

SR-371 Install Left Turn Lane Project

Riverside County, California
District 08-RIV-371 (PM 67.1/67.4)
EA 08-1N530/PN 0823000053

Draft Initial Study with Proposed Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation



March 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 Riverside County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document describes the Project, the existing environment that could be affected by the Project, potential impacts, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Copies of this document and the related technical studies, are available for review at 464 West 4th Street, San Bernardino, 92401.
- We welcome your comments. If you have any comments about the proposed project, please send your written comments to Caltrans by the deadline.
- Submit comments via U.S. mail to Caltrans at the following address:
Cesar Garcia, Acting Senior Environmental Scientist
California Department of Transportation, District 8
464 West 4th Street, MS829
San Bernardino, CA 92401-1400
- Submit comments via email to: 08-1N530-0@dot.ca.gov
- Be sure to send comments by the deadline: **April 11, 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 Fourth Street, San Bernardino, 92401, (951) 232-3718 (Voice), or use the California Relay Service 1(800) 735-2929 (TTY to Voice), 1(800) 735-2922 (Voice to TTY), 1(800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1(800) 854-7784 (Spanish and English Speech-to-Speech) or 711.

SCH#XXXXXXXX
08-RIV-371 PM 67.1/67.4
EA 08-1N530/0823000053

Construct left turn lane in the westbound direction of SR-371 and roadway improvements
Riverside 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



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

3/4/2026

Date

The following persons may be contacted for more information about this document:
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State Clearinghouse #
Proposed Mitigated Negative Declaration
Pursuant to Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to construct a left turn lane in the westbound direction of State Route 371 (SR-371) from Post Mile (PM) 67.1 to PM 67.4, which is from 0.1-mile west of Homestead Road to 0.25-mile west of Cary Road in the Community of Cahuilla, in Riverside County, California.

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 Initial Study (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, land use and planning, mineral resources, population and housing, public services, recreation, utility and service systems, and wildfires.
- The proposed Project would have less than significant effects to air quality, biological resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, and transportation.
- With the following mitigation measures incorporated, the proposed project would have less than significant effects to cultural resources, and tribal cultural resources.

CR-3: There are designated Environmentally Sensitive Areas (ESA), where all project related activities or inadvertent disturbances shall be prohibited.

CR-4: An archaeological monitor is assigned to monitor construction related activities within the archaeological monitoring area (AMA). Do not work within the AMA unless the archaeological monitor is present. If archaeological resources are discovered within an AMA, comply with Standard Plans Section 14-2.02.

CR-5: Tribal monitors will work alongside the archaeological monitors during construction related activities within the archaeological monitoring area (AMA).

CR-6 It is expected that additional conditions—including mitigation measures, will be developed during consultation in conjunction with the completion of the Memorandum of Agreement (MOA) for this project, which will occur before Project Approval.

DRAFT

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

Date

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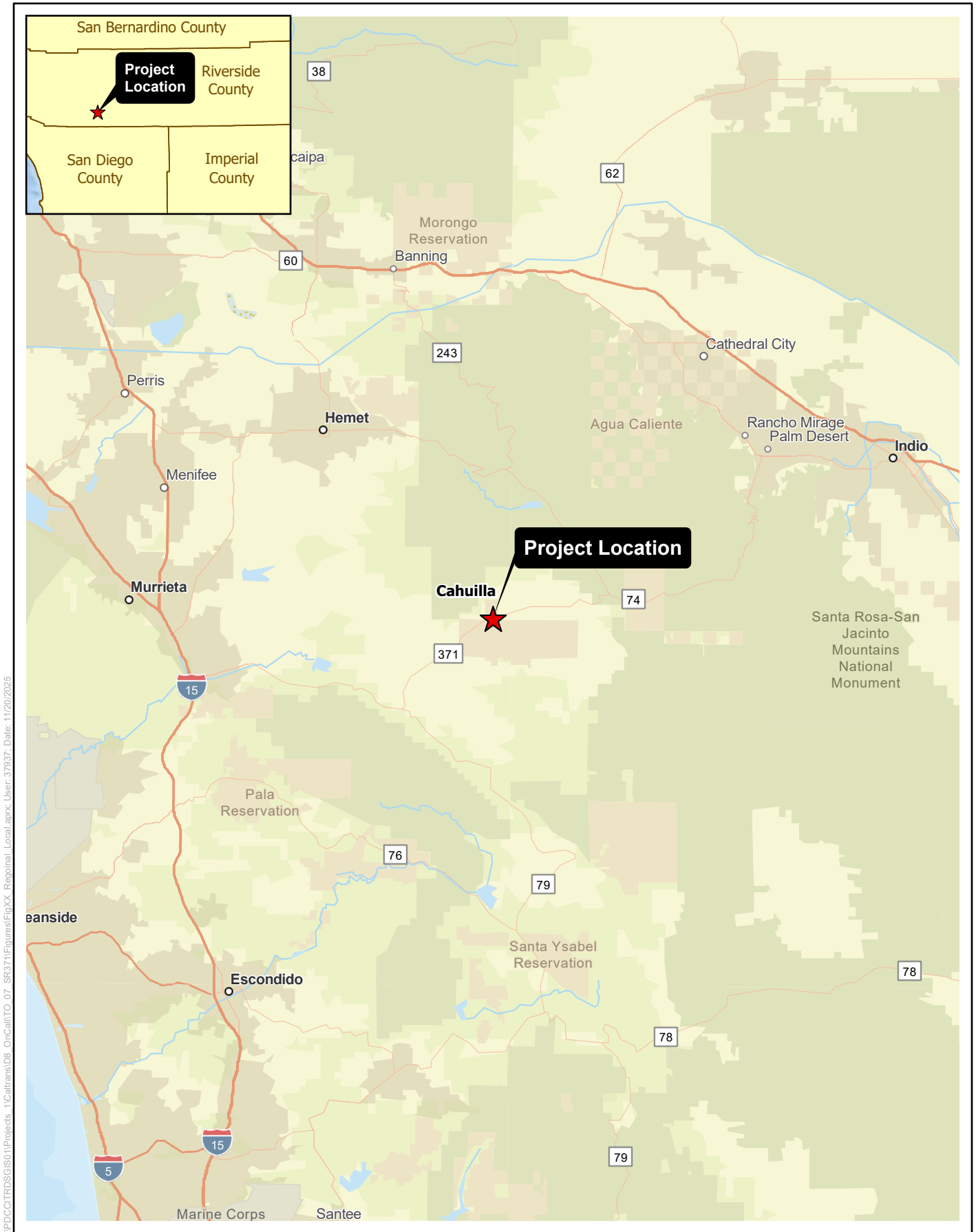
Chapter 1 Proposed Project

1.1 Introduction

Caltrans proposes to construct a left turn lane on the westbound direction of SR-371 at the Homestead Road intersection. The Project is located on SR-371 from PM 67.1 to PM 67.4 which is from 0.1 miles west of Homestead Road to 0.25 miles west of Cary Road, in the community of Cahuilla in Riverside County. The Project would also construct Modified Concrete Barrier Type 60MS in the eastbound direction of SR-371 to protect an existing drainage feature located south of SR-371 and provide maximum cut slope of 0.7:1. All work will be within the State right of way. The Project is located within the reservation of the Cahuilla Band of Indians (Tribe), with all surrounding land owned by the Tribe. The Regional Location, Local Vicinity, and Project Layout maps are shown in Figures 1, 2, and 3.

