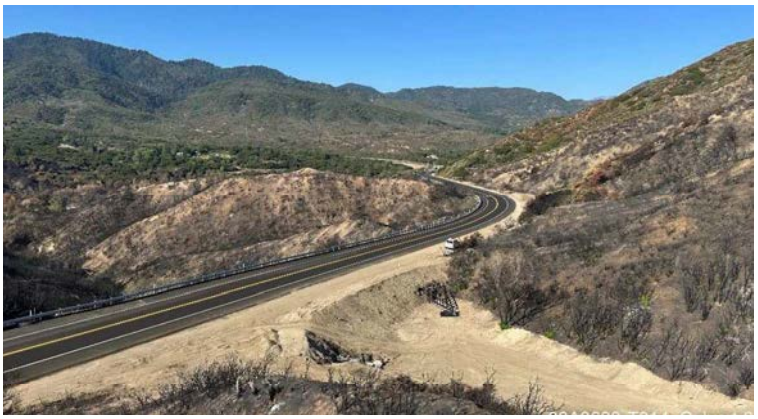
SR-138 CULVERTS REPAIR PROJECT

SAN BERNARDINO COUNTY, CALIFORNIA
DISTRICT 8-SBD-138 (PM 19.8/36.6)
EA 08-1M260
PN 0821000112

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 with Proposed Mitigated Declaration (IS/MND), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in San Bernardino County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization and/or mitigation measures.

What you should do:

Please read this document.

Additional copies of this document are available for review at Caltrans District 8, 464 West Fourth Street, San Bernardino, 92401.

We'd like to hear what you think. If you have any comments about the proposed project, please send your written comments via postal mail or email to Caltrans by the deadline.

Send comments via postal mail to:

Malisa Lieng
Branch Chief, Env. Studies "A"
California Department of Transportation, District 8
464 West Fourth Street, Sixth Floor, MS-823
San Bernardino, CA 92401-1400

Submit comments via email to: SR138.Culverts.Repair.Project@dot.ca.gov

Be sure to send comments by the deadline: **May 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) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans could design and construct all or part of the project.

Alternative formats:

For individuals with sensory disabilities, this document can be made available in Braille, with large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to Malisa Lieng, Branch Chief, Env. Studies "A", 464 West Fourth Street, Sixth Floor, MS-823, San Bernardino, CA 92401-1400; call (909) 261-3955; 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.

State Clearinghouse # _____
08-SBd-138-PM 19.8/36.6
EA 08-1M260
PN 0821000112

Repair or replace culverts along SR-138 from PM 19.8, 0.34-mile west of Summit Post Office Road to PM 36.6, 0.13-mile west of Lake Drive in San Bernardino County, California

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
California Department of Transportation
CEQA Lead Agency

3/19/2026
Date

The following persons may be contacted for additional information about this document:
Malisa Lieng, 464 West Fourth Street, MS-823, San Bernardino, CA 92401; (909) 261-3955, Malisa.Lieng@dot.ca.gov.

State Clearinghouse #: _____

Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to repair or replace 39 culverts, which are structures that allow water to flow under a road or embankment, along State Route 138 (SR-138) from Post Mile (PM) 19.8 (0.34 mile west of Summit Post Office Road) to PM 36.6 (0.13 mile west of Lake Drive) in San Bernardino County, California.

DRAFT Determination

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

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

The proposed project would have no effect on aesthetics, agricultural and forest resources, air quality, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, recreation, transportation, tribal cultural resources, and wildfire.

In addition, the proposed project would have less-than-significant effects on biological resources, greenhouse gas emissions, public services, and utilities and service systems.

With the following mitigation measures incorporated, the proposed project would have less-than-significant effects on biological resources:

WET-1 Proposed project impacts to jurisdictional areas may be mitigated and coordinated with Regional Water Quality Control Board (RWQCB), U.S. Army Corps of Engineers (USACE), and California Department of Fish and Wildlife (CDFW) during the permitting process. It is anticipated that a minimum 1:1 ratio may be applied to any permanent impacts of jurisdictional waters to be paid in the form of onsite restoration, in-lieu fee, mitigation bank credit, land acquisition, or as agreed upon with respective resource agencies.

_____ _____

Antonia Toledo Date
Deputy District Director
District 08
California Department of Transportation

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Chapter 1 Proposed Project

1.1 INTRODUCTION

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA). Caltrans proposes to repair or replace 39 culverts on State Route (SR-) 138 from Post Mile (PM) 19.8 (0.34 mile west of Summit Post Office Road) to PM 36.6 (0.13 mile west of Lake Drive) in San Bernardino County (refer to Figure 1-1 and 1-2). The project is partially located in Hesperia, along and adjacent to the Silverwood Lake State Recreation Area, and within the census-designated place of Crestline, in San Bernardino County. The project area is characterized as being in a rural, mountainous setting with undeveloped, natural open space and rural residential communities.

The project is included in the 2025 Federal Transportation Improvement Program (FTIP) and is proposed for funding under the 2024 State Highway Operation and Protection Program (SHOPP), with $2,878,000 of funding programmed for the project. The project description in the FTIP is as follows: “on SR-138 in and near Hesperia, from 0.3 mile west of Summit Post Office Road to 0.1 mile west of Lake Drive. Rehabilitate [drainage] systems. PA&ED Only.” The design concept and scope of the project is consistent with the project description in the FTIP.

1.2 PURPOSE AND NEED

1.2.1 Purpose

The purpose of this project is to restore the identified culverts to a state of good condition and extend culvert service life.

1.2.2 Need

The identified culverts within the project limits are currently classified as being in fair and poor condition. If left untreated, the culverts will deteriorate further and will require major rehabilitation.

1.3 PROJECT DESCRIPTION

This section describes the proposed action and the project alternatives that were developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives are the Build Alternative and the No-Build Alternative.

Caltrans proposes to repair and/or replace 39 culverts along SR-138 from PM 19.8 (0.34 mile west of Summit Post Office Road) to PM 36.6 (0.13 mile west of Lake Drive) in San Bernardino County. The proposed project will bring the identified culverts to a state of good condition by repairing and/or replacing the existing culvert pipes, to restore and extend service life.

