92620
ACEVEDO FAMILY TRUST 07/01/04 2348 IVY CT UPLAND, CA 91784	FRINK, RORY M 8604 WESTERN MEADOWS DR FORT WORTH, TX 76244	ECKLEY, CHERIE 2965 OAKBERRY CT FULLERTON, CA 92835
DOWNING FAMILY TRUST 956 JACQUELINE PL NIPOMO, CA 92444	POSH PROPERTIES 26501 WICKERD RD MENIFEE, CA 92584	SANDERS, DAVID 12630 COLUMBIA AVE YUCAIPA, CA 92399
SHIN, AUSTIN J FAMILY TRUST 1899 PALOMINO AVE UPLAND, CA 91784	KOSTELECKY LIVING TRUST 43587 CORTE DEL ORO LA QUINTA, CA 92253	GOMEZ, FRANCISCO 32624 MAZOE ST WINCHESTER, CA 92596
HARNETT FAMILY REV TRUST 942 N WANDA RD ORANGE, CA 92867	VARGAS, VICTOR 13188 HAVEN ROCK CT CORONA, CA 92883	TRINH, DIEN QUANG 9062 YERMO WAY WESTMINSTER, CA 92683
GLANCY, MICHAEL WILLIAM 32838 DEER LICK LN RUNNING SPRINGS, CA 92382	VELASQUEZ, RICARDO 6577 COYOTE TRAIL LN EASTVALE, CA 92337	MEISSNER LIVING TRUST 6/29/05 2772 E VIA VAQUERO RD PALM SPRINGS, CA 92262

JUNE, LUCILLE M REVOCABLE TRUST 12640 15TH ST YUCAIPA, CA 92399	ROMERO, JOEY 2905 EL PASO SIMI VALLEY, CA 93063	ESPINOZA FAMILY TRUST 14654 BORA DR LA MIRADA, CA 90638
OROZCO, FELIPE 5805 TEMPLE CITY BLVD TEMPLE CITY, CA 91780	RUTKOSKI, ROBERT DAVID 8004 SANTA RITA CORONA, CA 92881	R & P SHAHIN FAMILY TR 11/4/10 700 SANTIAGO AVE LONG BEACH, CA 90804
39609 BIG BEAR BLVD LLC 22880 SAVI RANCH PKWY YORBA LINDS, CA 92887	MELAHN, STEVEN DAVID 39985 BIG BEAR BLVD BIG BEAR LAKE, CA 92315	SWAFFORD, BRENTON PO BOX 1692 BIG BEAR LAKE, CA 92315
CALI BIG BEAR LLC 500 S DIXIE HWY STE 202 CORAL GABLES, FL 33146	COZY HOLLOW LODGE LLC 19827 HAMILTON AVE TORRANCE, CA 90505	JATA ESTATES LLC 109 N MACLAY AVE SAN FERNANDO, CA 91340