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

Figure 1. Project Location Map
SR-371 Install Left Turn Lane Project



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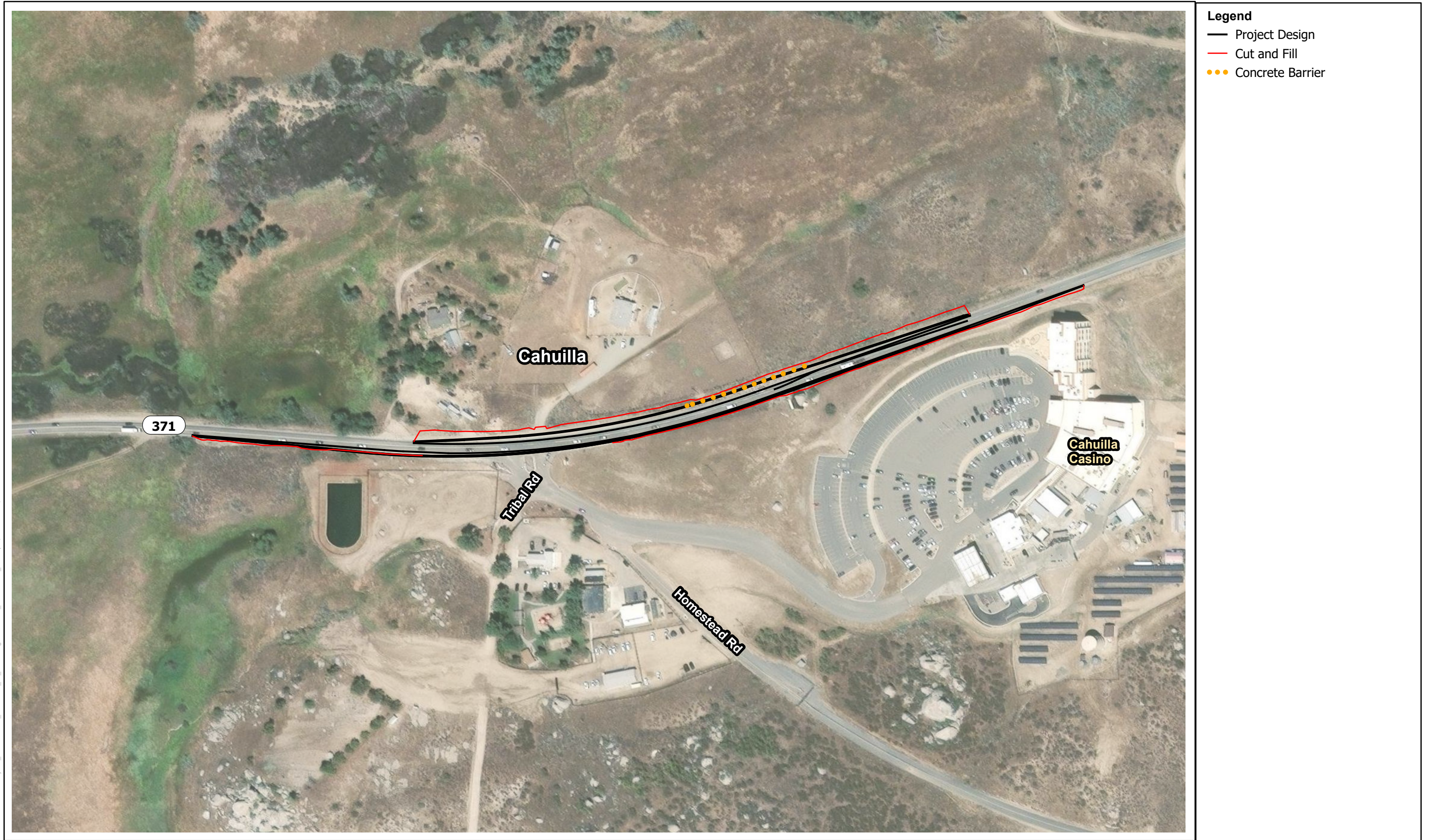


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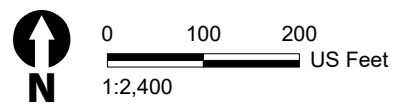
Figure 2. Local Vicinity Map
SR-371 Install Left Turn Lane Project



Figure 3. Project Layout Map
SR-371 Install Left Turn Lane Project



- Legend**
- Project Design
 - Cut and Fill
 - Concrete Barrier



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1.2 Purpose and Need

1.2.1 Purpose

The purpose of the Project is to reduce the number and severity of collisions at the Homestead Road intersection by constructing a left-turn pocket.

1.2.2 Need

Due to the configuration of the unsignalized intersection of SR-371 and Homestead Road, vehicles have difficulties turning left onto Homestead Road from the westbound SR-371. As a result, there have been several rear end and broadside collisions within a three-year period from 2019 to 2022.

1.3 Project Description

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

1.4 Project Alternatives

1.4.1 No-Build Alternative

The No-Build Alternative would maintain the facility in its current condition. No improvements would be implemented to SR-371. As such, no capital cost is associated with this alternative. This portion of SR-371 would continue with the configuration of the unsignalized intersection at Homestead Road. Vehicles turning left onto Homestead Road from the westbound SR-371 will continue to have difficulties and the number of rear end and broadside collisions is expected to continue.

1.4.2 Build Alternative

Caltrans proposes to construct a left-turn lane on the westbound direction of SR-371 at the Homestead Road intersection. The proposed left-turn lane will require a centerline adjustment and widening of both directions of SR-371. Other Project features include constructing Modified Concrete Barrier Type 60MS in the eastbound direction of SR-371 to protect an existing drainage feature located south of SR-371, construct cut slopes at 0.7H:1V or flatter, and embankment slopes at 2H:1V or flatter, to provide clearance for the proposed widening of SR-371. A boulder with a casino sign is located on a steep slope at approximately Station 579+90 to 580+20 and will be protected in place. Minor grading work will also occur below the casino sign. All work will be within the Caltrans right of way.

1.5 Permits and Approvals Needed

The Project is within the jurisdiction of the Cahuilla Band of Indians (Tribe) and within waters owned by the Tribe. As such, the Project is not subject to the jurisdiction of

California Department of Fish and Wildlife (CDFW), the State Water Quality Control Board (SWQCB), or the U.S. Army Corps of Engineers (USACE). Therefore, the Project is not subject to permit requirements under Section 1602 of the California Fish and Game Code, or U.S. Clean Water Act, Section 401, and 404.

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 Project indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words “significant” and “significance” used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

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

2.1.1 Aesthetics

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

Response to Items a), b), c), and d): No Impact. The Project is located in a rural area adjacent to the Cahuilla Casino Hotel. Within the Project area, SR-371 is not designated as an eligible or officially designated State Scenic Highway. Based on the Landscape Architecture Scoping Questionnaire to Determine Visual Impact Assessment (VIA) Level (Caltrans 2025a) prepared for the Project, and the Scenic Resource Evaluation and Visual Impact Assessment (Caltrans 2025b), the Project is located on the Cahuilla Indian Reservation within an expansive rural area with scattered rural dwellings. SR-371 is often used as an alternative route for the community traveling back and forth from San Diego County, Temecula and surrounding areas to the Coachella Valley. The Project character is anticipated to be highly compatible with the visual character of the existing landscape and would not create a new source of substantial light or glare. The Project would also not result in cumulative adverse changes in the visual quality or character of the existing landscape. The Project would not be sensitive to viewer groups with regards to visible changes due to the improvements. The Project would not result in new structures or block views currently experienced along SR-371 along the Project route. It is Caltrans commitment to create Context Sensitive Solutions that help enhance and protect rural, tribal locations. During the design phase, the designers will coordinate with the Caltrans District Landscape Architect to provide environmentally appropriate erosion control treatments to all disturbed areas, provide additional and site appropriate erosion control treatments under the boulder and Cahuilla Casino sign monument where cut slopes will occur, coordinate erosion control seed mixes appropriate for the location with the Caltrans District Environmental Planning Team, and replace removed trees. As such, impacts to aesthetics are not anticipated to occur with implementation of the Project.

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.2 Agriculture and Forestry Resources

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

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

Response to Item a): No Impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program, there are no farmlands or vacant lands that are mapped as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance within the Project site. Adjacent to the Project site, along SR-371, consists of expansive rural areas with scattered rural dwellings and the Cahuilla Indian Casino Hotel. All Project related work

would be within the State right of way and not be in areas designated as Farmland of Local Importance.

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

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

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

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

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.3 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. An Air Quality Review Memorandum was prepared on September 10, 2025 (Caltrans 2025c) for the Project. The scope of the Project was evaluated and determined to be exempt because of the length of the left-

turn pocket is less than a mile and therefore falls under the exempt project of “Auxiliary Lane Less Than 1-Mile Length” as listed under Table 2 “Projects Exempt from Regional Emissions Analysis” of 40 Code of Federal Regulation (CFR) §93.126. As such, no air quality report was required. Caltrans 2024 Standard Specifications (or most recent) requires all projects to comply with applicable air pollution control rules, regulations, ordinances, and statutes. Due to its scope, the Project would not conflict with or obstruct implementation of the applicable air quality plan.