1.4 PROJECT ALTERNATIVES

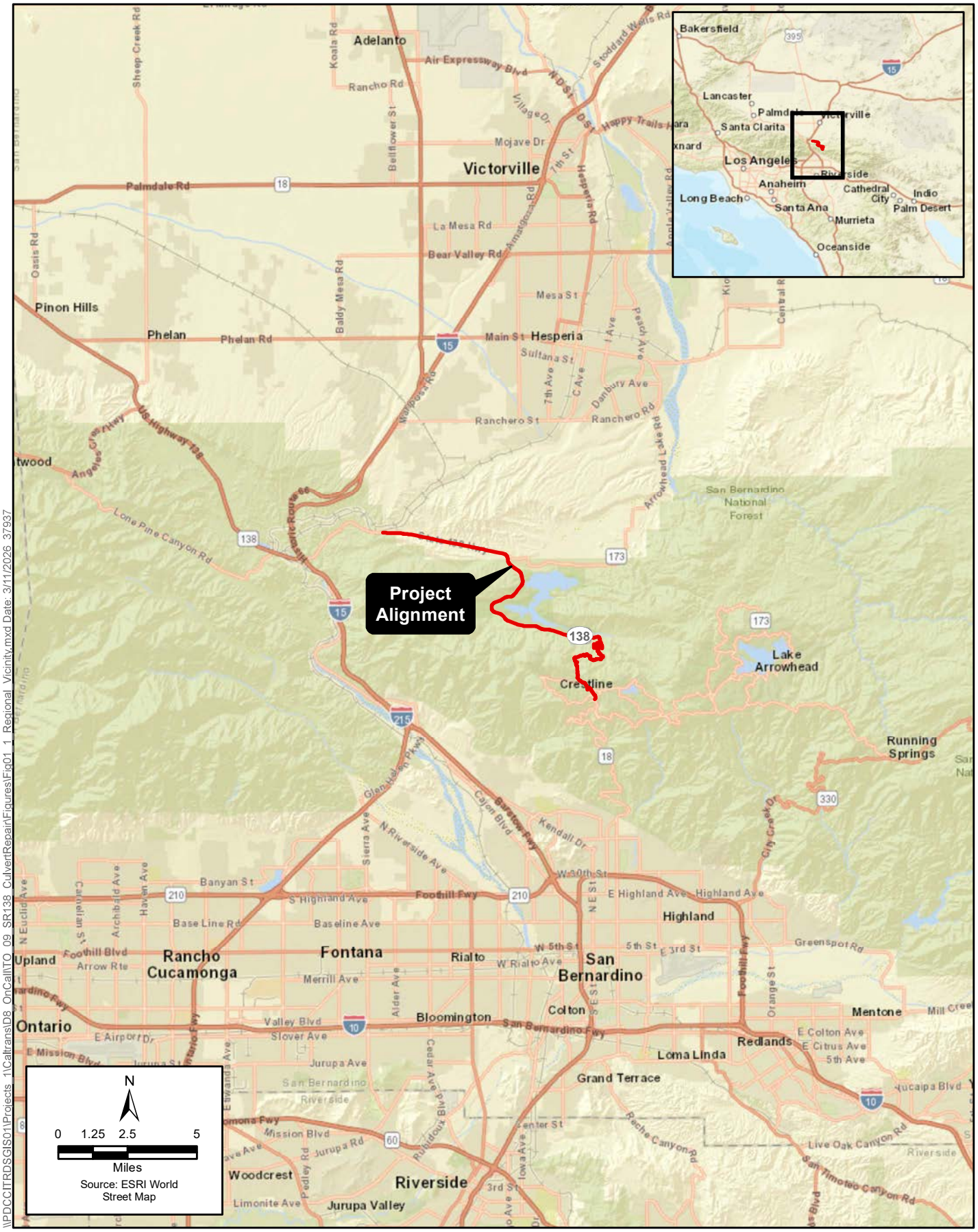
1.4.1 No-Build (No-Action) Alternative

The No-Build Alternative would leave the existing facilities in their current condition and no proposed improvements would be made. As a result, no capital costs are associated with this alternative. The existing culverts would continue to deteriorate further and would require major future rehabilitation; as such, this alternative would not meet the purpose and need.

1.4.2 Build Alternative

Caltrans proposes to repair and/or replace 39 culverts along SR-138 from PM 19.8 (0.34 mile west of Summit Post Office Road) to PM 36.6 (0.13 mile west of Lake Drive) in San Bernardino County, as illustrated on Figure 1-2. The scope includes the following:

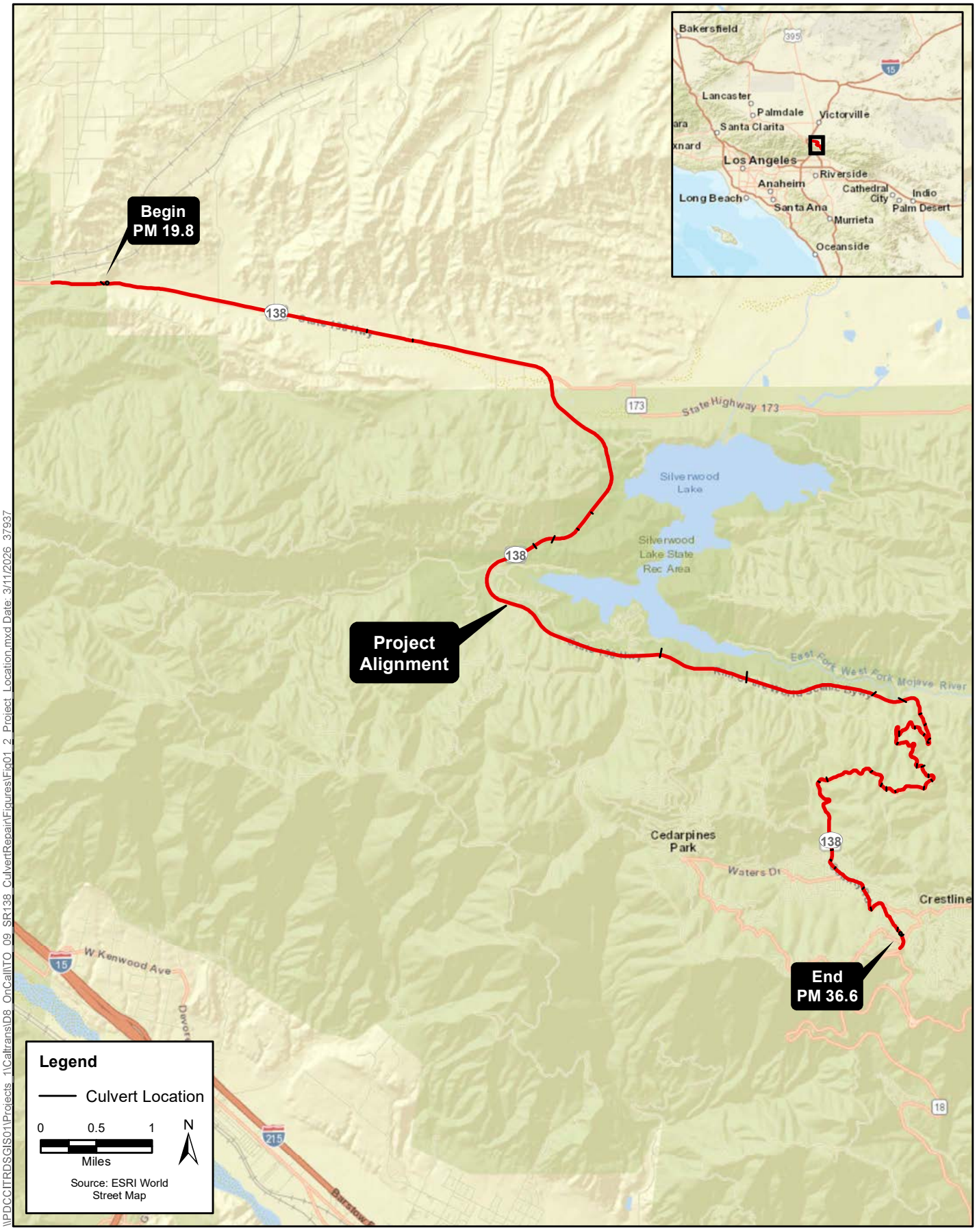
- Repairing 10 corrugated steel pipe (CSP) culverts with pipe lining and invert paving;
- Replacing 29 CSP culverts in various sizes, ranging from 12-inch to 54-inch existing pipe diameters, with combination of open trenching and jack and bore methods;
- Constructing construction access roads and staging areas, as required for construction equipment access from the highway down to the culvert inlets and outlets;
- Installing rock slope protection (RSP) at culvert inlet and outlet locations;
- Implementing construction traffic control consisting of a combination of reversible one-way traffic control and traffic flagging; and
- Removing vegetation and trees, as necessary.