AFFORDABLE ACCOMMODATIONS LLC 19451 BUSINESS CENTER DR NORTHRIDGE, CA 91324	YABUT REAL ESTATE INVESTMENTS 680 E COLORADO BLVD STE 180 PASADENA, CA 91101	DUNTON, RAYMOND L 10348 BEACH ST BELLFLOWER, CA 90706
COREY, JOHN R P O BOX 6329 BIG BEAR LAKE, CA 92315	HAGERMAN, TIMOTHY L PO BOX 3533 BIG BEAR LAKE, CA 92315	GIEROWITZ, OLGA 1478 GLEN OAKS PASADENA, CA 91105
LESONDAK, MARK R - EST OF 23 WISTERIA PL ALISO VIEJO, CA 92656	HOUSE THAT INC 24028 SCHOENBORN ST WEST HILLS, CA 91304	NICHOLAS, NICOLE 29960 SUGARFOOT CT MENIFEE, CA 92586
PIZZA PLUS PROPERTIES INC 330 N 6TH ST #103 REDLANDS, CA 92374	I&S REVOCABLE LIVING TRUST 26821 WINDSOR DR SAN JUAN CAPISTRANO, CA 92675	PEIRCE, ROBERT L 21909 OCEAN AVE TORRANCE, CA 90503
CARMONA TRUST 3/26/20 2308 N TOWNER SANTA ANA, CA 92706	FABIAN, JAMES D 1025 ROOSEVELT RD REDLANDS, CA 92374	TRITT, JAMES WILLIAM FRANCIS 1430 E COOLEY DR STE 210 COLTON, CA 92324
KLEIN FAMILY REVOCABLE LIV TR 12/30 10543 AYRES AVE LOS ANGELES, CA 90064	POMPO CHILDREN INHERITANCE 14207 JAMUL DR JAMUL, CA 91935	BARMAKI, BRIAN 13426 DITTMAR DR WHITTIER, CA 90605
HICKS BELTRAN TRUST 19027 BRAEMORE RD PORTER RANCH, CA 91326	HARBOUR, SANDRA K 2750 VALKYRIE DR RUNNING SPRINGS, CA 92382	LEROY, DAVID & MONIQUE REV TR P O BOX 801 BIG BEAR LAKE, CA 92315
40585 LLC 127 RICHMOND ST UNIT B EL SEGUNDO, CA 90245	MORAR, PAUL 214 S VINE AVE FULLERTON, CA 92833	HERMON, DEREK PO BOX 0424 BIG BEAR LAKE, CA 92315
B & S LAND INC PO BOX 2893 BIG BEAR LAKE, CA 92315	WILLIAMS, BARBARA 6887 SE MOSCATO CT HILLSBORO, OR 97123	BIG BEAR LAKE RESORT ASSOCIATION INC P O BOX 1936 BIG BEAR LAKE, CA 92315
RANJAN HOSPITALITY LLC 40660 BIG BEAR BLVD BIG BEAR LAKE, CA 92315	WELL VANTAGE GROUP LLC 19827 HAMILTON AVE TORRANCE, CA 90502	STEPHENSON, MICHAEL A P O BOX 131012 BIG BEAR LAKE, CA 92315