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

The Project is located in areas consisting of rural, open space with scattered rural dwellings and the Cahuilla Casino Hotel. During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by construction-related activities. Emissions from construction equipment are also expected and include CO, nitrogen oxides (NO_x), volatile organic compounds (VOCs), directly emitted PM₁₀, PM_{2.5}, and toxic air contaminants, such as diesel exhaust particulate matter. In addition to dust-related PM₁₀ emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, and some soot particulate (PM₁₀ and PM_{2.5}) in exhaust emissions. However, these emissions would be temporary, lasting only during the duration of construction, and limited to the immediate area of the construction site. The Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations.

Response to Item d): No Impact. Some phases of construction, particularly asphalt paving, is expected to result in short-term odors in the immediate area of each paving site. Such odors are anticipated to be quickly dispersed below detectable thresholds as distance from the site increases. Project operation is not expected to create objectionable odors.

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.4 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?	No 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?	No 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?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

Response to Item a), b), c), d), e), f): No Impact. The information from this section is based on the Natural Environment Study-No Effect Memo (Caltrans 2025d) prepared for the Project.

Due to the type of Project and minimal Project impacts, focused surveys for listed species were not performed, instead, a desktop review was completed. A field site visit consisting of a pedestrian survey and habitat assessment were conducted for the Project Impact Area (PIA), which consisted of the ground-disturbance areas, staging area, and construction footprint, with Caltrans District Biologists, Environmental Scientists, and the Planning Director of the Cahuilla Band of Indians.

Based on the pedestrian survey, literature review, and interviews with the Planning Director of the Cahuilla Band of Indians, the PIA does not overlap sensitive habitat

capable of supporting State or federal listed threatened, endangered, or candidate listed species. Areas within the Project location consists of predominantly disturbed or marginalized habitat due to past development, residential and commercial use, pedestrian and vehicular use. The habitat quality within the PIA is heavily marginalized due to proximity to the roadway, and pedestrian use. According to the pedestrian survey conducted, the PIA does not feature habitat or vegetation communities capable of supporting State or federally listed species. The PIA does not feature milkweed specimen in support of Monarch butterfly (*Danaus plexippus*). The PIA features compacted soil which shows no evidence of Stephens' Kangaroo Rat (*Dipodomys stephensi*) presence such as burrow complexes. Therefore, sensitive wildlife, habitat or natural communities and jurisdictional aquatic features are absent from the PIA. The PIA does not contain suitable habitat, host plants, or critical habitat for Quino checkerspot butterfly (*Euphydryas Editha quino*), such as dwarf plantain (*Plantago erecta*), white snapdragon (*Antirrhinum coulterianum*), woolly-plantain (*Plantago patagonica*), and Chinese houses (*Collinsia concolor*). Furthermore, the Project is within the jurisdiction of the Cahuilla Band of Indians and does not overlap federal designated critical habitat. Accordingly, the Project is not within U.S. Forest Service land. This project is within the Riverside Extended Mountain Area Plan (REMAP) area of the Western Riverside County Multiple Species Habitat (WRMSHCP). The Project is not within any species survey areas.

The Project occurs within waters owned by the Cahuilla Band of Indians, and thus is not subject to the jurisdiction of CDFW, SWQCB, or USACE. Therefore, the Project is not subject to permit requirements under Section 1602 of the California Fish and Game Code, or U.S. Clean Water Act, Sections 401 and 404.

Based on a lack of suitable habitat within the PIA capable of supporting State or federally listed species, and with implementation of avoidance and minimization measures and Best Management Practices, Caltrans has determined the Project will have *No Effect* and *No Take* of federally and State-listed or Candidate species due to a lack of suitable habitat in the Project Impact Area, presence of degraded habitat, minimal impacts from Project work, and short-term project duration.

As the Project would be minor in nature, not posing a risk to any special-status species or habitat, the Project would result in "No Effect" to any federally listed species or USFWS-designated critical habitat, pursuant to the Section 7(c) of the Federal Endangered Species Act. Similarly, the Project would result in "No Take" of any State-listed species of concern, or their respective habitat, pursuant to the California Endangered Species Act.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans 2024 Standard Specifications (or most recent), Best Management Practices (BMPs), and the following avoidance and minimization measures would be implemented for Biological Resources.

BIO-Mammal-1: Biological Monitor and Daily Clearance Surveys

A professionally qualified contractor-supplied Biologist will be onsite during all ground-disturbing activities. The approved Biologist will conduct daily clearance surveys at the beginning of each day and regularly throughout the workday, and during ground disturbing activities. The approved biologist will monitor any implemented exclusion or avoidance buffers, and check potential, atypical, and known burrows/burrow complexes/dens every two weeks when construction activities are occurring in suitable habitat for State/Federally-listed mammal species.

BIO-Mammal-2: Biological Monitor for Rodent Burrow Complex Avoidance Buffer

A qualified contractor-supplied Biologist will establish a 50-foot avoidance buffer around all active and potentially active burrow complexes. The approved biologist will advise Caltrans of appropriate methods to limit disturbance to rodent burrow and burrow complexes. Other appropriate methods could include work within compacted soils adjacent to the roadway or the use of other installation methods (e.g., trenching in pavement).

BIO-Mammal-3: Pre-Construction Mammalian Surveys

No more than 7 days prior to the date of initial ground disturbance and vegetation clearing, an approved biologist (BIO-7: Approved Biologist) will conduct a pre-construction survey, pedestrian and/or visual surveys as appropriate, for covered mammalian species suitable habitat and potential burrows/burrow complexes/dens along the project footprint, plus a 200-foot radius if access is available. Caltrans will submit survey results to the Service with the annual programmatic report.

BIO-Mammal-4 Suitable Habitat and Burrow/Burrow Complex Exclusion Buffers

Caltrans will avoid suitable habitat, burrow complexes, and dens State/Federally protected mammalian species. A qualified contractor-supplied biologist will establish an appropriate exclusion buffer (approximately 50-foot radius) around suitable habitat, burrow complexes, and dens., if identified during pre-construction surveys or during construction. The qualified biologist will advise Caltrans of appropriate methods to limit disturbance of covered species within these buffers.

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

A Historic Property Survey Report (HPSR) (Caltrans 2026a) was prepared in January 2026 for the Project. The project is within the Caltrans Right of Way (ROW) however, the project is located within the external boundaries of the Cahuilla Indian Reservation; therefore the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (106 PA) does not apply. The Cultural resources studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800).

The Native American Heritage Commission (NAHC) was contacted on October 23, 2024 and the NAHC responded on November 8, 2024 with a negative Sacred Lands File search. Section 106/AB52 letters were sent to Native American tribes on February 27, 2025 with the Cahuilla Band of Indians, Ramona Band of Cahuilla, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians. In-person meetings with the Cahuilla Band of Indians were conducted on November 4, 2025 and February 24, 2025 to discuss the project in depth. Consultation with the Cahuilla Band of Indians is ongoing.

Response to Items a) and b): Less Than Significant with Mitigation Incorporated.

The Caltrans Cultural Resource Database (CCRD) was searched and identified five resources within the search radius. One resource, P-33-000120/CA-RIV-120 Cahuilla Village Site, is bisected by the Project. The second resource in the APE is a historical-period road (CA-RIV-10464/P-33-20873) running perpendicular to SR-371. The northern segment is a graded dirt road that leads to a farm, and the southern segment is paved Homestead Road. These types of bypassed and fragmented roads are ubiquitous, lack demonstrable potential for significance, and are the types of resources

typically exempted from evaluation. Two resources are outside of the area of direct impact by the project; SRI-16451-001 and SRI-16455-001 are both historic era roads that will not be impacted by the project. P-33-017564 is completely outside of the project area of potential effect but within the ¼ mile record search area; it will not be affected by the project.

P-33-000120/CA-RIV-120 Cahuilla Village Site, *Pau*, is the historical and modern Cahuilla village site and has been continuously occupied by the Cahuilla Band of Indians. The archaeological component of *Pau* was first recorded in 1940. Archaeological deposits were observed in a fresh road cut along historical Cohuila Road, which preceded the current alignment of SR-371 (designated ca.1974). At the time of the initial recording in 1940, site boundaries were not delineated. Cultural constituents observed included portable metates, pottery, manos, cooking stones, portable mortars, bedrock milling features, granite pestles, hammerstones, “notched music sticks of palm”, pictographs, projectile points, and debitage, in addition to other culturally significant features. The site was revisited and updated in 1985, culturally significant features were identified, and site boundaries were estimated. The Cahuilla Band of Mission Indians conducted a pedestrian survey and updated the site boundary in 2017, and identified numerous bedrock milling features and artifact concentrations to the south of SR-371. The portion of the site within the Caltrans ROW was surveyed and updated by Caltrans archaeologists in 2025. Seven bedrock milling features and artifact loci were identified during the effort, including dense pottery concentrations. A rush (*Juncus sp.*) gathering area on the western portion of the village site was added to the site record based on tribal input. *Pau* has been in continual use by the Tribe as their traditional village and ceremonial site. Caltrans has evaluated this property and determined it is eligible for inclusion in the National Register of Historic Places (NRHP). Prior to approval of the Final Initial Study (MND), Caltrans will obtain THPO concurrence on this determination. Caltrans, pursuant to 36 CFR 800.5, has determined a Finding of Adverse Effect is appropriate for this undertaking, and will request THPO’s concurrence in this determination prior to approval of the Final Initial Study (MND). Mitigation measure CR-6 will be implemented for the Project.