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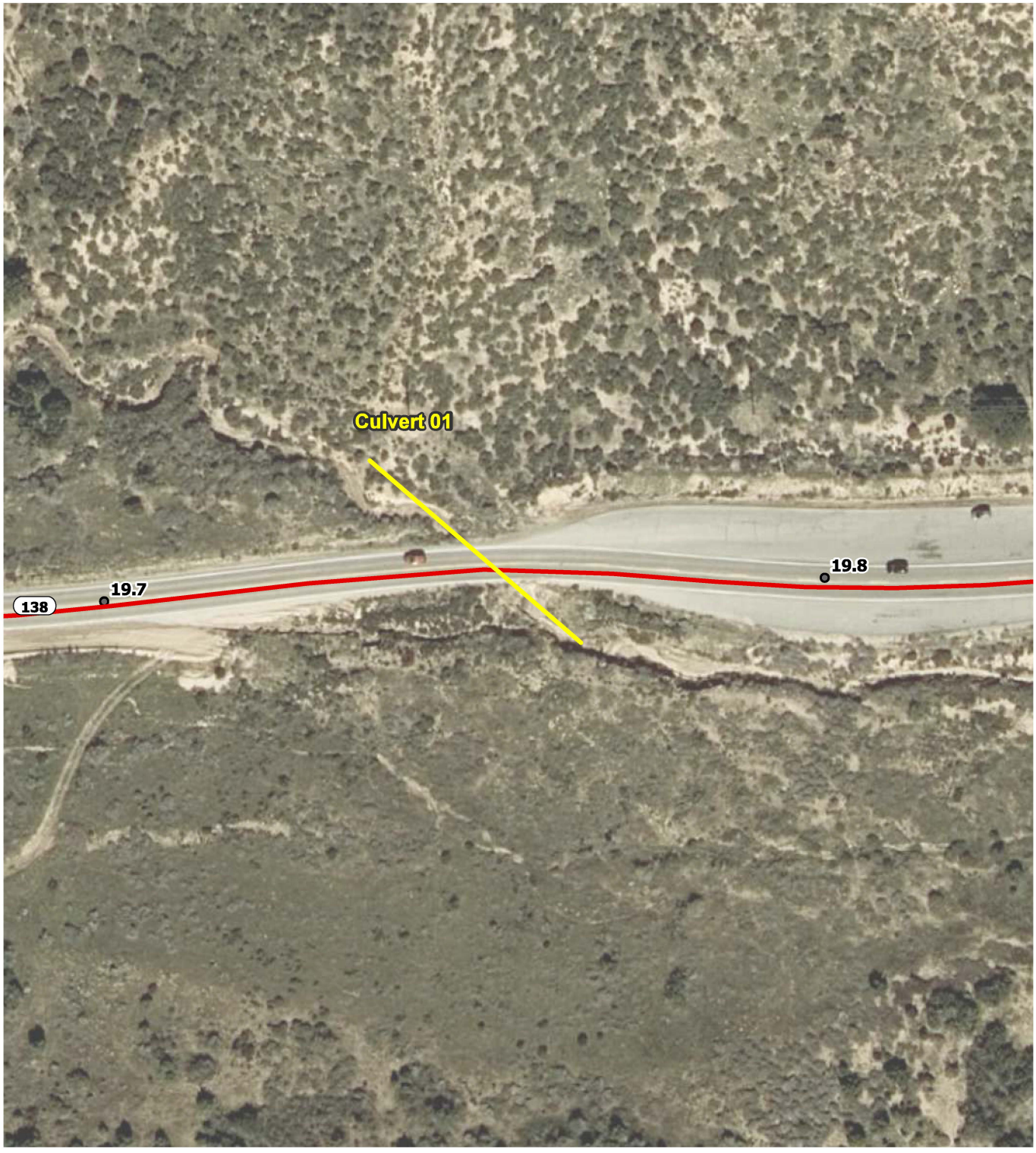
Figure 1-1
Regional Vicinity Map
SR-138 Culvert Repair Project

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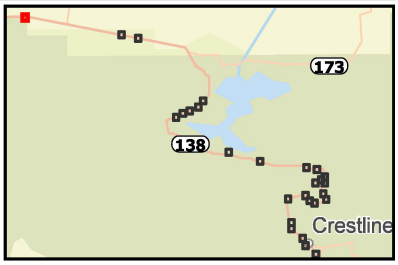
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Figure 1-2
Project Location Map
SR-138 Culvert Repair Project



Legend

- Culvert Location
- Alignment
- Postmile Markers



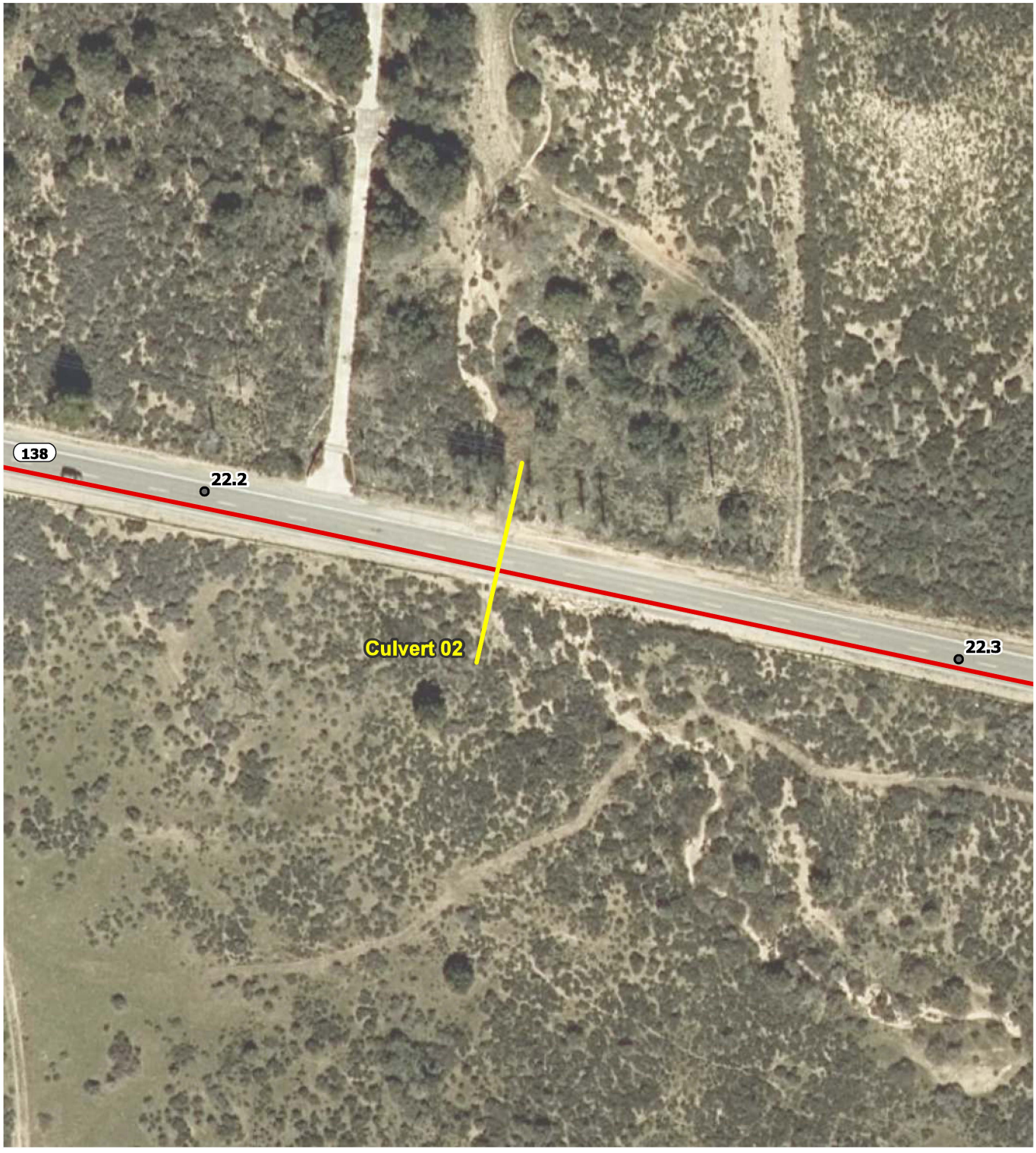
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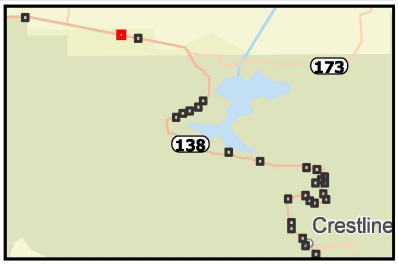
Figure 1-3, Sheet 1 of 27
Build Alternative
SR-138 Culvert Repair Project

