SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

San Bernardino County, California
District 08-SBd-38 (PM 7.0/46.6)
EA 08-1L07U / PN 0824000052

Draft Initial Study with Proposed Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation

February 2026

General Information About This Document

What's in this document:

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

What you should do:

- Please read this document.
- Copies of this document and the related technical studies, are available for review at 464 West 4th Street, San Bernardino, 92401.
- We'd like to hear what you think. If you have any comments about the proposed Project, please send your written comments to Caltrans by the deadline.
- Submit comments via U.S. mail to Caltrans at the following address:
  James Shankel, Acting Environmental Planning Office Chief
  California Department of Transportation, District 8
  464 West 4th Street, MS820
  San Bernardino, CA 92401-1400
- Submit comments via email to: **D8.1L07U.Comments@dot.ca.gov**
- Be sure to send comments by the deadline: **March 27, 2026**

What happens next:

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

Alternative formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Eric Dionne, Chief of Public and Media Affairs, 464 West 4th 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#_____
08-SBd-38 PM 7.0/46.6
EA 08-1L07U / PN 0824000052

Correct grading and upgrade end treatments of existing guardrails and culverts along SR-38 from Post Mile 7.0 to 46.6 in San Bernardino County, California.

DRAFT INITIAL STUDY
with Proposed Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation



2/10/2026

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

Date

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

State Clearinghouse #:
Proposed Mitigated Negative Declaration
Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to correct grading and upgrade end treatments of the existing guardrails along State Route 38 (SR-38) from Post Mile (PM) 7.0 to PM 46.6, in San Bernardino County. The Project includes replacing guardrails at several locations, repair and replace culverts, roadway excavation and slope repair, vegetation control paving, hot mix asphalt (HMA) dikes, utility relocations, removal and replacement of three drainage systems, and installation of rock slope protection only at two drainage systems.

DRAFT Determination

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

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

- The proposed Project would have no effect on aesthetics, agriculture and forest resources, air quality, cultural resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, utility and service systems, tribal cultural resources, and wildfires.

- The proposed Project would have less than significant effects to greenhouse gas emissions, hazards and hazardous materials..

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

BIO-28

Habitat enhancement for temporary impacts, which entails exotic and/or invasive plant control immediately following the impact.

BIO-29

On-site habitat restoration for temporary impacts for native communities through revegetation and reseeding with vegetation native to the impacted area immediately

following completion of maintenance activities, or, with written approval from CDFW, at the beginning of the next growing season after project completion.

BIO-30

Anticipated mitigation requirements include permanent protection and restoration of compensatory habitat within the watershed per anticipated 1602 and 401 permits and agreements resulting from ground disturbance.

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

Date

Table of Contents

Page

Chapter 1 Proposed Project 1
Introduction 1
Existing Facility 1
Project Background 1
Project Description 45
Permits and Approvals Needed 45
Chapter 2 California Environmental Quality Act (CEQA) Evaluation 47
2.1 CEQA Environmental Checklist 47
I. Aesthetics 48
II. Agriculture and Forest Resources 49
III. Air Quality 50
IV. Biological Resources 52
V. Cultural Resources 66
VI. Energy 69
VII. Geology and Soils 70
VIII. Greenhouse Gas Emissions 72
IX. Hazards and Hazardous Materials 73
X. Hydrology and Water Quality 76
XI. Land Use and Planning 79
XII. Mineral Resources 80
XIII. Noise 80
XIV. Population and Housing 81
XV. Public Services 82
XVI. Recreation 85
XVII. Transportation 85
XVIII. Tribal Cultural Resources 86
XIX. Utility and Service Systems 88
XX. Wildfire 90
XXI. Mandatory Findings of Significance 91
2.2 Climate Change 93
Chapter 3 Comments and Coordination 111
Chapter 4 List of Preparers 112
Chapter 5 Distribution List 113

Appendices

Appendix A Environmental Commitments Record
Appendix B List of Technical Studies

Tables

Page

Table 1-1. Required Permits, Reviews, and Approvals 46
Table 2-4. Schools Within the Vicinity 75
Table 3-1. Regional GHG Reduction Policies 99

Figures

Page

Figure 1. Regional Vicinity Map..... 2
Figure 2. Project Vicinity Map..... 3
Figure 3. Build Alternative Map 4
Figure 4. U.S. 2022 Greenhouse Gas Emissions..... 96
Figure 5. California 2021 Greenhouse Gas Emissions by Economic Sector..... 97
Figure 6. Change in California GDP, Population, and GHG Emissions since 2000 97

Chapter 1 Proposed Project

Introduction

The California Department of Transportation (Caltrans) proposes to correct grading and upgrade end treatments of the existing guardrails and culverts along SR-38 in San Bernardino County. The project is from 1.2 miles west of Adriatic Way (PM 7.0) to 0.02 mile west of Mitchell Lane (PM 46.6). The Project scope includes replacing guardrails at several locations, repair and replace culverts, roadway excavation and slope repair, vegetation control paving, HMA dikes, and utility relocations. The Regional Location, Project Location, and Project Layout maps are shown in Figures 1, 2, and 3.

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

Existing Facility

State Route 38 (SR-38) is a conventional highway that begins at Interstate 10 (I-10) in the City of Redlands and ends at the junction with State Route 18 (SR-18) at Big Bear Dam. SR-38 traverses through the City of Redlands, unincorporated San Bernardino County, and the San Bernardino National Forest. Land uses within the Project area consists of open space, rural and residential communities located within a mountainous terrain.

Project Background

This portion of SR-38 includes grading and end treatments deficiencies of the existing guardrails that do not meet the current standards and would need to be repaired or upgraded and existing culverts that are in need of replacement or repairs.

Purpose and Need

Purpose

The purpose of the Project is to reduce the severity of collisions, improve safety, and also restore drainage system functionality and extend service life within the project limits.

Need

This Project is needed to address the following deficiencies: correct the grading at guardrail end treatments, upgrade end treatments of the existing guardrails to meet current standards, and address the deficiency of 23 existing culverts which have reached their service life and are experiencing deterioration.



0 5 10 Miles

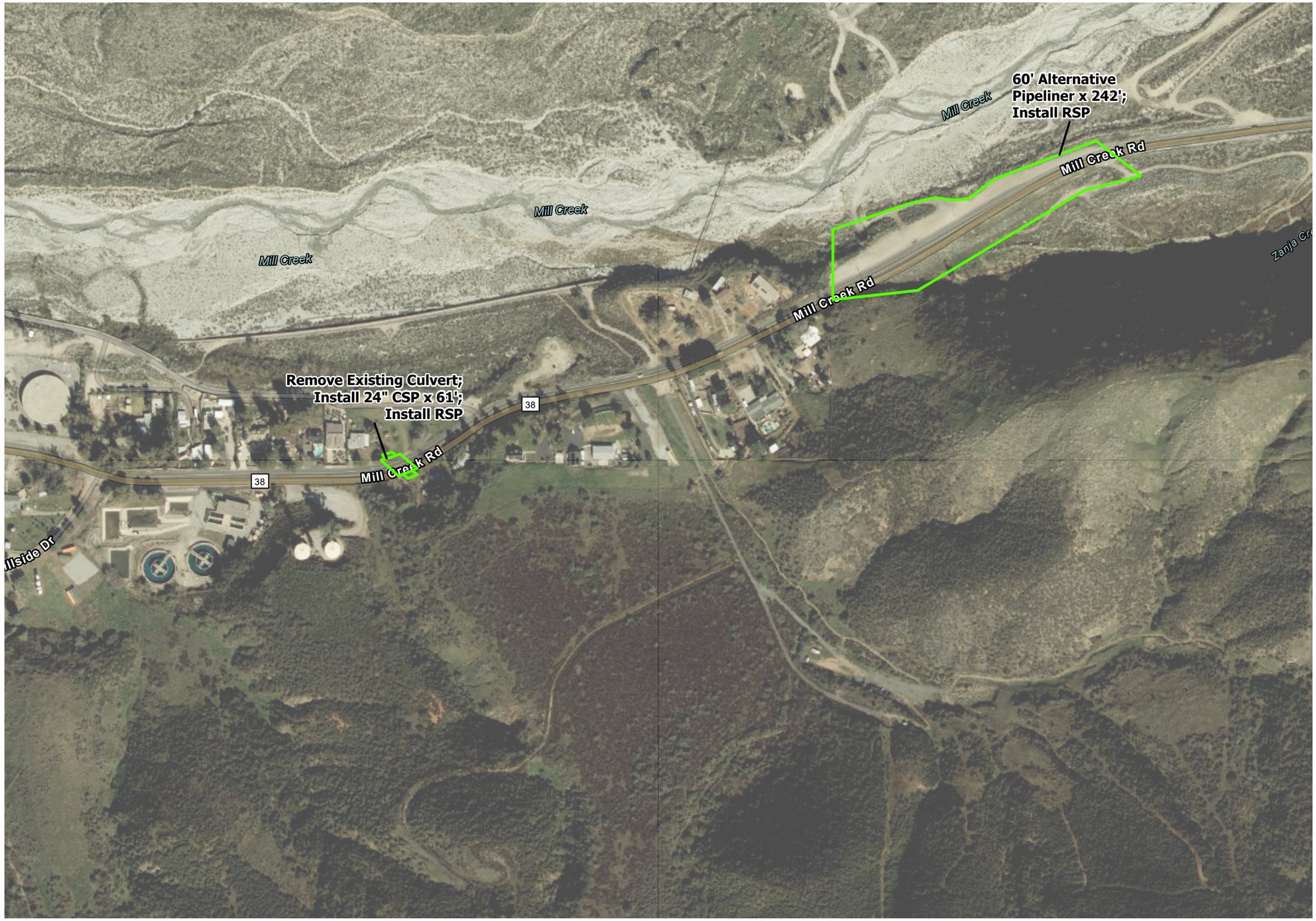
1:633,600

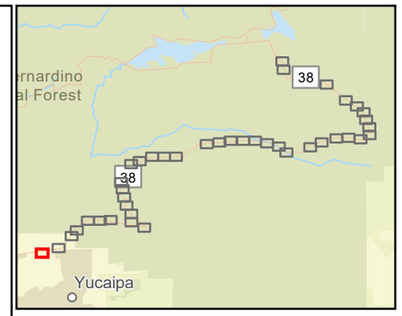
N

Figure 1
Regional Vicinity
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project



Figure 2
Local Vicinity
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

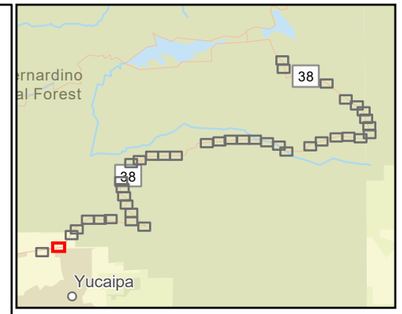
0 150 300 Feet

1:3,600

\\DDCCTR05GIS01\Projects_1\Caltrans\SR38 Guardrails\Figures\Fig03_ProjLayout.aprx, User: 25119, Date: 1/23/2026

Figure 3, Sheet Page 1 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

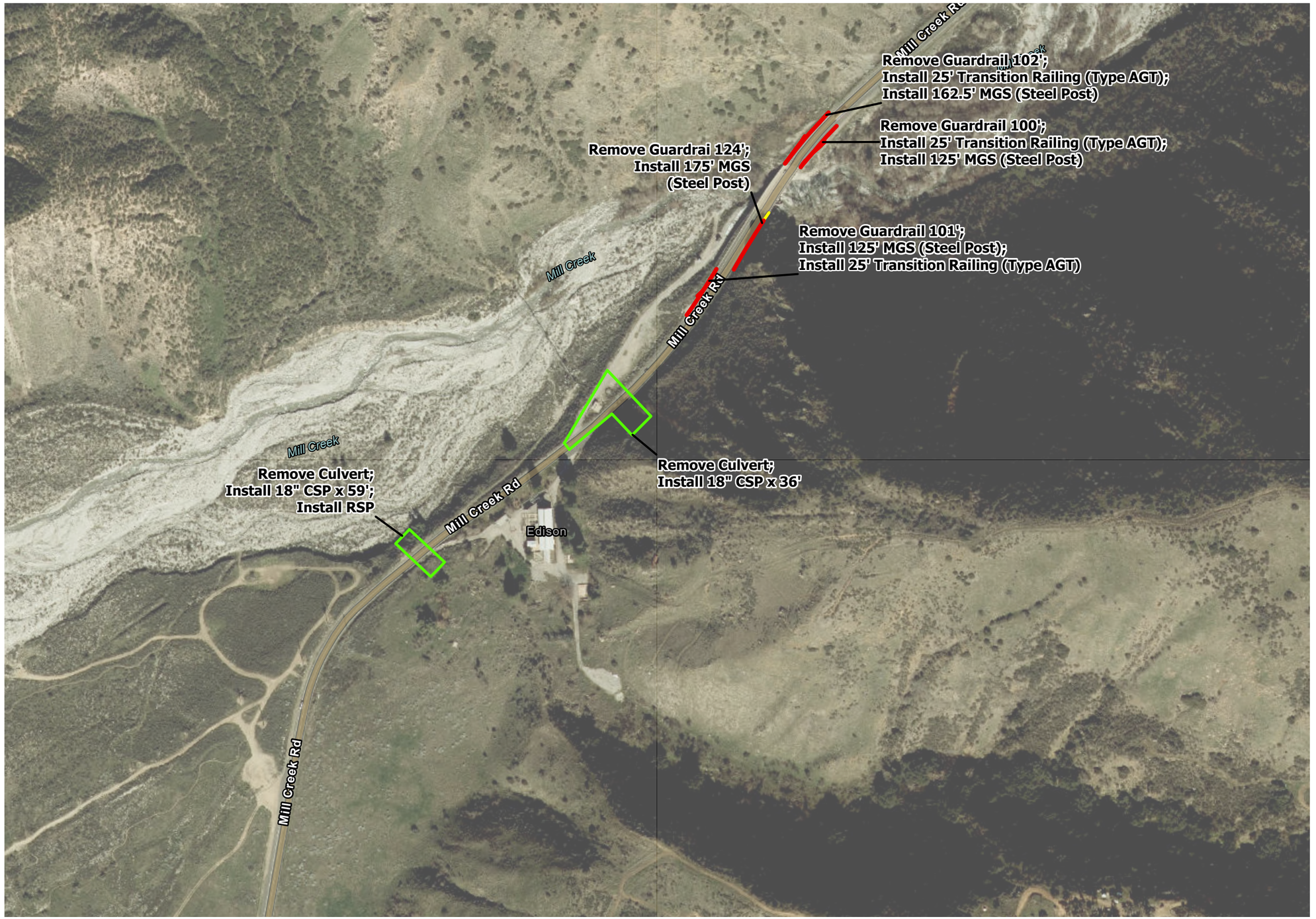
N

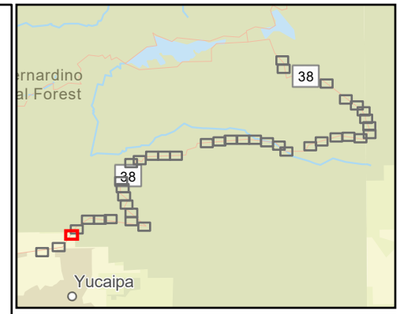
0 150 300 Feet

1:3,600

Figure 3, Sheet Page 2 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

\\DOCTR05G901\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig3_ProjLayout.aprx User: 25119 Date: 1/23/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

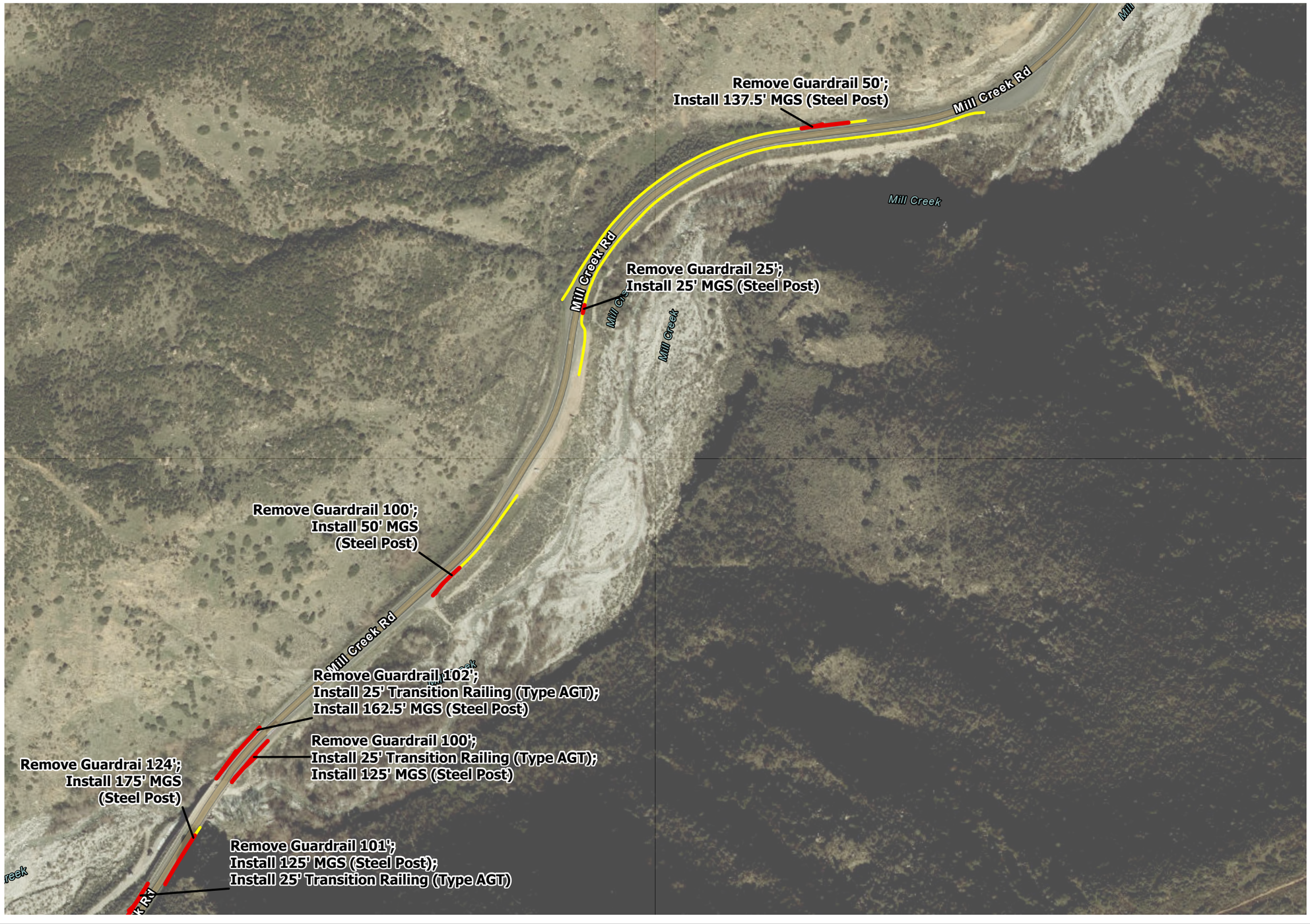
N

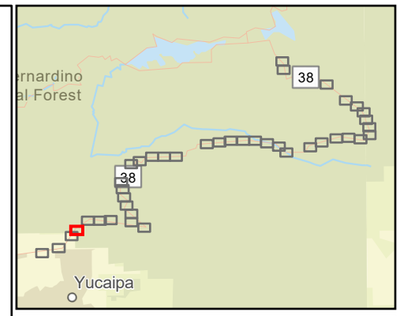
0 150 300 Feet

1:3,600

Figure 3, Sheet Page 3 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

\\PDCOTRDSGSU1\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.aprx, User: 26116, Date: 1/29/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

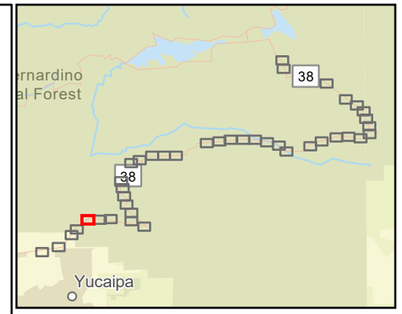
0 150 300 Feet

1:3,600

\\PDCOTRDSGS01\Projects_1\Caltrans\SR38 Guardrail\Figures\Fig03_ProjLayout.mxd User: 25110 Date: 1/23/2026

Figure 3, Sheet Page 4 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

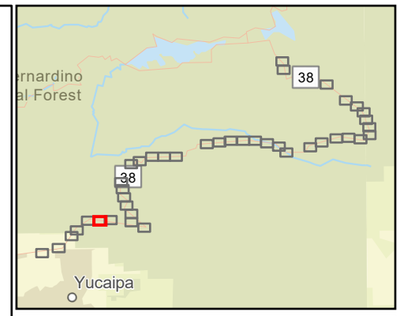
0 150 300 Feet

1:3,600

Figure 3, Sheet Page 5 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

D:\DOCTROSOS\01\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.aprx: User: 25119; Date: 1/23/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

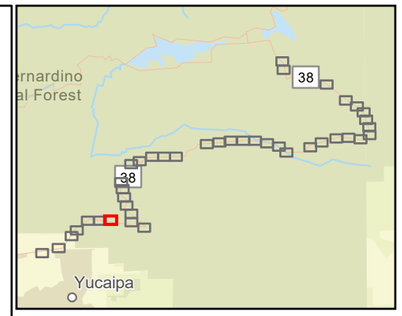
0 150 300 Feet

1:3,600

\\PDCOTTRDSIS01\Projects_1\Caltrans\SR38 Guardrail\Figures\Fig03_ProjLayout.aprx, User: JS110, Date: 1/23/2026

Figure 3, Sheet Page 6 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

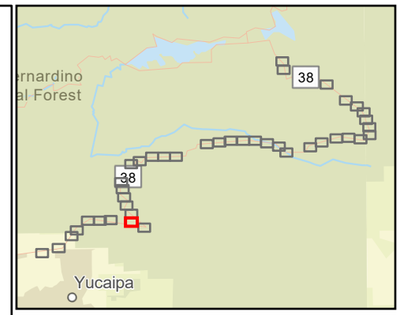
0 150 300 Feet

1:3,600

Figure 3, Sheet Page 7 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

\\PDOCTRDSGSU1\Projects_1\Caltrans\SR38 Guardrails\Figures\Fig03_ProjLayout.mxd Date: 4/29/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

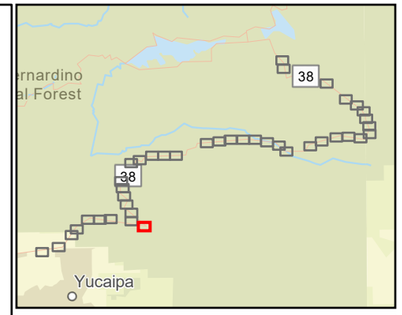
Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

0 150 300 Feet
1:3,600

N

Figure 3, Sheet Page 8 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

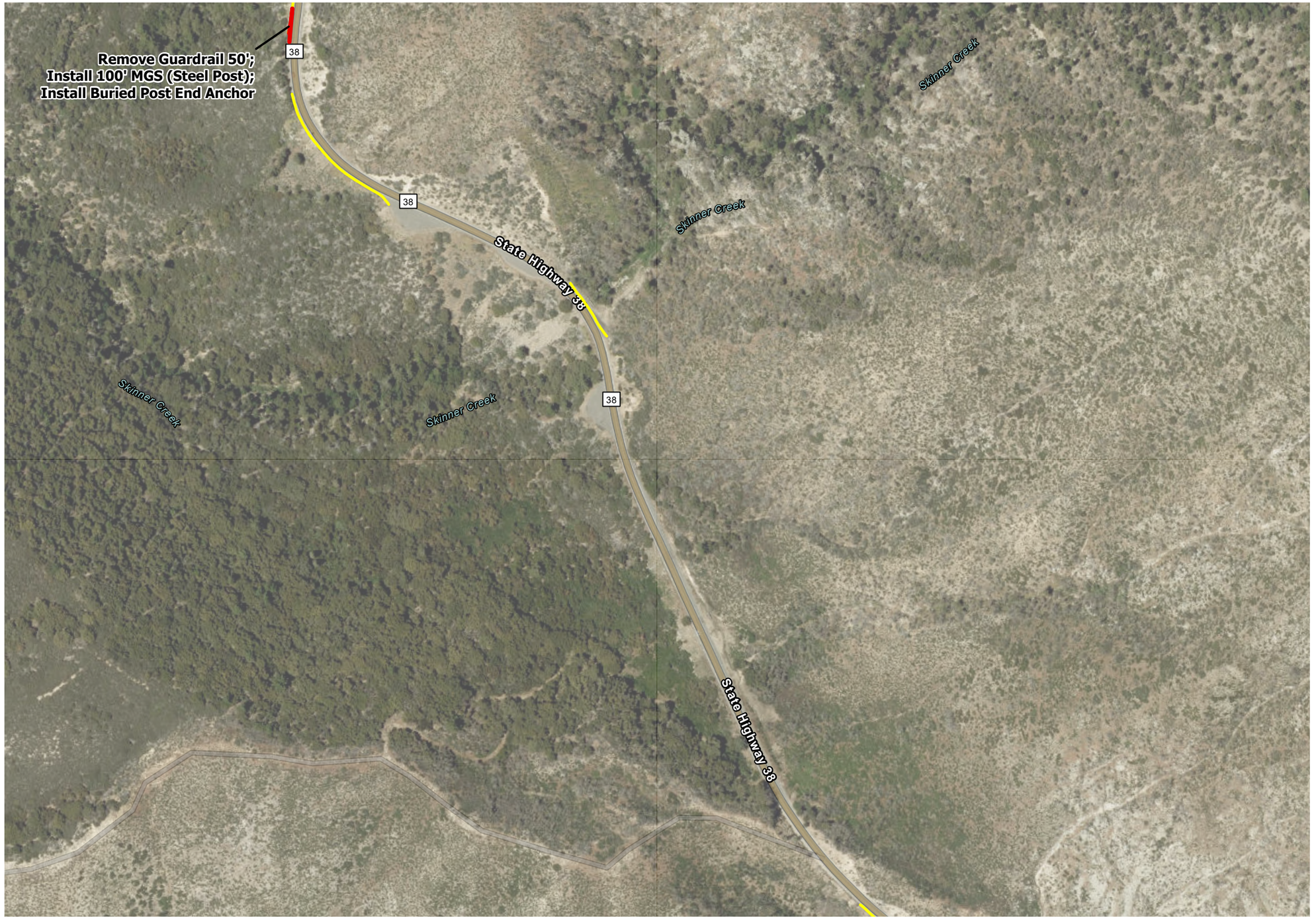
N

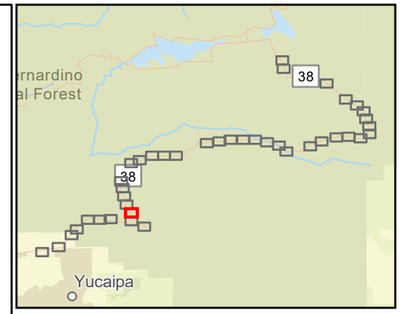
0 150 300 Feet

1:3,600

Figure 3, Sheet Page 9 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

\\DDCCTR09SS01\Projects_1\Caltrans\SR38 Guardrails\Figures\Fig03_ProjLayout.qpx, User: 25119, Date: 1/29/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

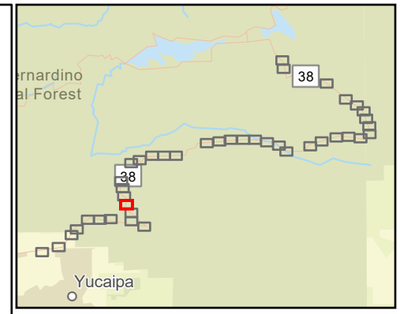
N

0 150 300 Feet
1:3,600

I:\PD\CTRDSGIS01\Projects_4\Caltrans\SR38 Guardrails\Figures\Fig03_ProjLayout.aprx User: 25119 Date: 1/29/2026