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 be Native American, the coroner will notify the NAHC, who will then notify the Most Likely Descendant (MLD), as further detailed in measure **CR-2**.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented for Cultural Resources

- CR-1:** If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.
- CR-2:** If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) 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.
- CR-3** There are designated Environmentally Sensitive Areas (ESA), where all project related activities or inadvertent disturbances shall be prohibited.
- CR-4** An archaeological monitor is assigned to monitor construction related activities within the archaeological monitoring area (AMA). Do not work within the AMA unless the archaeological monitor is present. If archaeological resources are discovered within an AMA, comply with Standard Plans Section 14-2.02.
- CR-5** Tribal monitors will work alongside the archaeological monitors during construction related activities within the archaeological monitoring area (AMA).
- CR-6** It is expected that additional conditions—including mitigation measures, will be developed during consultation in conjunction with the completion of the Memorandum of Agreement (MOA) for this project, which will occur before Project Approval.

2.1.6 Energy

Would the project:

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

Response to Items a) and b): No Impact. The Project is anticipated to use a minimal amount of energy during construction activities, such as minor paving, guardrail upgrades, and other construction-related activities. Construction-related effects on energy are likely to be greatest during energy use associated with the handling and transport of construction materials to and from the site. However, these construction activities are expected to be short-term in duration and, therefore, not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction. There are no changes to the operations, buildings, or energy consuming land uses as a result of the Project. As such, no impacts are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.7 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: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides? 	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact

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

Response to Items a.i) and a.ii): No Impact. According to the California Department of Conservation, California Geological Survey’s earthquake fault zone map, the nearest fault is the Clark fault within the San Jacinto fault zone located approximately 8 miles northeast of the Project site. The Project is expected to result in no impacts because construction and operation of the Project would have no opportunity to rupture a known earthquake fault or cause seismic shaking.

Response to Item a.iii): No Impact. Liquefaction occurs primarily in loose, saturated, fine-to medium-grained soils in areas where the groundwater table is within approximately 50 feet below the ground surface. Shaking causes the soils to lose strength and behave as a liquid. Based on the Riverside Extended Mountain Area Plan Seismic Hazards map, the project is located in areas designated as having very high liquefaction susceptibility. Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, would be conducted to avoid any significant impacts related to liquefaction and seismic risks. Therefore, through the incorporation of standard seismic design practices, the Project is expected to result in no impacts.

Response to Items a.iv), c), and d): No Impact. Based on the Riverside Extended Mountain Area Plan Slope Instability map, the Project is located in an area designated as having Low to Locally Moderate Susceptibility to seismically induced landslides and rockfalls. There are no areas designated as within expansive soils in the Project area. Soils subsidence may be caused by a variety of human and natural activities, including earthquakes and the long-term extraction of underlying groundwater, oil, or gas resources. There are no areas subject to soil subsidence within the Project area. As such, no impacts are anticipated.

Response to Item b): No Impact. Construction activities during the construction phase of the Project would have the potential to displace soils and temporarily increase the

potential for soils to be subject to wind and water erosion. The disturbed soil area is defined by Caltrans as consisting of areas of exposed, erodible soil that are within the construction limits and that result from construction-related activities. Construction site BMPs, which are standard practices for erosion and water quality control, would be used on the Project site. Temporary erosion control will be provided during construction, and permanent erosion control will be applied to all disturbed soil areas at completion of all soil disturbing activities.

Response to Item e): No Impact. Due to the nature of the Project, which involves constructing a left-turn lane on the westbound direction of SR-371 at the Homestead Road intersection, the Project is not expected to affect existing or proposed septic tanks or alternate wastewater disposal systems, nor would the use of septic tanks be involved during construction. Therefore, no impacts are anticipated.

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

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.8 Greenhouse Gas Emissions

Would the project:

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

Response to Item a): Less Than Significant Impact. Construction-level GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays related to construction. The Caltrans Construction Emissions Tool (CAL-CET) was used to estimate construction greenhouse gas (GHG) emissions. Construction activities would generate 70 metric tons of CO₂e during the 60-day of construction activity. The Project involves constructing a left-turn lane on the westbound direction of SR-371, constructing Modified Concrete Barrier Type 60MS, and providing maximum cut slope of 0.7:1. While the Project will result in GHG emissions

during construction, it is anticipated that the Project will not result in any increase in operational GHG emissions. Environmental impacts resulting from project GHG emissions are considered to be less than significant.

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

Avoidance, Minimization, and/or Mitigation Measures

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

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

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

2.1.9 Hazards and Hazardous Materials

Would the project:

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

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

Response to Items a) and b): Less Than Significant Impact. Implementation of the 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 Project, these materials include fuel, solvents, paints, oils, and grease. It is possible that any of these substances could be released during construction activities. However, compliance with Federal, State, and local regulations would ensure that all hazardous materials are used, stored, and disposed of properly, which is anticipated to minimize potential impacts related to a hazardous materials release during the construction phase of the Project. Implementation of measures **HAZ-1** and **HAZ-2** would minimize potential impacts.

The Project would not include the routine use, transport, or disposal of hazardous materials. An Initial Site Assessment (ISA) Checklist (Caltrans 2025e) was prepared and concluded the risk level for the Project to be low. However, as if all roadways, there is potential of soils adjacent to paved areas containing aerially deposited lead (ADL). Testing for ADL will be completed and measure **HAZ-4** will be implemented to ensure all recommendations will be followed. Any transport of hazardous materials to the site and removal of hazardous wastes from the site would comply with State and Federal regulations and therefore anticipated to result in a less than significant impact.

Response to Item c): No Impact. As if all roadways, there is potential of soils adjacent to paved areas containing aerially deposited lead (ADL). However, there are no schools located within a quarter mile of the Project. No impacts are anticipated in this regard.

Response to Item d): No Impact. Based on the ISA Checklist prepared for the Project, there are no known hazardous waste sites in or near the project area that are listed on Federal, State, or local environmental and health regulatory agency records. Furthermore, the ISA Checklist concluded that the risk level is low for potential hazardous waste involvement associated with implementation of the Project.

Response to Items e) and f): Less Than Significant Impact. There are no airports located within a 2-mile radius. 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 Riverside County, the Project site is located in a Federal Responsibility Area (FRA), with the responsibility of preventing and suppressing wildfires primarily the responsibility of the federal agency, and federal lands do not receive Fire Hazard Severity Zone designations. The purpose of the Project is to reduce the number and severity of collisions at the Homestead Road intersection by constructing a left-turn pocket. As such, it is not expected to expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Avoidance, Minimization, and/or Mitigation Measures

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 Section 7-1.02K(6)(j)(iii) for earth material containing lead.
- HAZ-2:** Project will be performed in accordance with Caltrans Standard Specifications Section 84-9.03B for nonhazardous striping or pavement marker.
- HAZ-3:** Project will be performed in accordance with Caltrans Standard Specifications Section 6-1.03B conditions for use of local material from non-commercial source.
- HAZ-4:** ADL testing is required for the Project. In the event that the survey reveals the presence of ADL, all recommendations will be followed.

2.1.10 Hydrology and Water Quality

Would the project:

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

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?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

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

Compliance with the NPDES Construction Stormwater General Permit, Order No. WQ-2022-0057-DWQ-CAS000002 requirements would further reduce such polluting impacts during construction. Projects within State ROW are obligated to comply with the latest Caltrans and RWQCB water quality standards relative to the treatment of post-construction stormwater runoff. Determination and implementation of BMPs within the ROW are defined based on the evaluation of existing site constraints, constituents of concern at the receiving waters, soil conditions, and hydraulic conditions. Prior to approval of the final design of the Project, applicable post-construction BMPs would be identified to ensure that applicable Caltrans selection and siting criteria have been achieved. The BMPs would reduce long-term water quality impacts due to implementation of the Project. Therefore, water quality impacts are not anticipated.