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- Postmile Markers



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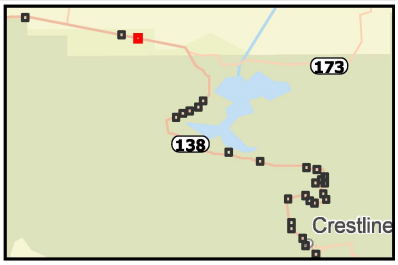
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- Culvert Location
- Alignment
- Postmile Markers



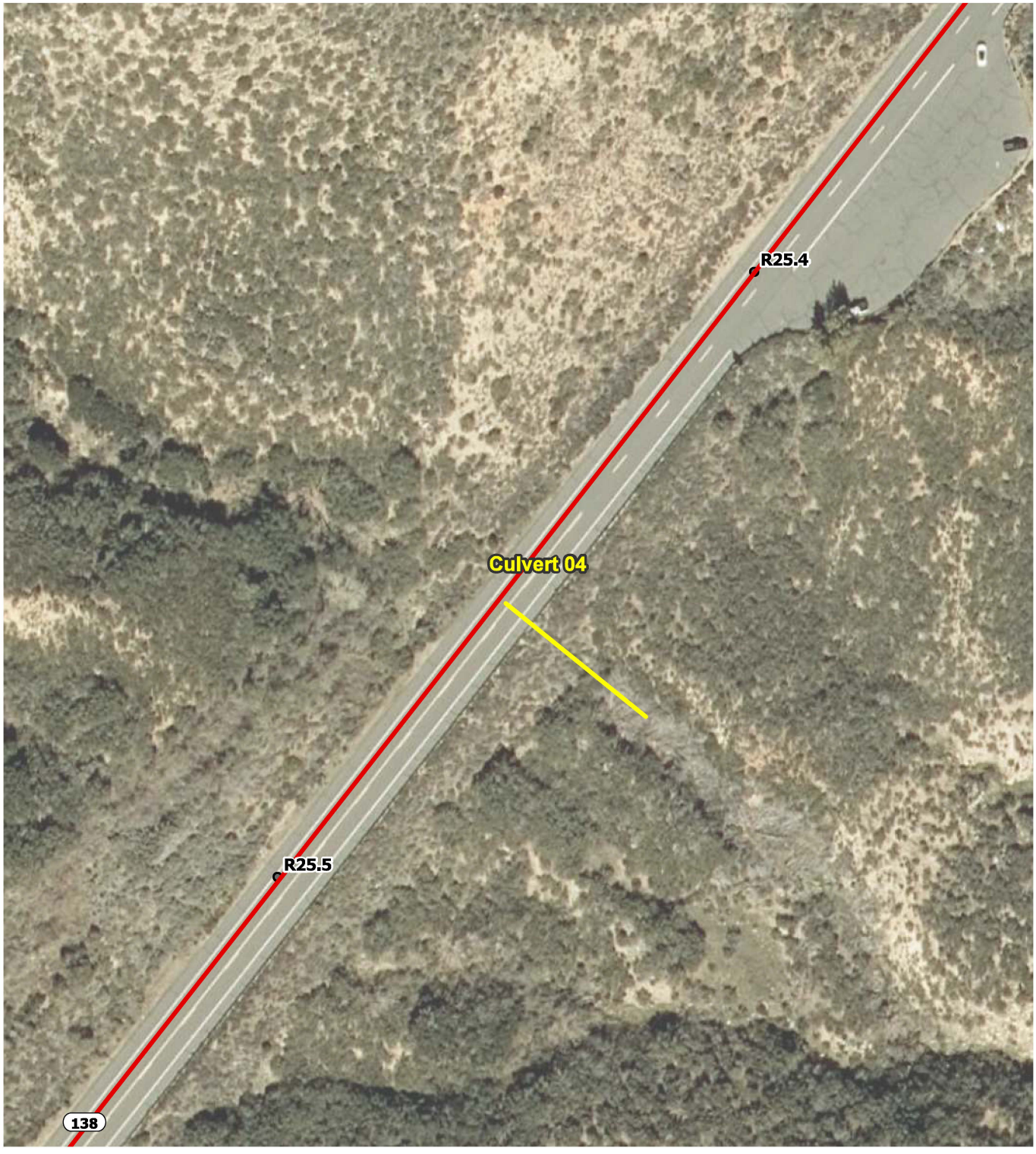
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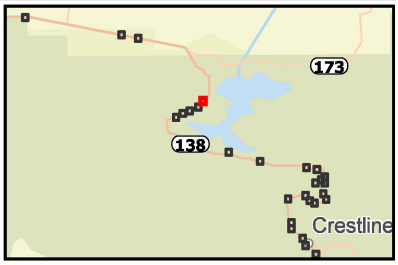
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SR-138 Culvert Repair Project

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- Alignment
- Postmile Markers



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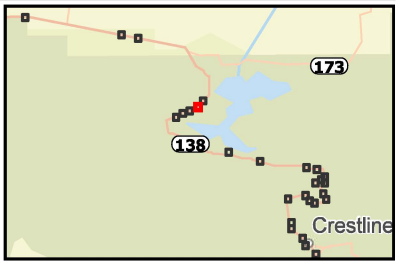
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- Alignment
- Postmile Markers