Figure 3, Sheet Page 10 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

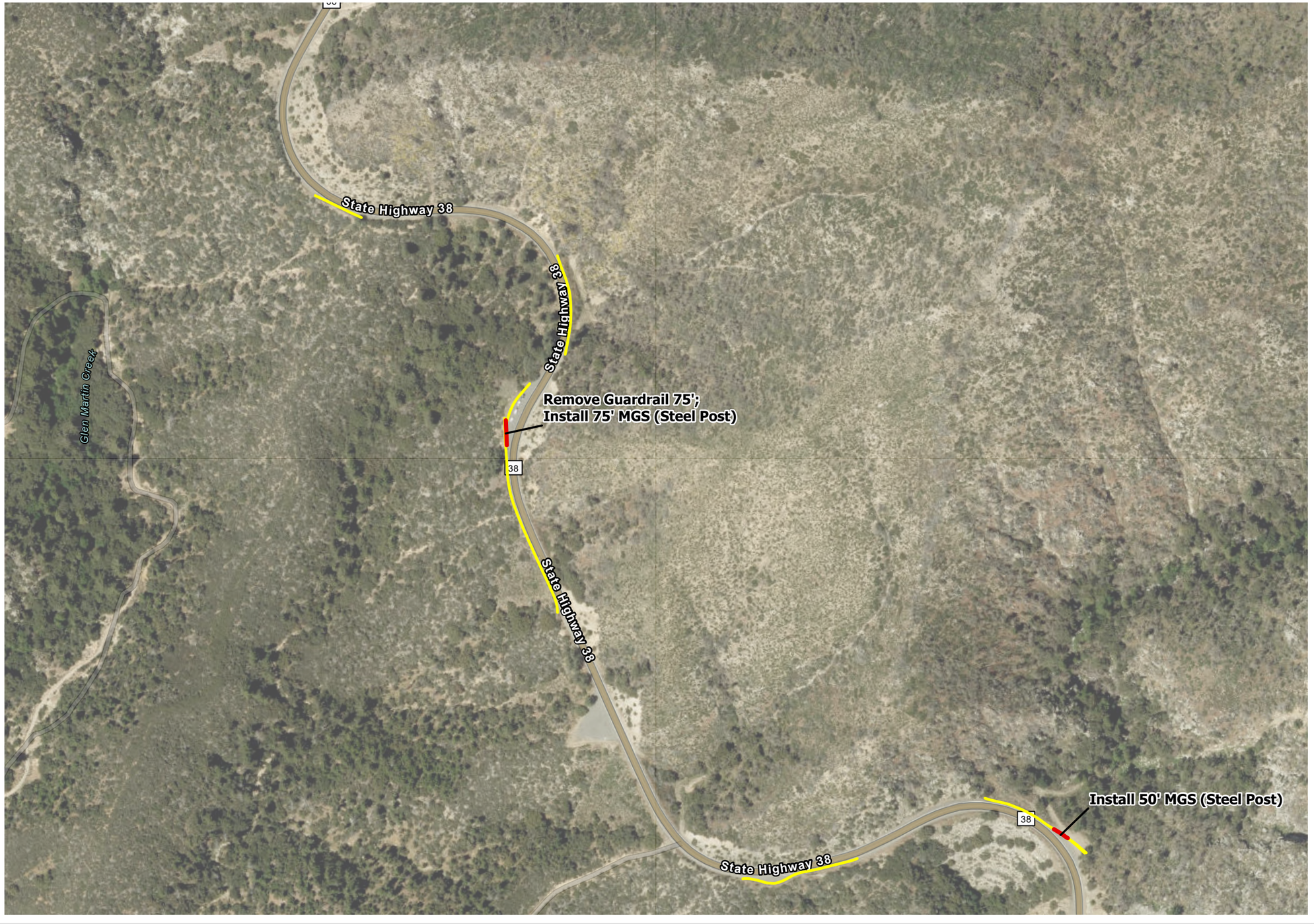
N

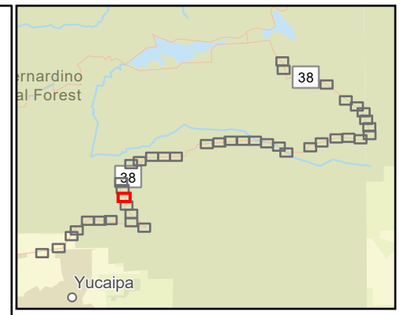
0 150 300 Feet

1:3,600

Figure 3, Sheet Page 11 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

\\PDOCTTROSGIS01\Projects - 1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.mxd Date: 1/23/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

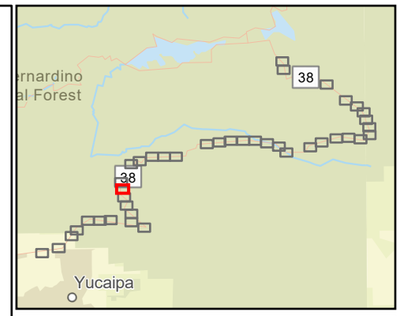
0 150 300 Feet

1:3,600

Figure 3, Sheet Page 12 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

I:\PDOCTD\SG\SG\Projects_1\Caltrans\SR38 Guardrails\Figures\Fig03_ProjLayout.aprx User: 25116 Date: 1/23/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

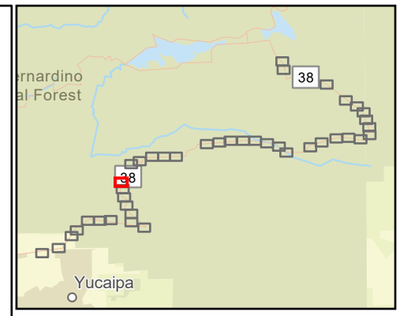
N

0 150 300 Feet
1:3,600

Figure 3, Sheet Page 13 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

D:\DOCS\TRDS\SIS01\Projects_1\Caltrans\SR38_Guardrail\Figures\Fig03_ProjLayout.bprx User: 25119 Date: 1/29/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

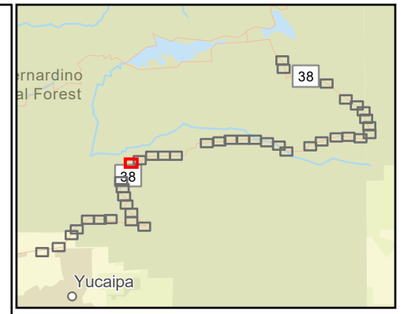
N

0 150 300 Feet
1:3,600

Figure 3, Sheet Page 14 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

D:\DOCUMENTS\SIS01\Projects - 1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.aprx User: 25119 Date: 1/29/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

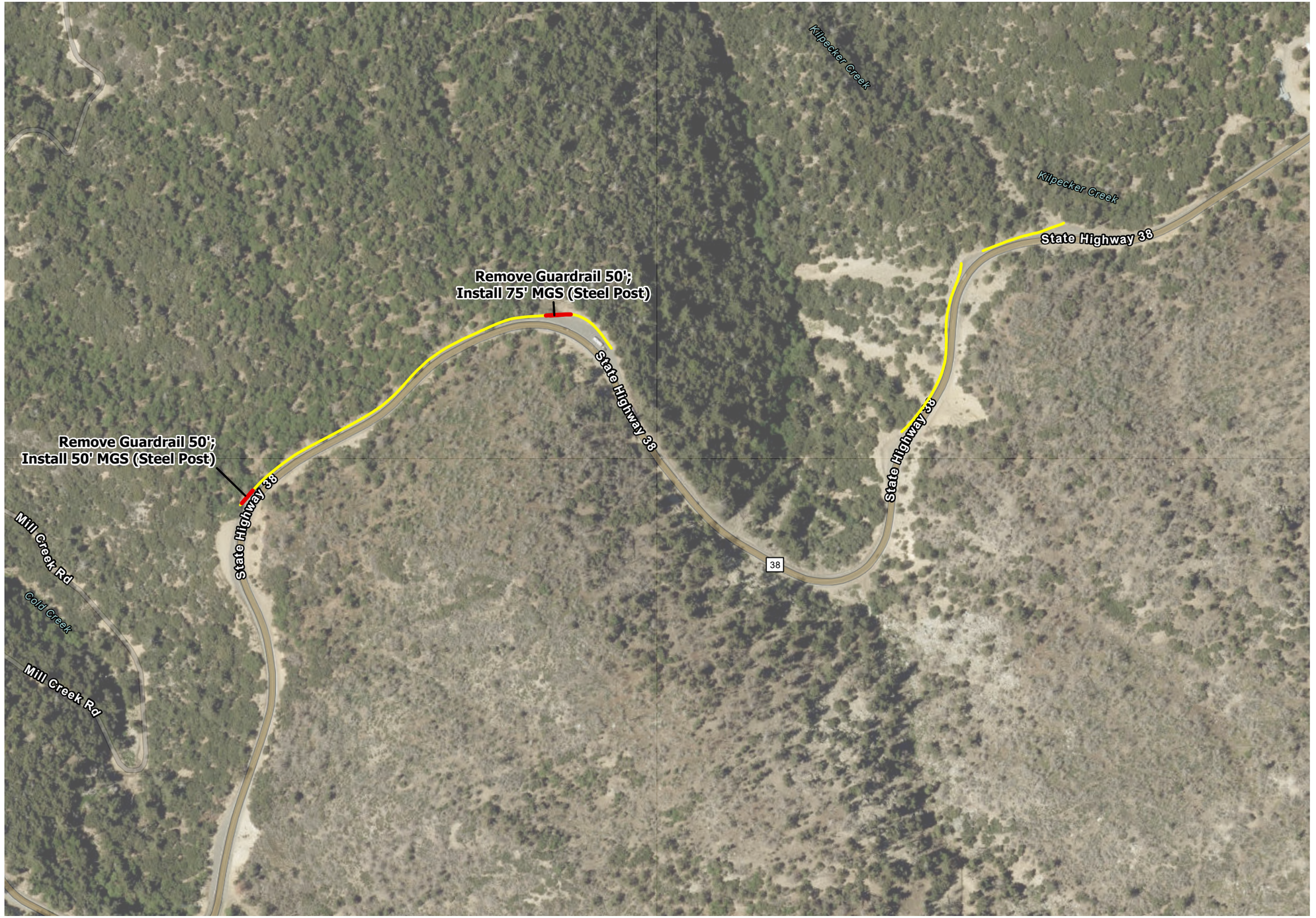
Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

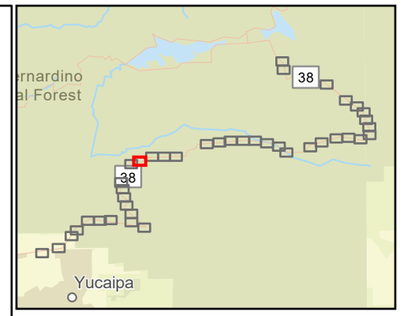
N

0 150 300 Feet
1:3,600

Figure 3, Sheet Page 15 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

\\PDOTD05GIS01\Projects_1\Caltrans\SR38_GuardrailsEnds\Figures\Fig03_ProjLayout.aprx User: 25116 Date: 1/23/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

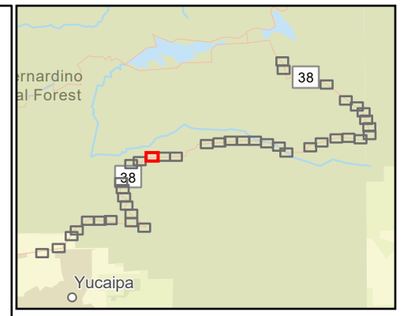
N

0 150 300 Feet
1:3,600

\\PDCOTRDSGS01\Projects_1\Caltrans\SR38 Guardrail\Figures\Fig03_ProjLayout.aprx User: JS110 Date: 1/23/2026

Figure 3, Sheet Page 16 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

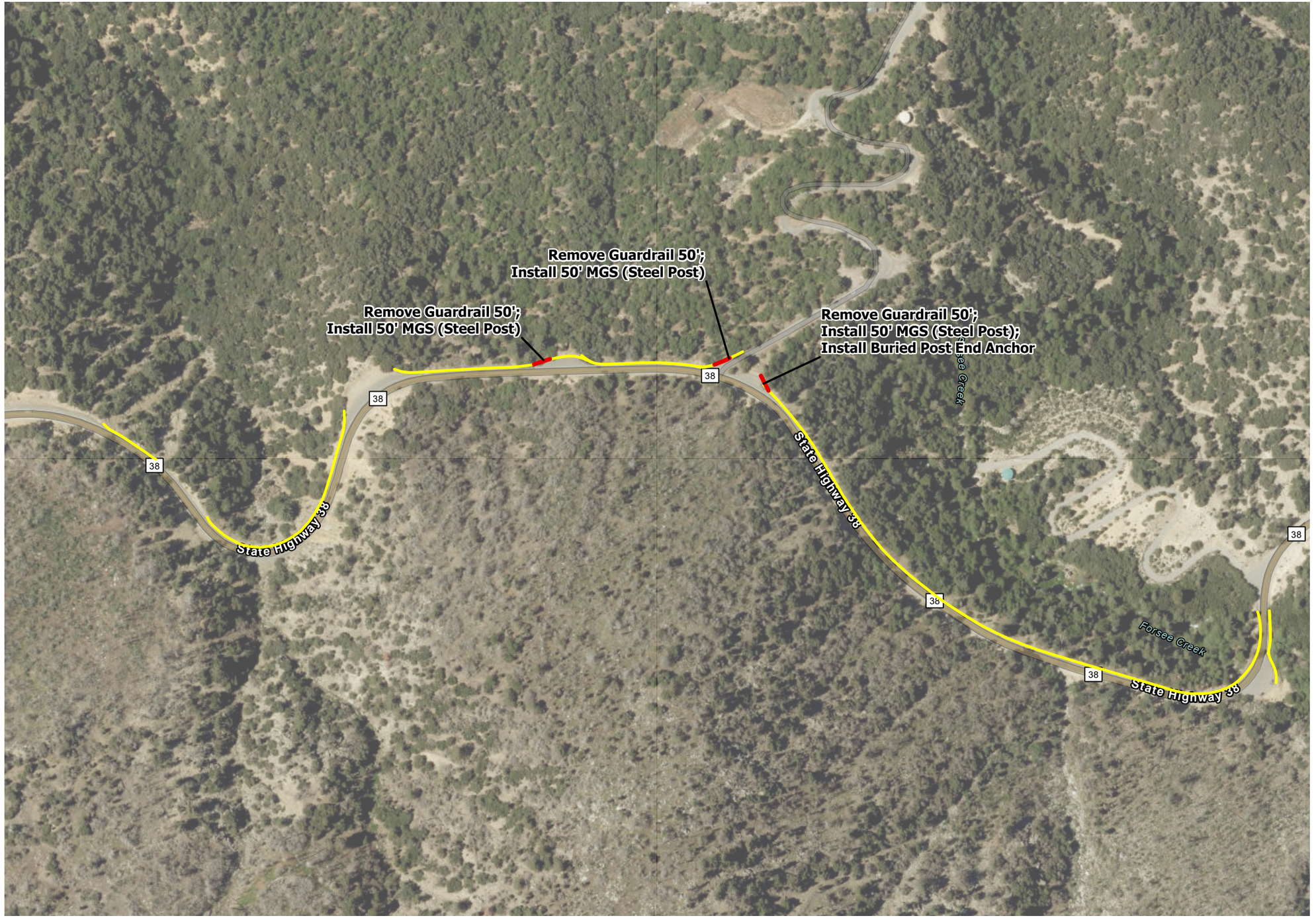
N

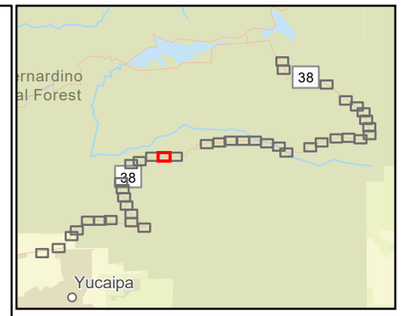
0 150 300 Feet

1:3,600

Figure 3, Sheet Page 17 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

\\PDOCTRDSGIS01\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.aprx User: 25116 Date: 1/23/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

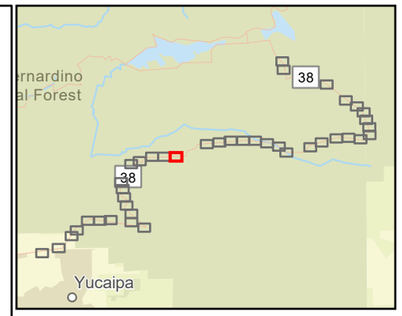
0 150 300 Feet

1:3,600

\\DOCTR\SG\60\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.aprx User: 25119 Date: 1/23/2026

Figure 3, Sheet Page 18 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

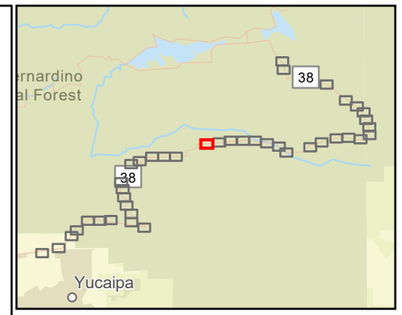
0 150 300 Feet

1:3,600

Figure 3, Sheet Page 19 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

D:\DOCTRDSGS01\Projects_1\Caltrans\SR38_Guardrail\Figures\Fig03_ProjLayout.aprx User: 25119, Date: 1/23/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

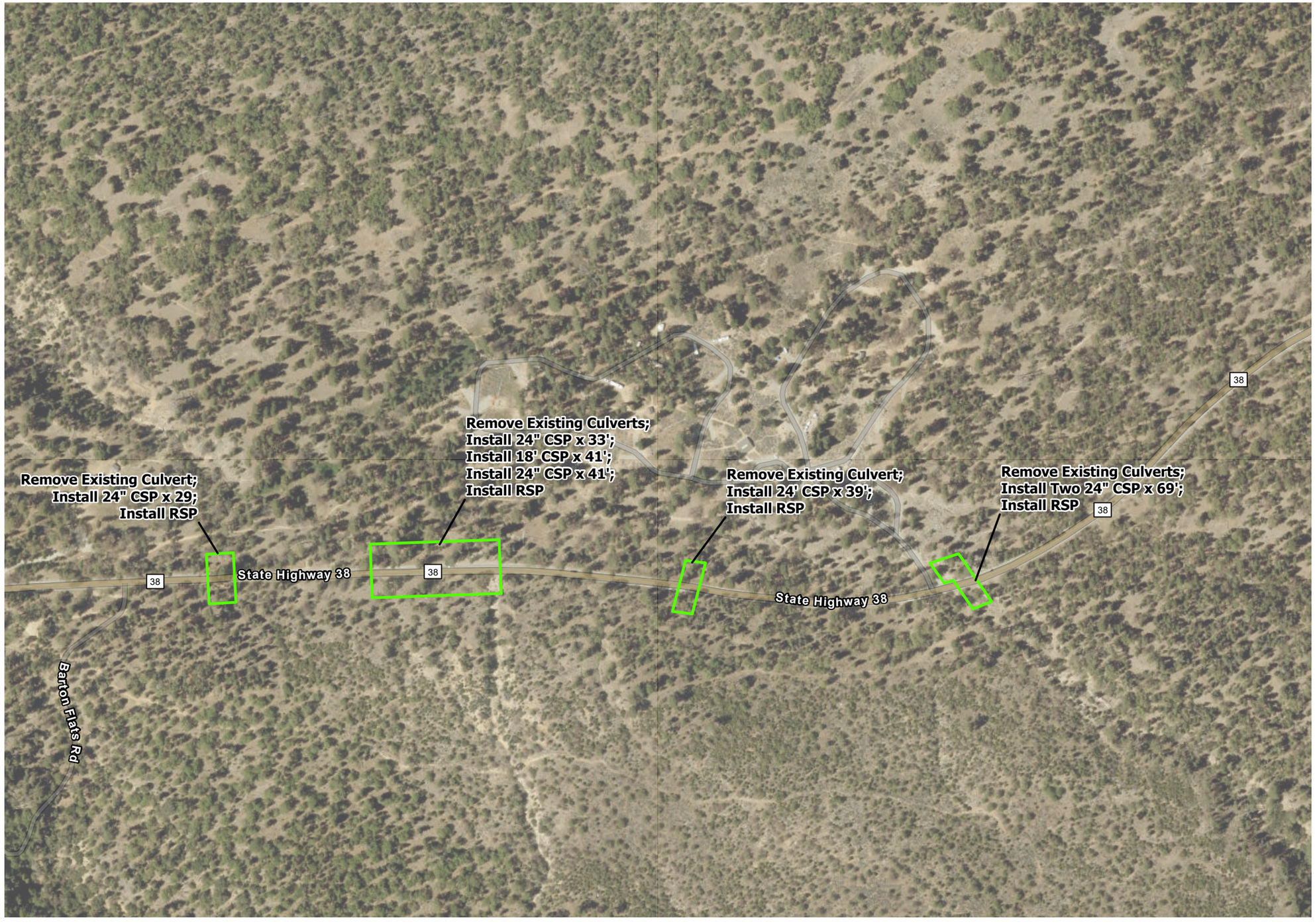
N

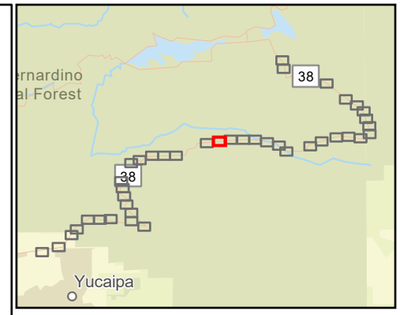
0 150 300 Feet

1:3,600

\\DOCTRDSG901\Projects_1\Caltrans\SR38 Guardrails\Figures\Fig3_ProjLayout.aprx User: 25119 Date: 1/23/2026

Figure 3, Sheet Page 20 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

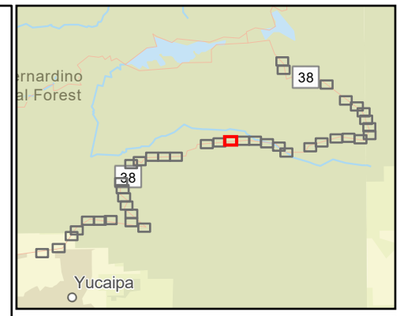
0 150 300 Feet

1:3,600

Figure 3, Sheet Page 21 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

D:\DOCTRSOS\01\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.mxd User: 2519 Date: 1/23/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

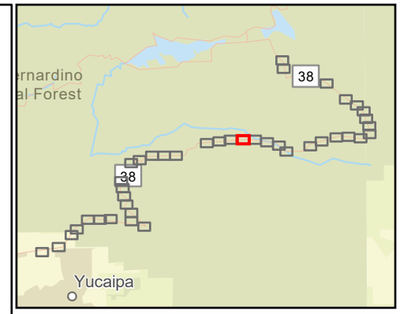
0 150 300 Feet

1:3,600

\\PDOCTROSOSI01\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.aprx User: 25119, Date: 1/23/2026

Figure 3, Sheet Page 22 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

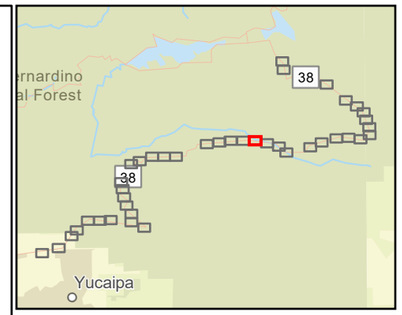
N

0 150 300 Feet
1:3,600

\\PDC\CTRDSGIS01\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.aprx, User: 25119, Date: 1/23/2026

Figure 3, Sheet Page 23 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

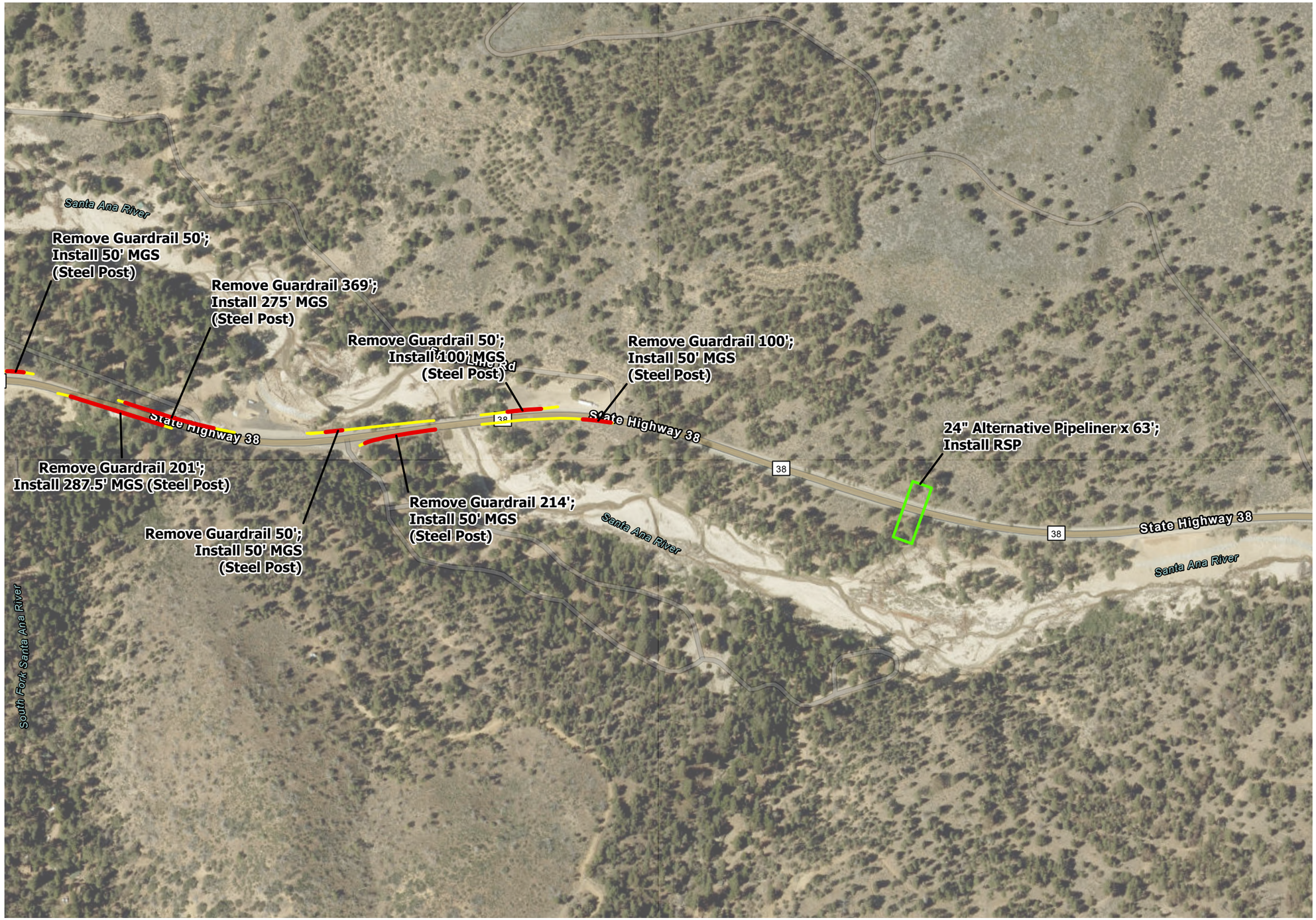
Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

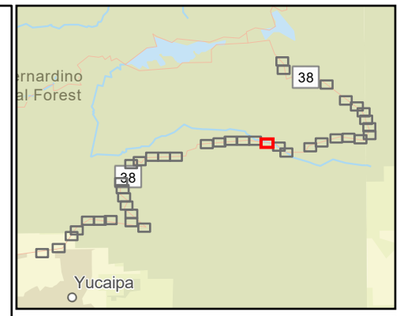
N

0 150 300 Feet
1:3,600

Figure 3, Sheet Page 24 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

I:\DOCTRDSGIS01\Projects_1\Caltrans\SR38_GuardrailsFigures\Fig03_ProjLayout.aprx: User: 25119; Date: 1/29/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

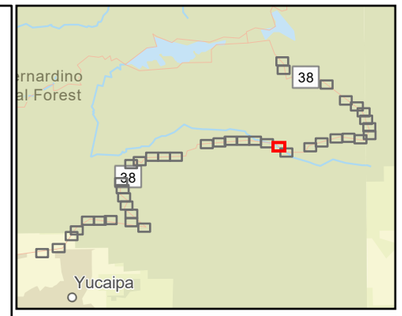
0 150 300 Feet
1:3,600

N

Figure 3, Sheet Page 25 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

P:\DOCTROSOSI01\Projects_1\Caltrans\SR38_Guardrail\LyrFigures\Fig03_ProjLayout.lyrx User: 25119, Date: 1/23/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