Response to Item b): No Impact. The Project would construct a left-turn pocket in the westbound direction at the SR-371 and Homestead Road intersection to reduce the

number and severity of collisions. Ground disturbance is anticipated to be shallow and as such, groundwater is not anticipated to be affected by the Project.

Response to Items c (i), (ii), (iii), and (iv): No Impact. The Project proposes to construct a left-turn pocket on the westbound direction of SR-371 at the Homestead Road intersection. To the west of the Homestead Road and SR-371 intersection, water from a natural spring flows perpetually throughout the year into a culvert that runs under the roadway and exits onto the other side of the roadway. However, the Project would not alter existing drainage patterns. Erosion control and stormwater BMPs will be incorporated as part of the Project to reduce storm water impacts. BMPs would be designed and implemented to reduce the discharge of pollutants from the Caltrans storm drain system to the maximum extent practicable. Erosion control measures would also be used to address site soil stabilization and reduce deposition of sediments into adjacent surface waters. Temporary water pollution control and permanent erosion control plans will be prepared during the plans, specifications, and estimate design phase of the Project. No impacts are expected to occur with regards to runoff, drainage patterns, and water quality.

Response to Item d): No Impact. Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Map Number 06065C2825G in Riverside County) the Project site is within FEMA Zone D, areas with possible but undetermined flood hazards. The Project is not expected to risk the release of pollutants due to Project inundation. No impacts are anticipated in this regard.

Response to Item e): No Impact. There are no municipal or domestic water supply reservoirs or recharge facilities within the project limits. The proposed construction of the left-turn pocket on SR-371 would not result in impacts to groundwater as ground disturbance would not reach depths of groundwater. Therefore, no impacts are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.11 Land Use and Planning

Would the project:

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

Response to Item a): No Impact. As SR-371 is an existing roadway, no physical division is anticipated to be created. Roadways are considered an integral part of development and land use patterns because they are required to facilitate travel and connectivity between areas. Implementation of the Project is not expected to diminish access to adjacent areas, nor would it physically divide an established community. No impacts on existing established communities are anticipated.

Response to Item b): No Impact. The surrounding land uses consists of mostly rural residential, open space areas, and the Cahuilla Casino Hotel. After completion of the project, the operation and use would remain the same, therefore, it would not conflict with any land use plan. Furthermore, the project would improve conditions on an existing roadway, and reduce the number and severity of collisions at the Homestead Road intersection.

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.12 Mineral Resources

Would the project:

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

Response to Items a), and b): No Impact. Based on the Riverside County General Plan, Multipurpose Open Space Element, Miner Resource Zones map, the Project is not located within a designated Mineral Resource Zone (MRZ) and no MRZ-designation is issued for the area. The Project is located along a developed highway, and would not result in the loss of a known mineral resource. No impacts are anticipated to mineral resources.

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.13 Noise

Would the project result in:

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

Response to Item a): No Impact. Construction would occur along and adjacent to SR-371, which currently experiences noise levels consistent with an active highway. No nighttime construction activities are planned. No impacts are anticipated.

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

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

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.14 Population and Housing

Would the project:

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

Response to Item a): No Impact. The Project proposes construction of a left-turn pocket on SR-371 at the intersection of Homestead Road. This Project would not result in any construction of new homes or businesses, nor would the Project result in the need for roads or other infrastructure that would facilitate an increase in population. No impacts are anticipated in this regard.

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

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.15 Public Services

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

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

Fire Protection

Response to Fire Protection: No Impact. The Cahuilla Fire Department provides fire protection in the Project vicinity. The Cahuilla Fire Department is located at 52701 CA-371, Anza, 92539. Although continuous, uninterrupted access to SR-371 throughout the duration of construction is expected, construction activities have the potential to result in temporary, localized, site-specific disruptions in the area of construction. This could lead to an increase in delay times for emergency response vehicles during construction. This construction-related congestion and delay would be addressed in the Traffic Management Plan (TMP) (**TRA-1**; refer to Section XVII Transportation) that is prepared in coordination with a public information program prior to construction.

The Project is not expected to result in an increase in population, and therefore would not increase demand for community services. No fire stations are anticipated to be acquired or displaced; therefore, there would be no effect on the delivery of fire services. The Project is not expected to induce growth or increase population in the study area or the greater community beyond that which has been previously planned for and would not result in the need for additional fire protection. No impacts are anticipated to fire protection services.

Police Protection

Response to Police Protection: No Impact. The Riverside County Sheriff's Department, and California Highway Patrol (CHP) provides police protection in the Project vicinity. As mentioned previously, construction related congestion could affect the response times for police service providers; however, continuous, uninterrupted access to SR-371 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. There are no schools located within the Project area. The Project would not result in accessibility problems to existing schools in the vicinity of the Project and is not expected to result in any other impacts on school services.

Parks

Response to Parks: No Impact. The San Bernardino National Forest, Cahuilla Mountain Wilderness is located north of the Project site. The Minor Park located in the Community of Anza is located on SR-371, approximately 4 miles east. As mentioned previously, the Project is not expected to induce population growth in the area beyond that which has been previously planned for and would not result in the need for additional parks or recreational facilities.

Other Public Facilities

Response to Other Public Facilities: No Impact. As the Project consists of constructing a left-turn pocket along SR-371 at the Homestead intersection, there would be no impacts on other public facilities as a result of construction of the Project.

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.16 Recreation

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

Response to Items a) and b): No Impact. The Project involves constructing a left-turn pocket along SR-371 at the Homestead Road intersection. Due to the current configuration of the unsignalized intersection, there have been several rear end and broadside collisions at this location. The implementation of the Project does not have the capacity to generate a substantial increase in the use of any existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration could occur, nor would it require the construction or expansion of existing recreational facilities.

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.17 Transportation

Would the project:

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

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

Response to Item a) No Impact. The Project is needed due to the current configuration of the unsignalized intersection along SR-371 at Homestead Road. Vehicles turning left onto Homestead Road from the westbound SR-371 have difficulties and, as a result, there have been several rear end and broadside collisions at this location. The construction of the left-turn pocket would reduce the number and severity of collisions at this intersection and, for that reason no impacts are anticipated.

Response to Item b): No Impact. The Project proposes construction of a left turn-pocket of less than 1 mile and does not involve any capacity increasing elements and therefore, the Project is unlikely to induce measurable and substantial increases in VMT and a VMT analysis is not required. As indicated in Section 15064.3 (b)(2) transportation Projects that reduce, or have no impact on vehicle miles traveled should be presumed to cause a less than significant transportation impact. As such, no impacts are anticipated in this regard.

Response to Item c): No Impact. The Project would not substantially increase hazards because of a design feature or incompatible uses. The Project would reduce the number and severity of collisions at the SR-371 and Homestead Road intersection by constructing a left-turn pocket at an existing unsignalized intersection. Therefore, no impacts are anticipated in this regard.

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

Avoidance, Minimization, and/or Mitigation Measures

The measure below would be implemented to avoid and minimize any potential impacts to Transportation:

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

2.1.18 Tribal Cultural Resources

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

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

Response to Items a) and b): Less Than Significant with Mitigation Incorporated.

Based on the HPSR prepared for the Project, the NAHC was contacted and response was received with a negative Sacred Lands File search. Native American Tribes were also contacted and include: the Cahuilla Band of Indians, Ramona Band of Cahuilla, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians. In-person meeting with eh Cahuilla Band of Indians were conducted in February and November 2025 to discuss the Project in depth. Ongoing consultation with the Cahuilla Band of Indians continues.