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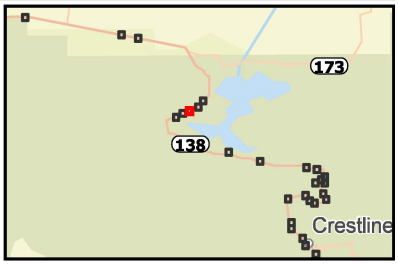
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- Culvert Location
- Alignment
- Postmile Markers



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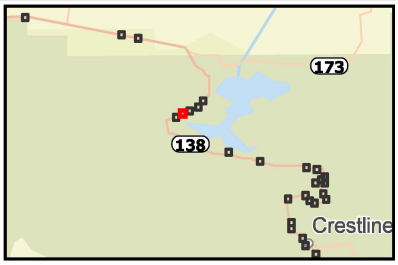
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- Culvert Location
- Alignment
- Postmile Markers



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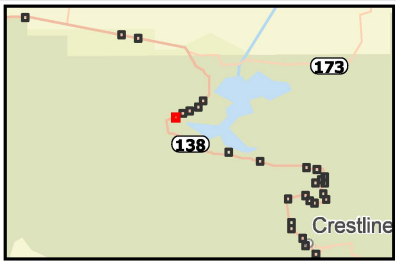
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- Culvert Location
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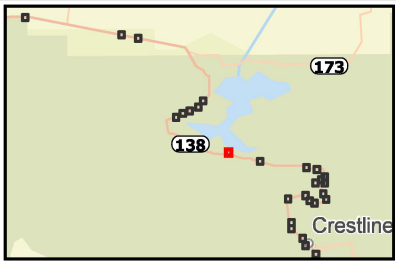
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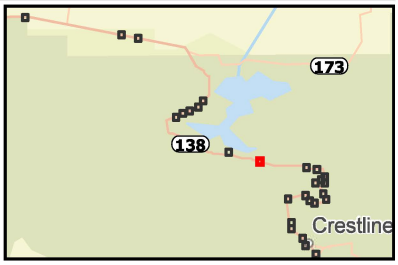
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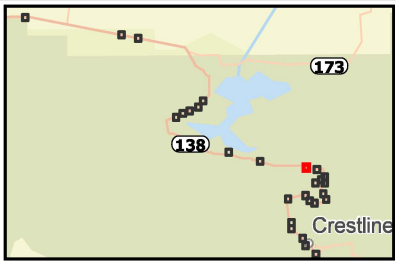
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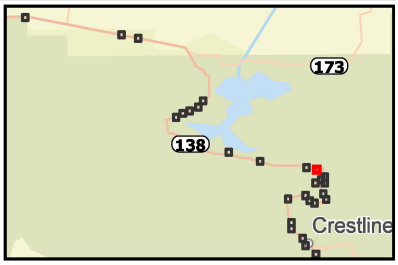
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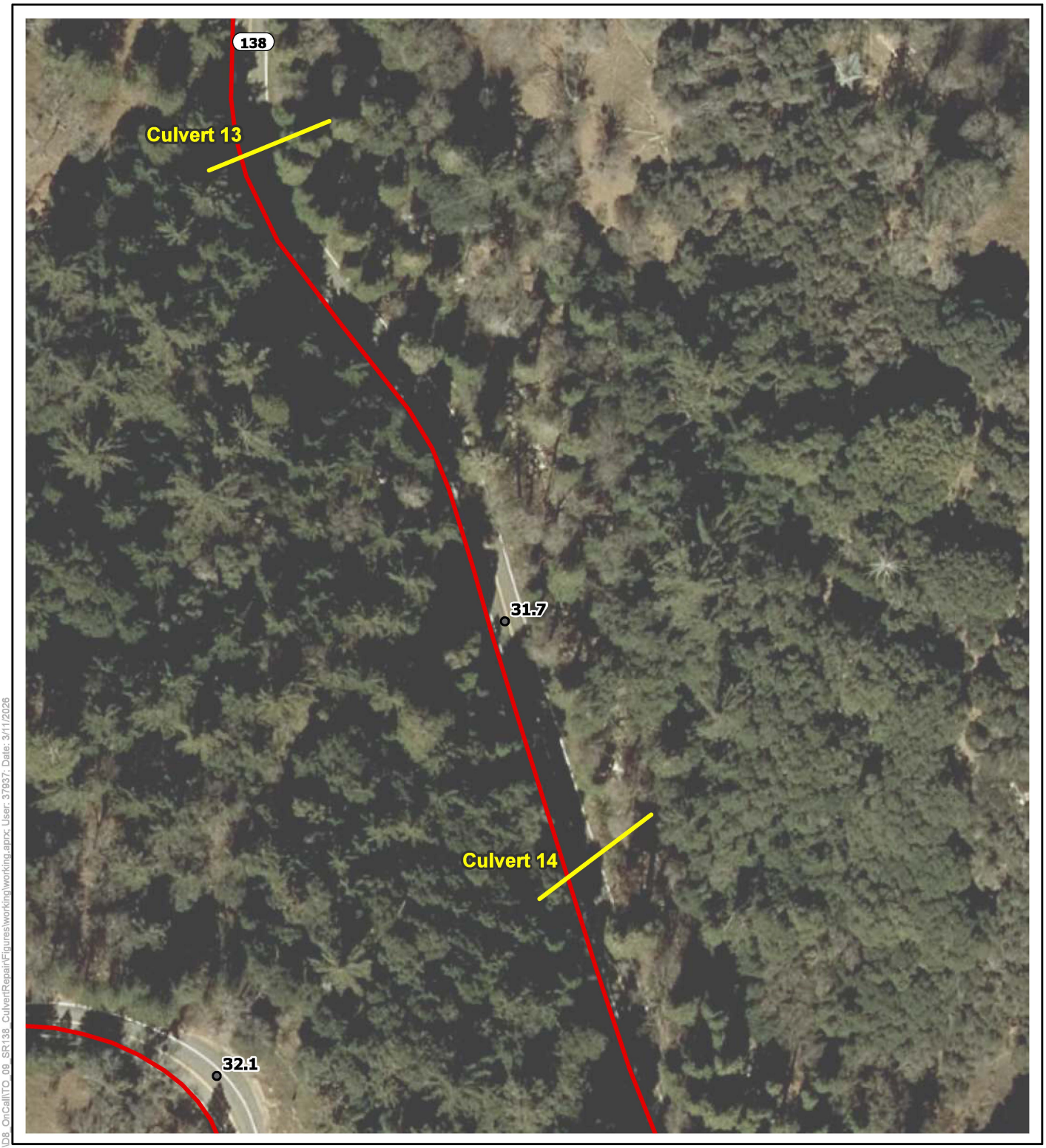


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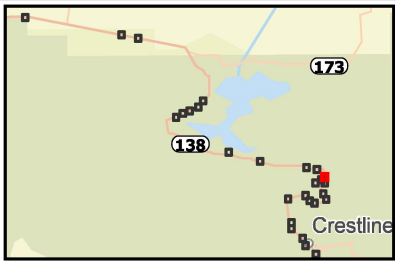
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Build Alternative
SR-138 Culvert Repair Project