GO VECTOR ONE LLC 1412 VIA CORONEL PALOS VERDES ESTATES, CA 90274	BIG BEAR 40627 LP PO BOX 3601 BIG BEAR LAKE, CA 92315	GOMEZ REVOCABLE LIVING TRUST 2904 LIVE OAK ST HUNTINGTON PARK, CA 90255
BYRD & SCANLAN LLC 3 CARRERA PL RANCHO MIRAGE, CA 92270	MURRAY, EDWARD THOMAS JR LIV 2451 PENMAR AVE VENICE, CA 90291	HONG, SUN BE 16810 ENGLE PL VALINDA, CA 91744
STORY, MICHAEL D 17328 VENTURA BLVD #134 ENCINO, CA 91316	UNITY PROPERTY MANAGEMENT LLC 15100 VIERIO PL LA MIRADA, CA 90638	NGUYEN, DAN 23841 ROSEHEDGE ST MISSION VIEJO, CA 92691
MOORE, ALEX 848 IROLO ST #405 LOS ANGELES, CA 90005	SOTO, RONALD & JANIS 1992 REVOC TRUS 25435 GALLUP CIR LAGUNA HILLS, CA 92653	LAFH, CINDY'S TRUST 12/15/14 9728 ETIWANDA AVE NORTHRIDGE, CA 91325
BELTRAN, BENEDICT 28854 COAL MOUNTAIN CT VALENCIA, CA 91354	FLORES, JESSICA 9721 PANDORA LN ANAHEIM, CA 92804	MOUNTAIN SNOW REAL ESTATE LLC 2102 HISTORIC DECATUR RD SAN DIEGO, CA 92106
ALTERRA MTN CO HOUSING HOLDING COMPA 3501 WAZEE ST STE 400 DENVER, CO 80216	ZELA PROPERTIES LLC 124 COVENTRY PL GLENDALE, CA 91206	GATTUSO FAMILY TR 49950 JEFFERSON ST # 130 INDIO, CA 92201
LINDBERG, OLOV 2002 HANSCON DR S. PASADENA, CA 91030	INTERNATIONAL TRAN CORP 8181 INGRAM CIR WESTMINSTER, CA 92683	WOOD, ROGER G 2951 BOSTONIAN DR LOS ALAMITOS, CA 90720
FISHMAN FAMILY TRUST 4435 AVENIDA CARMEL CYPRESS, CA 90630	GENTNER, DEBORAH BENEFIT TR 1105 CRESTVIEW AVE SEAL BEACH, CA 90740	HOBLICK FAMILY TRUST 2770 E OJAI DR BREA, CA 92821
BRADLEY, RYAN L 477 VINEYARD DR SIMI VALLEY, CA 93065	TAYLOR, CHAD MASSIE 11543 LAUREL CREST DR LOS ANGELES, CA 91604	WALKER, RICHARD JR 13708 RUETTE LE PARC # E DEL MAR, CA 92014
HAHN FAMILY TRUST 818 SANTA YNEZ ST SAN GABRIEL, CA 91775	LOMAX, BRAD M 5365 ORRVILLE AVE WOODLAND HILLS, CA 91367	TOWNS-MAN PARTNERS L P 205 AVENUE B REDONDO BEACH, CA 90277
STALLINGS, GLENN JR 415 S SERRANO AVE LOS ANGELES, CA 90020	RAMIREZ, GUILLERMO 2212 GOLDEN MEADOW DR DUARTE, CA 91008	SHERRILL, JOSEPH 3100 ELKHORN BLVD NORTH HIGHLANDS, CA 95660
ABDUH, HASSAAN 28392 REY DE COPAS LN MALIBU, CA 90265	NEWPORT, CORNELIA J LIV TR 8440 PUMALO ST ALTA LOMA, CA 91701	PHILLIPS, JOHN C IRA 2110 ARTESIA BLVD #862 REDONDO BEACH, CA 90278
SLUSSER, ROSS MATTHEW 2304 HILLCREST DR HERMOSA BEACH, CA 90254	VLAMING, DOUGLAS B JR 4733 E FIRESTONE DR CHANDLER, AZ 85249	MOFID, AHMAD 1025 S SEDONA LN ANAHEIM, CA 92808
COSMOSSE, FRANCIS 1109 S KINGSLEY DR #401 LOS ANGELES, CA 90006	GIEDRAITIS, RAIMUNDAS 5667 IRVINGTON PL LOS ANGELES, CA 90042	ANDERSON, GUY 12285 WHITEHAVEN OAK HILLS, CA 92344