P-33-000120/CA-RIV-120 Cahuilla Village Site, *Pauj*, is the historical and modern Cahuilla village site and has been continuously occupied by the Cahuilla Band of Indians. The archaeological component of *Pauj* was first recorded in 1940. Archaeological deposits were observed in a fresh road cut along historical Cohuilla Road, which preceded the current alignment of SR-371 (designated ca.1974). At the time of the initial recording in 1940, site boundaries were not delineated. Cultural constituents observed included portable metates, pottery, manos, cooking stones, portable mortars, bedrock milling features, granite pestles, hammerstones, “notched music sticks of palm”, pictographs, projectile points, and debitage, in addition to other culturally significant features. The site was revisited and updated in 1985, culturally significant features were identified, and site boundaries were estimated. The Cahuilla Band of Mission Indians conducted a pedestrian survey and updated the site boundary in 2017, and identified numerous bedrock milling features and artifact concentrations to the south of SR-371. The portion of the site within the Caltrans ROW was surveyed and

updated by Caltrans archaeologists in 2025. Seven bedrock milling features and artifact loci were identified during the effort, including dense pottery concentrations. A rush (*Juncus sp.*) gathering area on the western portion of the village site was added to the site record based on tribal input. *Pau* has been in continual use by the Tribe as their traditional village and ceremonial site. Caltrans has evaluated this property and determined it is eligible for inclusion in the National Register of Historic Places (NRHP). Caltrans will obtain THPO approval prior to Final Initial Study (MND) approval. Caltrans, pursuant to 36 CFR 800.5, has determined a Finding of Adverse Effect is appropriate for this undertaking, and will request THPO’s concurrence in this determination prior to the Final Initial Study approval. Mitigation measure **CR-6** will be implemented for the Project.

Implementation of measures **CR-1**, **CR-2**, **CR-3**, **CR-4**, and **CR-5**, related to archaeological and Native American discoveries, impacts on Tribal Cultural Resources is expected to result in avoidance or minimization of impacts..

Avoidance, Minimization, and/or Mitigation Measures

Refer to measures **CR-1** through **CR-6** in Section V, *Cultural Resources*.

2.1.19 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 construction of a left-turn pocket along SR-371 at Homestead Road. The Project would not result in significant effects to existing water/wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. No impacts to 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 Project, 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 construction of a left-turn pocket along SR-371 at the Homestead Road intersection, 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. 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 would also be considered. As such, the Project is not expected to impair the attainment of the state's solid waste reductions goals.

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

Avoidance, Minimization, and/or Mitigation Measures

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

2.1.20 Wildfire

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

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact

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

Response to Items a), b), c), and d): No Impact. The Project is not anticipated to exacerbate wildfire risk and, as there are no structures proposed, the Project would not expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Based on the CAL FIRE Fire Hazard Severity Zones Map for Riverside County, the Project site is located in a Federal Responsibility Area (FRA), with the responsibility of preventing and suppressing wildfires primarily the responsibility of the federal agency, and federal lands do not receive Fire Hazard Severity Zone designations. The Project would not require the installation or maintenance of infrastructure that may exacerbate fire risk and would not result in temporary or ongoing impacts on the environment. Furthermore, the Project does not expect to expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes.

Avoidance, Minimization, and/or Mitigation Measures

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

2.2.21 Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant with Mitigation Incorporated

Question	CEQA Determination
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 with Mitigation Incorporated. Based on the Natural Environment Study – No Effect Memo, the Project does not overlap sensitive habitat capable of supporting State or federal listed threatened, endangered, or candidate listed species. The Project area consists of predominantly disturbed or marginalized habitat due to the proximity to the roadway, and pedestrian use. Sensitive wildlife, habitat or natural communities, and jurisdictional aquatic features are absent from the PIA. The Project would have No Effect and No Take of federally and State-listed or Candidate species due to lack of suitable habitat in the PIA, presence of degraded habitat, the minimal impacts from the proposed work, and short-term duration of the Project.

P-33-000120/CA-RIV-120 Cahuilla Village Site, *Pauí*, is the historical and modern Cahuilla village site and has been continuously occupied by the Cahuilla Band of Indians. The archaeological component of *Pauí* was first recorded in 1940. Archaeological deposits were observed in a fresh road cut along historical Cohuilla Road, which preceded the current alignment of SR-371 (designated ca.1974). At the time of the initial recording in 1940, site boundaries were not delineated. Cultural constituents observed included portable metates, pottery, manos, cooking stones, portable mortars, bedrock milling features, granite pestles, hammerstones, “notched music sticks of palm”, pictographs, projectile points, and debitage, in addition to other culturally significant features. The site was revisited and updated in 1985, culturally significant features were identified, and site boundaries were estimated. The Cahuilla Band of Mission Indians conducted a pedestrian survey and updated the site boundary in 2017, and identified numerous bedrock milling features and artifact concentrations to the south of SR-371. The portion of the site within the Caltrans ROW was surveyed and updated by Caltrans archaeologists in 2025. Seven bedrock milling features and artifact loci were identified during the effort, including dense pottery concentrations. A rush (*Juncus sp.*) gathering area on the western portion of the village site was added to the site record based on tribal input. *Pauí* has been in continual use by the Tribe as their traditional village and ceremonial site. Caltrans has evaluated this property and determined it is eligible for inclusion in the National Register of Historic Places (NRHP). Caltrans, pursuant to 36 CFR 800.5, has determined a Finding of Adverse Effect is appropriate for this undertaking.

Response to Item b): Less Than Significant Impact. As mentioned, the resource P-33-000120/CA-RIV-120 Cahuilla Village Site is a village and ceremonial site that has been in continual use by the Tribe. Affects to this site will be mitigated to a level that is less than significant. Additionally, the majority of the site is outside of the Caltrans right of way. The Project will impact a small portion of the site and will include mostly areas that have been previously disturbed by the original construction of SR-371 and commercial and residential development. Therefore, cumulatively considerable impacts to historical resources are not anticipated.

Based on the NES-No Effect Memo prepared for the Project, the Project is not subject to permit requirements under Section 1602 of the California Fish and Game Code, or U.S. Clean Water Act, Section 401 and 404. The Project is not anticipated to have significant adverse cumulative effects to jurisdictional waters or riparian vegetation.

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

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

Avoidance, Minimization, and/or Mitigation Measures

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 for Biological Resources will be implemented for the Project. The Project would also implement mitigation measures for Cultural Resources: **CR-3**, **CR-4**, **CR-5**, and **CR-6**.

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 (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂ that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO₂.

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.

2.2.1 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.

2.2.1.1 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.

2.2.1.2 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.

2.2.2 Environmental Setting

The proposed Project is in a rural area, with primarily vacant, open space. SR-371 is the main transportation route to and through the area for both passenger and commercial vehicles. The nearest alternate route is SR-74, 11 miles to the north. Traffic counts are low and SR-371 is rarely congested. The Southern California Association of Governments (SCAG) guides transportation development in the project area. The Riverside County Climate Action Plan (CAP) and the General Plan Air Quality element addresses GHGs in the project area.

2.2.2.1 GHG Inventories

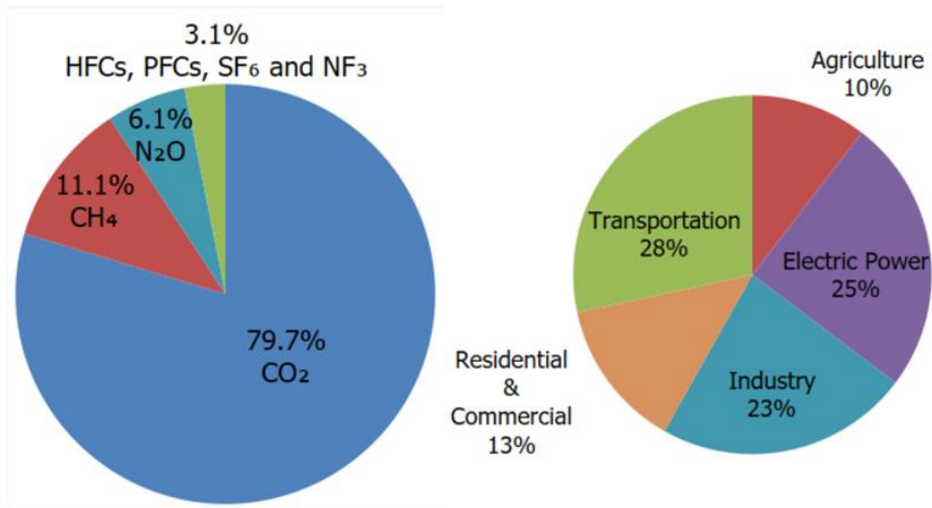
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission 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