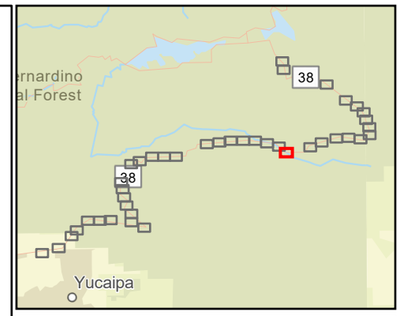
0 150 300 Feet

1:3,600

I:\PDCOTRDSGS01\Projects_1\Caltrans\SR38 Guardrail\Figures\Fig03_ProjLayout.aprx User: 25116 Date: 12/3/2026

Figure 3, Sheet Page 26 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

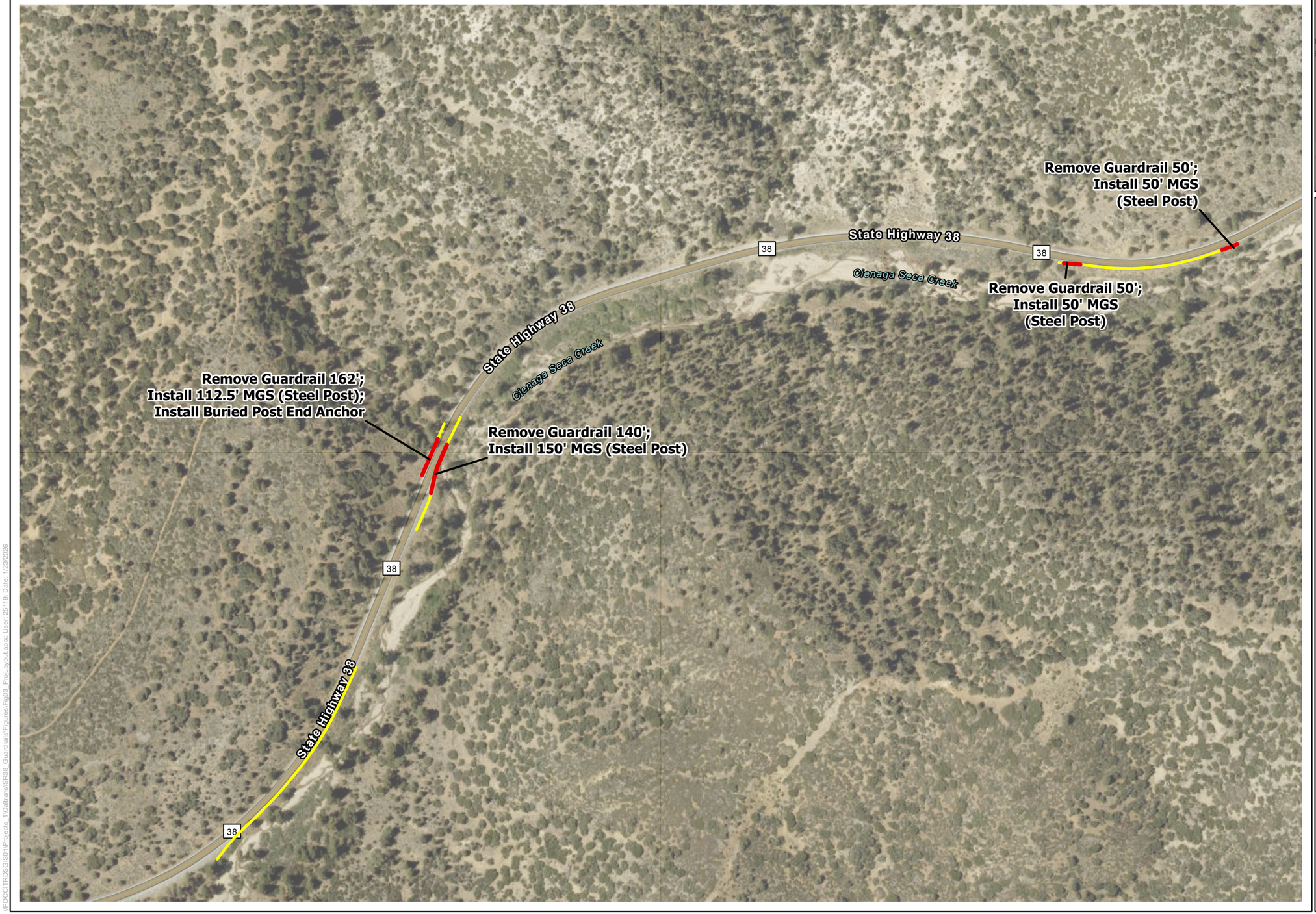
Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

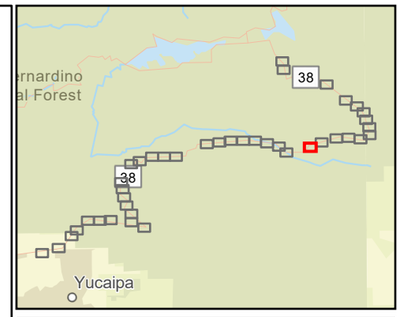
N

0 150 300 Feet
1:3,600

\\PDOCTRDSGIS01\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.aprx, User: 25119, Date: 1/29/2026

Figure 3, Sheet Page 27 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

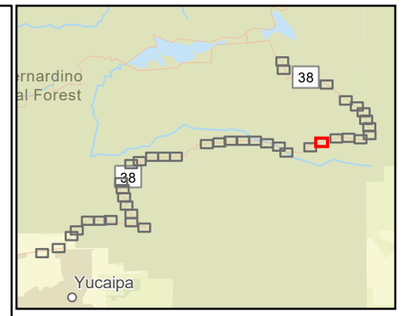
0 150 300 Feet

1:3,600

I:\PDC\DTDSGS\U\Projects_I\Caltrans\SR38 Guardrail\Figures\Fig03_ProjLayout.mxd, User: 25116, Date: 1/23/2026

Figure 3, Sheet Page 28 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

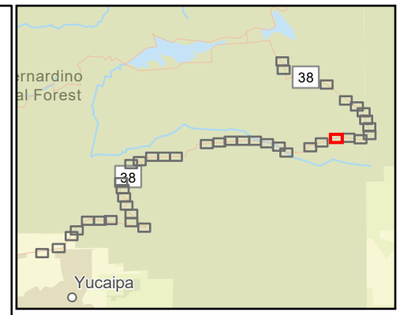
0 150 300 Feet

1:3,600

Figure 3, Sheet Page 29 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

\\PDOCTD5GIS01\Projects_1\Caltrans\SR38 Guardrails\Figures\Fig03_ProjLayout.mxd User: 25116 Date: 1/23/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

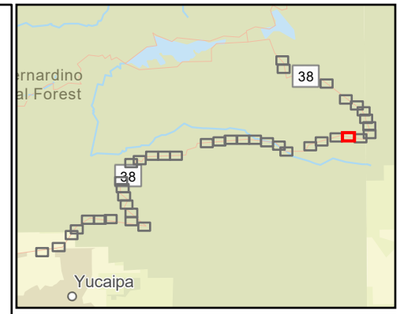
N

0 150 300 Feet
1:3,600

P:\DOCTROSGIS01\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.aprx User: 25119 Date: 1/23/2026

Figure 3, Sheet Page 30 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

I:\DOCOTR\0SGS\01\Projects \Caltrans\SR38_Guardrails\Plans\Fig03_ProjLayout.mxd, User #5119, Date: 1/23/2026

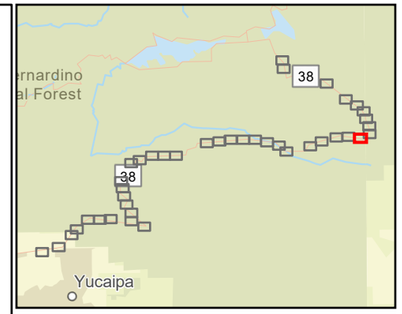
N

0 150 300 Feet

1:3,600

Figure 3, Sheet Page 31 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

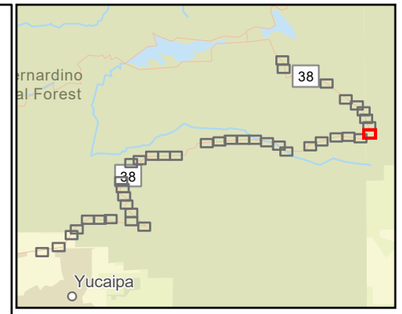
0 150 300 Feet

1:3,600

Figure 3, Sheet Page 32 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

\\PDOCTRDSGIS01\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.aprx, User: 25119, Date: 1/23/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

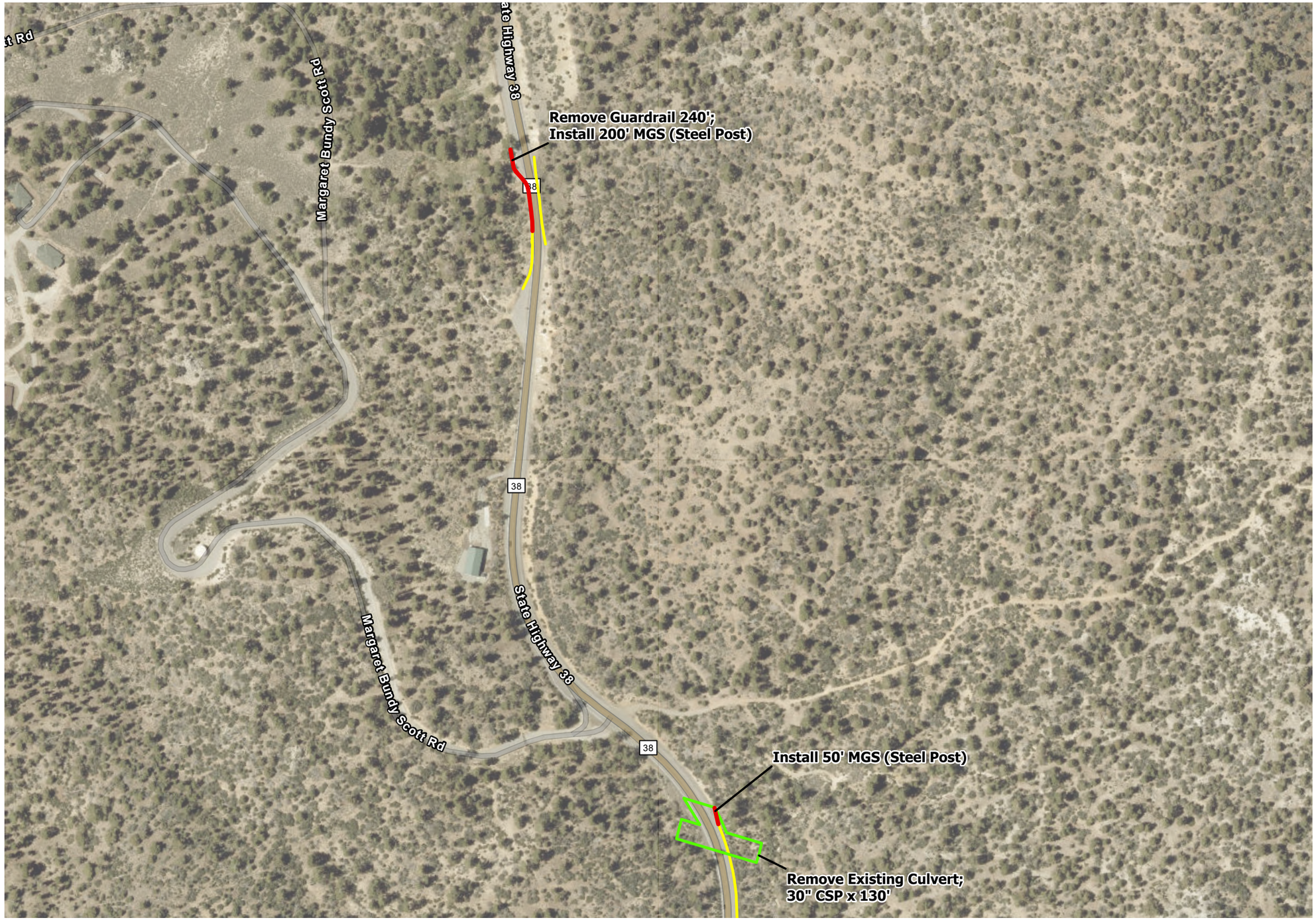
I:\PDCOTROSGIS01\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.mxd, User: 25119, Date: 1/23/2026

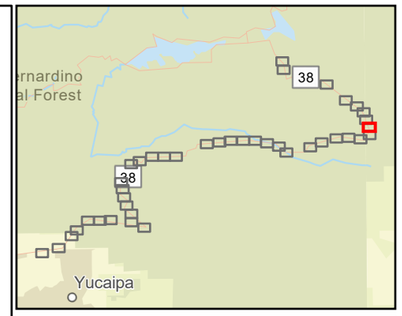
N

0 150 300 Feet

1:3,600

Figure 3, Sheet Page 33 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

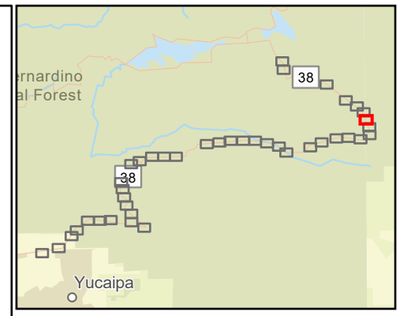
0 150 300 Feet

1:3,600

\\PDOTD0SIS01\Projects_H\Colliers\SR38_Guardrails\Figures\Fig03_ProjLayout.aprx User: 25116 Date: 1/23/2026

Figure 3, Sheet Page 34 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

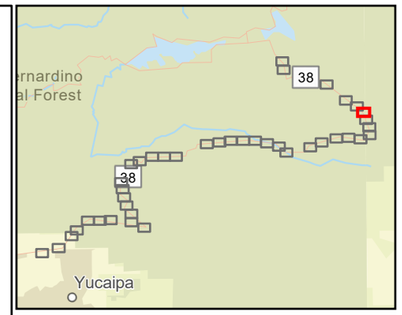
0 150 300 Feet

1:3,600

Figure 3, Sheet Page 35 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

\\PDOCTRDSGS01\Projects 1\Caltrans\5828 Guardrails\Figures\Fig03 ProjLayout.aprx User:25119 Date: 1/23/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

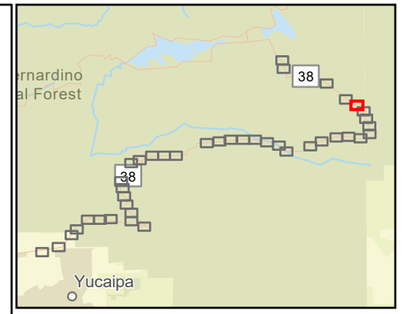
N

0 150 300 Feet
1:3,600

Figure 3, Sheet Page 36 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

D:\DOCTROSGIS01\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.aprx User: 25119, Date: 1/29/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

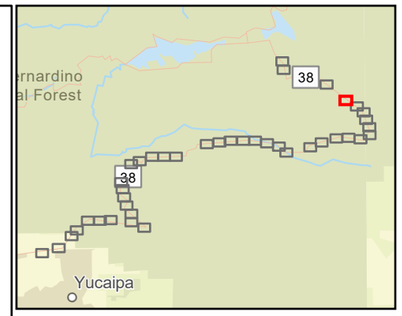
N

0 150 300
Feet
1:3,600

\\DOCITR05G901\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig3_ProjLayout.aprx User: 25119 Date: 1/23/2026

Figure 3, Sheet Page 37 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

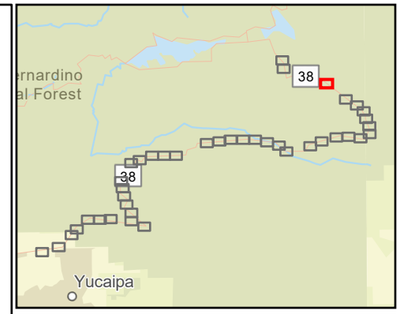
0 150 300 Feet

1:3,600

\\PDC\CTRDSGIS01\Projects_4\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.aprx User: 25119 Date: 1/29/2026

Figure 3, Sheet Page 38 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

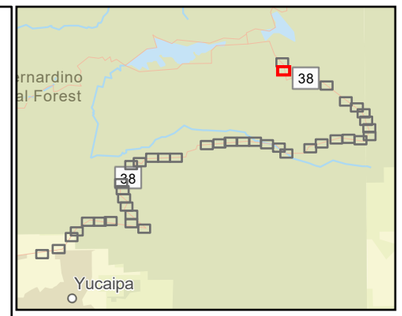
0 150 300 Feet
1:3,600

N

Figure 3, Sheet Page 39 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

I:\DOCTRDSOS\01\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.mxd 2019, Date: 1/23/2026





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

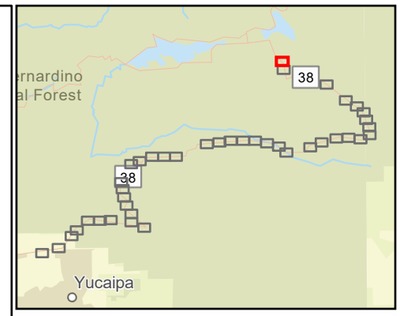
N

0 150 300 Feet
1:3,600

D:\DOCUMENTS\SIS01\Projects 1\Caltrans\SR38 Guardrails\Figures\Fig03 ProjLayout.aprx, User: 25119, Date: 1/23/2026

Figure 3, Sheet Page 40 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project





Legend

- Culvert Improvements
- Guardrail Improvements
- Guardrail

Abbreviations:
MGS = Metal Guardrail System
RSP = Rock Slope Protection

N

0 150 300 Feet

1:3,600

\\DOTROSG901\Projects_1\Caltrans\SR38_Guardrails\Figures\Fig03_ProjLayout.qpx, User: 25119, Date: 1/23/2026

Figure 3, Sheet Page 41 of 41
Project Layout Map
SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project

Project Description

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

No-Build Alternative

The No-Build Alternative would maintain the facility in its current condition. No improvements would be implemented to SR-38. The grading and guardrail end treatments would not be upgraded to current standards under this alternative.

Build Alternative

The Build Alternative proposes to correct the grading and upgrade guardrail end treatments of the existing guardrails along SR-38 in San Bernardino County from 1.2 miles west of Adriatic Way (PM 7.0) to 0.02 mile west of Mitchell Lane (PM 46.6). The Project includes replacing guardrails at several locations, roadway excavation and slope repairs, vegetation control paving, HMA dikes, and utility relocation as needed on a case by case basis. Some guardrail end treatments will include a buried post end anchor, which would require excavating approximately 6 feet into the existing slope. The Project will also involve repairing 12 culverts and replacing 11 culverts. A total of four construction staging areas, in previously disturbed areas, are also located within the Project limits.

Three of the culvert drainage systems (DS) (1, 16, and 22) are planned for complete removal and replacement. In addition, the repair strategy for DS13 and DS14 are only for installation of rock slope protection (RSP). During preliminary design it was discovered that DS13 and DS14 culverts were recently repaired by an emergency project, thus no culvert repair or rehabilitation work is needed. RSP is also proposed at the outlets of 22 out of the 23 drainage systems. RSP is not required at DS4 located near PM 9.47.

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)	1602 Streambed Alteration Agreement	Caltrans would apply during the Plans, Specifications and Estimates (final design) phase of the Project.
State Water Resources Control Board (SWRCB)	National Pollutant Discharge Elimination System (NPDES) Statewide Stormwater Permit (order No. 2022-0033-DWQ, NPDES No. CAS000003)	Caltrans is under authority for the permit.
Regional Water Quality Control Board (RWQCB)	Porter-Cologne Water Quality Control Act Waste Discharge Requirements (WDR) Certification	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 proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

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 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 Chapter 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

I. Aesthetics

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

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

Response to Items a), b), c), and d): No Impact. The Project is located in San Bernardino County along SR-38 from 1.2 miles west of Adriatic Way (PM 7.0) to 0.02 mile west of Mitchell Lane (PM 46.6). The topography is predominately mountainous, rural and consists of paved roadways, disturbed shoulders, and culverts. The Project limits include rural residential communities, lodges, hiking trails, campsites, rest areas, roadside restaurants and stores. Elevations range from approximately 2,400 feet above mean sea level (AMSL) near PM 7.0 to approximately 7,000 AMSL near PM 46.6. Based on the Landscape Architecture Scoping Questionnaire to Determine Visual Impact Assessment (VIA) Level (Caltrans 2025a) prepared for the Project, the Project character would be moderately compatible with the visual character of the existing landscape, with a low adverse contrast with the vividness and unity of the existing landscape. The Project would also not result in cumulative impacts or cumulative adverse change in the visual quality or character of the existing landscape. There are no potential for adverse effects from light or glare that would affect daytime or nighttime views in the area and low sensitivity to visible changes for potential viewer groups. Based on a Project Score of 18, no visual resource impacts are anticipated as a result of the Project and no further visual technical study is required.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Aesthetics.

II. Agriculture and Forest Resources

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

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

Response to Item a): No Impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program, there are no farmlands or vacant lands that are mapped as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance within the Project site. All Project related work would be within the Caltrans right of way and 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 forest lands, timberlands, or timberland production areas adjacent to or within the proposed Project site. The proposed Project is not expected to conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

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

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Agriculture and Forest Resources.

III. Air Quality

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

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

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

The proposed Project is located in the South Coast Air Basin (Basin). San Bernardino County is classified as an extreme nonattainment area of the federal 8-hour ozone (O_3) standard, a serious nonattainment area for the federal particulate matter 2.5 microns or less in diameter ($PM_{2.5}$) standard, and a maintenance area for the federal carbon

monoxide (CO) standard. San Bernardino County is also classified as a nonattainment area for state 8-hour O_3, particulate matter 10 microns or less in diameter (PM_{10}), and $PM_{2.5}$ standards.

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

The Project would correct the grading at guardrail end treatments, upgrade end treatments of existing guardrails to meet current standards and address deficiency at existing culverts which have reached their service life and experiencing deterioration. As such, and as summarized in the Air Quality Review Memorandum (Caltrans 2025b), the project has been evaluated by Caltrans to be exempt and falls under the exemption category of “Hazard Elimination Program” and “Shoulder Improvements” listed under Table 1 of the Caltrans Carbon Monoxide Protocol and Table 2 of 40 Code of Federal Regulation (CFR) 93.126. As a result, no air quality study or emissions analysis is required and no impacts are anticipated.

Construction

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavating, grading, hauling, and other 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.

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

Operation

The Project involves correcting grading at guardrail end treatments, upgrading end treatments of existing guardrails to meet current standards, and addressing the deficiency of existing culverts that have reached their service lifespan and experiencing deterioration. As such, long-term operations would not result in impacts to air quality.

Response to Item d): No Impact.

Construction

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

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

Avoidance, Minimization, and/or Mitigation Measures

No measures are 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 with Mitigation Incorporated
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

The information from this section is based on the Natural Environment Study (Minimal Impacts) (NESMI) (Caltrans 2025c) prepared for the Project. Database records were reviewed for special-status species, jurisdictional waters, and sensitive natural communities that have the potential to occur in the Biological Study Area (BSA) and half mile vicinity. Field reviews were also conducted, which included U.S. Fish and Wildlife (USFWS) Staff. The BSA includes all areas that could potentially be impacted by the

Project, plus a 500-foot buffer to account for any changes to the project limits and design. The Project Impact Area (PIA) is limited to the Project footprint of the 23 culvert locations, including a buffer of approximately 30-60 feet at most culvert locations to allow for construction equipment and workspace. Similar buffers were included for the guardrail end treatment locations, rock slope protection and/or slope repair areas, and areas for the dike replacement.

Response to Item a): Less Than Significant Impact.

Special-Status Plant Species

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

- Ash-grey paintbrush (*Castilleja cinera*);
- Bear Lake Buckwheat (*Eriogonum microtheca var. lacus-ursi)*
- Big Bear Valley milk-vetch (*Astragalus lentiginosus var. sierrae);*
- Big Bear Valley phlox (*Phlox dolichantha*);
- Big Bear Valley sandwort (*Eremogone ursina*);
- Big Bear Valley woollypod (*Astragalus leaucolobus*);
- Cushenbury Buckwheat (*Eriogonum ovalifolium var. vineum*);
- Grey-leaved violet (*Viola pinetorum ssp. grisea*);
- Hall's monardella (*Monardella macrantha ssp. Hallii);*
- Johnston's buckwheat (*Eriogonum microtheca var. johnstonii*);
- June's jewelflower (*Streptanthus juneae*);
- Latimer's woodland-gilia (*Saltugilia latimeri*);
- Lemon lily (*Lilium parryi*);
- Palmer's mariposa lily (*Calochortus palmeri var. palmeri*);
- Parish's alumroot (*Heuchera parishii*);
- Parish's checkerbloom (*Sidalcea hickmanii ssp. Parishii*);
- Parish's daisy (*Erigeron parishii*);
- Parish's rupertia (*Rupertia rigida*);
- Parish's yampah (*Perideridia parishii ssp. parishii*);
- Parry's spineflower (*Chorizanthe parryi var. parryi*);
- Pedate Checker-mallow (*Sidalcea pedate*);
- Pinyon rockcress (*Boechera dispar*);
- Rock sandwort (*Arenaria lanuginose var. saxosa*)
- San Bernardino aster (*Symphyotrichum defoliatum*);
- San Bernardino gilia (*Gilia leptantha ssp. Leptantha);*
- San Bernardino milk-vetch (*Astragalus bernardinus*);
- Santa Ana River woolly-star (*Eriastrum densifolium ssp. Sanctorum*);
- Short-sepaled lewisia (*Lewisia brachycalyx);*
- Southern California gallium broomrape (*Aphyllon epigalium ssp. Notocalifornicum*);
- Southern alpine buckwheat (*Eriogonum kennedyi var. alpigenum*);
- Southern Mountain wild-buckwheat (*Eriogonum kennedyi var. austromontanum*);

- Thread-leaved brodiaea (*Brodiaea filifolia*);
- Vanishing wild buckwheat (*Eriogonum evanidum*);
- White-bracted spineflower (*Chorizanthe xanti var. leucotheca*);
- White-margined everlasting (*Antennaria marginata);*
- Yucaipa onion (*Allium marvinii*).

The Project will result in "No Take" of State-listed special-status plant species Bear Lake buckwheat, bird-foot checkerbloom, Santa Ana River woollystar, slender-horned spineflower, and slender-petaled thelypodium due to the lack of suitable habitat and/or lack of species presence within the PIA during habitat assessment and rare plant surveys conducted for the Project. The Project will not result in any State Species of Special Concern trending toward a State-listed status, due to the lack of suitable habitat and/or lack of species presence within the PIA.

Parish's rupertia and pinyon rockcress are both U.S. Forest Service (USFS) Watch List species that were observed during surveys conducted for the Project. These species were detected at culvert locations DS-21 (PM 42.77), DS-22 (PM 46.07), and DS-23 (PM 46.61). Both special-status plant species have the potential to be directly affected by the Project due to their proximity to Project activities such as construction of rock slope protection and installation of replacement culverts. Impacts to these rare plants will be avoided with the implementation of the avoidance and minimization measures (**BIO-1, BIO-6, BIO-7, BIO-8, BIO- 9, BIO- 10, BIO- 11, BIO-12, BIO-15, BIO-16**).

Special-Status Animal Species

Based on the NESMI prepared for the Project there are several special-status animal species that were determined to have appropriate habitat within the BSA and are listed below.

<u>Invertebrate Species</u>

- Crotch's bumble bee (*Bombus crotchii*);
- Quino checkerspot butterfly (*Euphydryas Editha quino*).

The habitat assessment and rare plant surveys did not identify any milkweed, the Monarch Butterfly larval host plant, as being present in the BSA. The BSA does not contain any agricultural fields, pastureland, prairie remnants, urban or suburban residential areas, or gardens which are the species preferred habitat areas. There is one historic recorded occurrence of Quino checkerspot butterfly near PM 46.6, from 1969. Due to the lack of recent sightings in the BSA, and the CNDDB considers the species extirpated within the general project area, it is assumed that the species is absent from the BSA. There have been six documented occurrences of Crotch's bumble bee in the Project vicinity. Considering the recent sightings nearby in the Santa Ana River wash, which is nearly identical habitat area to the Mill Creek wash, it is reasonable to assume the species is extant and potentially present in the Mill Creek wash area (PM

7.0 to PM 9.6). The Project will have “No Take” of Crotch’s bumble bee with appropriate measures in place (**BIO-1, BIO-6, BIO-7, BIO- 9, BIO-10, BIO-11, BIO-17**) and “No Effect” on monarch butterfly and Quino checkerspot butterfly due to lack of species presence.