MELVILLE, JULIE ANN 601 E GLENOAKS BLVD STE 206 GLENDALE, CA 91207	QUARTO, PAUL FAMILY TRUST 3130 WILSHIRE BLVD STE 600 SANTA MONICA, CA 90403	SAUEY, WILLIAM R REVOCABLE TRUST 200 715 LYNN AVE STE 100 BARABOO, WI 53913
HOLLOMON, EUGENE LIVING TR 19422 JERRILYN LN HUNTINGTON BEACH, CA 92648	CAMP FIRE ANGELES 7070 E CARSON ST LONG BEACH, CA 90808	BALDWIN, JEFFREY BLAKE 20019 APPLE CREEK LN YORBA LINDA, CA 92886
BECERRA TRUST 2024 718 HUNTLEY DR CORONA, CA 92882	A-FRAME PARADISE BIG BEAR LAKE 57800 INDIAN TRL RAY, MI 48096	DUNCAN FAMILY TRUST 1115 CERRITOS DR FULLERTON, CA 92835

Appendix A Environmental Commitments Record

The avoidance and minimization program for the Project is outlined in the following Environmental Commitments Record (ECR), which also includes the anticipated permits required for the Project.

Permit Type	Agency	Date Received	Expiration	Notes
1600	California Department of Fish & Wildlife			
401	State Regional Water Quality Control Board			
404	US Army Corps of Engineers			

Date of ECR: March 2026

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

ENVIRONMENTAL COMMITMENTS RECORD
(State Route 18 Roadway Improvements Project)

08-SBd-18
PM 31.7 / 49.3

EA 08-1M410
PN 0821000104
Generalist: Jitesh Prasad
ECL:

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
CULTURAL RESOURCES									
CR-1: If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can	53	March 2026 Initial Study/ Negative Declaration	District Cultural Studies/ District Design/	Design/ Construction					X

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evaluate the nature and significance of the find.			Resident Engineer/ Contractor						
CR-2: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendant (MLD). At	53	March 2026 Initial Study/ Negative Declaration	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construction					X

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							Date / Initials	YES	NO
this time, the person who discovered the remains will contact Gabrielle Duff, District Environmental Branch Chief [(909) 501-5142] or Julie Scrivner, District Native American Coordinator [(909) 260-8265] so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.									
BIOLOGICAL RESOURCES									
BIO-1: Equipment Staging, Storing & Borrow Sites. Caltrans will confine all equipment maintenance, storage, and parking during	64	Natural Environment Study (Condensed	District Design / District Environmental Planning / Resident	Final Design, Prior to Construction,					X

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construction activities to the designated construction area or to previously disturbed graded or paved areas, or level areas where grading and vegetation clearing are not required and that are not habitat for listed species, as determined in coordination with the approved biologist, BIO-3: Approved Biologist. Because fuels, lubricants, and solvents would be stored in staging areas, all staging areas would be located at least 150 feet from sensitive habitat areas, including		Format) [NES(CF)]	Engineer / Contractor	Construction					

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							Date / Initials	YES	NO
streams/drainages and other aquatic habitat.									
BIO-2: Environmentally Sensitive Area (ESA). To address impacts to Pebble Plains and sensitive amphibian, reptile, and mammal habitat, jurisdictional waters, and plant critical habitats, delineate this area as an ESA as shown on the plans and/or described in the specifications.	65	NES(CF)	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X
BIO-3: Approved Biologist. A Service- and CDFW (if appropriate)-approved biologist(s) will monitor	64	NES(CF)	District Design / District Environmental Planning /	Construction					X

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							Date / Initials	YES	NO
construction activities. After the start of each calendar year, and at least 7 days prior to initiating project activities, Caltrans will submit to the Service and CDFW, in writing, the name(s), resumes, and statement of qualifications for all proposed approved biologists. Proposed activities will not begin until an approved biologist has been authorized by the Service and CDFW. Approvals of biologists will be valid throughout each calendar year, up to one year, or longer if indicated by the Service and CDFW. The approved			Resident Engineer / Contractor						

Date of ECR: March 2026

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							Date / Initials	YES	NO
biologist(s) will have the authority to work with the Resident Engineer to halt construction activities that do not comply with the construction-related conservation.									
BIO-4: Worker Environmental Awareness Training (WEAT). Caltrans will require all construction personnel to participate in WEAT prior to participating in work activities. The training will be led by an approved biologist and delivered to all construction personnel and new field-based personnel	64	NES(CF)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction					X

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before engaging in construction activities. The WEAT will: -Include descriptions of all covered species that have a reasonable likelihood of occurring in the project footprint, their habitats, and methods of identification, including visual aids as appropriate. -Inform staff regarding invasive plant biology, identification, and any prevention measures to avoid spreading invasive plants.									

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-Describe activity-specific measures that will be implemented to avoid and minimize effects to covered species and their habitats. The measures will be provided to the Caltrans Resident Engineer and any contractors participating in construction activities. -Review procedures to follow in the event covered species are observed in the construction areas, as described in BIO-11: Observations of Covered Species.									

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							Date / Initials	YES	NO
-WEAT will occur within the first week of every month. As covered activities move, WEAT will be updated to focus on relevant species expected to be encountered by activities occurring in that month. -Provide additional WEAT to inform crews entering sensitive habitat or other protected resource areas for the first time to remind them of pertinent conservation measures. -Implement a system for documenting WEAT attendance and field									

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identification of trained workers (e.g., hardhat stickers) so that all workers performing covered activities are verified as having completed WEAT.									
BIO-5: Nesting Bird Surveys. For activities initiated during the avian breeding season of February 1 through September 30, an approved biologist (BIO-3: Approved Biologist) will ensure that project activities avoid suitable nesting habitat for covered birds and conduct pre-construction surveys for other nesting birds no more	83	NES(CF)	District Design / District Environmental Planning / Resident Engineer	Construction					X