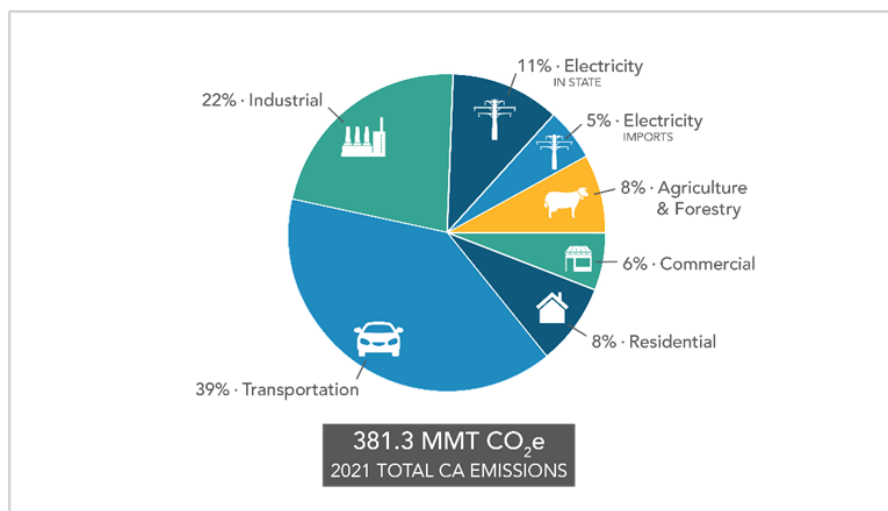


(Source: U.S. EPA 2024b)

State GHG Inventory

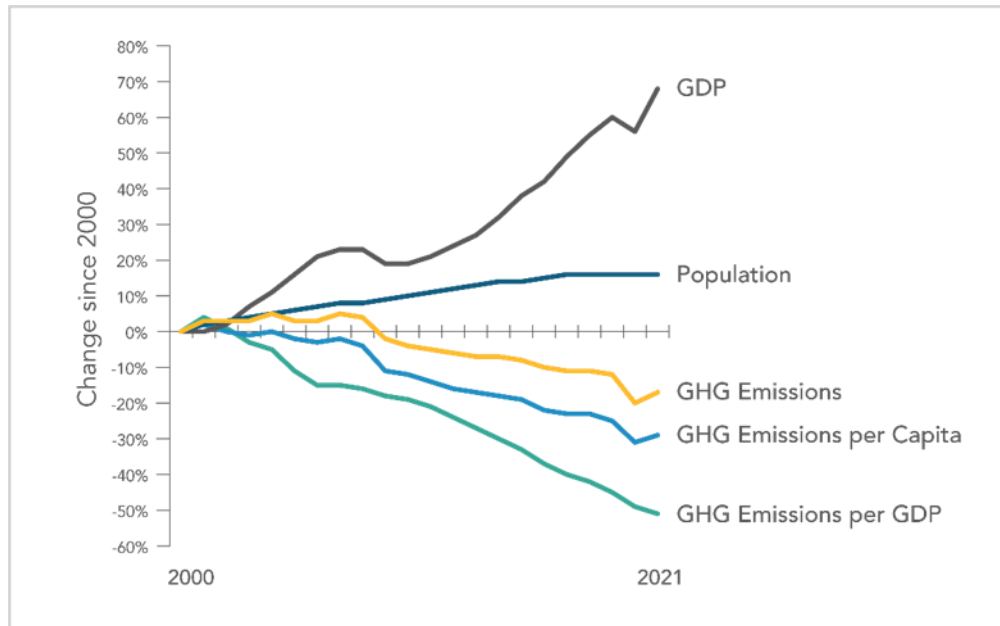
CARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state’s progress in meeting its GHG reduction goals. Overall 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).

2.2.2.2 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 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (adopted May 10, 2024)	<ul style="list-style-type: none"> • Complete Streets • Transit and Multimodal Integration • Transportation System Management • Transportation Demand Management • Air Quality • Clean Transportation • Goods Movement
Riverside County General Plan	<p>Land Use Element (Adopted June 29, 2021, amended June 25, 2024)</p> <ul style="list-style-type: none"> • Policy LU 2.1(f): f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile. • Policy LU 11.4: Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality. • Policy LU 13.4: Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate. <p>Circulation Element (Adopted July 7, 2020)</p> <ul style="list-style-type: none"> • Policy C 1.2: Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities and pedestrian facilities. • Policy C 1.7: Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers. • Policy C 1.8: Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302. • Policy C 20.14: Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles. <p>Air Quality Element (Adopted July 17, 2018)</p> <ul style="list-style-type: none"> • Policy AQ 20.1: Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments. • Policy AQ 20.3: Reduce VMT and GHG emissions by improving circulation network efficiency.
Riverside County Climate Action Plan (2019)	<p>Transportation Measures</p> <ul style="list-style-type: none"> • R2-T1: Alternative Transportation Options • R2-T2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County • R2-T3: Ride-Sharing and Bike-to-Work Programs with Businesses • R2-T4: Electrify the fleet

2.2.3 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 CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH₄ and N₂O. 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. CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂, using a metric called “carbon dioxide equivalent”, or CO₂e. The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂).

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.

2.2.3.1 Operational Emissions

The Project proposes to construct a left turn lane on the westbound direction of SR-371 at Homestead Road T-intersection, and construct Modified Concrete Barrier Type 60MS. 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-371, 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.

2.2.3.2 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. Overall construction emissions of GHGs would be 70 metric tons of CO₂e during the 60-days of construction activity.

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.

2.2.3.3 CEQA Conclusion

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

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

2.2.4 Greenhouse Gas Reduction Strategies

2.2.4.1 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 2022b).

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

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

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

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

2.2.4.2 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.

2.2.4.3 Project-Level GHG Reduction Strategies

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

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

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

2.2.5 Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising

temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. 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.

2.2.5.1 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).

2.2.5.2 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).

2.2.5.3 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).

2.2.5.4 Project Adaptation Analysis

Sea Level Rise

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

Precipitation and Flooding

Based on the Federal Emergency Management Agency Flood Insurance Rate Map (Map Number 06065C2825G in Riverside County), the proposed project is located within Zone D (areas with possible but undetermined flood hazards). Based on the Caltrans District 8 Vulnerability Assessment Map (Caltrans 2023), the 100-year storm precipitation depth in the project area is expected to increase by up to 3.4% by 2055, and by 2.7% by 2085.

Wildfire

Based on the Caltrans District 8 Vulnerability Assessment Map (Caltrans 2023), the Project is in an area designated as a Moderate level of concern for the 2010 to 2070

wildfire exposures. Based on the CAL FIRE Fire Hazard Severity Zones Map for Riverside County, the Project site is located in a Federal Responsibility Area (FRA), with the responsibility of preventing and suppressing wildfires primarily the responsibility of the federal agency, and federal lands do not receive Fire Hazard Severity Zone designations. Caltrans standard specifications mandate fire prevention procedures, including a fire prevention plan, to avoid accidental fire starts during construction. With implementation of adaptation measure CL-1, the proposed Project would be adapted and resilient to future wildfire.

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 5.1 degrees Fahrenheit by 2055, and by 8.6 degrees Fahrenheit by 2085. The average maximum temperature over seven consecutive days in the project area will increase by up to 5.2 degrees Fahrenheit by 2055, and by up to 9.1 degrees Fahrenheit by 2085. As such, the climate specific to the Project's location will be taken into consideration for selection of roadway and pavement materials in order to select the materials most appropriate for the Project.

2.2.6 References

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Chapter 3 Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental review process. It helps planners determine the scope of environmental documentation and the level of analysis required and identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. 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 public notice and opportunity to request a public hearing will be distributed to applicable state, regional, and local agencies and elected officials, as well as interested groups, organizations, individuals, and applicable federal agencies as listed in Distribution List.

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Chapter 4 List of Preparers

The following personnel contributed to the preparation of this document:

California Department of Transportation

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- Court Morgan, Environmental QA/QC
- Elizabeth Irvin, Senior Manager – Editing
- Jenelle Mountain-Castro, Senior Publications Specialist
- 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 was distributed to state, regional, and local agencies, and elected officials. In addition, all property owners within a 500-foot radius of the project limits were provided the public notice. The Distribution List of Public Agencies, and Elected Officials is followed by the list of Interested Parties, Property Owners, and Members of the Public.