Amphibian Species

- Southern mountain yellow-legged frog (*Rana muscosa*);
- Western spadefoot (*Spea hammondii*).

The Project corridor passes through southern mountain yellow-legged frog Designated Critical Habitat at PM 26.6 to PM 26.8. However, only guardrail upgrade work will occur in this area and no culvert or rock slope protection work would occur that could impact this habitat. Due to lack of recent sightings within the BSA, the southern mountain yellow-legged frog is considered possibly extirpated from this area, the possibility of the species occurring within the PIA is considered very unlikely and it is considered absent from both the BSA and PIA. Therefore, the Project is not likely to directly or indirectly impact southern mountain yellow-legged frog. There will be “No Effect” on southern mountain yellow-legged frog and its Designated Critical Habitat.

Western spadefoot is considered to be present in the BSA due to suitable habitat and recent sightings in the Mill Creek wash. There is potential for direct impacts to occur to western spadefoot from Project activities, including potential impacts from harassment or direct injury or mortality from construction equipment, vehicles, or personnel. Indirect impacts could also occur from Project activities, lighting, noise, and vibration. A pre-construction survey and other avoidance and minimization measures (**BIO- 1, BIO-6, BIO-8, BIO- 9, BIO-10, BIO-11, BIO-18**) will be implemented to avoid possible impacts to this species. These measures will result in “No Effect” to this species, and the species will not trend towards State listing status as a result of Project activities.

Reptiles

- Coast horned lizard (*Phrynosoma blainvillii*);
- Coast patch-nosed snake (*Salvadora hexalepis virgultea*);
- Coastal western whiptail (*Aspidoscelis tigris stejnegeri*);
- Orange-throated whiptail (*Aspidoscelis hyperythra*);
- Southern California legless lizard (*Anniella stebbinsi*);
- Southern rubber boa (*Charina umbratica*).

Orange-throated whiptail and southern California legless lizard are considered absent from the PIA and BSA due to lack of recent sightings within the Project area. The Project will have “No Impact” on these species, and they will not trend towards State or Federal listing status.

Direct impacts from Project activities may occur to coast horned lizard, coast patch-nosed snake, and coastal western whiptail including impacts from harassment or direct injury from construction equipment, vehicles, or personnel. Indirect impacts to these species may occur from project activities, lighting, noise, and vibrations. A pre-construction survey and other appropriate avoidance and minimization measures (**BIO-1, BIO-6, BIO-8, BIO-9, BIO-10, BIO-11, BIO-19**)will be implemented to avoid possible impacts to these species. The measures will result in "No Take" and the species will not trend towards State listing status as a result of Project activities.

Project activities could also result in direct impacts to special-status reptile species southern rubber boa, where culvert repair and rock slope protection installation could impact areas of undisturbed native habitat. The Project has potential to directly impact this species by crushing or other direct injury from equipment, vehicles, or personnel. Temporary indirect impacts may include disturbance related to increased noise, light, vibration, and dust. A pre-construction survey and other appropriate avoidance and minimization measures (**BIO-1, BIO-6, BIO-8, BIO-9, BIO-10, BIO-11, BIO-19**) will be implemented to avoid impacts to southern rubber boa. The Project will result in "No Take" of this species and the species will not trend towards State listing status.

<u>Birds</u>

- Coastal California gnatcatcher (*Polioptila californica californica*);
- California spotted owl (*Strix occidentalis occidentalis*);
- Golden Eagle (*Aquila chrysaetos*);
- Purple martin (*Progne subis*);
- Southwestern willow flycatcher (*Empidonax traillii extimus*);
- White-tailed kite (*Elanus leucurus*);
- Least Bell's vireo (*Vireo bellii pusillus*)

Based on biological surveys, special status bird species have the potential to occur within the BSA and in the vicinity. Additionally, migratory bird species 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 would conduct pre-construction nesting bird surveys to ensure avoidance of potential impacts to special-status avian species.

Suitable habitat for coastal California gnatcatcher is present within the BSA between PM 7.0 and PM 15.0. The Project will implement avian migratory and nesting bird avoidance and minimization measures before and during Project activities. With implementation of these measures, there will be "No Effect" and "No Take" of this species. The probability of golden eagle occurring within the BSA is low. There are no documented occurrences of golden eagle occurring within the BSA. There will also be no impact to California spotted owl, purple martin, or white-tailed kite due to lack of recent documented presence within the BSA. The Project would result in "No Impact" to

golden eagle, California spotted owl, purple martin, and white-tailed kite. Avoidance measures will ensure “No Impacts” and “No Take” of these species.

Project activities may occur near riparian bird habitat identified within the PIA. Least Bell’s vireo and southwestern willow flycatcher occurrences have been documented within the BSA. Any direct or indirect impacts to riparian communities within the BSA could potentially result in impacts to least Bell’s vireo and/or southwestern willow flycatcher. The riparian habitat present within the BSA will be avoided during the nesting season (February 1 to September 30). Appropriate avoidance and minimization measures will be implemented to avoid these species. There will be “No Effect” and “No Take” of least Bell’s vireo. There will be “No Effect” and “No Take” of southwestern willow flycatcher or its Designated Critical Habitat. With implementation of avoidance and minimization measures (**BIO-1, BIO-3, BIO-6, BIO-7 BIO-8, BIO-20, BIO-21, BIO-22**), the Project anticipates “No Effect” and “No Take” of federal and State listed avian species and the Project will not cause other special-status species to trend towards becoming listed.

Mammals

- American badger (*Taxidea taxus*);
- Lesser long-nosed bat (*Leptonycteris yerbabuenae*);
- San Bernardino flying squirrel (*Glaucomys oregonensis californicus*);
- San Bernardino Merriam’s kangaroo rat (*Dipodomys merriami parvus*);
- San Diego desert woodrat (*Neotoma lepida intermedia*);
- Townsend’s big-eared bat (*Corynorhinus townsendii*);
- Western yellow bat (*Lasiurus xanthinus*);

The Project will have “No Impact” on American badger and San Bernardino flying squirrel as they are considered absent from the PIA and BSA due to a lack of recent sightings. Direct impacts from Project activities may occur to special-status bat species including impacts resulting from harassment or direct injury from construction equipment, vehicles, or personnel. Furthermore, indirect impacts to bats may occur from Project activities, including lighting, noise and vibrations that may cause roost abandonment, potentially resulting in the mortality of flightless immature bats. Project activities conducted outside of the maternity season that cause bats to leave a roost during daytime hours pose a mortality risk to bats. A pre-construction survey and other appropriate avoidance and minimization measures will be implemented to avoid possible impacts to these species at culvert location DS-2 (PM 7.3), DS-16 (PM 38.45), DS-18 (PM 40.41), and DS-21 (PM 42.77). These measures will result in “No Take” of the species and the species will not trend towards State or federal listing status.

The Project could also result in direct impacts to special-status mammal species San Bernardino Merriam’s kangaroo rat and San Diego desert woodrat, where culvert repair and RSP installation could impact the native habitat, particularly at DS-2 (PM 7.3) and

DS-3 (PM 9.33). The Project has the potential to directly impact these species by crushing or other direct injury from construction equipment, vehicles, or personnel. Temporary, indirect impacts to these species may include disturbance related to increased noise, light, vibration, and dust generation. Construction of the Project may result in permanent impacts of up to 0.0383 acre and temporary impacts of up to 0.657 acre of Riversidian Alluvial Fan Sage Scrub habitat preferred by these species. Avoidance and minimization measures will be implemented to avoid impacts to these special-status mammal species. These measures will result in a "No Effect" and "No Take" of these species and San Diego desert woodrat will not trend toward State listing status. There will also be "No Effect" to San Bernardino Merriam's kangaroo rat Designated Critical Habitat. Avoidance and minimization measures for special status mammals include **BIO- 1, BIO-3, BIO-5, BIO-6, BIO-7, BIO-8, BIO-9, BIO-10, BIO-11, BIO-23, BIO-13, BIO-24, BIO-25, BIO-26, BIO-27, BIO-28**.

Response to Item b): Less Than Significant Impact. The Project's culvert repair and replacement will result in 0.0143 acre of permanent impacts to the Riversidian Alluvial Fan Sage Scrub natural community at DS-2 (PM 7.3) and 0.024 acre of permanent impacts at DS-3 (PM 9.3). There will be no permanent impacts to the Southern Sycamore Alder Riparian Woodland natural community. The guardrail end treatments will not result in permanent impacts to these communities. Temporary direct impacts to approximately 0.657 acre of Riversidian Alluvial Fan Sage Scrub may occur as a result of Project activities at culvert location DS-2 (PM 7.3), and culvert location DS-3 (PM 9.3). There will be no temporary direct impacts to Southern Sycamore Alder Riparian Woodland. Indirect impacts to these sensitive natural communities within the BSA also may occur due to proximity to Project activities in the form of light, noise, and vibrations. The final amount of permanent and temporary impacts will be determined during final design preparations during the Plans, Specifications, and Estimates (PS&E) phase. To avoid and minimize impacts, the Project will implement the most current BMPs during construction as well as measures **BIO-1, BIO-2, BIO-6, BIO-7, BIO-8, BIO-9, BIO-10, BIO-11, BIO-14**.

Response to Item c): Less Than Significant with Mitigation Incorporated. Based on the NESMI prepared for the Project, there are 20 drainages within the Project area that may be impacted and are Waters of State (WOS) under the jurisdiction of CDFW and the Santa Ana River RWQCB. Temporary impacts consists of construction access points, staging areas and temporary access ways. Permanent impacts assessed for the Project are locations where culverts will be modified or rock slope protection will be placed. As such, there will be both permanent and temporary impacts to Waters of the Sate as a result of culvert repair, slope modification, and rock slope protection installation for the Project. The expected impacts to WOS will be determined during the PS&E phase. Waters of the U.S. are not expected to be impacted by the Project. Permanent impacts to the 20 drainages would require a Lake and Streambed Alteration Agreement from CDFW. Additionally, as the RWQCB regulates WOS impacts within the

20 drainages under CDFW jurisdiction, a Waste Discharge Requirements (WDR) certification will be required from RWQCB. Additionally, these impacts will require mitigation (**BIO-29 and BIO-30**) to comply with the CDFW "no net loss" policy.

Response to Item d): No Impact. The Project area is within several connectivity hexagons, within the Southern California Mountains and Valleys Ecoregion. It has a Connectivity Rank of 3-Connections with Implementation Flexibility. The area has been identified as having connectivity importance, but has not been identified as a channelized area, species corridor, or habitat linkage. The function and connectivity of the Southern California Mountains and Valleys Ecoregion, particularly the linkages along the Santa Ana River watershed and the Mill Creek watershed, as well as the linkage functionality of the Essential Connectivity Area will not be affected by the Project along SR-38 from PM 7.0 to PM 46.6 with implementation of the avoidance and minimization measures included in this section and standard Caltrans BMPs. The Project will have no impact on habitat connectivity of the Project area and surrounding BSA.

Response to Item e): No Impact. The proposed 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

The following avoidance, minimization and/or mitigation measures would be implemented for Biological Resources:

Avoidance and Minimization Measures

BIO-1 Equipment Staging, Storing and 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. All staging areas would be located at least 150 feet from sensitive habitat areas, including streams/drainages and other aquatic habitat.

BIO-2 Temporary Artificial Lighting Restrictions

To address impacts to special-status species and habitat, artificial lighting must be directed at the job site to minimize light spillover into surrounding habitat.

BIO-3 Work Avoidance-Riparian Birds

To address impacts to riparian bird species avoid project activities in or adjacent to southwestern willow flycatcher designated critical habitat (PM 9.45 to PM 12.0, PM 13.5 to PM 15.0 and PM 30.5 to PM 32.5) and least bell's vireo and southwestern willow flycatcher suitable habitat, as identified by the project biologist, and coastal California gnatcatcher suitable habitat (PM 7.0 to PM 9.6) within the nesting season for these special status species (February 1 to September 30).

BIO-4 Work Avoidance-SBKR

To address potential impacts to San Bernardino Merriam's Kangaroo Rat (SBKR) and SBKR Critical Habitat, avoid construction activities outside of designated work areas and within Critical Habitat between PM 7.0 and PM 9.6.

BIO-5 Species Avoidance

During Project activities, if a San Bernardino Merriam's Kangaroo Rat (SBKR) is discovered within the Project site, all construction activities must stop, and the Caltrans Biologist and Resident Engineer must be notified. Coordination with appropriate agencies may be required prior to restarting activities.

BIO-6 Worker Environmental Awareness Program (WEAP)

A contractor-supplied biologist must present a Caltrans-approved biological resource information program/WEAP for special-status mammal, avian, reptile, amphibian, invertebrate and rare plants prior to project activities, to all personnel that will be present within the project limits for longer than 30 minutes at any given time. Caltrans will require all construction personnel to participate in the WEAP training 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.

BIO-7 Approved Biologist

A USFWS and CDFW (if appropriate) approved biologist(s) will conduct activities as specified in this NESMI. After the start of each calendar year, and at least 7 days prior to initiating project activities, Caltrans will submit to USFWS 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-8 Biological Monitor

The USFWS and CDFW (if appropriate) approved biologist must monitor project activities weekly to ensure that measures are being implemented and documented to avoid or minimize impacts to Riversidian Alluvial Fan Sage Scrub and Southern

Sycamore Alder Riparian Woodland sensitive natural communities, Mountain Yellow-legged Frog, San Bernardino Merriam's Kangaroo Rat, Santa Ana Sucker, and Southwestern Willow Flycatcher Designated Critical Habitats, and special-status mammal, avian, reptile, amphibian, insect, and plant sensitive habitat. The 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.

BIO-9 Environmentally Sensitive Area (ESA)

To address potential impacts to the Riversidian Alluvial Fan Sage Scrub and Southern Sycamore Alder Riparian Woodland sensitive natural communities; Mountain Yellow-legged Frog, San Bernardino Merriam's Kangaroo Rat, Santa Ana Sucker, and Southwestern Willow Flycatcher Designated Critical Habitats, special status mammal, avian, reptile, amphibian, insect sensitive habitat, and rare plants, delineate the habitat areas for these communities and habitat as an ESA as shown on the plans and/or described in the specifications.

BIO-10 Environmentally Sensitive Area (ESA) Fence Monitoring

Integrity inspections of Sensitive Natural Community and Designated Critical Habitat ESA fencing and enclosures must occur throughout the duration of the project, 3 days prior to commencing project activities and weekly during project activities. If during construction the fence fails, work must stop until it is repaired, and the qualified biologist inspects (and clears) the job site.

BIO-11 Environmentally Sensitive Area (ESA) Fence Removal

All fencing must be removed as a last order of work. During removal, a qualified biologist must be present.

BIO-12 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 shall 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 areas. Where appropriate, temporary high visibility fence will 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-13- Habitat Restoration

On-site habitat restoration for temporary impacts for Sensitive Natural Communities and Designated Critical Habitat through revegetation and reseeding with vegetation native to the impacted area immediately following completion of construction activities, or with written approval from CDFW and/or USFWS, at the beginning of the next growing season after project completion.

BIO-14 Rare Plant Clearance Survey, Flagging, and Fencing

A qualified biologist must perform a presence/absence survey within the Project Impact Area for special-status plant species including but not necessarily limited to: ash-grey paintbrush, Bear Valley sandwort, bird-foot checkerbloom, California taraxacum, Cushenbury buckwheat, Cushenbury oxytheca, Nevin's barberry, Parish's daisy, pedate checker-mallow, San Bernardino bluegrass, San Bernardino Mountains bladderpod, Santa Ana River woollystar, slender-horned spineflower, slender-petaled thelypodium, southern mountain wild-buckwheat, Bear Lake buckwheat, Parish's rupertia, and pinyon rockcress during the appropriate bloom period. Should any rare plants and/or rare insect host plants be discovered in the Project Impact Area, the Resident Engineer and Caltrans biologist must be contacted, and rare plants and rare insect host plants must be flagged by the biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.

BIO-15 Rare Plant Pre-Construction Surveys

Within 1 week prior to construction, a preconstruction survey must be conducted by a contractor-supplied biologist for special-status plants within the Project Impact Area. Any rare plant species identified must be flagged for visual identification to construction personnel for work avoidance. Rare plant species detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.

BIO-16 Pre-construction Invertebrate Species 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 measure and/or agency coordination will be required.

BIO-17 Special Status Amphibian Survey

Prior to any construction activities, known southern mountain yellow-legged frog and western spadefoot habitat in the Biological Study Area, will be surveyed; depending on watershed location and characteristics, day length, and local and seasonal weather conditions surveys for presence will be most accurate if conducted during and immediately following the breeding season (spring - summer). Any special status amphibian habitat area determined to be active and within 500 feet from the PIA shall

be evaluated for breeding status using established USFWS and/or CDFW Survey Protocols. If special status amphibian individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the optimal protocol survey season, July – August. To avoid excessive delays to the project when special status amphibians are active near a project location, work at other project locations should be done first; any site near an active special status amphibian area should be done last. Two or more surveys are recommended, one including a tadpole survey in the late spring/early summer followed by a second survey for subadults and adults in the late summer (CDFW 2025).

BIO-18 Special Status Reptile Survey

Prior to any construction activities, known southern rubber boa, coast horned lizard, coast patch-nosed snake, and coastal western whiptail habitat in the Biological Study Area, will be surveyed. Any special status reptile habitat area determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using established CDFW Survey Protocols. If special status reptile individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the optimal survey period (April 15 to July 15). To avoid excessive delays to the project when special status reptiles are active near a project location, work at other project locations should be done first; any site near an active special status reptile area should be done last. The special status reptile presence/ absence survey should be conducted when air temperature is between 77 F and 95 F. (Tollestrup 1976; USFWS 1985, 1998). Surveys must be conducted when the air temperature falls within the optimal range (CDFW 2019).

BIO-19 Pre-Construction Nesting Bird Survey

If project activities cannot avoid the nesting bird season, February 1 – September 30, then preconstruction nesting bird surveys shall be conducted by a qualified biologist in areas of suitable habitat within the projects limits and up to the limit of the BSA, no more than 3 days prior to construction to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer (100 feet for non-passerine, 300 feet for passerine, and 500 feet for raptors) shall be established and monitored by a qualified biologist.

BIO-20 Riparian Bird Survey

Prior to any construction activities, known least Bell’s vireo and southwestern willow flycatcher habitat near the Biological Study Area, will be surveyed. Any LBV or SWFL habitat area determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using established USFWS Survey Protocols. If LBV or SWFL individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the nesting season, February 1 to September 30. To avoid excessive delays to the project when an active LBV or SWFL nesting site is located near a project location, work at other project locations

should be done first; any site near an active LBV or SWFL nesting area should be done last. All construction activities should account for the timing of the nesting season.

BIO-21 Coastal California Gnatcatcher Survey

Prior to any construction activities, known Coastal California Gnatcatcher habitat near the Biological Study Area, will be surveyed. Any CAGN habitat area determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using established USFWS Survey Protocols. If CAGN individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the nesting season, February 15 to August 15 (USFWS 2025). To avoid excessive delays to the project when an active CAGN nesting site is located near a project location, work at other project locations should be done first; any site near an active CAGN nesting area should be done last. All construction activities should account for the timing of the nesting season.

BIO-22 San Bernardino Merriam's Kangaroo Rat (SBKR) Fence

To address potential impacts to San Bernardino Merriam's Kangaroo Rat (SBKR) and SBKR Designated Critical Habitat, prior to the start of Project activities, temporary SBKR exclusion fencing will be installed around the Project Impact Area (including ingress/egress routes and staging areas) within suitable SBKR habitat where there is no barrier (e.g., rip rap). The fencing will be made of a smooth-faced material to prevent animals from climbing into the excluded areas, such as Aqua 30 coextruded polyethylene liner, Animex™ fencing, or similar material. The fencing will be installed at least 12 to 18 inches underground and extend at least three feet straight above ground, reinforced with metal T posts or similar support materials. If underground installation is not possible due to extremely rocky soils, then the bottom 12 to 18 inches of the fencing will be folded out and sandbags placed on the edges of the fencing. The fencing will be installed manually or using mechanized equipment, such as a ditch-witch or similar piece of equipment, and a qualified SBKR biologist will be present to monitor the fence installation activities.

BIO-23 San Bernardino Merriam's Kangaroo Rat Survey

Prior to any construction activities, known San Bernardino Merriam's Kangaroo Rat habitat in the Biological Study Area at locations DS-2, DS-3, and DS-4 will be surveyed. Any SBKR habitat area determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using established USFWS Survey Protocols. If SBKR individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the optimal survey season, from June 1 to September 30. To avoid excessive delays to the project when SBKR are active near a project location, work at other project locations should be done first; any site near an active SBKR area should be done last. The SBKR presence/absence survey should be done over 5 consecutive nights when ambient air temperatures exceed 50º F. All construction activities should account for the timing of the breeding season and surveys.

BIO-24 San Bernardino Merriam's Kangaroo Rat (SBKR) Work Window

If feasible, the Project will avoid performing ground-disturbing activities (including vegetation removal and fence installation) during the peak San Bernardino Merriam's Kangaroo Rat (SBKR) breeding season (January 15 through May 15) at locations DS-2 DS-3, and DS-4.

BIO-25 Bat Pre-construction Surveys

Prior to work activities, a pre-construction survey at culvert locations DS-2 (PM 7.3), DS-16 (PM 38.45), DS-18 (PM 40.41), and DS-21 (PM 42.77), and at the other culvert and RSP work locations where mature trees are in or adjacent to the PIA, 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 within or adjacent to these culverts, ideally during the maternity season (typically April 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-26 Work Restriction Hours

Work activities should be restricted to daylight hours at work locations with suitable bat habitat (culvert locations DS-2 (PM 7.3), DS-16 (PM 38.45), DS-18 (PM 40.41), and DS-21 (PM 42.77), and at culvert and RSP work locations where mature trees are in or adjacent to the PIA). 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 PIA at the various culvert and RSP work locations; these trees 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-27 Bat Mitigation and Exclusion Plan

If special-status bat species or a maternity roost of any bat species is present and direct removal of habitat (roost location) will occur, then a qualified bat biologist experienced in developing bat mitigation and exclusion plans shall develop a mitigation plan to compensate for the lost roost site. Removal of the roost shall only occur when the mitigation plan has been approved by CDFW and only when bats are not present in the roost. The mitigation plan shall detail the methods of excluding bats from the roost and the plans for a replacement roost in the vicinity of the project site. The mitigation plan shall be submitted to the CDFW for approval prior to implementation. The plan shall include: (1) a description of the species targeted for mitigation; (2) a description of the existing roost or roost sites; (3) methods to be used to exclude the bats if necessary; (4) methods to be used to secure the existing roost site to prevent its reuse prior to

removal; (5) the location for a replacement roost structure; (6) design details for the construction of the replacement roost; (7) monitoring protocols for assessing replacement roost use; (8) a schedule for excluding bats, demolishing of the existing roost, and construction of the replacement roost; and (9) contingency measures to be implemented if the replacement roosts do not function as designed.

Compensatory Mitigation

Anticipated mitigation requirements include permanent protection and restoration of compensatory habitat within the watershed associated with the Project area. Compensatory mitigation measures intended to satisfy CDFW and RWQCB requirements for anticipated Project impacts to WOS are as follows.

BIO-28

Habitat enhancement for temporary impacts, which entails exotic and/or invasive plant control immediately following the impact.

BIO-29

On-site habitat restoration for temporary impacts for native communities through revegetation and reseeding with vegetation native to the impacted area immediately following completion of maintenance activities, or, with written approval from CDFW, at the beginning of the next growing season after project completion.

BIO-30

Anticipated mitigation requirements include permanent protection and restoration of compensatory habitat within the watershed per anticipated 1602 and 401 permits and agreements resulting from ground 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?	No Impact

A Historic Property Survey Report (HPSR) (Caltrans 2026a) and Archaeological Survey Report (ASR) (Caltrans 2026b) were prepared for the Project. The Area of Potential Effects (APE) was established as a discontiguous APE and includes all direct and indirect impacts. The horizontal APE has an approximate minimum width of 100 feet, and a maximum of 400 feet. The vertical APE has a maximum depth of 15 feet below

the pavement to account for the culvert replacement or installation. In contrast, the guardrail work will include a depth of 5 feet. The APE is comprised of several distinct areas of work along State Route 38 (SR-38) from Postmile R7.0 to 46.6 and includes installation and replacement of culverts, RSP, correct grading at guardrail end treatments, and upgrade end treatments of existing guardrails, slope repair, vegetation control, and HMA dike replacement. Since the project will occur in an existing transportation corridor and involves repairing and maintaining existing infrastructure, there is minimal potential to encounter subsurface cultural resources nor affect adjacent built environment properties. The APE was expanded to encompass the entirety of South Fork Residence Tract in the Santa Ana Recreation Area (P-36-010089). The site is a dispersed campground and there are no features of the campground where work is proposed.

A letter requesting a Sacred Land File (SLF) search was sent to the Native American Heritage Commission (NAHC) on November 07, 2024. A positive SLF for Agua Caliente Band of Cahuilla Indians results response was received on November 25, 2024, along with a list of Tribal Government contacts. In consultation with the District Native American Coordinator (DNAC) the following tribes were contacted: Twenty-Nine Palms Band of Mission Indians, Agua Caliente Band of Cahuilla Indians, The Augustine Band Cahuilla Indians, Cabazon Band of Cahuilla Indians, Cahuilla Band of Indians, Los Coyotes Band of Mission Indians, Morongo Band of Mission Indians, Ramona Band of Cahuilla Indians, Santa Rosa Band of Cahuilla Indians, Soboba Band of Luiseno Indians, Yuhaaviatam of San Manuel Nation and Torres Martinez Desert Cahuilla Indians. Follow up emails were sent to the following Tribes who did not respond to the initial consultation letter: Augustine Band Cahuilla Indians, Cabazon Band of Cahuilla Indians, Cahuilla Band of Indians, Gabrieleño Band of Mission Indians – Kizh Nation, Los Coyotes Band of Mission Indians, Morongo Band of Mission Indians, Ramona Band of Cahuilla Indians, Santa Rosa Band of Cahuilla Indians, Serrano Nation of Mission Indians, Soboba Band of Luiseno Indians, Torres-Martinez Desert Cahuilla Indians, Twenty-Nine Palms Band of Mission Indians, Soboba Band of Luiseno Indians.

The Yuhaaviatam of San Manuel Nation was contacted on June 10, 2025, initiating consultation and requesting information pertaining to resources in or near the project APE. A response was received on July 3, 2025, indicated that the Project is within the Serrano ancestral territory and requested copies of the cultural resource documents, formal government to government consultation under Section 106, and providing cultural reports and Project information when available. Project cultural documentation was sent for review on November 20, 2025. No comments have been received to date.

The Gabrieleño Band of Mission Indians - Kizh Nation (Kizh Nation) was contacted on June 6, 2025, with a follow up on August 20, 2025. A response was received on August 27, 2025, requesting formal government to government consultation under Section 106. Kizh Nation requested to consult via email in November 3, 2025. Caltrans responded November 4, 2025, indicating that Cultural-related Project materials will be provided

when available, and on November 20, 2025, cultural documentation was sent for review. No comments have been received to date.

The Fort Yuma Quechan Tribe responded, on June 10, 2025 to the initial consultation, informing Caltrans that they do not wish to consult and would prefer to defer to other tribes. The Soboba Band of Luiseño Indians was contacted for initial consultation on June 10, 2025, and deferred to the San Manuel Band on August 20, 2025.

Response to Items a) and b): No Impact. Reconnaissance surveys of the Project APE were conducted in April 2025 to determine the presence or absence of cultural resources within the APE that may be potentially impacted by the Project. Based on the HPSR, the types of soils where the Project is located are not conducive to intact buried features and sites as they are primarily erosive. Contributing to this is the steepness of a large percentage of the Project, with slopes in excess of 30%. The likelihood of intact sites is lower due to construction and continued maintenance of SR-38, as well as frequent strong flows in the drainage system and their continued maintenance. It would be anticipated if cultural materials were present, that it would be in either secondary deposition within debris flow channels or be present with surface manifestations. Due to the disturbance of these areas including construction and continued maintenance of the roadway and previous construction of drainage systems and debris flow racks, and no surface manifestations of sites within the APE, the overall likelihood of encountering intact buried cultural materials is low. The South Fork Residence Tract in the Santa Ana Recreation Area (P-36-010089) is located within the discontinuous APE and has been determined to be eligible for listing in the National Register of Historic Places (NRHP) in 2010 by the U.S. Forest Service (USFS). The site includes 50 cabins in the tract as well as a road that is bisected by SR-38. Only the road portion of the site is near any Project or construction activities, where guardrail end treatments will be installed. The guardrail end treatment work is occurring where SR-38 bisects the road into the campground. The existing guardrail treatments will be upgraded, and no work will occur on the existing road.