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than 7 days prior to the initiation of construction activities in any given area. The survey will cover the portions of the project site where construction activities will occur, as well as a 500-foot radius for the visual survey for raptors and a 250-foot radius for a visual survey for non-raptors. These surveys will only occur from within the public right-of- way and accessible areas and may not be able to cover the entire survey radius due to visual barriers. Timing of nesting surveys for covered birds must consider BIO-14:									

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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
Seasonal Avian Work Windows, which will prohibit nesting surveys for covered birds where adverse effects are to be avoided during their respective nesting season. Caltrans will submit survey results to the Service with the annual programmatic report.									
BIO-6: Water Quality, Aquatic Features, and Vegetation Protection Measures. To minimize the potential for degradation of water quality, aquatic features, and vegetation, Caltrans will implement construction site BMPs.	53	NES(CF)	District Design / District Environmental Planning / Resident Engineer	Final Design, Prior to Construction, Construction					X

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EA 08-1M410
PN 0821000104
Generalist: Jitesh Prasad
ECL:

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							Date / Initials	YES	NO
Appropriate BMPs, such as the use of temporary silt fences or fiber rolls, will be selected to prevent runoff from leaving the project site. Caltrans will also implement the following measures: -Prior to the onset of work, Caltrans will develop a plan for prompt and effective response to any accidental spills. The plan will include informing all workers of the importance of preventing spills and of the appropriate measures to implement should a spill occur.									

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							Date / Initials	YES	NO
- Refueling or maintenance of vehicles or equipment will occur at least 150 feet from sensitive habitat areas, including streams/drainages and other aquatic habitat. - Vehicles and equipment will be checked daily for leaks, and all vehicular fluid spills will be contained and cleaned up immediately. -Spill containment kits will be maintained onsite at all times during construction operations and/or staging or fueling of equipment.									

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							Date / Initials	YES	NO
-Dust control will be implemented and may include the use of water trucks and non-toxic tackifiers (binding agents) to control dust in graded areas. Dust control spray will avoid overspray into any Environmentally Sensitive Areas (ESAs) or areas outside the defined project areas.									
BIO-7: California Spotted Owl Surveys. Prior to any construction activities, any known California spotted owl (CSO) activity centers near the Biological Study Area determined to be active and	85	NES(CF)	District Design / District Environmental Planning / Resident Engineer	Prior to Construction, Construction					X

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							Date / Initials	YES	NO
within 500 feet from the PIA shall be evaluated for breeding status using the 2012 Revision of the 2011 Northern Spotted Owl (NSO) Survey Protocol (US Fish and Wildlife Service, 2012). If CSO individuals are detected during the preconstruction owl surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the nesting season, February 1 to August 31. Additionally, all construction activities within 500 feet of any known activity center shall occur only during daylight hours; construction									

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days should be lengthened in these areas. To avoid excessive delays to the project when a CSO activity center is located near a project site, work at other project sites should be done first; any site near an active CSO activity center should be done last. All construction activities should account for the timing of the CSO nesting season.									
BIO-8: Project Specific Measure – Crotch's Bumble Bee Host Plant Pre-construction Clearance Survey. Prior to any ground	68	NES(CF)	District Design / District Environmental Planning / Resident	Prior to Construction					X

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disturbance, a qualified biologist shall survey for potential habitat suitability and presence of Crotch's bumble bee (*Bombus crotchii*). The habitat assessment for Crotch's bumble bee shall be performed according to the 2023 CDFW Survey Considerations for Candidate Bumble Bee (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150). The preconstruction Crotch's bumblebee survey must be conducted by a contractor-supplied biologist no more than 1 week prior to project activities within the			Engineer/ Biologist						

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							Date / Initials	YES	NO
Biological Study Area. The surveys shall include 100 percent visual coverage and include a minimum 50-foot buffer in adjacent habitat. If a Crotch's bumble bee or bumble bee nest is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination will be required.									
BIO-9: Monarch Butterfly Host Plant Preconstruction Surveys. Within three (3) days prior to begin construction, a Caltrans biologist shall conduct	68	NES(CF)	District Design / District Environmental Planning / Resident	Prior to Construction					X