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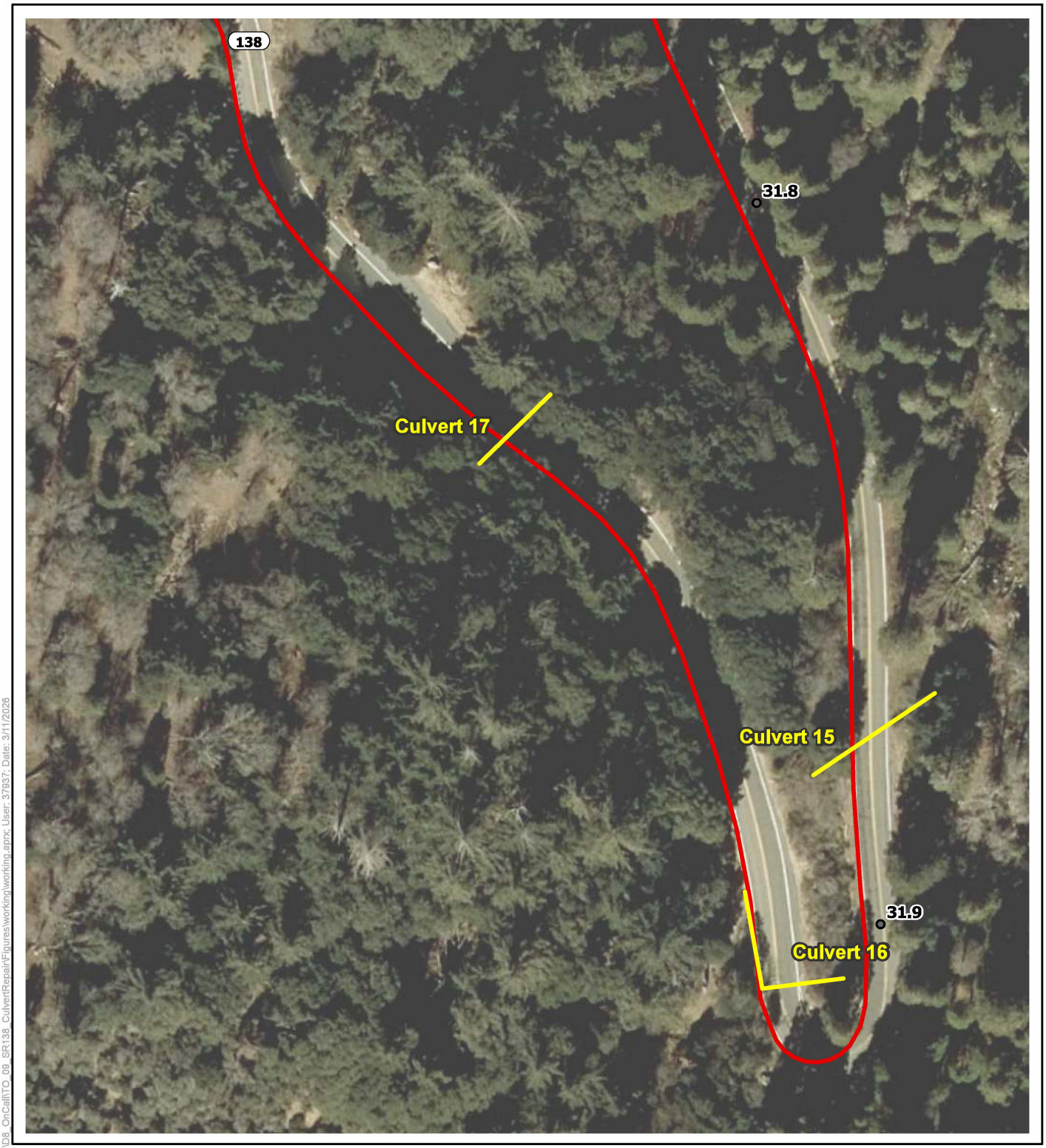
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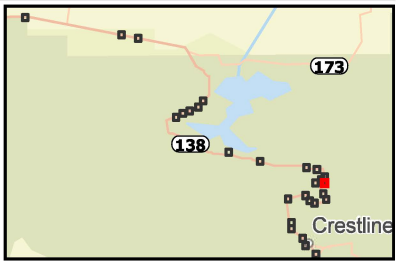
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SR-138 Culvert Repair Project

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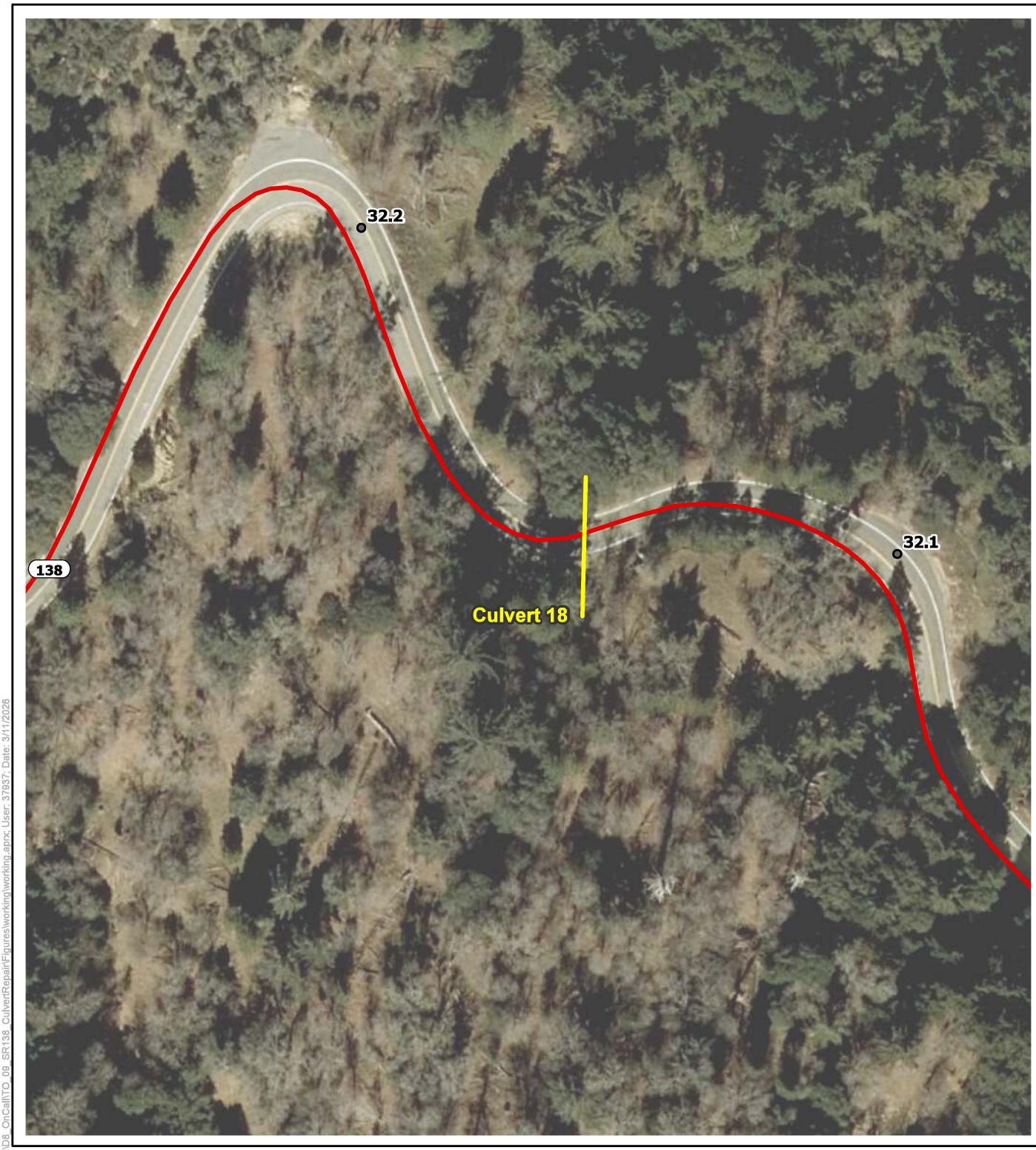
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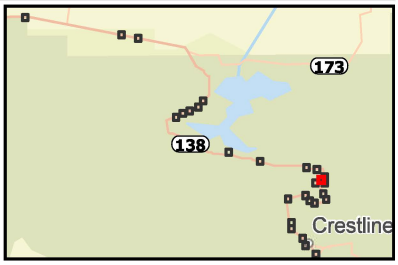
Figure 1-3, Sheet 14 of 27
Build Alternative
SR-138 Culvert Repair Project