Response to Item c): No Impact. No human remains were discovered during field surveys conducted for the proposed 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 the 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

The following avoidance and minimization 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) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact Gabrielle Duff, District Environmental Branch Chief [(909) 501-5142] or Julie Scrivner, District Native American Coordinator [(909) 260-8265] so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

VI. Energy

Would the project:

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

Response to Items a) and b): No Impact. The proposed Project is anticipated to use a minimal amount of energy during proposed construction activities, such as slope repair, ground disturbance, grading, 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. The Project would also not conflict or obstruct the implementation of goals of the San Bernardino County Countywide Plan, County Policy Plan for Infrastructure and Utilities Element and the Renewable Energy and Conservation Element. The Project would reduce the severity of collisions, improve safety, retore drainage system

functionality and extend the service life of the facility within the Project limits. The Project would fix deficiencies of the existing guardrails that do not meet the current standards. As such, operation of the proposed Project is not expected to result in a wasteful, inefficient, or unnecessary consumption of energy resources and the impacts are anticipated to be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Energy.

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. The Project area is located within a seismically active region of southern California and, therefore, experiences the effects of seismic ground shaking. According to the California Department of Conservation,

California Geological Survey's earthquake fault zone map, the nearest fault zones are the San Andreas Fault Zone and the San Gorgonio Mountain Fault Zone, with the nearest faults being the Mill Creek Fault-San Andreas North Branch and the San Gorgonio Mountain Fault. Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, would be implemented to avoid any significant impacts related to seismic ground shaking. Seismic design would also meet San Bernardino County requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed Project is expected to result in less than significant impact 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 Map HZ-2 Liquefaction & Landslide Hazards map, the project area is not located in areas designated as having liquefaction susceptibility. Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, would be conducted to avoid any significant impacts related to liquefaction and seismic risks. Therefore, through the incorporation of standard seismic design practices, the proposed Project is expected to result in no impacts.

Response to Items a.iv), c), and d): No Impact. Due to the mountainous terrain along the Project site, according to the San Bernardino County, Countywide Plan, Policy Map HZ-2 Liquefaction & Landslide Hazards map, portions of the Project site are located in areas designated as Low to Moderate and Moderate to High susceptibility to landslides. There are currently no areas designated as an existing landslide area and no rockfall/debris-flow hazard areas are located along the Project site. Any earthwork in the Project area would be performed in accordance with the most current edition of the Caltrans Standard Specifications; therefore, no impacts are anticipated in this regard.

Response to Item b): No Impact. Grading and pavement activities during the construction phase of the Project would have the potential to displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Erosion control measures would be used to address site soil stabilization during construction.

State jurisdictions require that an approved Stormwater Pollution Prevention Plan (SWPPP) be prepared for projects that involve greater than one acre of soil disturbance or a Water Pollution Control Program (WPCP) if soil disturbance is one acre or less. The SWPPP or WPCP is a project-specific plan that includes site maps, identification of construction and contractor activities that could cause pollutants in stormwater, and description of measures or practices to control pollutants. As the Project is anticipated

to disturb less than one acre of soil, a WPCP would be prepared. Additionally, ground disturbance in the Project area would be performed in accordance with the most current edition of the Caltrans Standard Specifications, and the requirements of applicable government agencies; therefore, no impacts are anticipated.

Response to Item e): No Impact. Due to the nature of the proposed Project, which involves grading and upgraded end treatments of existing guardrails along SR-38, the proposed 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 due to the nature of the Project of updating and improving guardrail end treatments, Caltrans has determined that no paleontological resources would be disturbed and no paleontological studies are required for the Project. Furthermore, there are no unique geological features that are expected to be impacted by the proposed Project.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Geology and Soils.

VIII. GHG 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. Based on the Construction GHG Emissions Estimate Memorandum (Caltrans 2025d), which utilized Caltrans Construction Emissions Tool (CAL-CET), prepared for the Project, construction activities would generate 573 metric tons of CO_2e over the approximately 150-day construction period. The proposed Project involves correcting the grading at guardrail end treatments and upgrading end treatments of existing guardrails within the project limits. The guardrail upgrades include slope repair, vegetation control, and replacement of HMA dikes on an as-needed basis. Some of the guardrail end treatments will include a buried post end anchor, which will require excavating approximately 6 feet into the existing slope. The Project also involves related culvert repairs and replacements, cut

and fill and grinding of road surfaces, vegetation removal and ground disturbance, equipment staging areas, and temporary construction easements. Furthermore, as this project would not increase the number of travel lanes on SR-38, 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 adopted for the purpose of reducing greenhouse gas emissions.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to reduce construction GHG emissions from the proposed Project.

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

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

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?	Less Than Significant 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?	No 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 proposed 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 proposed 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** to **HAZ-5** would minimize potential impacts.

The proposed Project would not include the routine use, transport, or disposal of hazardous materials. An Initial Site Assessment (ISA) Checklist (Caltrans 2025e) and ISA Checklist Update (Caltrans 2025f) was prepared and concluded the risk level for the Project to be low risk and based on previously prepared Aerially Deposited Lead (ADL) reports around the project vicinity, the ADL levels were considered non-hazardous. As the Project involves upgrades to the guardrails, bridge disturbance is anticipated on four bridges: Mill Creek bridge (Bridge ID 54 0346-PM9.6), Mountain Home Creek bridge (Bridge ID 54 1046-PM R12.28), Hathaway Creek bridge (Bridge ID 54 0015-PM 26.58), and Santa Ana River bridge (Bridge ID 54 0407-PM 30.86). Based on previous and recent Asbestos-Containing Materials (ACM) surveys conducted, no ACM was detected on any of the bridges. 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): Less Than Significant Impact. One preschool is located approximately a quarter mile of the proposed Project. Two schools are 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
McDonald Learning Center	796 Erwin Ranch Road, Big Bear	0.26 mile
Big Bear High School	351 Maple Lane, Big Bear	1.30 miles
Baldwin Lane Elementary School	44500 Baldwin Lane, Big Bear	1.35 miles

As previously mentioned, construction-related hazardous materials typical for a guardrail improvement project would be used during construction of the proposed 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. Any hazardous waste being hauled to or from the Project site would be secured and contained to prevent its release in accordance with existing federal and state regulations. As such, and because the Project would comply with all applicable regulations, impacts on nearby schools are expected to be less than significant.

Response to Item d): No Impact. According to the ISA Checklist prepared for the Project, a records search of the California Department of Toxic Substances Control (DTSC) EnviroStor and GeoTracker databases were conducted, 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. The ISA Checklists concluded that the risk level is low for potential hazardous waste involvement associated with implementation of the Project.

Response to Items e) and f): No Impact. There are no airports located within the vicinity of the Project site. Furthermore, 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 proposed Project would reduce the severity of collisions and to improve the safety of SR-38 within the Project limits. 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 the Project vicinity, as the Project is located in rural, mountainous terrain, portions of the Project site within the State Responsibility Area (SRA) and Local Responsibility Area (LREA) and are designated as Very High Fire Hazard Severity Zones (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ). Although portions of the Project site are within a VHFHSZ and HFHSZ area, the Project would implement upgrades to the SR-38 guardrails to reduce the severity of collisions and to improve the safety of these segments, 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

Measure **TRA-1**, included in Section XVII Transportation, would be implemented to minimize potential transportation impacts. The following minimization measures would also be implemented for Hazards and Hazardous Materials:

HAZ-1: Project will be performed in accordance with Caltrans Standard Specifications 6-1.03 conditions for use of local material from non-commercial source.

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

HAZ-3: Project will be performed in accordance with Caltrans Standard Specifications 36-4 for residue containing lead from paint and thermoplastic.

HAZ-4: Project will be performed in accordance with Caltrans Standard Specifications 14-9.02 National Emission Standards for Hazardous Air Pollutants (NESHAP) notification.

HAZ-5 Project will be performed in accordance with Caltrans Standard Specifications 7-1.03K(6)(j)(iii) for earth material containing lead. Requires a lead compliance plan (LCP) and bid item 070030 for LCP.

X. Hydrology and Water Quality

Would the project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	No Impact

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

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

Short-term or temporary construction impacts on water quality have the potential to occur during ground disturbance activities, material and equipment use and storage at staging areas, and other construction activities. Because the Project would be constructed entirely within existing State ROW, the California Statewide Order No. 2022-0033-DWQ, NPDES Permit No. CAS000003 would apply to this Project. Temporary impacts are anticipated to be minimized with the implementation of construction Best Management Practices (BMPs) to minimize construction runoff and protect water quality.

As less than one acre would be disturbed during construction, a Water Pollution Control Program (WPCP) would be prepared. The WPCP is a project-specific plan that includes site maps, identification of construction and contractor activities that could cause

pollutants in stormwater and description of measures or practices to control these pollutants.

Compliance with the NPDES requirements would further reduce such polluting impacts during construction. Projects within State ROW are obligated to comply with the latest Caltrans and RWQCB water quality standards relative to the treatment of post-construction stormwater runoff. Determination and implementation of BMPs within the ROW are defined based on the evaluation of existing site constraints, constituents of concern at the receiving waters, soil conditions, and 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 proposed Project. Therefore, less than significant impacts to water quality are anticipated.

Response to Item b): No Impact. The Project would correct the grading at guardrail end treatments, upgrade end treatments of the existing guardrails to meet the current standards, and address deficiencies of existing culverts which have reached their service life and experiencing deterioration. Some guardrail end treatments will include a buried post end anchor, which will require excavation of approximately 6 feet into the existing slope. Based on the Scoping Questionnaire for Water Quality Issues (Caltrans 2025e) prepared for the Project, due to the topography and underlying geology, the Project site is predominantly not within a recognized groundwater basin. A small number of groundwater wells are adjacent to the Project site, near the northern and southern terminus of the Project alignment. The Erwin Park Well, located at the northern extent of the Project alignment had previously measured groundwater levels ranging between 93.1 to 104.3 feet below ground surface (bgs). The Monte Vista Well, also located near the northern extent of the Project alignment had groundwater levels measured between 77.65 and 86.03 feet bgs. A local well (Well ID 01S02W13P001S), near the southern extent of the Project alignment, had groundwater levels of between 73.96 and 91.75 feet bgs. As such, groundwater is not expected to be encountered throughout the Project site and would not interfere with groundwater recharge or decrease groundwater supplies.

Response to Items c (i), (ii), (iii), and (iv): No Impact. The Project proposes to correct grading deficiencies at guardrail end treatments, upgrades to end treatments of existing guardrails to meet current standards, and address deficiencies of several existing culverts. Erosion control and stormwater BMPs will be incorporated as part of the Project to reduce storm water impacts. A WPCP will be prepared 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, and water quality.

Response to Item d): No Impact. Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Map Numbers 06071C8735H, 06071C8755H, 06071C8015H, 06071C8020H, and 06071C8010H), a portion of the western end of the proposed Project, near PM 7.0, is within the 1 percent annual flood (100-year flood) zone and the remaining Project in Zone D. The 1 percent annual flood, also known as the base flood, is the flood that has a 1 percent chance of being equaled or exceeded in any given year. Zone D are areas in which flood hazards are undetermined, but possible. The Project is not expected to risk the release of pollutants due to Project inundation.

Response to Item e): No Impact. The proposed Project would not conflict with or obstruct implementation of the Water Quality Control Plan for the Santa Ana Region Basin. There are no municipal or domestic water supply reservoirs or groundwater percolation facilities within the project limits. The proposed improvements and upgrades to guardrail end treatments and addressing the deficiency of existing, deteriorating culverts along SR-38 would not result in impacts to groundwater as ground disturbance would be shallow and not reach depths of groundwater. Therefore, no impacts are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Hydrology and Water Quality.

XI. Land Use and Planning

Would the project:

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

Response to Item a): No Impact. The proposed improvements would be fully within existing Caltrans right of way. As SR-38 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 proposed 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, and rural open space areas in a mountainous terrain. The Project would occur within Caltrans right of way and does not propose any new land uses or to alter any exiting land uses. After completion of the Project, the operation and use would remain the same, therefore, it would not conflict with any land use plan.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Land Use and Planning.

XII. Mineral Resources

Would the project:

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

Response to Items a), and b): No Impact. According to the San Bernardino County Land Use and Zoning Map, there are no areas within the project limits designated as Mineral Resource Zone (MRZ). Furthermore, the Project is entirely located within the Caltrans right of way, 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

No measures are required for Mineral Resources.

XIII. Noise

Would the project result in:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact

Question	CEQA Determination
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. The Project would correct grading at guardrail end treatments and upgrade end treatments of existing guardrails within the Project limits. The guardrail upgrades will include slope repair, vegetation control, and replacement of HMA dikes as needed. Additionally, some guardrail end treatments will include a buried post end anchor, which will require excavating into the existing slope. Several culverts will also be repaired and replaced along SR-38. With these improvements and upgrades, and as summarized in the Noise Analysis Memorandum (Caltrans 2025g), this project would fall under Type III project category of 23 CFR772.7 in the Traffic Noise Analysis Protocol. As indicated in the protocol, Type III projects do not require a noise analysis, as it is considered an exempt project. Implementation of the Project would not result in permanent increases to noise levels.

Response to Item b): No Impact. Any groundborne noise or vibration would be limited to the construction period and would be short term in duration. Construction would occur in an area that experiences noise levels consistent with an active interstate 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 proposed 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

No measures are 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

Question	CEQA Determination
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 improvements on an existing roadway and repairs to guardrails that do not meet current standards. These upgrades 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. No residents or businesses would need to be relocated as a result of implementing the Project. The proposed 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

No measures are required for Population and Housing.

XV. Public Services

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

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

Fire Protection

Response to Fire Protection: No Impact. Fire protection services for the Project area is provided by the San Bernardino County Fire Protection District, Battalion 4 and 6. The nearest fire stations to the project site are the Mentone Fire Station Number 9 located at 1300 Crafton Avenue in Mentone, and the Angelus Oaks Station Number 98 located at 5766 North Frontage Road in Angelus Oaks.

Although continuous, uninterrupted access to SR-38 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 proposed 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 proposed 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 services within the Project vicinity. The nearest police stations to the Project site are the Yucaipa Patrol Station located at 34144 Yucaipa Boulevard in Yucaipa and the Big Bear Patrol Station located at 477 Summit Boulevard in Big Bear Lake. As mentioned previously, construction related congestion could affect the response times for police service providers; however, continuous, uninterrupted access to SR-38 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 Project vicinity is served by the Bear Valley Unified School District and the Yucaipa-Calimesa Joint Unified School District. The nearest public schools to the project site are Baldwin Lane Elementary School located at 44500 Baldwin Lane in Big Bear, Big Bear High School located at 351 Maple Lane in Big Bear, Fallsvale School located at 40600 Valley of the Falls Drive in Forest Falls, Park View Middle School located at 34875 Tahoe Drive in Yucaipa, and Ridgeview Elementary School located at 11021 Sunnyside Drive in Yucaipa. The proposed Project would not result in accessibility problems to existing schools in the vicinity of the Project and is not expected to result in any other impacts on school services.

Parks

Response to Parks: No Impact. The Project is located adjacent to and within the San Bernardino National Forest. Within the vicinity of the Project alignment, the following park resources are currently available:

- Thurman Flats Picnic Area: Picnic area off of SR-38 with picnic tables and barbecue grills. Located just off of SR-38, between Warm Springs Truck Road and Kilkare Road.
- Rio Monte Trail: 2.3 mile trail on the north side of SR-38, near the Barton Flats Family Campground. Located adjacent to SR-38, near Jenks Lake.
- Jenks Lake Trail: 1.14 mile trail on the south side of SR-38 near Jenks Lake and located next to the Rio Monte Trail.
- Whispering Pines Nature Trail: A 0.67 mile trail with a 5 percent grade, located south of SR-38 just west of Jenks Lake Road West.
- Barton Flats Family Campground: This campground is located near the Rio Monte Trailhead and has 51 campsites, showers, RV dump stations, and food storage areas on site. Adjacent to SR-38, the campground is accessed via a roadway located 3,500 feet east of Frog Road.
- Santa Ana River Trail: A 6.34 mile hiking trail with a 10 percent grade located near Seven Oaks Road. This trail is adjacent to SR-38 at Southfork Road and Seven Oaks Road.

According to the U.S. Forest Service, San Bernardino National Forest website (https://www.fs.usda.gov/r05/sanbernardino), several campgrounds adjacent to SR-38 are either temporarily closed or closed entirely in 2025 due to past wildfires in the area including the Line Fire. These facilities include the San Gorgonio Family Campground, Morton Creek Fire Lookout, Oso Group Campground, Lobo Group Campground, Greyback Amphitheater, Skyline Group Campground, Heart Bar Family Campground, Wildhorse Equestrian Campground, and Greenspot Equestrian Group Campground.

Furthermore, in the City of Big Bear Lake, approximately 0.5 mile south of Mitchell Lane and east of SR-38 is Erwin Lake Park (located at 1140 Hatchery Drive in Big Bear City) managed by the Big Bear Parks and Recreation District under the San Bernardino County, Public Works Special Districts Division. This 1.25 acre public park facility includes a play lot, volleyball court, walking path, picnic pavilion, and portable restrooms.

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. Access to the campgrounds, picnic areas, and trails mentioned above would remain open and fully accessible during the duration of construction. There are no anticipated impacts to parks or recreational facilities.

Other Public Facilities

Response to Other Public Facilities: No Impact. The Project would not restrict access to other public facilities and no direct or indirect impacts are anticipated to occur to any other public facilities in the area. No relocation or disruption of public facilities are expected to occur.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Public Services.

XVI. Recreation

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

Response to Items a) and b): No Impact. The Project, along SR-38, involves correcting grading at guardrail end treatments, upgrading end treatments of existing guardrails to meet current standards, and upgrades to existing deficient culverts that have reached their service life and experiencing deterioration. As such, implementation of the Project does not have the capacity to generate a substantial increase in the use of any existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration could occur, nor would it require the construction or expansion of existing recreational facilities.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Recreation.

XVII. Transportation

Would the project:

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

Response to Item a) No Impact. The Project involves correcting grading at guardrail end treatments, upgrading end treatments of existing guardrails to meet current

standards, and upgrades to existing deficient culverts that have reached their service life and experiencing deterioration. As such, the Project would not conflict with the San Bernardino County Policy Plan, Transportation and Mobility Element and would be consistent with Goal TM-2 (Road Design Standards) for roads designed and built to standards in the unincorporated areas that reflect the rural, suburban, and urban context as well as the regional (valley, mountain, and desert) context of San Bernardino County. The Project would reduce the severity of collisions, improve safety, and also restore drainage system functionality within the Project limits on SR-38.

Response to Item b): No Impact. As the Project involves guardrail upgrades and addressing deficiency of several existing culverts which are experiencing deterioration, 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 CEQA Guidelines 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 proposed Project would not substantially increase hazards because of a design feature or incompatible uses. The Project would correct grading at guardrail end treatments and upgrade end treatments of existing guardrails to meet current standards. 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 proposed Project would include the Caltrans Standard Measure for preparation and implementation of a TMP (measure **TRA-1,** below), which would avoid or minimize any potential impacts. The Project is expected to also provide continuous, and uninterrupted access to SR-38 throughout the duration of construction. No impacts are anticipated during the construction period.

Avoidance, Minimization, and/or Mitigation Measures

The following Caltrans Standard Measure would be implemented to minimize potential Transportation impacts:

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

XVIII. Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site,

feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

Response to Items a) and b): No Impact. A letter requesting a Sacred Land File (SLF) search was sent to the Native American Heritage Commission (NAHC) on November 07, 2024. A positive SLF for Agua Caliente Band of Cahuilla Indians results response was received on November 25, 2024, along with a list of Tribal Government contacts. In consultation with the District Native American Coordinator (DNAC) the following tribes were contacted: Twenty-Nine Palms Band of Mission Indians, Agua Caliente Band of Cahuilla Indians, The Augustine Band Cahuilla Indians, Cabazon Band of Cahuilla Indians, Cahuilla Band of Indians, Los Coyotes Band of Mission Indians, Morongo Band of Mission Indians, Ramona Band of Cahuilla Indians, Santa Rosa Band of Cahuilla Indians, Soboba Band of Luiseno Indians, Yuhaaviatam of San Manuel Nation and Torres Martinez Desert Cahuilla Indians. Follow up emails were sent to the following Tribes who did not respond to the initial consultation letter: Augustine Band Cahuilla Indians, Cabazon Band of Cahuilla Indians, Cahuilla Band of Indians, Gabrieleño Band of Mission Indians – Kizh Nation, Los Coyotes Band of Mission Indians, Morongo Band of Mission Indians, Ramona Band of Cahuilla Indians, Santa Rosa Band of Cahuilla Indians, Serrano Nation of Mission Indians, Soboba Band of Luiseno Indians, Torres-Martinez Desert Cahuilla Indians, Twenty-Nine Palms Band of Mission Indians, Soboba Band of Luiseno Indians.

The Yuhaaviatam of San Manuel Nation was contacted on June 10, 2025, initiating consultation and requesting information pertaining to resources in or near the project APE. A response was received on July 3, 2025, indicated that the Project is within the Serrano ancestral territory and requested copies of the cultural resource documents, formal government to government consultation under Section 106, and providing cultural reports and Project information when available. Project cultural documentation was sent for review on November 20, 2025. No comments have been received to date.

The Gabrieleño Band of Mission Indians - Kizh Nation (Kizh Nation) was contacted on June 6, 2025, with a follow up on August 20, 2025. A response was received on August 27, 2025, requesting formal government to government consultation under Section 106. Kizh Nation requested to consult via email in November 3, 2025. Caltrans responded November 4, 2025, indicating that Cultural-related Project materials will be provided when available, and on November 20, 2025, cultural documentation was sent for review. No comments have been received to date.

The Fort Yuma Quechan Tribe responded, on June 10, 2025 to the initial consultation, informing Caltrans that they do not wish to consult and would prefer to defer to other tribes. The Soboba Band of Luiseño Indians was contacted for initial consultation on June 10, 2025, and deferred to the San Manuel Band on August 20, 2025.

The project would involve correcting the grading at guardrail end treatments, upgrading end treatments of existing guardrails to meet current standards, and addressing deficient culverts that are experiencing deterioration along SR-38. Furthermore, due to the nature of the improvements, any project-related ground disturbance would be shallow and would not reach depths of native soils. As the Project will occur in an existing transportation corridor and involves repairing and maintaining existing infrastructure, there is minimal potential to encounter subsurface cultural resources nor affect adjacent built environment properties. Based on the HPSR prepared for the Project, the geologic archaeological sensitivity of the Project area is located within moderate-low sensitivity. Generally, the types of soils in the Project area are not conducive to intact buried features and sites as they are primarily erosive from geological outcrops. The likelihood of intact resources are lower due to construction and continued maintenance of SR-38, as well as frequent strong flows in the drainage system and their continued maintenance. It would be anticipated if cultural materials were present, it would be in either secondary deposition within debris flow channels or be present with surface manifestations. Due to the disturbance of these areas including construction and continued maintenance of the roadway and previous construction of drainage systems and debris flow racks, and no surface manifestations of sites within the APE, the overall likelihood of encountering intact buried cultural materials is low. With implementation of **CR-1** and **CR-2**, related to archaeological and Native American discoveries, impacts on Tribal Cultural Resources are not anticipated.

Avoidance, Minimization, and/or Mitigation Measures

Refer to measures **CR-1** and **CR-2** in Section V, *Cultural Resources*.

XIX. Utilities and Service Systems

Would the project:

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

Response to Item a): No Impact. The Project would result in correcting grading at guardrail end treatment, upgrading end treatments of the existing guardrails, and addressing the deficiency of existing culverts which have reached their service life and experiencing deterioration. These project improvements would not result in significant effects or interruptions 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 improvements and upgrades to the existing guardrails and culverts, 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 correcting grading at guardrail end treatments, upgrading end treatments of existing guardrails, and addressing culverts that are experiencing deterioration, 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 involve upgrading guardrail end treatments and repairs to culverts that are deficient, the Project would generate a minimal amount of solid waste. During operation of the facility, the Project would not generate solid waste. Furthermore, it is Caltrans' policy to recycle construction materials whenever possible. Opportunities to salvage and recycle items, 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 the construction phase. 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

No measures are required for Utility and Service Systems.

XX. Wildfire

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

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

Response to 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, portions of the Project are located in areas designated as Very High Fire Hazard Severity Zones (VHFHSZ) in the State Responsibility Area (SRA) and Local Responsibility Area (LRA).

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

No measures are required for Wildfire.

XXI. Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant 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. As discussed in Section IV, *Biological Resources*, the Project would result in “No Take” on State-listed as Threatened, Endangered, or Candidate Endangered species San Bernardino kangaroo rat, least Bell’s vireo, southwestern willow flycatcher, Swainson’s hawk, southern rubber boa, southern mountain yellow-legged frog, steelhead-southern California DPS, Crotch’s bumble bee, Bear Lake buckwheat, bird-foot checkerbloom, Santa Ana River woollystar, slender-horned spineflower, and slender-petaled thelypodium due to the lack of species presence or suitable habitat within the PIA and BSA, or with the implementation of the avoidance and minimization measures. In addition, the Project will not cause State Species of Special Concern or rare species to trend towards a State-listed status.