Public Agencies and Elected Officials

CALIFORNIA HIGHWAY PATROL INLAND DIVISION 847 E. BRIER DR SAN BERNARDINO CA 92408	CALIFORNIA TRANSPORTATION COMMISSION COMMISSION CHAIR 1120 N STREET ROOM 2221 SACRAMENTO CA 95814-5605	SAN BERNARDINO NATIONAL FOREST 602 S. TIPPECANOE AVE SAN BERNARDINO CA 92408
NATIVE AMERICAN HERITAGE COMMISSION 1550 HARBOR BOULEVARD, SUITE 100 WEST SACRAMENTO CA 95694	CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES 5796 CORPORATE AVENUE CYPRESS CA 90630	CAHUILLA BAND OF INDIANS PLANNING DEPT 52701 US HWY 371 ANZA CA 92539
CAHUILLA FIRE DEPARTMENT 52701 CA-HWY 371 ANZA CA 92539	CAHUILLA BAND OF INDIANS 52701 US HWY 371 ANZA CA 92539	RIVERSIDE COUNTY SHERIFFS DEPT 43950 E. ACACIA AVE, SUITE B HEMET CA 92544
ANTHONY MADRIGAL, SR. TRIBAL HISTORIC PRESERVATION OFFICER CAHUILLA BAND OF INDIANS 52701 US HWY 371 ANZA, CA 92539		

Interested Parties, Property Owners, and Members of the Public

MOUNTAIN SKY TRAVEL CENTER 52702 CA-371 ANZA CA 92539	CAHUILLA CASIINO HOTEL 52702 CA-371 ANZA CA 92539	
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Appendix A Environmental Commitments Record

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

Permit Type	Agency	Date Received	Expiration	Notes
	No permits are required.			

Date of ECR: February 2026

ENVIRONMENTAL COMMITMENTS RECORD (SR-371 Install Left Turn Lane Project)

08-RIV-371
PM 67.1 / 67.4

Project Phase:

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

EA 08-1N530
PN 0823000053
Generalist: Andrew Kuria
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
<u>CULTURAL RESOURCES</u>									
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.	17	Initial Study/ Mitigated Negative Declaration (ISMND)	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Design/ Construction					X
CR-2: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further	17	ISMND	District Cultural Studies/ District	Final Design, Construction					X

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							Date / Initials	YES	NO
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			Design/ Resident Engineer/ Contractor						

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							Date / Initials	YES	NO
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.									
CR-3: There are designated Environmentally Sensitive Areas (ESA), where all project related activities or inadvertent disturbances shall be prohibited.	17	ISMND	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construction				X	
CR-4: An archaeological monitor is assigned to monitor construction related activities within the archaeological monitoring area (AMA). Do not work within the AMA unless the archaeological monitor is present. If	17	ISMND	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construction	SSP 14-2.02			X	

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							Date / Initials	YES	NO
archaeological resources are discovered within an AMA, comply with Standard Plans Section 14-2.02.									
CR-5: Tribal monitors will work alongside the archaeological monitors during construction related activities within the archaeological monitoring area (AMA).	17	ISMND	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Construc tion				X	
CR-6: It is expected that additional conditions—including mitigation measures, will be developed during consultation in conjunction with the completion of the Memorandum of Agreement (MOA) for this project, which	17	ISMND	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Prior to Project Approval				X	

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							Date / Initials	YES	NO
will occur before Project Approval.									
<u>BIOLOGICAL RESOURCES</u>									
BIO-Mammal-1: Biological Monitor and Daily Clearance Surveys. A professionally qualified contractor-supplied Biologist will be onsite during all ground-disturbing activities. The approved Biologist will conduct daily clearance surveys at the beginning of each day and regularly throughout the workday, and during ground disturbing activities. The approved biologist will monitor any	3	Natural Environment Study-No Effect Memo	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction, Construction					X

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							Date / Initials	YES	NO
implemented exclusion or avoidance buffers, and check potential, atypical, and known burrows/burrow complexes/dens every two weeks when construction activities are occurring in suitable habitat for State/Federally-listed mammal species.									
BIO-Mammal-2: Biological Monitor for Rodent Burrow Complex Avoidance Buffer. A qualified contractor-supplied Biologist will establish a 50-foot avoidance buffer around all active and potentially active burrow complexes. The approved biologist will advise	4	Natural Environment Study-No Effect Memo	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X

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							Date / Initials	YES	NO
Caltrans of appropriate methods to limit disturbance to rodent burrow and burrow complexes. Other appropriate methods could include work within compacted soils adjacent to the roadway or the use of other installation methods (e.g., trenching in pavement.									
BIO-Mammal-3: Pre-Construction Mammalian Surveys. No more than 7 days prior to the date of initial ground disturbance and vegetation clearing, an approved biologist (BIO-7: Approved Biologist) will	4	Natural Environment Study-No Effect Memo	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X

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							Date / Initials	YES	NO
conduct a pre-construction survey, pedestrian and/or visual surveys as appropriate, for covered mammalian species suitable habitat and potential burrows/burrow complexes/dens along the project footprint, plus a 200-foot radius if access is available. Caltrans will submit survey results to the Service with the annual programmatic report.									
BIO-Mammal-4: Suitable Habitat and Burrow/Burrow Complex Exclusion Buffers. Caltrans will avoid suitable habitat, burrow complexes,	4	Natural Environment Study-No Effect Memo	District Design / District Environmental Planning / Resident	Final Design, Prior to Construction					X

Date of ECR: February 2026

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							Date / Initials	YES	NO
and dens State/Federally protected mammalian species. A qualified contractor-supplied biologist will establish an appropriate exclusion buffer (approximately 50-foot radius) around suitable habitat, burrow complexes, and dens., if identified during pre-construction surveys or during construction. The qualified biologist will advise Caltrans of appropriate methods to limit disturbance of covered species within these buffers.			Engineer / Contractor						

Date of ECR: February 2026

ENVIRONMENTAL COMMITMENTS RECORD (SR-371 Install Left Turn Lane Project)

08-RIV-371
PM 67.1 / 67.4

Project Phase:

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

EA 08-1N530
PN 0823000053
Generalist: Andrew Kuria
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
<u>TRAFFIC</u>									
TRA-1: Prior to construction, a TMP will be prepared to minimize potential impacts on emergency services and commuters during construction.	58	ISMND	District Design / District Traffic Management / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction					X
<u>HAZARDOUS WASTE/MATERIALS</u>									
HAZ-1: Project will be performed in accordance with Caltrans Standard Specifications Section 7-1.02K(6)(j)(iii) for earth material containing lead.	1	ISA Checklist	District Design / District Environmental Engineering / Resident	Final Design, Construction	SSP 36-4				X

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							Date / Initials	YES	NO
			Engineer / Contractor						
HAZ-2: Project will be performed in accordance with Caltrans Standard Specifications Section 84-9.03B for nonhazardous striping or pavement marker.	1	ISA Checklist	District Design / District Environmental Engineering / Resident	Prior to Construction, Construction	SSP 14-11.14				X
HAZ-3 Project will be performed in accordance with Caltrans Standard Specifications Section 6-1.03B conditions for use of local material from non-commercial source.	1	ISA Checklist Update	District Design / District Environmental Engineering / Resident Engineer / Contractor	Construction	SSP 6-1.03				X
HAZ-4 ADL testing is required for the Project. In the event	1	ISA Checklist	District Design / District	Prior to Construction					X

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							Date / Initials	YES	NO
that the survey reveals the presence of ADL, all recommendations will be followed.			Environmental Engineering / Resident Engineer / Contractor	tion, Construction					
<u>GREENHOUSE GAS EMISSIONS</u>									
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					X

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- PS&E Submittal _____ %
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							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

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

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

California Department of Transportation (Caltrans), Scenic Resource Evaluation and Visual Impact Assessment. December 2025 (Caltrans 2025b).

California Department of Transportation (Caltrans), Air Quality Review Memorandum. September 2025 (Caltrans 2025c).

California Department of Transportation (Caltrans), Natural Environment Study-No Effect Memo. June 2025 (Caltrans 2025d).

California Department of Transportation (Caltrans), Initial Site Assessment (ISA) Checklist. April 2025 (Caltrans 2025e)

California Department of Transportation (Caltrans), Historic Property Survey Report. January 2026 (Caltrans 2026a, in draft)¹.

California Department of Transportation (Caltrans), Scoping Questionnaire for Water Quality Impacts. February 2026.

1. For purposes of compliance with Section 15064.5 of the California Environmental Quality Act (CEQA) Guidelines, all applicable reporting requirements have been satisfied. The Historic Property Survey Report has been prepared as a joint document to address both the National Environmental Policy Act (NEPA) and CEQA. Accordingly, the report will remain in draft form pending receipt of federal agency concurrence. The Project shall not be considered for approval until both CEQA and NEPA requirements have been met.