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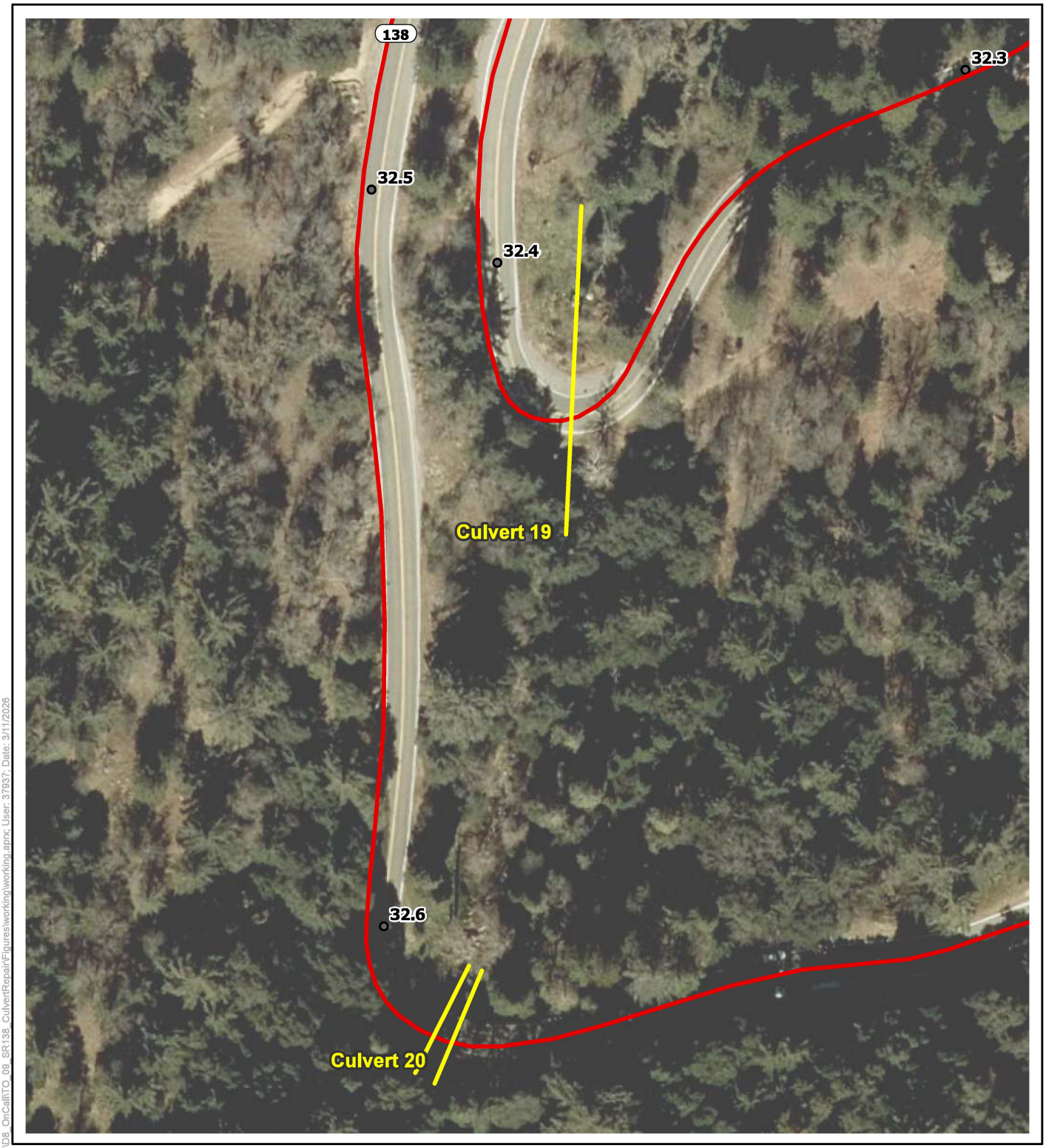
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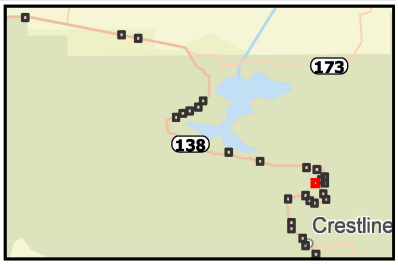
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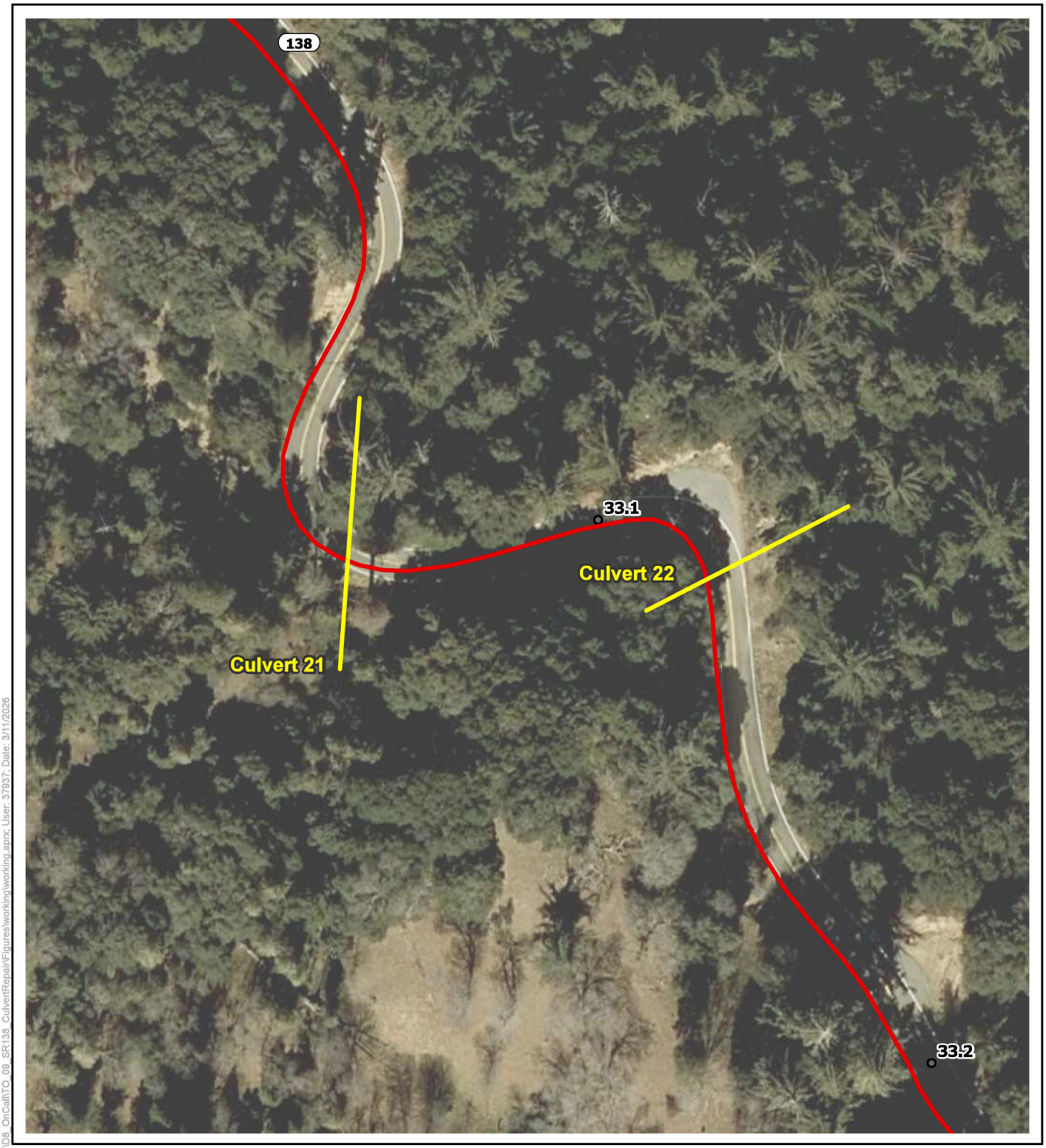
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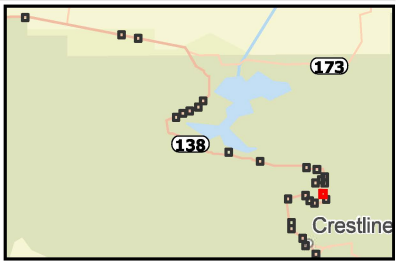
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SR-138 Culvert Repair Project