Response to Item b): Less Than Significant Impact. Assessments of the Project area determined that the Project may impact jurisdictional Waters of the State. A State

RWQCB WDR or 401 Permit will therefore be required in accordance with the Porter-Cologne Water Quality Control Act. A California Fish and Game Code 1602 Lake and Streambed Alteration Agreement will also be required. The Project is not anticipated to have a 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 animal 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

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 included in Section IV *Biological Resources* 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 (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

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

Regulatory Setting

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

Federal

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

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

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

State

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

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

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

Environmental Setting

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

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

GHG Inventories

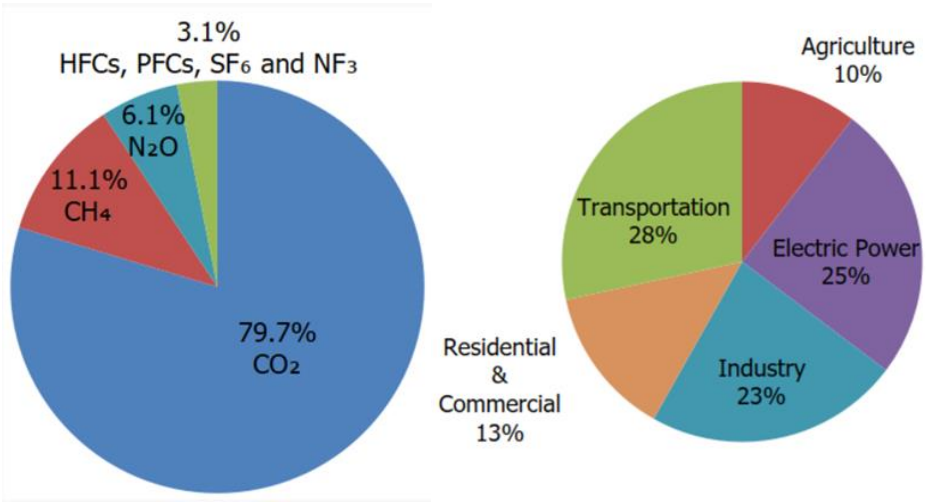
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the CARB 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 CO2, 11% were CH4, and 6% were N2O; 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

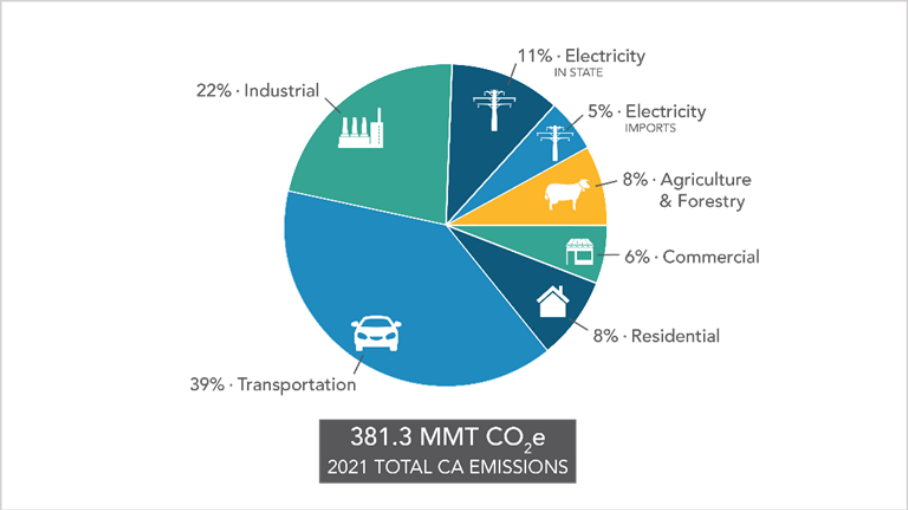


(Source: U.S. EPA 2024b)

State GHG Inventory

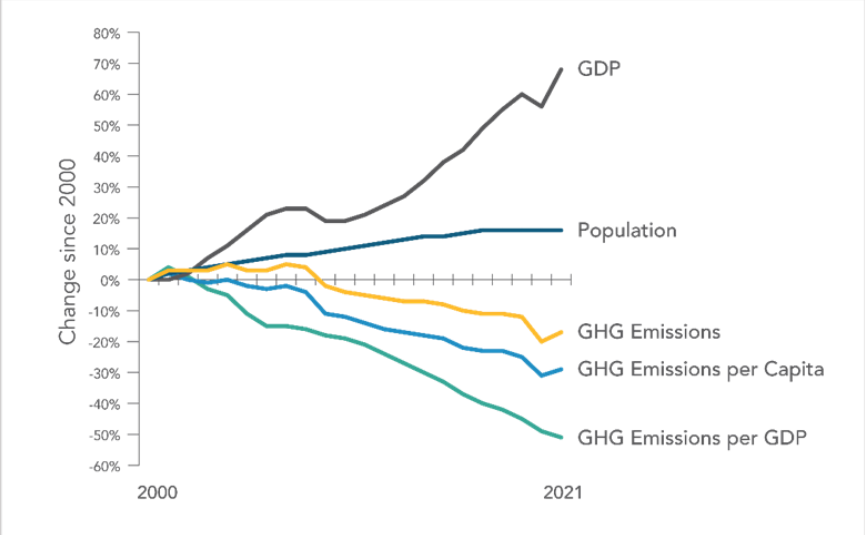
CARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall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

Figure 5. California 2021 Greenhouse Gas Emissions by Economic Sector



(Source: CARB 2023)

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



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

Table 3-1. Regional GHG Reduction Policies

Title	GHG Reduction Policies, Goals, or Strategies
Southern California Association of Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (adopted April 4, 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)	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 Local bicycle and pedestrian network • Policy TM-4.7 Regional bicycle network • Policy TM-4.8 Local bicycle and pedestrian networks Policy NR 1.7 Greenhouse gas reduction targets. Policy NR 1.8 Construction and Operations

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline

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

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

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

Operational Emissions

The proposed Project involves correcting grading at guardrail end treatments, upgrading end treatments of existing guardrails to meet current standards, and addressing the deficiency of existing culverts that have reached their service lifespan and experiencing deterioration. 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-38, 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.

The Caltrans Construction Emissions Tool (CAL-CET) was used to estimate construction and greenhouse gas (GHG) emissions. Total construction GHG emissions would be 573 metric tons of CO2e over the approximately 150-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 CARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

The proposed Project involves correcting grading at guardrail end treatments, upgrading end treatments of existing guardrails to meet current standards, and addressing the deficiency of existing culverts that have reached their service lifespan and experiencing deterioration. Construction GHG emissions would result during the construction phase at different levels, with total construction GHG emissions of 573 metric tons of CO2e. Furthermore, as this project would not increase the number of travel lanes on SR-38, 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 (CARB 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 CARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan for Transportation Infrastructure

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within

existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

California Transportation Plan

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

Caltrans Strategic Plan

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

Caltrans Policy Directives and Other Initiatives

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

Adaptation Strategies

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

Federal Efforts

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

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

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

State Efforts

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

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

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

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

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

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

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

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

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

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

Caltrans Sustainability Programs

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

Project Adaptation Analysis

Sea Level Rise

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

Precipitation and Flooding

Based on the Federal Emergency Management Agency Flood Insurance Rate Map (Map Numbers 06071C8035H, 06071C8040H, 06071C8045H, 06071C8075H,

06071C8735H, 06071C8755H, 06071C8015H, and 06071C8020H), the proposed project is located within Zone D (areas with possible but undetermined flood hazards) with the western most portion located in Zone A (no base food elevations determined). 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 9.9% by 2055, and up to 8.9% 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 Moderate to Very High Level of Wildfire Concern for the 2010 to 2039, Moderate to Very High Level of Wildfire Concern for the 2040 to 2069, and Moderate to Very High Level of Wildfire Concern for the 2070 to 2099 wildfire exposures. Based on the CAL FIRE Fire Hazard Severity Zones Map for the Project vicinity, as the Project is located in rural, mountainous terrain, portions of the Project site within the State Responsibility Area (SRA) and Local Responsibility Area (LREA) and are designated as Very High Fire Hazard Severity Zones (VHFHSZ) and High Fire Hazard Severity Zone (HFHSZ). Caltrans standard specifications mandate fire prevention procedures, including a fire prevention plan, to avoid accidental fire starts during construction.

Temperature

Based on the Caltrans District 8 Vulnerability Assessment Map (Caltrans 2023), the average minimum air temperature in the project area is projected to increase by 2.5-4.9 degrees Fahrenheit by 2055, and by 7.1-7.8 degrees Fahrenheit by 2085. The average maximum temperature over seven consecutive days in the project area will increase by up to 6.36 degrees Fahrenheit by 2055, and by up to 10.2 degrees Fahrenheit by 2085. As such, the climate specific to the Project's location will be taken into consideration when selecting the type of pavement to be utilized for the Project.

References

California Air Resources Board (CARB). 2008. *Climate Change Scoping Plan Appendices. Volume II: Analysis and Documentation*. Appendix I, p. I-19. December.https://ww3.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm. Accessed: June 14, 2024.

California Air Resources Board (CARB). 2021. *SB 375 Regional Plan Climate Targets*. https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets. Accessed: June 14, 2024.

California Air Resources Board (CARB). 2022a. *2022 Scoping Plan for Achieving Carbon Neutrality*. Executive Summary. https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed: June 14, 2024.

California Air Resources Board (CARB). 2022b. *Climate Change*. https://ww2.arb.ca.gov/our-work/topics/climate-change. Accessed: June 14, 2024.

California Air Resources Board (CARB). 2023. *California Greenhouse Gas Emissions Inventory Data–2023 Edition, 2000-2021*. https://ww2.arb.ca.gov/ghg-inventory-data. Accessed: June 14, 2024.

California Department of Transportation (Caltrans). 2019. *Caltrans Climate Change Vulnerability Assessments. District 8 Technical Report*. Prepared by WSP. https://dot.ca.gov/programs/transportation-planning/2019-climate-change-vulnerability-assessments.

California Department of Transportation (Caltrans). 2020. *Caltrans Greenhouse Gas Emissions and Mitigation Report*. Final. August. Prepared by ICF, Sacramento, CA. https://dot.ca.gov/programs/public-affairs/mile-marker/summer-2021/ghg. Accessed: June 14, 2024.

California Department of Transportation (Caltrans). 2021a. *California Transportation Plan 2050*. February. https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/state-planning-equity-and-engagement/california-transportation-plan. Accessed: June 14, 2024.

California Department of Transportation (Caltrans). 2021b. *Caltrans 2020-2024 Strategic Plan*. https://storymaps.arcgis.com/stories/f190b9755a184b268719dac9a11153f7. Accessed: June 14, 2024.

California Department of Transportation. 2023. *Sustainable Operations at Caltrans*. https://dot.ca.gov/programs/esta/sustainable-caltrans. Accessed: June 14, 2024.

California Governor's Office of Planning and Research (OPR). 2015. *A Strategy for California @ 50 Million.* November. https://opr.ca.gov/planning/environmental-goals/. Accessed: June 14, 2024.

California Natural Resources Agency. 2022. *Nature-Based Climate Solutions: Natural and Working Lands Climate Smart Strategy*. https://resources.ca.gov/Initiatives/Expanding-Nature-Based-Solutions. Accessed: June 14, 2024.

California Natural Resources Agency. 2023. *California Climate Adaptation Strategy*. https://climateresilience.ca.gov/overview/index.html. Accessed: June 14, 2024.

California Ocean Protection Council. 2022. *State Agency Sea-Level Rise Action Plan for California*. February. https://www.opc.ca.gov/climate-change/sea-level-rise-2/. Accessed: June 14, 2024.

California State Transportation Agency. 2021. *Climate Action Plan for Transportation Infrastructure (CAPTI)*. https://calsta.ca.gov/subject-areas/climate-action-plan. Accessed: June 14, 2024.

Climate-Safe Infrastructure Working Group. 2018. *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. September. https://resources.ca.gov/CNRALegacyFiles/docs/climate/ab2800/AB2800_Climate-SafeInfrastructure_FinalNoAppendices.pdf. Accessed: June 14, 2024.

Federal Highway Administration (FHWA). 2022. *Sustainability*. https://www.fhwa.dot.gov/environment/sustainability/resilience/. Last updated July 29, 2022. Accessed: June 14, 2024.

Federal Highway Administration (FHWA). No date. *Sustainable Highways Initiative*. https://www.fhwa.dot.gov/environment/sustainability/initiative/. Accessed: June 14, 2024.

National Oceanic and Atmospheric Administration (NOAA). 2022. *2022 Sea Level Rise Technical Report*. https://oceanservice.noaa.gov/hazards/sealevelrise/sealevelrise-tech-report.html. Accessed: November 13, 2023.

State of California. 2018. *California's Fourth Climate Change Assessment.* http://www.climateassessment.ca.gov/. Accessed: June 14, 2024.

U.S. Department of Transportation (U.S. DOT). 2014. *Corporate Average Fuel Economy (CAFE) Standards*. https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards. Accessed: June 14, 2024.

U.S. Department of Transportation. 2023. *Climate Action*. January. https://www.transportation.gov/priorities/climate-and-sustainability/climate-action. Accessed: June 14, 2024.

U.S. Environmental Protection Agency (U.S. EPA). 2021. *Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026*. December. https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed: June 14, 2024.

U.S. Environmental Protection Agency. 2024a. *Data Highlights*. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022. https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks. Accessed: June 14, 2024.

U.S. Environmental Protection Agency. 2024b. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022*. https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks. Accessed: June 14, 2024.

U.S. Global Change Research Program. 2023. *Fifth National Climate Assessment*. https://nca2023.globalchange.gov/chapter/front-matter/. Accessed: June 14, 2024.

County of San Bernardino. 2020. *Countywide Plan*. October. https://countywideplan.sbcounty.gov/policy-plan/. Accessed: July 7, 2025.

County of San Bernardino. 2021. *Regional Greenhouse Gas Reduction Plan*. March. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/ Accessed: July 7, 2025

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. This section summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Public Participation

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

Chapter 4 List of Preparers

The following personnel contributed to the preparation of this document:

California Department of Transportation

- Hannah Duarte, Acting Senior Environmental Planner
- Jitesh Prasad, Environmental Scientist
- Lisa Farzana, Transportation Engineer/Environmental Engineering
- Neil Azzu, Senior Transportation Engineer Specialist/Environmental Engineering
- Christian Duran, Transportation Engineer/Environmental Engineering
- Ronn Knox, Associate Environmental Planner, Natural Science
- JaShawn Combs, Environmental Scientist, Cultural Studies
- Chun-Sheng Wang, Branch Chief, Biological Studies
- Paul Phan, Environmental Engineering Branch Chief

ICF

- Brian Calvert, Environmental Project Director
- Court Morgan, Environmental QA/QC
- Elizabeth Irvin, Senior Manager – Editing
- Johnnie Garcia, GIS Manager
- Katrina Sukola, Senior Environmental Scientist, Water Quality
- Keith Lay, Managing Director, Air Quality and Climate Change
- Youji Yasui, Environmental Project Manager

Chapter 5 Distribution List

A public notice of this IS and/or a Notice of Intent to Adopt a Mitigated Negative Declaration was distributed to federal, state, regional, and local agencies, elected officials, and utilities and service providers. In addition, all property owners and occupants within a 500-foot radius of the project limits were provided the Notice of Intent. The Distribution List of Public Agencies, Elected Officials, and Service Providers 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
SAN BERNARDINO COUNTY THIRD DISTRICT SUPERVISOR 385 N. ARROWHEAD AVE, FIFTH FLR SAN BERNARDINO, CA 92415	SAN BERNARDINO COUNTY PUBLIC WORKS-FLOOD CTRL 825 EAST THIRD STREET SAN BERNARDINO, CA 92415	SAN BERNARDINO COUNTY SHERIFF'S DEPT 34144 YUCAIPA BLVD YUCAIPA CA 92399
SAN BERNARDINO COUNTY FIRE- 1300 CRAFTON AVE MENTONE CA 92359	SAN BERNARDINO COUNTY FIRE- 5766 NORTH FRONTAGE ROAD ANGELUS OAKS CA 92305	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	SAN BERNARDINO COUNTY SHERIFF'S DEPT 477 SUMMIT BLVD BIG BEAR LAKE CA 92315
BEAR VALLEY UNIFIED SCHOOL DIST 42271 MOONRIDGE ROAD BIG BEAR LAKE CA 92315	YUCAIPA CALIMESA JOINT UNIFIED SCHOOL DIST 12797 THIRD ST YUCAIPA CA 92399	U.S. FOREST SERVICE SAN BERNARDINIO NATIONAL FOREST, MOUNTAINTOP RANGER DISTRICT 40971 NORTH SHORE DR. HWY 38 FAWNSKIN, CA 92333

Interested Parties, Property Owners, and Members of the Public

PEREZ, J FAMILY TRUST 05/20/21 5000 MILL CREEK RD MENTONE, CA 92359-9759	MEARS, ERIC & JACQUELINE REV FAM TR 11476 MISCOU WAY CYPRESS, CA 90630-5417	WEATHERSBY, MICHAEL 22581 VIA TERCERO MISSION VIEJO, CA 92691-1838
LOBO, ARMANDO 615 N LINCOLN ST REDLANDS, CA 92374-4150	SAN MANUEL BAND OF MISSION INDIANS 674 E BRIER DR SAN BERNARDINO, CA 92408-2800	TENEY, BARRY ALLEN 2016 STATE LN BIG BEAR CITY, CA 92314-9698
TREVETHAN, RAYMOND M JR 25645 HAMTON DR LAGUNA NIGUEL, CA 92677	BAGGIOSSI, TERRY J 284 BURTON WAY PALM SPRINGS, CA 92262	SOLORZANO, EDWIN ADRIAN SERVELLON 1207 E 54TH ST LOS ANGELES, CA 90011-4711
WALLINGSFORD, DON 5032 TORIDA WAY YORBA LINDA, CA 92886-3725	ORR FAMILY TRUST 05/09/17 3059 MILL CREEK RD MENTONE, CA 92359-9572	MANSOUR, NASSER R TRUST 7/15/22 2991 E CROMWELL FRESNO, CA 93720
AMANN, WILLIAM WARREN & SHIRLEY MARI 30544 AUDELO ST LAKE ELSINORE, CA 92530-6903	BALTATU, DAN 22 CEDAR TREE LN IRVINE, CA 92612-2203	CHEESMAN, GEORGE W 5430 YUMA RD WEST TERRE HAUTE, IN 47885-9200
CAEN, TOM 1353 CASPIAN WAY OXNARD, CA 93035-1438	FARAG, KAMEEL F M D TR 4243 CHEVY CHASE DR LA CANADA, CA 91011-3828	REA, EDWARD A & RAE LYNN REVOCABLE L 27165 SAN BERNARDINO AVE REDLANDS, CA 92374-5029
HICKS AND HARTWICK INC PRFT SH PLAN 37 E OLIVE AVE REDLANDS, CA 92373	MILLER, LINDA A FAMILY LIVING TR 8-1 323 N MURRY ST PORTERVILLE, CA 93257-4027	WILLIAMS, CHARLES KEITH 39960 LAMBERT RD CHERRY VALLEY, CA 92223-4844
MILL CREEK CANYON HOMEOWNERS ASSOCIA 1670 SESSUMS DR REDLANDS, CA 92374-1905	SAN BDNO VALLEY MUNICIPAL WATER DIST 380 E VANDERBILT WAY SAN BERNARDINO, CA 92408-3593	ELLIOTT, CURTIS R 524 E ADA GLENDORA, CA 91741
ANDREWS, JASON JOHN 5870 TRIPP LN ANGELUS OAKS, CA 92305	BRUNTON, BRIAN S 5960 TRIPP LN BOX 402 ANGELUS OAKS, CA 92305	G K S FAMILY TRUST 06/29/23 1140 W 23RD ST SAN PEDRO, CA 90731-4962
MORIN, EDWARD J 37904 HUDDERSFIELD ST INDIO, CA 92203-4807	AGRAS, JOSE ISRAEL 22751 VOUGHT ST MORENO VALLEY, CA 92553-8616	CRHA, CHARLES R 34059 AVENUE I YUCAIPA, CA 92399-2608

YOUNKER, CALVIN C 12546 ELVINS ST LAKEWOOD, CA 90715-1831	SAN BERNARDINO CO FLOOD CONTROL DIST 825 E THIRD ST SAN BERNARDINO, CA 92415	JONES, THOMAS EDWARD REV FAM TRUST 3766 HARBOUR LANDING DR GAINESVILLE, GA 30506-1029
BARDOWELL, CHERYL L & LADENSON, M RV 12033 QUAIL CT YUCAIPA, CA 92399-7207	ABELL, PHILIP 6452 SPRUCE AVE ANGELUS OAKS, CA 92305	BELTRAN, KIMBERLY 1239 N ACACIA ST ANAHEIM, CA 92805-1202
TORRES, ADAM 1960 PARKRIDGE AVE NORCO, CA 92860-2870	OPSAL, ROBERT E REVOCABLE LIV TR 12 6112 E SPRING ST LONG BEACH, CA 90815-1421	MIGLIAZZO, SAM J AND ANN O TR 9241 LARKSPUR DR WESTMINSTER, CA 92683-7326
MASCETTI, JASON P 10314 TIVOLI WAY YUCAIPA, CA 92399-6018	CHANTARACHARAT, CHONGKOLNEE 16218 SOUTUDE AVE CHINO, CA 91708	DAVIS, GARY M & QUICK, LORENE A RV T 7983 GOLDEN STAR AVE RIVERSIDE, CA 92506-5707
WILBURT, JAMES HARVEY 1052 LYTLE ST REDLANDS, CA 92374-6295	HART, DANNY L 9137 LEROY ST SAN GABRIEL, CA 91775-2024	VERDOODT, VANESSA TRUST 6/28/21 4215 W 29TH ST LOS ANGELES, CA 90016-3615
CASEY, MATTHEW P 35789 DAMASCUS ST YUCAIPA, CA 92399-5113	CORONA, DAVID JR 5885 MOUNTAIN HOME CREEK RD ANGELUS OAKS, CA 92305	HARBER TRUST 9/12/03 4834 DONLON RD SOMIS, CA 93066-9766
ACS FAMILY TRUST 12/15/05 11382 MOUNT JOHNSON CT RANCHO CUCAMONGA, CA 91737-6548	MAR, GIN F TR 3897 CENTRAL AVE FAIR OAKS, CA 95628-7509	CAMP ANGELUS TRACT LAND ASSN 10074 VALLEY SPRING LN LAKE, CA 91602
POTTENGER, RUSSELL 46706 LAKEWOOD DR BIG BEAR, CA 92314	TINDAL, JEFFREY S 131 N BONITA AVE LANDERS, CA 92285-1402	DOUGLAS, WALTER CHRISTOPHER 2043 WILDHORSE LN BIG BEAR, CA 92314
GIAUQUE, JANIE REBECCA LIV TR 11/4/2 11423 RUGGIERO AVE SYLMAR, CA 91342-6736	EAGLE MOUNTAIN ESTATE LLC 2685 N NELLIS BLVD LAS VEGAS, NV 89115-4514	GATICA, ANDREW 6033 TRIPP LN #244 ANGELUS OAKS, CA 92305
SOUTHERN CALIFORNIA EDISON CO 1209 NEVADA ST REDLANDS, CA 92374	TRESER, DAVID G & HORTON-TRESER, GAI 900 WILDERNESS DR BIG BEAR CITY, CA 92314-8870	SOUTHERN CALIFORNIA EDISON COMPANY 1209 NEVADA ST REDLANDS, CA 92374

VAN HEUSDEN, NIESJE J REVOCABLE TR 5 2275 W 25TH ST #48 SAN PEDRO, CA 90732	MELE, VINCE LEE 14228 CHRISTINE DR WHITTIER, CA 90605-1530	NESHEK, JON & ROSE JOINT LIV TR 8/26 3435 DOLONITA AVE HACIENDA HEIGHTS, CA 91745-6170
ELLIOTT, JOHN C 36966 SYCAMORE DR MENTONE, CA 92359-9770	DYER, STEVEN 625 W BERKELEY CT ONTARIO, CA 91762-2323	KELTING, ORLENE E REV TRUST 2014 6/4 5030 W 134TH PL HAWTHORNE, CA 90250
VENEGAS, DAVID A 2029 CEDAR PINE LN BIG BEAR CITY, CA 92314	PETTERUTO, PHILLIP 990 EAGLES NEST CT BIG BEAR CITY, CA 92314-8877	MURRELL, GRANT WADE 36988 SYCAMORE DR MENTONE, CA 92359-9770
MOUNTAIN GATE 19 LLC 510 W CITRUS EDGE ST GLENDORA, CA 91740-5005	HABING, TED G 1141 LUCINDA WAY TUSTIN, CA 92780-2414	MOORE, ARTHUR B 36999 OLD MILL CREEK RD MENTONE, CA 92359-9768
LALAMA, PATRICK 24611 CRESTLEY DR CORONA, CA 92883-5633	LING, FU WEN 3921 WILSHIRE BLVD STE 511 LOS ANGELES, CA 90010	FLOHR, STEVEN J & PATRICIA M REV TR 27373 SHEFFIELD ST HEMET, CA 92544-8425
SIMMONS TRUST 3/13/23 3061 MILL CREEK RD MENTONE, CA 92359-9572	CRAWFORD, PETER 46767 LAKEWOOD DR BIG BEAR CITY, CA 92314-8808	AZAD, ABDULLAH 34668 KADOTA ST YUCAIPA, CA 92399-2913
EICHHORN, RICHARD 4960 FOOTHILL BLVD SAN DIEGO, CA 92109-2234	KELLEY, MICHAEL S 41055 MOHAWK CIR CHERRY VALLEY, CA 92223-5623	LAUREL, PINES INC 8253 SIERRA AVE #101 FONTANA, CA 92335
SAN BERNARDINO COUNTY FIRE PROT DIST 157 W 5TH ST 2ND FLR SAN BERNARDINO, CA 92415	GARCIA, TONY III & MARY JANE LIVING 912 WILDERNESS DR BIG BEAR CITY, CA 92314-8870	CRAWFORD, SUZANNE SEPARATE PROPERTY 46856 SKYVIEW DR BIG BEAR CITY, CA 92314-9046
JOHNSON FAM TR 3-28-06 128 W ASH AVE FULLERTON, CA 92832-2302	MASSARO, RICHARD O & ANN M LIVING TR 2807 N STODDARD AVE SAN BERNARDINO, CA 92405-3441	VECCHIO, A & M LIVING TRUST 7-11-11 1321 E COUNTRY CLUB BLVD BIG BEAR CITY, CA 92314-9255
GONZALES, DAVID ADAM 3153 MAINE AVE BALDWIN PARK, CA 91706-4762	MACASAET, RAMIL ALMENDRALA & RACQUEL 10052 FARRALONE AVE CHATSWORTH, CA 91311-2708	VENEGAS, ARTURO 5865 MOUNTAIN HOME CREEK RD ANGELUS OAKS, CA 92305

PICHARDO, JAVIER 35450 AVENUE D YUCAIPA, CA 92399-4456	NESVOLD, SARAH J 3057 MILL CREEK RD MENTONE, CA 92359-9572	STIRDIVANT, ROSEMARY N LIVING TR 4/1 36667 KILKARE RD MENTONE, CA 92359-9765
CARROLL, CHARLES L 2617 5TH ST LA VERNE, CA 91750-5026	VELASCO REVOCABLE LIVING TRUST 02/01 37010 SYCAMORE DR MENTONE, CA 92359-9771	RIMA, MICHAEL E 1010 MITCHELL LN BIG BEAR CITY, CA 92314-9012
ULIBARRI, ANTHONY STEVE 36998 KILKARE RD MENTONE, CA 92359	SHILATI, SHAWN 8615 KATELLA AVE #B STANTON, CA 90680	STRATHMANN, RALF 7523 NORTON AVE WEST HOLLYWOOD, CA 90046-5506
HARKINS LIVING TRUST 9/27/23 3423 MCCORMICK BLVD UNIT 101 BULLHEAD CITY, AZ 86429	WILSON, 2006 RONALD & MARY FAM TR 2- 2619 MAPLE AVE MANHATTAN BEACH, CA 90266-2325	NUNES, SUZANNE E 46957 SKYVIEW DR BIG BEAR CITY, CA 92314-9031
CGG LIVING TRUST 11/3/14 5005 MILL CREEK RD MENTONE, CA 92359-9787	BOROSKI, MISHELL K 5890 PINE AVE ANGELUS OAKS, CA 92305	FAGERSTEDT, W & J FAMILY LIVING TRUS 37010 OLD MILL CREEK RD MENTONE, CA 92359-9769
TUCKER, JOHN 1929 NOWAK AVE THOUSAND OAKS, CA 91360-3337	SITTERDING, DUSTIN RAY 37644 STATE HWY 38 ANGELUS OAKS, CA 92305	HITCHCOCK, HUNTER 34597 KADOTA ST YUCAIPA, CA 92399-2912
BURTON, DANNY J & CAROL L LIV TR 6-4 36797 HILLTOP DR MENTONE, CA 92359-9780	DORRES, RONALD & BRANDI LIV TR 7/11 4400 MILL CREEK RD MENTONE, CA 92359-9756	RICHEY, JENNIFER 19 PARLIAMENT PL LADERA RANCH, CA 92694-0950
MILLER, MICHAEL P 377 KANSAS ST REDLANDS, CA 92373-8153	TREVETHAN, TIFFANY 28351 SILVERTON DR LAGUNA NIGUEL, CA 92677-1464	GOACHER, CAROLYN REVOCABLE TR 11/29 2976 MILL CREEK RD MENTONE, CA 92359-9749
FRIEDL, THERESA M BARTELS 20250 EMELITA ST UNIT C PERRIS, CA 92570	HINTERGARDT, BRIAN 46912 FOREST HILL DR BIG BEAR CITY, CA 92314-8901	RUIZ, GUSTAVO 47285 SKYVIEW DR BIG BEAR CITY, CA 92314-8948
SANCHEZ, FRANK A 1436 ARMINGTON AVE HACIENDA HEIGHTS, CA 91745-2901	MUMFORD, STUART 15051 BROADEN LN RIVERSIDE, CA 92508-8909	MC DONALD, TERRY LEE & CATHY LYN REV 2033 WILDHORSE LN BIG BEAR, CA 92314