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							Date / Initials	YES	NO
clearance surveys for obligate host plants for monarch butterfly, including milkweed species (Asclepias ssp.) If suitable larval monarch butterfly host plants or overwintering sites are located, the Caltrans biologist will flag these plants for avoidance and will establish a minimum 10-foot exclusion and avoidance buffer.			Engineer/ Biologist						
BIO-10: Environmentally Sensitive Areas and Ground Disturbance. No ground disturbing or fill activity of any type will be permitted within environmentally sensitive	65	NES(CF)	District Design / District Environmental Planning / Resident	Construction					X

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							Date / Initials	YES	NO
areas outside the Project footprint. All construction equipment should be operated in a manner to prevent accidental damage to nearby preserved areas outside the PIA. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones. Where appropriate, silt fence barriers may be installed at the environmentally sensitive area boundary to prevent accidental deposition of fill material in areas where vegetation is adjacent to			Engineer/ Contractor						

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							Date / Initials	YES	NO
planned ground disturbing activities.									
BIO-11: Bat Preconstruction Surveys. Prior to work activities, a pre-construction survey within suitable areas and an appropriate survey buffer shall be surveyed for the presence of bat roosts by a qualified bat biologist. Initial surveys are recommended to be conducted at least 6 months prior to the initiation of work on culverts and under, or adjacent to bridges, ideally during the maternity season (typically March 1 to August 31), to allow time to prepare	88	NES(CF)	District Design / District Environmental Planning / Resident Engineer	Prior to Construction					X

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mitigation, and/or exclusion plans if needed in accordance with CDFW guidelines. If the pre-construction survey determines that no active roosts are present, then work activities shall commence within two weeks following the pre-construction survey.									
BIO-12: Work Restriction Hours. Work activities should be restricted to daylight hours. This would reduce the potential of direct or indirect impacts to bat species that may be foraging in the vicinity of the BSA. Should work activities be required at night,	88	NES(CF)	District Design / District Environmental Planning / Resident Engineer/ Contractor	Construction					X

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night lighting should be focused on the direct area of work. Mature trees were identified in the vicinity of the BSA, and these may provide suitable roosting habitat for foliage-roosting bats. Tree removal is not an anticipated activity for the Project, but if this changes, each affected tree would need to be assessed individually, and additional measures may be required.									
BIO-13: Active Roost Buffer. If special-status bat species or a maternity roost of any bat species is present, but no	88	NES(CF)	District Design / District Environmental Planning /	Prior to Construction,					X

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direct removal of active roosts will occur, a qualified bat biologist shall determine appropriate avoidance measures, which may include implementation of a construction-free buffer around the active roost.			Resident Engineer/ Biologist	Construction					
BIO-14: Seasonal Avian Work Windows. Caltrans will limit all project activities, including BIO-5: Nesting Bird Surveys to the work windows in areas identified as suitable habitat for covered bird species identified during pre-construction nesting bird surveys. Caltrans will	84	NES(CF)	District Design / District Environmental Planning / Resident Engineer/ Contractor	Prior to Construction					X

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implement additional conservation measures if these seasonal work windows cannot be implemented.									
BIO-15: Pre-construction Nest and Suitable Habitat Surveys. An approved biologist (BIO-3: Approved Biologist) will conduct nest and suitable nesting habitat surveys no more than 7 days prior to the date of initial ground disturbance and vegetation clearing. These surveys may occur concurrently with BIO-5: Nesting Birds Surveys. During the surveys, the approved	84	NES(CF)	District Design / District Environmental Planning / Resident Engineer/ Biologist	Prior to Construction					X

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biologist will look for active nests and nesting habitat along the project alignment, as well as a 50-foot radius for non-owl species and a 0.25-mile radius for owl species, as accessible.									
BIO-16: Nesting Habitat and Nest Exclusion Buffers. If potentially active nests or nesting habitat are located during BIO-15: Pre-construction Nest and Suitable Habitat Surveys, an approved biologist (BIO-3: Approved Biologist) will establish an exclusion buffer (see Table 12). Caltrans will	84	NES(CF)	District Design / District Environmental Planning / Resident Engineer/ Biologist	Prior to Construction					X