MCKINNEY, TIMOTHY P 1406 W HODSON AVE BREA, CA 92821	WILSON, ANDREW 1195 OAK DR BIG BEAR CITY, CA 92314-9198	MALECON TRUST 8/3/16 29760 VACATION DR CANYON LAKE, CA 92587-7961
RUTLEDGE, THOMAS 34428 E YUCAIPA BLVD BOX 328 YUCAIPA, CA 92399	ZARATE FAMILY IRREVOCABLE TRUST 2/21 11117 CLEMENTINEQ WAY LOMA LINDA, CA 92354	STELLE, CAROLE S TRUST 10/28/14 34463 KADOTA ST YUCAIPA, CA 92399-2926
LATUCCA, PHILIP JOSEPH III PO BOX 271 ANGELUS OAKS, CA	JACINTO, LARRY LIVING TRUST 10/4/01 P O BOX 615 MENTONE, CA	GILL, MARTIN K 46814 SKYVIEW DR BIG BEAR CITY, CA 92314-9046
HUEZO, JUAN & CLAUDIA LIVING TR 10/6 15132 CAMPILLOS RD LA MIRADA, CA 90638-3915	BEAR VALLEY MUTUAL WATER CO 101 E OLIVE AVE REDLANDS, CA 92373-5249	DE ARMAS, JAMINE 16007 ARDATH AVE GARDENA, CA 90249-4809
OCHOA, CHRIS 2834 CHADWICK CIR LOS ANGELES, CA 90032-2728	ABURTO, JAMES 38878 VINELAND ST CHERRY VALLEY, CA 92223-4222	SHALEEN, LARRY & PATRICIA FAM TR 9/4 46801 SKYVIEW DR BIG BEAR CITY, CA 92314-9047
JAUREQUI, ROGER 6061 JUPITER DR MIRA LOMA, CA 91752-2118	STARKEY, NATHAN 36756 KILKARE RD MENTONE, CA 92359-9764	MARQUEZ, HECTOR 2016 MANZANITA LN BIG BEAR CITY, CA 92314
LOPEZ, IRVIN OMAR GUZMAN 37023 OLD MILL CREEK RD MENTONE, CA 92359-9769	COLLINS, MARK D TRUST 2020 3202 FALCON ST POMONA, CA 91767-1008	ROCKWELL, ROY T 1055 CORTE GRANADA SANTA PAULA, CA 93060-3073
MUJICA, ERICA 6156 CEDAR AVE OAKS, CA 92305	CASEY, MATT 35789 DAMASCUS ST YUCAIPA, CA 92399-5113	HUNTER, MONICA A 614 SINGING VISTA CT EL CAJON, CA 92019-2735
NORVELL, ERIC W & REBECCA M TRUST 37030 SYCAMORE DR MENTONE, CA 92359-9771	KEARBY, SHERYLEEN RAE 4640 PAVIA WAY RIVERSIDE, CA 92505-2858	COOPER FAMILY TRUST 3030 MILL CREEK RD #6 MENTONE, CA 92359
CLIFFORD, RONALD A III 1910 W PALMYRA AVE #128 ORANGE, CA 92868	COOPER, WAYNE C 2242 PUESTA DEL SOL ESCONDIDO, CA 92027-4950	MAZUR, LARRY E 9870 VIA SONOMA CYPRESS, CA 90630-3438

COX, MICHAEL 10635 LINDEN AVE BLOOMINGTON, CA 92316-2607	BAE FAMILY TRUST 30472 VIA ANDALUSIA SAN JUAN CAPISTRANO, CA 92675-1730	RODRIGUEZ, RODRIGO R 10360 FERNGLEN AVE TUJUNGA, CA 91042-1808
BURGESS, GARY ORVILLE & CAROL A REV 36930 OLD MILL CREEK RD MENTONE, CA 92359-9768	HECK, MICHAEL L 40400 LINCOLN ST BEAUMONT, CA 92223-4948	MINJAREZ, SHIRLEY 941 E COUNTRY CLUB BLVD BIG BEAR CITY, CA 92314-9049
KUMAR, KUNAAL S 2525 S RENE DR SANTA ANA, CA 92704-5709	HURTADO, AMALIA MOLLY 625 W ESPLANDE HEMET, CA 92543	BUCKNALL, MICHELLE LYNN 2012 SHADY LN BIG BEAR CITY, CA 92314-9184
PETRESCU, CRISTIAN GABRIEL 1600 S SHERBOURNE DR LOS ANGELES, CA 90035-4415	REICHMANN FAMILY REVOCABLE LIVING TR 37240 VIEW DR YUCAIPA, CA 92399-7008	DICK, JOHN M AND STANLEY P TR 16 OAK RIDGE LN ORINDA, CA 94563-2904
VENTURA, JORGE BRAZIL 1741 W BANYON ST RIALTO, CA 92377	SPAYD, K R 32 SYCAMORE DR MENTONE, CA 92359	THOMAS, KENNETH 37020 SYCAMORE DR MENTONE, CA 92359-9771
CHRISTENSEN, JOSHUA SILENCIO 11737 207TH ST LAKEWOOD, CA 90715-1330	CLEMENSEN, KELLY A 3053 MILL CREEK RD MENTONE, CA 92359-9572	PACINI TRUST 10/01/2001 1227 DARLENE CT REDLANDS, CA 92374-3919
HALL, L & M TRUST 11/13/91 27120 ROLLING HILLS AVE CANYON COUNTRY, CA 91387-3660	LABOMME, CARMEN 26336 ARBORETUM WAY #3702 MURRIETA, CA 92563	CHRISTIAN CHURCH (DISCIPLES OF CHRIS 115 E WILSHIRE AVE FULLERTON, CA 92832-1933
JOHNSON, MATTHEW FAMILY TRUST 2292 BLACK DIAMOND RD ANGELUS, WA 98363	GAITHER, RONALD JR 5571 MOUNTAIN HOME CREEK RD ANGELUS OAKS, CA 92305	FREEDMAN, LESTER 305 OCEAN VIEW AVE ENCINITAS, CA 92024-2625
GLEISBERG, THOMAS R 31498 KNOLL DR REDLANDS, CA 92373-7522	CAPORAL, SOL DE MAYA 36750 HILLTOP DR MENTONE, CA 92359-9780	MARSEGLIA, MICHAEL MARK 11598 RIDGECREST LN MORENO VALLEY, CA 92557-5509
LATKA, DAVID D 46785 SKYVIEW DR BIG BEAR CITY, CA 92314-9029	BALTEZORE, ANITA TRUST 08/23/22 2016 MAHOGANY LN BIG BEAR CITY, CA 92314-9026	GOSSERT, BRANDON 37044 SYCAMORE DR MENTONE, CA 92359-9771

PETTA, ERIC N 11734 HOLMES ST YUCAIPA, CA 92399-4015	DUPRE, HARRY A JR 1146 MITCHELL LN BIG BEAR CITY, CA 92314-9204	SHIRREFFS, WILLIAM G III TRUST 7/20 2045 FOX LN BIG BEAR LAKE, CA 92314
GILBERT, ALAN H 2065 MAHOGANY LN BIG BEAR CITY, CA 92314-9027	MAIDA, MUNEM 13601 APPLE VALLEY RD APPLE VALLEY, CA 92308-6189	TAKEMOTO, PAUL K & CLAUDINE T FAM TR 36428 MESA EDGE DR YUCAIPA, CA 92399-5828
CABRERA, JONATHAN MANUEL 1140 ARAPAHOE ST LOS ANGELES, CA 90006-2949	DURR, WALID GHASSAN 2 MONROE IRVINE, CA 92620-3637	SAMAAN, ZOHER 5790 HIGHWAY 38 ANGELUS OAKS, CA 92305
SCHWIETERMAN FAMILY TRUST 11/5/13 15317 CASIMIR AVE GARDENA, CA 90249-4119	HENNESSY, DANIEL J 1130 VALENCIA WAY ARCADIA, CA 91006-2404	COLLINS, MARK D 3202 FALCON ST POMONA, CA 91767-1008
RAMSEY, JAMES W IV 6204 OAK AVE #252 ANGELUS OAKS, CA 92305-9527	GOBELI, EUGENE L & MARY E TRUST 6/9 710 W 13TH AVE E-33 ESCONDIDO, CA 92025	ROUNDS, WILLIAM M 6304 CEDAR CT ANGELUS OAKS, CA 92305
NAVA, JOAQUIN ZUNIGA 407 W RIALTO AVE RIALTO, CA 92376-5844	SAINTIS, RYAN GABRIEL 37011 OLD MILL CREEK RD MOUNTAIN HOME VILLAGE, CA 92359	BALLAGH, WENDY M 3185 SEABURY CARLSBAD, CA 92008
HARMON, HOLLY D 2021 MILLER LN BIG BEAR CITY, CA 92314-9023	RUUD FAMILY TRUST 09/20/06 640 N BRIDGE ST #4 SAINT ANTHONY, ID 83445	LANE, JANET MARIE 2020 CEDAR LN BIG BEAR CITY, CA 92314-9160
SMITH, CALEB 36989 OLD MILL CREEK RD MENTONE, CA 92359-9768	RITCHIE FAMILY REV LIV TRUST 2002 600 CHURCH PL #6 REDLANDS, CA 92374	SORIANO FAMILY TRUST 05/16/18 1332 RANGETON DR DIAMOND BAR, CA 91789-3823
KRONEBERGER FAMILY TRUST 11/29/89 2982 KEMPTON DR LOS ALAMITOS, CA 90720-4621	DE LA TORRE, GUILLERMO & IRMA REV LI 11418 AMBERRIDGE CT MOORPARK, CA 93021-3705	CARROLL-BRADD, RANDY LYNN 47185 SKYVIEW DR BIG BEAR CITY, CA 92314-9035
DIGGS, LAURA M LIVING TRUST 10/20/23 34620 KADOTA ST YUCAIPA, CA 92399-2913	TUOT, JUSTIN PUTTHA 34633 KADOTA ST YUCAIPA, CA 92399-2913	ACEVEDO, RAYMUNDO 4618 N MAYFIELD AVE SAN BERNARDINO, CA 92407-3618

HAUPT, PATRICIA L 2015 TRUST 8-11-15 19468 SYMERON RD APPLE VALLEY, CA 92307-4733	WOMACK, DOROTHY R REV LIV TR 9-24-68 35379 CABRINI DR YUCAIPA, CA 92399-4817	HEINZ FAMILY REVOCABLE TRUST 10/2/15 1177 OAK DR BIG BEAR CITY, CA 92314-9198
MILLER, STEVEN R TRUST 12/16/22 26214 GOVERNOR AVE HARBOR CITY, CA 90710-3616	AGUAS, JOSE 6237 OAK AVE ANGELUS OAKS, CA 92305	FOLMER, DARYL L 1120 E LITTLE DR PLACENTIA, CA 92870-5265
FLORES, PHILIP C 40729 VILLAGE DR 1989-270 BIG BEAR LAKE, CA 92315	HERNANDEZ, LUIS 36977 OLD MILL CREEK RD MOUNTAIN HOME VILLAG, CA 92359	HERNANDEZ, WILLIAM 1111 WOODLAND DR BIG BEAR CITY, CA 92314-9093
STROMA FAMILY TRUST 5-31-12 9951 CHANTICLEER ANAHEIM, CA 92804	EGKAN, JEFF 3835 LAKE GARDEN DR FALLBROOK, CA 92028-9597	SMETS FAMILY REVOCABLE TR AMD 6/20 2024 WILDHORSE LN BIG BEAR, CA 92314
MURPHY, JOHN & SATZMAN-MURPHY, CATHE 5226 VENTURA CANYON AVE SHERMAN OAKS, CA 91401-5921	ZIMMERMAN, DAWN 34644 KADOTA ST LOT 8 YUCAIPA, CA 92399	MIRANDA, RAY A 729 NOLAN AVE CHULA VISTA, CA 91911
SAN BERNARDINO VALLEY MUN WATER DIST 380 E VANDERBILT WAY SAN BERNARDINO, CA 92408-3593	DAUTO FAMILY DECLARATION TR 07/23 13999 CALIENTE DR DESERT HOT SPRINGS, CA 92240-5816	ERICKSON, WILLIAM J REVOCABLE TR 1/1 1165 N GRAPE ST ESCONDIDO, CA 92026-3133
PAYNE, GARY B 46817 SKYVIEW DR BIG BEAR CITY, CA 92314-9047	HO, MICHAEL 350 S ELECTRIC AVE MONTEREY PARK, CA 91754	DEMARCO, DINO ANTHONY & RAMONA ANN R 1163 HATCHERY DR BIG BEAR CITY, CA 92314-9229
FISHER, WILLIAM MAX 4800 MILL CREEK RD MENTONE, CA 92359-9664	RICHARDSON, STEPHEN 36958 KILKARE RD MENTONE, CA 92359-9779	REX TRUST 1/20/22 3000 MILL CREEK RD MENTONE, CA 92359-9752
MAIDA, M & L FAMILY TR 12/23/20 13601 APPLE VALLEY RD APPLE VALLEY, CA 92308-6189	BECKER, LINDA 2004 MAHOGANY LN BIG BEAR CITY, CA 92314-9026	DAVIS, TYLER SCOTT 37032 OLD MILL CREEK RD MENTONE, CA 92359-9769
WHITE, JOHN R 5993 HORSE CANYON RD RIVERSIDE, CA 92509-4935	BELTRAN, CIRO 5960 TRIPP LN ANGELUS OAKS, CA 92305	MELENDREZ, ALEX A 24741 PLUMTREE CT MORENO VALLEY, CA 92557-4132

SCOTT, SHERRY LEE 12402 HASTER ST APT H17 GARDEN GROVE, CA 92840	STOCK, RICHARD C JR 2882 CRESTHILL DR BULLHEAD CITY, AZ 86442-8503	DE LOS SANTOS, ANGELA 5926 MANZANITA AVE OAKS, CA 92305
ABRAMOWITZ, GREGORY D 507 KNOB HILL AVE REDONDO BEACH, CA 90277-4253	THOMPSON, CHRISTOPHER JOHN 14786 COBBLESTONE LN LAKE ELSINORE, CA 92530-7402	OMAR, LIMA 23925 SOFIA MISSION VIEJO, CA 92691
CARLOS, RICHARD 7238 QUAIL RUN DR HIGHLAND, CA 92346-5038	PALMER, TERRY 36740 HILLTOP DR MENTONE, CA 92359-9780	VAJNAR, CHERYL E 14760 STARE ST MISSION HILLS, CA 91345-3121
CRAWFORD, GUSTAV 2081 CEDAR PINE LN BIG BEAR CITY, CA 92314	BAEUMEL FAMILY REVOCABLE TR 9/5/18 46947 SKYVIEW DR BIG BEAR CITY, CA 92314-9031	HENNESSY, BETTY F TRUST 7/14/04 13141 HART PL CERRITOS, CA 90703-1333
WHITE, KIMBERLY ANN 5431 E MEZZANINE WAY LONG BEACH, CA 90808-3539	REITER, CRYSTAL LYNN 688 W NICOLET ST BANNING, CA 92220-4620	CANTERBURY, LESLIE J 36996 SYCAMORE DR MENTONE, CA 92359-9770
SEITZ, BRIAN W 61 FAIRFIELD FOOTHILL RANCH, CA 92610-1856	SCHER FAMILY TRUST 8-20-02 13867 CARRIAGE RD POWAY, CA 92064-3241	WILBURT, GLENN E TR 1397 AMETHYST AVE MENTONE, CA 92359-9639
GLEN MARTIN PROPERTIES 1032 YALE ST SANTA MONICA, CA 90403-4716	BERNADYN, AMANDA LEE 312 S REEVES DR #B BEVERLY HILLS, CA 90212	FRAGA, GREGORIO R 9311 ROAD 29 1/2 MADERA, CA 93637-9148
SERNA, MICHAEL 27197 PACIFIC ST HIGHLAND, CA 92346-2542	GMINSKI FAMILY LIVING TRUST 8/7/24 3051 MILL CREEK RD MENTONE, CA 92359-9572	ELLIOTT, LEWIS & SUSAN FAM TR 12/16 3612 BARBARY DR TALLAHASSEE, FL 32309-3002
ESTEVEZ, EDGAR 12196 CARLISLE AVE CHINO, CA 91710-2343	NORTON, TOM 2025 MILLER LN BIG BEAR CITY, CA 92314-9023	REEVES, JOSEPH M & MARY T JNT LIV TR 1196 OAK DR BIG BEAR CITY, CA 92314-9199
MARLOW, SCOTT 8450 DREY RD WESTMINSTER, CA 92683-7806	SIGLER, LARRY R AND BARBARA TRS 12706 10TH ST #D YUCAIPA, CA 92399	SHEFFIELD, JACOB & SUMMER FAM TR 5/1 1186 OAK DR BIG BEAR CITY, CA 92314-9199

HERNANDEZ, DESTINY ANTONIA 24661 COURT ST SAN BERNARDINO, CA 92410-4933	BROWN, DOUGLAS M 1160 W PUTNAM AVE PORTERVILLE, CA 93257-3048	CAMERON, WILLIAM JR 4202 BOYAR AVE LONG BEACH, CA 90807-3029
LAJEUNESSE, DANIEL ALBERTY 1275 SKYVIEW CT BIG BEAR CITY, CA 92314-9805	HOTCHKISS, DANIEL H 1041 OAK DR BIG BEAR CITY, CA 92314-9061	FELDT, CANDACE E CRAWFORD LIVING TR 2025 WILDHORSE LN BIG BEAR CITY, CA 92314-9025
WALLINGSFORD, DON CURTIS 5032 TORIDA WAY YORBA LINDA, CA 92886-3725	GARCIA FAMILY TRUST 8/17/99 3631 OXFORD CIR LA VERNE, CA 91750-3425	RUDDICK, BRANDON D L TRUST 10/15/20 13602 SAN LEANDRO AVE YUCAIPA, CA 92399-5430
DULL, JOLEEN 4121 PINEWOOD LAKE DR BAKERSFIELD, CA 93309-9310	ZHU, TENG 2076 SHADY LN BIG BEAR, CA 92314	PAPOBAN, NIKOLAY 23463 VICTORY BLVD WEST HILLS, CA 91307-3327
MOORE, JOHN E 2040 WILDHORSE LN BIG BEAR CITY, CA 92314-9024	HARE, BRADLEY L 20 WINDFLOWER FLOREST, CA 92630	WAID, RONALD L 46907 SKYVIEW DR BIG BEAR CITY, CA 92314-9031
DURRANT, JOAN 2028 CEDAR PINE LN BIG BEAR CITY, CA 92314	GIVENS, JAMES 7426 CHERRY AVE 210-201 FONTANA, CA 92336	JANUSCHESKI, HELEN A - EST OF 297 E RIVER BIRCH PL SAHUARITA, AZ 85629-9097
SMITH, JOSHUA L 2021 WILDHORSE LN BIG BEAR CITY, CA 92314-9025	WAID, RON 46907 SKYVIEW DR BIG BEAR CITY, CA 92314-9031	MORGANA, OSCAR A 2060 CEDAR LN BIG BEAR CITY, CA 92314-9160
CHANEY, ROSE F 302145 MILL CREEK RD MENTONE, CA 92359-9572	READ FAMILY REVOCABLE LIVING TR 4600 MILL CREEK RD MENTONE, CA 92359-9758	JUNKEN, CYNTHIA M 36930 SYCAMORE DR MENTONE, CA 92359-9770
HATFIELD FAMILY TRUST (4-19-05) 36986 KILKARE RD MENTONE, CA 92359-9779	HUDSON, DAVID 32433 SAN MARCO DR TEMECULA, CA 92592-4320	TINIO, ERIC TANJUTCO 308 W SAINT ADREWS LN AZUSA, CA 91702
CASTELLANO, DAVID A 1240 BRIARGATE LN GLENDORA, CA 91740	CALABRESE, REBECCA 36962 OLD MILL CREEK RD MENTONE, CA 92359-9768	CANTU, JUAN 2340 ROBIN RD WEST PALM BEACH, FL 33409-6156

SPECTRASITE COMMUNICATIONS LLC 10 PRESIDENTIA WAY WOBURN, MA 01801	MOCK FAMILY TRUST 8/31/21 9759 AZURITE ST YUCAIPA, CA 92399-2948	RZONCA, GREGORY F TRUST 8/22/08 2044 WILDHORSE LN BIG BEAR CITY, CA 92314-9024
STATES, TROY 12730 BAY LN APPLE VALLEY, CA 92308-6737	DOLORFINO, JOHN C & CARRERA-DOLORFIN 835 MORRIS PL MONTEBELLO, CA 90640-2331	GONZALES, MARTIN 12710 AMBERHILL AVE EASTVALE, CA 92880-7243
SAN BERNARDINO VALLEY MUNI/WTR/DIST 380 E VANDERBILT WAY SAN BERNARDINO, CA 92408-3593	AGUILAR, ROBERTO A 14460 LASSALETTE ST LA PUENTE, CA 91744-2442	BUSH, DEREK 1268 E RAMON RD UNIT 7 PALM SPRINGS, CA 92264
HERRERO, STEPHEN P FAM TR OF 1992 36633 KILKARE RD MENTONE, CA 92359-9765	WOOD, LEO A 3605 HEMLOCK DR SAN BERNARDINO, CA 92404-3102	BAGGIOSSI, TERRY 284 BURTON WAY PALM SPRINGS, CA 92262
SAN GORGONIO PASS WATER AGENCY 1416 9TH STREET RM 425 SACRAMENTO, CA 95814	CHRISTENSEN, JOSHUA SILENCIO REV TR 47235 SKYVIEW DR BIG BEAR CITY, CA 92314-8948	BUDUCEA, VALERIAN 36766 KILKARE RD MENTONE, CA 92359-9764
RAINERI, PETER J JR - EST OF 5940 EMERY ST RIVERSIDE, CA 92509-6555	THOMAS, FREDERICK ALLAN 1101 WOODLAND DR BIG BEAR CITY, CA 92314	CRACCHIOLA, ANTHONY 1285 SKYVIEW CT BIG BEAR CITY, CA 92314-9805
BOUSKA, JEFFREY 46804 SKYVIEW DR BIG BEAR CITY, CA 92314-9046	VIDALES, ROSEMARY 15212 KORNBLUM AVE LAWNDALE, CA 90260-2441	DI LAPI, SALVATORE ANTHONY 46915 SKYVIEW DR BIG BEAR CITY, CA 92314-9031
BANISH, THOMAS 46845 SKY VIEW DR BIG BEAR LAKE, CA 92314	ARGONDONA, CARLOS REVOCABLE TR 1/20 421 S 36TH ST SAN DIEGO, CA 92113-1616	MENESES, ALBERT REVOCABLE TRUST 15539 ADELHART ST HACIENDA HEIGHTS, CA 91745-4510
JACOBY, SHAWN G 3531 AUSTIN AVE SIMI VALLEY, CA 93063-1307	AVALOS, JORGE L 34652 CREEKWOOD CT YUCAIPA, CA 92399-4587	MORA, OLGA 5705 YARBOROUGH DR RIVERSIDE, CA 92505-2355
RULIVA LIVING TRUST 7/17/24 1447 CHANCE MOUNTAIN PL CULA VISTA, CA 91913	ECHAUREGUI, OMAR DE JESUS 1148 N ELMWOOD AVE RIALTO, CA 92376-3983	GIACALONE FAMILY TRUST 7/29/16 46776 LAKEWOOD DR BIG BEAR CITY, CA 92314-8808

EURO-ART CONTRACTORS INC 11511 BRYN MAWR AVE LOMA LINDA, CA 92354-4108	OXENDINE, AARON 34452 KADOTA ST YUCAIPA, CA 92399-2926	EASTERDAY, ROBERT B 4232 HUTH ST LAKE ISABELLA, CA 93240-9686
BARRON, FRANK 6000 TRIPP LN ANGELUS OAKS, CA 92305	EATHERTON, SUSAN L 4655 MOORE ST CRESENTA, CA 91214	YONEMOTO, GLENN LIVING TRUST 5/6/09 14130 CARNELLA ST WHITTIER, CA 90605
BARCELO, NESTOR L CORONADO & HIG, A 31582 ROBERT RD THOUSAND PALMS, CA 92276-3339	JACKMAN, COURTNEY 1901 VERDE VISTA DR REDLANDS, CA 92373-7322	RUDE, JENNIFER 46838 SKYVIEW DR BIG BEAR CITY, CA 92314-9046
PAK, MICHAEL 704 N VALLEY ST STE #P ANAHEIM, CA 92801	NAVA, PHILLIP 2028 MILLER LN BIG BEAR CITY, CA 92314-9022	VAN WYHE, WILLIAM ALLEN REV LV TR 07 66228 DESERT VIEW AVE UNIT A DESERT HOT SPRINGS, CA 92240
MORRIS, ETHAN C 3619 PALMAS CT OCEANSIDE, CA 92056-5020	PICKENS, DENNIS & KATHERINE FAMILY T 47205 SKYVIEW DR BIG BEAR CITY, CA 92314-8948	REAY, PAULA M 36986 MILL CREEK RD MOUNTAIN HOME VILLAG, CA 92359
MARISCAL, JOSE A 13523 SAYRE ST SYLMAR, CA 91342-2308	STAGGS, GORDON A & SHERI D REV TR 5 553 N THORNHURST GLENDORA, CA 91741	CISMOWSKI, ROBERT D & SHIRLEY L REV 36956 SYCAMORE DR MENTONE, CA 92359-9770
DLAY, GURVINDER 13777 SMOKEY RIDER DR CARMEL, IN 46033	LANE, BRUCE E 2980 MILL CREEK RD MENTONE, CA 92359-9749	RUDELL FAMILY TRUST 5-14-03 920 GRANITE DR #213 PASADENA, CA 91101
KEARNS TRUST 4-9-09 8805 HOLLYHOCK CT CORONA, CA 92883-4170	GOODVIBES, ADAM 2081 SHADY LN BIG BEAR CITY, CA 92314-9183	CORRAL, RAYMOND MICHAEL 12332 AVALON RD WHITTIER, CA 90601-2309
SURENDRANATH, NISHA 34632 VENTURI AVE BEAUMONT, CA 92223-7475	SCAHILL, JOHN J 6221 CEDAR AVE ANGELUS OAKS, CA 92305	DIAZ, REGINO 6462 FAIRLYNN BLVD YORBA LINDA, CA 92886-6407
EISEL, JOHN H 2727 PACIFIC ST SPC 6 HIGHLAND, CA 92346	ELIZARRARAZ, BENJAMIN JR 12973 BORDEAUX CT MORENO VALLEY, CA 92555-2345	GOODVIBES, ADAM R 2081 SHADY LN BIG BEAR CITY, CA 92314-9183

HAGSTROM, OSCAR 7855 WHELAN DR SAN DIEGO, CA 92119-1715	SALAZAR, ROBERTO JR 412 VALERA DR MONTEBELLO, CA 90640-3752	ORTIZ, MANUEL 27313 ARLA ST MORENO VALLEY, CA 92555-4945
MASTRANGELO, FRANKLYN RANDALL 12259 12TH ST YUCAIPA, CA 92399-1937	TRUONG, KHA & MY H NGUYEN REVOC TRUS 1327 W COLONIAL AVE ANAHEIM, CA 92802-2129	PAPOBAN, IVAN 23463 VICTORY BLVD WEST HILLS, CA 91307-3327
DRIVER, CLARA TERESA 244 E MARSHALL BLVD SAN BERNARDINO, CA 92404-2267	PACINI TRUST 10/01/01 1227 DARLENE CT REDLANDS, CA 92374-3919	WIRZ, KARA ESTELLE 1355 KEVIN AVE REDLANDS, CA 92373-5620
FULTON, CLARENCE D TR 15640 ALVARADO ST LAKE ELSINORE, CA 92530-6964	COUNTY OF SAN BERNARDINO 670 E GILBERT ST SAN BERNARDINO, CA 92415	BELCHER, MARVIN & LEONG, JUDY TR 06 3833 SAN ANSELINE AVE LONG BEACH, CA 90808-2037
WRIGHT LIVING TRUST 3-24-14 15431 CERISE AVE GARDENA, CA 90249-4415	PETROLINO, ANDREW 35432 SANTA ROSA DR YUCAIPA, CA 92399-5461	KORICHKOV, VENTSISLAV D 1331 BLOSSOM AVE REDLANDS, CA 92373-4970
WOOD, LEO ALFRED 3605 HEMLOCK DR SAN BERNARDINO, CA 92404-3102	RADOGNA, MICHAEL TR 5139 DON RODOLFO DR CARLSBAD, CA 92010-3950	JOHNSEN, KADEN E 450 VIA VISTA DR REDLANDS, CA 92373-7159
EBINER, CHRISTOPHER M 16106 OLIVEMILL RD LA MIRADA, CA 90638-3477	BUCCOWICH, MICHAEL PETER 18 BOLINAS IRVINE, CA 92602-2404	RICE, RUSSELL R 940 CREEKSIDE DR REDLANDS, CA 92373-6971
FINN, WILLIAM A & PAMELA R REV TR 9 17060 SAN JOSE ST GRANADA HILLS, CA 91344-6237	GORDON, STANLEY C 13345 ROBERTS RD YUCAIPA, CA 92399-5137	WALLACE FAMILY TRUST 10-8-98 2621 PREAKNESS WAY NORCO, CA 92860-4201
PORTOCARRERO, WAGNER 5096 TOLOWA AVE RIVERSIDE, CA 92509-7809	GRIMES, GARRETT W 34184 COUNTY LINE RD #90 YUCAIPA, CA 92399	ILMF LIVING TRUST 12/13/20 6874 SUNKIST DR OAKLAND, CA 94605-2662
GONZALES, CORY P 3677 ROSELLE PL JURUPA VALLEY, CA 92509-4141	LARSON, DOUG 11454 GOLDEN GATE DR YUCAIPA, CA 92399-9705	FORMAN FAMILY TRUST 12/26/19 8022 BEAVER LAKE DR SAN DIEGO, CA 92119-2613

YOUNG, JONATHAN R 2064 2ND LN LAKE ERWIN, CA 92314	JONES, JASON E 17773 GAZANIA DR CHINO HILLS, CA 91709-6342	GARCIA, ANTONIO BLANCO 1127 PASEO SIERRA CHULA VISTA, CA 91910
SIMIS, MICOLE E & JENNIFER T REV TR 76 DOWNING ST LADERA RANCH, CA 92694-0903	VALADEZ, JESSE SR 34643 KADOTA ST YUCAIPA, CA 92399-2913	MORALES, RICK U 2133 TAYLOR AVE CORONA, CA 92882-5264
NESHEK, JON & ROSE JNT LIV TR 8/26/0 3435 DOLONITA AVE HACIENDA HEIGHTS, CA 91745-6170	MURRAY, WILLIAM G 1338 S SIESTA AVE WEST COVINA, CA 91790-2443	TRIVISO, GLORIA 1506 GLENDORA AVE GLENDORA, CA 91740
SHADY LN CABINS LLC 917 W ORANGE GROVE AVE BURBANK, CA 91506-2009	WARREN FAMILY REVOCABLE LIVING TRUST 165 LILAC LN BREA, CA 92823-7028	SHAFFER, SHERI 5503 KAMET CT VENTURA, CA 93003-1102
GLOVER, RONALD L 4441 LA PAZ YORBA LINDA, CA 92886	BRELL, AURORA 1600 S SHERBOURNE DR LOS ANGELES, CA 90035-4415	TRIVISO, RUDOLFO Y 1506 GLENDORA AVE GLENDORA, CA 91740
GARCIA, JASON 10199 TUDOR AVE MONTCLAIR, CA 91763-3718	SILL FAMILY BIG BEAR LLC 10000 STOCKDALE HWY #102 BAKERSFIELD, CA 93311	ANSARI, AHMAD 5087 COPPER RIDGE CT SIMI VALLEY, CA 93063-0202
SUREK, ROBERT 10329 WILMINGTON LN APPLE VALLEY, CA 92308-3341	DE MARS, JOSEPH 1273 CLARENDON ST EL CAJON, CA 92021-4919	TARR & WONG LIVING TRUST 3/25/22 22136 SABROSO MISSION VIEJO, CA 92691-1311
ESTRADA, RAMON M & JOANN J FM TR 12 1042 AVENIDA LOMA VISTA SAN DIMAS, CA 91773	WHITE, MITCHELL & BEVERLY TRUST 3-14 1016 W 19TH ST COSTA MESA, CA 92627-4100	CAMERON, WILLIAM CHARLES JR 1925 W 237TH PL TORRANCE, CA 90501
REED, LINDA R LIVING TRUST 08/09/18 1725 CALLE ALTO SAN DIMAS, CA 91773-4317	MARTIN, KENDALL D 37050 OLD MILL CREEK RD MENTONE, CA 92359-9769	CRAFTON WATER CO 101 E OLIVE AVE REDLANDS, CA 92373-5249
GREEN, LAWRENCE W 1227 O ST RM 222 SACRAMENTO, CA 95814	SANCHEZ, EDWARD A 34627 CREEKWOOD CT YUCAIPA, CA 92399-4587	JACOBS, ERIC B 26600 OSO PKWY #435 MISSION VIEJO, CA 92691

GOMEZ, HERNAN KURMEN 13303 S MANHATTAN PL GARDENA, CA 90249-1912	LEE, JOHN E 4270 DAUNTLESS DR RANCHO PALOS VERDES, CA 90275-6013	MCGAREY FAMILY TRUST 3/14/01 5804 MULBERRY RIDGE DR CAMARILLO, CA 93012-5413
PACHECO, VICTOR M & TERI A TRUST 12 1809 N COLLEGE CIR LONG BEACH, CA 90815	COTTONWOOD CROSSINGS 321 OLD LINE AVE EXETER, CA 93221-1282	BURTON, DANNY J 36797 HILLTOP DR MENTONE, CA 92359-9780
KALLEN, CHRISTOPHER & LORAINE LIVING 7434 PEPPER ST RANCHO CUCAMONGA, CA 91730-2135	CRAWFORD, SUZANNE SEPARATE PROP REV 46856 SKYVIEW DR BIG BEAR CITY, CA 92314-9046	BIRLEA FAMILY REVOCABLE TR 04/16 27995 ALPINE LN YORBA LINDA, CA 92887-5833
REA, EDWARD A & RAE LYNN REV LIV TR 27165 SAN BERNARDINO AVE REDLANDS, CA 92374-5029	OPIS COMPANIES PROFIT SHAR TR 4/12/0 30 HACKAMORE STE 4 BELL CANYON, CA 91307-1063	PHILLIPS FAMILY TRUST 5897 MANZANITA AVE #217 ANGELUS OAKS, CA 92305
BAYLON, EHLEN J 3942 FINISTERRE DR HUNTINGTON BEACH, CA 92649-3042	HARVEY, ROWLAND MICHAEL 13592 SAN JUAN AVE YUCAIPA, CA 92399-5429	LOPEZ, MALISSA A 6011 STATE HIGHWAY 38 ANGELUS OAKS, CA 92305
HARDER, ROBERT D 21 S BUENA VISTA ST REDLANDS, CA 92373-5124	GAGE, NICOLE SARA 27590 STRATFORD ST HIGHLAND, CA 92346-3270	VARELA, ALFRED SR FAMILY LIV TR 5/20 41125 DE LUZ RD FALLBROOK, CA 92028-8559
CIABATTI, JASON 37733 FRONTAGE RD ANGELUS OAKS, CA 92305	AANONSON, SCOTT 444 W OCEAN BLVD #508 LONG BEACH, CA 90802	HENNESSY, BETTY F TRUST 7/1/11 13141 HART PL CERRITOS, CA 90703-1333
MEARS, ERIC M 11476 MISCOU WAY CYPRESS, CA 90630-5417	CAMBEROS, DAVID 5873 MOUNTAIN HOME CREEK RD ANGELUS OAKS, CA 92305	GEIGER, ANTON G & RHONDA LEE LIV TR 7805 LAYTON ST RANCHO CUCAMONGA, CA 91730-2619
LOVATO, CARMEN S LIV TR 7/3/00 10674 JILL ST CYPRESS, CA 90630-4919	CAMPBELL, MATTHEW SCOTT 7209 E ROSEBAY ST LONG BEACH, CA 90808-4364	HAWKINS, MICHAEL D FAMILY TR 2/27/03 920 N AMELIA AVE SAN DIMAS, CA 91773-1401
WINKELMAN, DANE & PENCHITT JT LIV TR 39346 PROSPECT DR FOREST FALLS, CA 92339-9698	GORDON, SHERRY G FAMILY TRUST 10-29- 1444 RANSOM RD RIVERSIDE, CA 92506-4023	ARDREY, LA NELLE B REVOCABLE TR 4/22 8610 DUFFERIN AVE RIVERSIDE, CA 92504-5021

BRAVO, DAVID ANTHONY CABALLERO 2024 MANZANITA LN BIG BEAR, CA 92314	HENDERSON, MATTHEW 37595 MAPLE AVE ANGELUS OAKS, CA 92305	FOWLER, JASON ALAN 34500 KADOTA ST YUCAIPA, CA 92399-2912
FISCHER, KATHLEEN D TR 1619 CLUB CREEK DR AUBURN, AL 36830-1946	FINN, JAMES R TR 10452 WHITE OAK GRANADA HILLS, CA 91344	HEIDRICH, ALAN E JR 5877 MANZANIA AVE ANGELUS OAKS, CA 92305
CITY OF REDLANDS 464 W 4TH ST 6TH FL SAN BERNARDINO, CA 92401-1400	AMMONS, BENJAMIN S J 36988 SYCAMORE DR MENTONE, CA 92359-9770	LANGLEY, JAMES F & BARBARA M TR 08/3 5065 VIA CUPERTINO CAMARILLO, CA 93012-5238
KURZEJA, YVONNE 2052 STATE LN BIG BEAR CITY, CA 92314-9698	TRUONG, STEVEN 1327 W COLONIAL AVE ANAHEIM, CA 92802-2129	COAN, ROSS J 20420 SHAWNEE RD APPLE VALLEY, CA 92308-6334
SAN BERNARDINO VALLEY MUNICIPAL WD 380 E VANDERBILT WAY SAN BERNARDINO, CA 92408-3593	MAGANA, FERNANDO 5994 SPRUCE AVE ANGELES OAKS, CA 92305	PAPOBAN, ALEXSANDRA 23463 VICTORY BLVD WEST HILLS, CA 91307-3327
BUKIRI, DIANE S - EST OF 11500 S SAINT LOUIS AVE CHICAGO, IL 60655-3638	HARTMAN, PAUL A 2636 S HONEYSUCKLE CIR MESA, AZ 85209-6173	FAY, ANTHONY 39950 SEVEN OAKS RD #30 ANGELUS OAKS, CA 92305
CAPPS, WADE L 29653 WATSON RD ROMOLAND, CA 92585-8813	BACHMAN, ROBERT M & ANNE P REVOCABLE 139 HASTINGS ST REDLANDS, CA 92373-5010	BELL, RANDALL & DIANA RV TR 3/8/16 11776 ASHLAND WAY YUCAIPA, CA 92399-3423
GREAT AMERICAN HOLDINGS LLC 256 CAJON ST #A REDLANDS, CA 92373	GOBELI, JESSE L 1319 F ST ANCHORAGE, AK 99501-4348	SUCEAVA, LINICA 316 TIMBERWOOD IRVINE, CA 92620-0290
PERKINS, MICHAEL NEAL 310 2ND ST HUNTINGTON BEACH, CA 92648-5106	SCHWIETEMAN, DENNIS & JULIE FAM TR 1 15317 CASIMIR AVE GARDENA, CA 90249-4119	AWOSIKA, YESIDE 3282 VIEW RIDGE DR LONG BEACH, CA 90804-1204
WAGONER, ERIC 6442 LARKSPUR CIR HUNTINGTON BEACH, CA 92647-2309	RISSO TRUST (3/6/00) 1319 WARD WAY MENTONE, CA 92359-9739	MC CURTER, SHAWN R 1367 N EUCLID AVE UPLAND, CA 91786-3207
HOLLOWAY, JACOB D 37879 UPPER RD ANGELUS OAKS, CA 92305	ROBLES, ALBARO 5949 SPRUCE AVE ANGELUS OAKS, CA 92305	HOULETTE, KAREN LYNN 2176 1ST LN BIG BEAR CITY, CA 92314-9321
BAEUMEL FAMILY REVOCABLE TRUST 9/5/1 46947 SKYVIEW DR BIG BEAR CITY, CA 92314-9031		

Appendix A Environmental Commitments Record

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

Permit Type	Agency	Date Received	Expiration	Notes
WDR or 401	Regional Water Quality Control Board			
1602	California Department of Fish and Wildlife			

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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		Initial Study/ Mitigated Negative Declaration (ISMND)	District Cultural Studies/ District Design/	Design/ Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
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		ISMND	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
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 and Borrow Sites. Caltrans will confine all equipment maintenance, storage, and parking during	App. E	Natural Environment Study (Minimal	District Design / District Environmental Planning / Resident	Final Design, Prior to Construction,					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
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. All staging areas would be located at least 150 feet from sensitive habitat areas, including streams/drainages and other aquatic habitat.		Impacts) [NES(MI)]	Engineer / Contractor	Construction					
BIO-2. Temporary Artificial Lighting Restrictions. To address impacts to special-	App. E	NES(MI)	District Design / District Environmental	Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
status species and habitat, artificial lighting must be directed at the job site to minimize light spillover into surrounding habitat.			Planning / Resident Engineer / Contractor						
BIO-3 Work Avoidance-Riparian Birds. To address impacts to riparian bird species avoid project activities in or adjacent to southwestern willow flycatcher designated critical habitat (PM 9.45 to PM 12.0, PM 13.5 to PM 15.0 and PM 30.5 to PM 32.5) and least bell's vireo and southwestern willow flycatcher suitable habitat, as identified by the	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
project biologist, and coastal California gnatcatcher suitable habitat (PM 7.0 to PM 9.6) within the nesting season for these special status species (February 1 to September 30).									
BIO-4. Work Avoidance-SBKR. To address potential impacts to San Bernardino Merriam's Kangaroo Rat (SBKR) and SBKR Critical Habitat, avoid construction activities outside of designated work areas and within Critical Habitat between PM 7.0 and PM 9.6.	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
BIO-5. Species Avoidance. During Project activities, if a San Bernardino Merriam's Kangaroo Rat (SBKR) is discovered within the Project site, all construction activities must stop, and the Caltrans Biologist and Resident Engineer must be notified. Coordination with appropriate agencies may be required prior to restarting activities.	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X
BIO-6. Worker Environmental Awareness Program (WEAP). A contractor-supplied biologist must present a Caltrans-approved biological resource	App. E	NES(MI)	District Design / District Environmental Planning / Resident	Prior to Construction, Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
information program/WEAP for special-status mammal, avian, reptile, amphibian, invertebrate and rare plants prior to project activities, to all personnel that will be present within the project limits for longer than 30 minutes at any given time. Caltrans will require all construction personnel to participate in the WEAP training 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			Engineer / Contractor						

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
engaging in construction activities.									
BIO-7. Approved Biologist. A USFWS and CDFW (if appropriate) approved biologist(s) will conduct activities as specified in this NESMI. After the start of each calendar year, and at least 7 days prior to initiating project activities, Caltrans will submit to USFWS 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	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
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-8. Biological Monitor. The USFWS and CDFW (if appropriate) approved biologist must monitor project	App. E	NES(MI)	District Design / District Environmental Planning /	Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
activities weekly to ensure that measures are being implemented and documented to avoid or minimize impacts to Riversidian Alluvial Fan Sage Scrub and Southern Sycamore Alder Riparian Woodland sensitive natural communities, Mountain Yellow-legged Frog, San Bernardino Merriam's Kangaroo Rat, Santa Ana Sucker, and Southwestern Willow Flycatcher Designated Critical Habitats, and special-status mammal, avian, reptile, amphibian, insect, and plant sensitive habitat. The			Resident Engineer / Contractor						

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
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.									
BIO-9. Environmentally Sensitive Area (ESA). To address potential impacts to the Riversidian Alluvial Fan Sage Scrub and Southern Sycamore Alder Riparian Woodland sensitive natural communities; Mountain Yellow-legged Frog, San Bernardino Merriam's	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
Kangaroo Rat, Santa Ana Sucker, and Southwestern Willow Flycatcher Designated Critical Habitats, special status mammal, avian, reptile, amphibian, insect sensitive habitat, and rare plants, delineate the habitat areas for these communities and habitat as an ESA as shown on the plans and/or described in the specifications.									
BIO-10. Environmentally Sensitive Area (ESA) Fence Monitoring. Integrity inspections of Sensitive Natural Community and Designated Critical Habitat	App. E	NES(MI)	District Design / District Environmental Planning / Resident	Prior to Construction, Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
ESA fencing and enclosures must occur throughout the duration of the project, 3 days prior to commencing project activities and weekly during project activities. If during construction the fence fails, work must stop until it is repaired, and the qualified biologist inspects (and clears) the job site.			Engineer / Contractor						
BIO-11. Environmentally Sensitive Area (ESA) Fence Removal. All fencing must be removed as a last order of work. During removal, a	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Post Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
qualified biologist must be present.									
BIO-12. 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 shall 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	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
areas. Where appropriate, temporary high visibility fence will 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-13. Habitat Restoration. On-site habitat restoration for temporary impacts for Sensitive Natural Communities and Designated Critical Habitat through revegetation and reseeding with vegetation native to the	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Post Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
impacted area immediately following completion of construction activities, or with written approval from CDFW and/or USFWS, at the beginning of the next growing season after project completion.									
BIO-14. **Rare Plant Clearance Survey, Flagging, and Fencing.** A qualified biologist must perform a presence/absence survey within the Project Impact Area for special-status plant species including but not necessarily limited to: ash-grey paintbrush, Bear Valley	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
sandwort, bird-foot checkerbloom, California taraxacum, Cushenbury buckwheat, Cushenbury oxytheca, Nevin's barberry, Parish's daisy, pedate checker-mallow, San Bernardino bluegrass, San Bernardino Mountains bladderpod, Santa Ana River woollystar, slender-horned spineflower, slender-petaled thelypodium, southern mountain wild-buckwheat, Bear Lake buckwheat, Parish's rupertia, and pinyon rockcress during the appropriate bloom period. Should any rare plants and/or									

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
rare insect host plants be discovered in the Project Impact Area, the Resident Engineer and Caltrans biologist must be contacted, and rare plants and rare insect host plants must be flagged by the biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.									

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
BIO-15. Rare Plant Pre-Construction Surveys. Within 1 week prior to construction, a preconstruction survey must be conducted by a contractor-supplied biologist for special-status plants within the Project Impact Area. Any rare plant species identified must be flagged for visual identification to construction personnel for work avoidance. Rare plant species detected that feature multiple plants in a single location must be fenced with Environmentally	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
Sensitive Area (ESA) temporary fencing.									
BIO-16. Pre-construction Invertebrate Species 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=213	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
150). 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 measure and/or agency coordination will be required.									

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD
(SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
BIO-17. Special Status Amphibian Survey. Prior to any construction activities, known southern mountain yellow-legged frog and western spadefoot habitat in the Biological Study Area, will be surveyed; depending on watershed location and characteristics, day length, and local and seasonal weather conditions surveys for presence will be most accurate if conducted during and immediately following the breeding season (spring - summer). Any special status amphibian habitat area determined to be active and	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
within 500 feet from the PIA shall be evaluated for breeding status using established USFWS and/or CDFW Survey Protocols. If special status amphibian individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the optimal protocol survey season, July – August. To avoid excessive delays to the project when special status amphibians are active near a project location, work at other project locations should be done first; any site									

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
near an active special status amphibian area should be done last. Two or more surveys are recommended, one including a tadpole survey in the late spring/early summer followed by a second survey for subadults and adults in the late summer (CDFW 2025).									
BIO-18. Special Status Reptile Survey. Prior to any construction activities, known southern rubber boa, coast horned lizard, coast patch-nosed snake, and coastal western whiptail habitat in the Biological Study Area, will be	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
surveyed. Any special status reptile habitat area determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using established CDFW Survey Protocols. If special status reptile individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the optimal survey period (April 15 to July 15). To avoid excessive delays to the project when special status reptiles are active near a									

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
project location, work at other project locations should be done first; any site near an active special status reptile area should be done last. The special status reptile presence/ absence survey should be conducted when air temperature is between 77 F and 95 F. (Tollestrup 1976; USFWS 1985, 1998). Surveys must be conducted when the air temperature falls within the optimal range (CDFW 2019).									
BIO-19. Pre-Construction Nesting Bird Survey. If project activities cannot avoid the nesting bird season,	App. E	NES(MI)	District Design / District Environmental Planning /	Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
February 1 – September 30, then preconstruction nesting bird surveys shall be conducted by a qualified biologist in areas of suitable habitat within the projects limits and up to the limit of the BSA, no more than 3 days prior to construction to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer (100 feet for non-passerine, 300 feet for passerine, and 500 feet for raptors) shall be established and monitored by a qualified biologist.			Resident Engineer / Contractor						

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
BIO-20. Riparian Bird Survey. Prior to any construction activities, known least Bell's vireo and southwestern willow flycatcher habitat near the Biological Study Area, will be surveyed. Any LBV or SWFL habitat area determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using established USFWS Survey Protocols. If LBV or SWFL individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
avoided in this area during the nesting season, February 1 to September 30. To avoid excessive delays to the project when an active LBV or SWFL nesting site is located near a project location, work at other project locations should be done first; any site near an active LBV or SWFL nesting area should be done last. All construction activities should account for the timing of the nesting season.									
BIO-21. California Gnatcatcher Survey. Prior to any construction activities, known Coastal California	App. E	NES(MI)	District Design / District Environmental Planning /	Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
Gnatcatcher habitat near the Biological Study Area, will be surveyed. Any CAGN habitat area determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using established USFWS Survey Protocols. If CAGN individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the nesting season, February 15 to August 15 (USFWS 2025). To avoid excessive delays to the project when an active CAGN nesting site is located			Resident Engineer / Contractor						

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
near a project location, work at other project locations should be done first; any site near an active CAGN nesting area should be done last. All construction activities should account for the timing of the nesting season.									
BIO-22. San Bernardino Merriam's Kangaroo Rat (SBKR) Fence. To address potential impacts to San Bernardino Merriam's Kangaroo Rat (SBKR) and SBKR Designated Critical Habitat, prior to the start of Project activities, temporary SBKR exclusion fencing will	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
be installed around the Project Impact Area (including ingress/egress routes and staging areas) within suitable SBKR habitat where there is no barrier (e.g., rip rap). The fencing will be made of a smooth-faced material to prevent animals from climbing into the excluded areas, such as Aqua 30 coextruded polyethylene liner, Animex™ fencing, or similar material. The fencing will be installed at least 12 to 18 inches underground and extend at least three feet straight above ground, reinforced with metal T posts or similar support									

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
materials. If underground installation is not possible due to extremely rocky soils, then the bottom 12 to 18 inches of the fencing will be folded out and sandbags placed on the edges of the fencing. The fencing will be installed manually or using mechanized equipment, such as a ditch-witch or similar piece of equipment, and a qualified SBKR biologist will be present to monitor the fence installation activities.									
BIO-23. San Bernardino Merriam's Kangaroo Rat Survey. Prior to any	App. E	NES(MI)	District Design / District Environmental	Prior to Constrution					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
construction activities, known San Bernardino Merriam's Kangaroo Rat habitat in the Biological Study Area at locations DS-2, DS-3, and DS-4 will be surveyed. Any SBKR habitat area determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using established USFWS Survey Protocols. If SBKR individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the optimal survey season, from			Planning / Resident Engineer / Contractor						

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
June 1 to September 30. To avoid excessive delays to the project when SBKR are active near a project location, work at other project locations should be done first; any site near an active SBKR area should be done last. The SBKR presence/absence survey should be done over 5 consecutive nights when ambient air temperatures exceed 50º F. All construction activities should account for the timing of the breeding season and surveys.									

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
BIO-24. San Bernardino Merriam's Kangaroo Rat (SBKR) Work Window. If feasible, the Project will avoid performing ground-disturbing activities (including vegetation removal and fence installation) during the peak San Bernardino Merriam's Kangaroo Rat (SBKR) breeding season (January 15 through May 15) at locations DS-2 DS-3, and DS-4.	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X
BIO-25. Bat Pre-construction Surveys. Prior to work activities, a pre-construction survey at culvert locations DS-2 (PM 7.3), DS-	App. E	NES(MI)	District Design / District Environmental Planning / Resident	Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
16 (PM 38.45), DS-18 (PM 40.41), and DS-21 (PM 42.77), and at the other culvert and RSP work locations where mature trees are in or adjacent to the PIA, 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 within or adjacent to these culverts, ideally during the maternity season (typically April 1 to August 31), to allow time to prepare mitigation, and/or exclusion			Engineer / Contractor						

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
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-26. Work Restriction Hours. Work activities should be restricted to daylight hours at work locations with suitable bat habitat (culvert locations DS-2 (PM 7.3), DS-16 (PM 38.45), DS-18 (PM 40.41), and DS-21 (PM 42.77), and at culvert and RSP work locations where mature trees	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
are in or adjacent to the PIA). 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 PIA at the various culvert and RSP work locations; these trees 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									

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
would need to be assessed individually and additional measures may be required.									
BIO-27. Bat Mitigation and Exclusion Plan. If special-status bat species or a maternity roost of any bat species is present and direct removal of habitat (roost location) will occur, then a qualified bat biologist experienced in developing bat mitigation and exclusion plans shall develop a mitigation plan to compensate for the lost roost site. Removal of the roost shall only occur when the mitigation plan has been	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
approved by CDFW and only when bats are not present in the roost. The mitigation plan shall detail the methods of excluding bats from the roost and the plans for a replacement roost in the vicinity of the project site. The mitigation plan shall be submitted to the CDFW for approval prior to implementation. The plan shall include: (1) a description of the species targeted for mitigation; (2) a description of the existing roost or roost sites; (3) methods to be used to exclude the bats if necessary; (4) methods to be									

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD
(SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
used to secure the existing roost site to prevent its reuse prior to removal; (5) the location for a replacement roost structure; (6) design details for the construction of the replacement roost; (7) monitoring protocols for assessing replacement roost use; (8) a schedule for excluding bats, demolishing of the existing roost, and construction of the replacement roost; and (9) contingency measures to be implemented if the replacement roosts do not function as designed.									

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
BIO-28. Habitat enhancement for temporary impacts, which entails exotic and/or invasive plant control immediately following the impact.	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction				X	
BIO-29. On-site habitat restoration for temporary impacts for native communities through revegetation and reseeding with vegetation native to the impacted area immediately following completion of maintenance activities, or, with written approval from CDFW, at the beginning of the	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Post Construction				X	

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
next growing season after project completion.									
BIO-30. Anticipated mitigation requirements include permanent protection and restoration of compensatory habitat within the watershed per anticipated 1602 and 401 permits and agreements resulting from ground disturbance.	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Design Phase				X	
TRANSPORTATION									
TRA-1: Prior to construction, a TMP will be prepared to minimize potential impacts on emergency services and	58	ISMND	District Design / District Traffic Management / District Environmental	Final Design, Prior to Construction					X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
commuters during construction.			Planning / Resident Engineer / Contractor						
HAZARDOUS WASTE/MATERIALS									
HAZ-1: Project will be performed in accordance with Caltrans Standard Specifications 6-1.03 conditions for use of local material from non-commercial source.	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	SSP 6-1.03				X
HAZ-2: Project will be performed in accordance with Caltrans Standard Specifications 14-11.14 for treated wood waste.	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident	Prior to Construction, Construction	SSP 14-11.14				X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
HAZ-3 Project will be performed in accordance with Caltrans Standard Specifications 36-4 for residue containing lead from paint and thermoplastic.	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	Construction	SSP 36-4				X
HAZ-4 Project will be performed in accordance with Caltrans Standard Specifications 14-9.02 National Emission Standards for Hazardous Air Pollutants (NESHAP) notification.	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	Prior to Construction, Construction	SSP 14-9.02				X
HAZ-5 Project will be performed in accordance with Caltrans Standard Specifications 7-1.03K(6)(j)(iii)	1	ISA Checklist Update	District Design / District Environmental Engineering /	Final Design	SSP 7-1.03				X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
for earth material containing lead. Requires a lead compliance plan (LCP) and bid item 070030 for LCP.			Resident Engineer / Contractor		K(6)(j)(iii)				
GREENHOUSE GAS EMISSIONS									
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.	20	ISMND	District Design / District Environmental Engineering / Resident Engineer / Contractor	Construction	SSP 7-1.02C				X

Date of ECR: February 2026

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

ENVIRONMENTAL COMMITMENTS RECORD (SR-38 Upgrade Guardrail End Treatments, Culverts, and Correct Grading Project)

08-SBd-38
PM 7.0/46.6

EA 08-1L07U
PN 0824000052
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
GHG-2: The Project will maintain equipment in proper tune and working condition.	20	ISMND	Resident Engineer / Contractor	Construction					X

Appendix B List of Technical Studies

California Department of Transportation (Caltrans 2025a). Landscape Architecture Scoping Questionnaire to Determine Visual Impact Assessment Level. February 2025

California Department of Transportation (Caltrans 2025b). Air Quality Review Memorandum. February 2025.

California Department of Transportation (Caltrans 2025c). Natural Environment Study (Minimal Impacts). October 2025.

California Department of Transportation (Caltrans 2025d). Construction GHG Emissions Estimate Memorandum. February 2025.

California Department of Transportation (Caltrans 2025e). Construction Initial Site Assessment Checklist. June 2025.

California Department of Transportation (Caltrans 2025f). Construction Initial Site Assessment Checklist Update. December 2025.

California Department of Transportation (Caltrans 2025g). Noise Analysis Memorandum. February 2025.

California Department of Transportation (Caltrans 2026a). Historic Property Survey Report. January 2026.

California Department of Transportation (Caltrans 2026b). Archaeological Survey Report. January 2026.