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not allow project activities within potential active nest or nesting habitat buffers. Work may proceed once an approved biologist as confirmed that the nest is inactive, or the Service authorizes activities within suitable buffers**.**									
BIO-17: Biological Monitor and Daily Nesting Monitoring Surveys. An approved biologist (BIO-3: Approved Biologist) will be onsite during all vegetation management or ground-disturbing activities and will monitor active nests and/or	84	NES(CF)	District Design / District Environmental Planning / Resident Engineer/ Biologist	Construction					X

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							Date / Initials	YES	NO
suitable nesting habitat buffers for potential disturbance.									
TRANSPORTATION									
TRA-1: Prior to construction, a TMP will be prepared to minimize potential impacts on emergency services and commuters during construction.	70	March 2026 Initial Study/ Negative Declaration	District Design / District Traffic Management / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction					X
HAZARDOUS WASTE/MATERIALS									
HAZ-1: Prior to and during construction, in order to avoid potential impacts from	1	July 9, 2025 ISA Checklist	District Design / District Environmental	Final Design,	SSP 36-4				X

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hazardous materials, the following will be performed in accordance with Caltrans Standard Specifications Section 36-4 for residue containing lead from paint and thermoplastic. This SSP also requires a lead compliance plan.			Engineering / Resident Engineer / Contractor	Construction					
HAZ-2: Project will be performed in accordance with Caltrans Standard Specifications Section 14-11.14 for treated wood waste.	1	July 9, 2025 ISA Checklist	District Design / District Environmental Engineering / Resident	Prior to Construction, Construction	SSP 14-11.14				X
HAZ-3 Project will be performed in accordance with Caltrans Standard	1	July 9, 2025 ISA Checklist	District Design / District Environmental	Construction	SSP 6-1.03				X

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							Date / Initials	YES	NO
Specifications Section 6-1.03 conditions for use of local material from non-commercial source.			Engineering / Resident Engineer / Contractor						
HAZ-4 ADL testing will be completed before the completion of the Design Phase of this Project. Recommended measures from this testing will be incorporated into the Environmental Commitments Record prior to the completion of the Design Phase and implemented during the Construction Phase.	1	July 9, 2025 ISA Checklist	District Design / District Environmental Engineering / Resident Engineer / Contractor	Prior to Construction, Construction					X
GREENHOUSE GAS EMISSIONS									

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GHG-1: The contractor must comply with Standard Specification 7-1.02C (Emissions Reduction) which requires that the contractor certifies awareness of CARB emissions reduction regulations and will comply with them.	57	March 2026 Initial Study/ Negative Declaration	District Design / District Environmental Engineering / Resident Engineer / Contractor	Construction					X
GHG-2: The Project will maintain equipment in proper tune and working condition.	57	March 2026 Initial Study/ Negative Declaration	Resident Engineer / Contractor	Construction					X

Appendix B List of Technical Studies

The following studies and/or technical analyses have been prepared and are incorporated by reference into this Initial Study:

Greenhouse Gases (GHG) Construction Emissions – Air Quality Review. August 2025

Initial Site Assessment (ISA) Checklist. July 2025.

Questionnaire to Determine Visual Impact Assessment (VIA) Level. July 2025.

California Department of Transportation (Caltrans). 2025a. Air Quality Review Memorandum. July.

California Department of Transportation (Caltrans). 2025b. Natural Environment Study (Condensed Format). October.

California Department of Transportation (Caltrans). 2025c. Historic Property Survey Report. November.

California Department of Transportation (Caltrans). 2025d. Initial Site Assessment (ISA) Checklist. July.

California Department of Transportation (Caltrans). 2025e. Scoping Questionnaire for Water Quality Issues. September.

California Department of Transportation (Caltrans). 2025f. Noise Review Memorandum. June.

California Department of Transportation (Caltrans). 2025g. Noise Review Update Memorandum. July.