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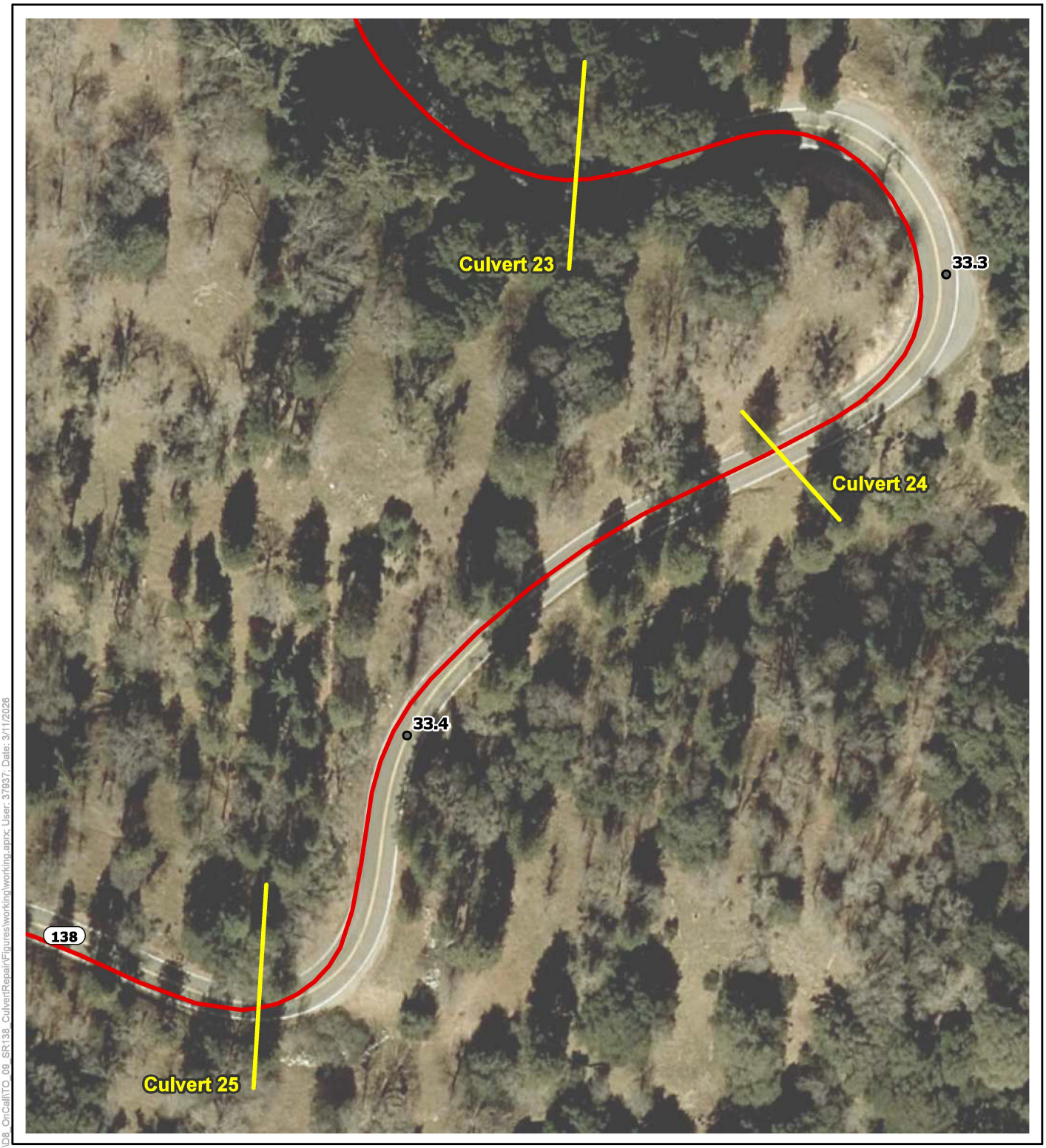
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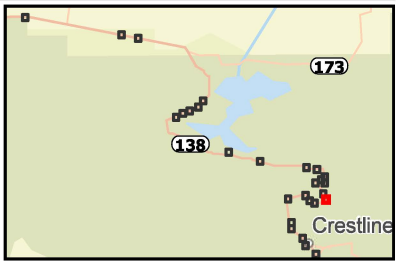
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SR-138 Culvert Repair Project

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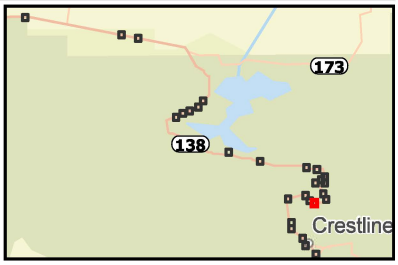
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SR-138 Culvert Repair Project

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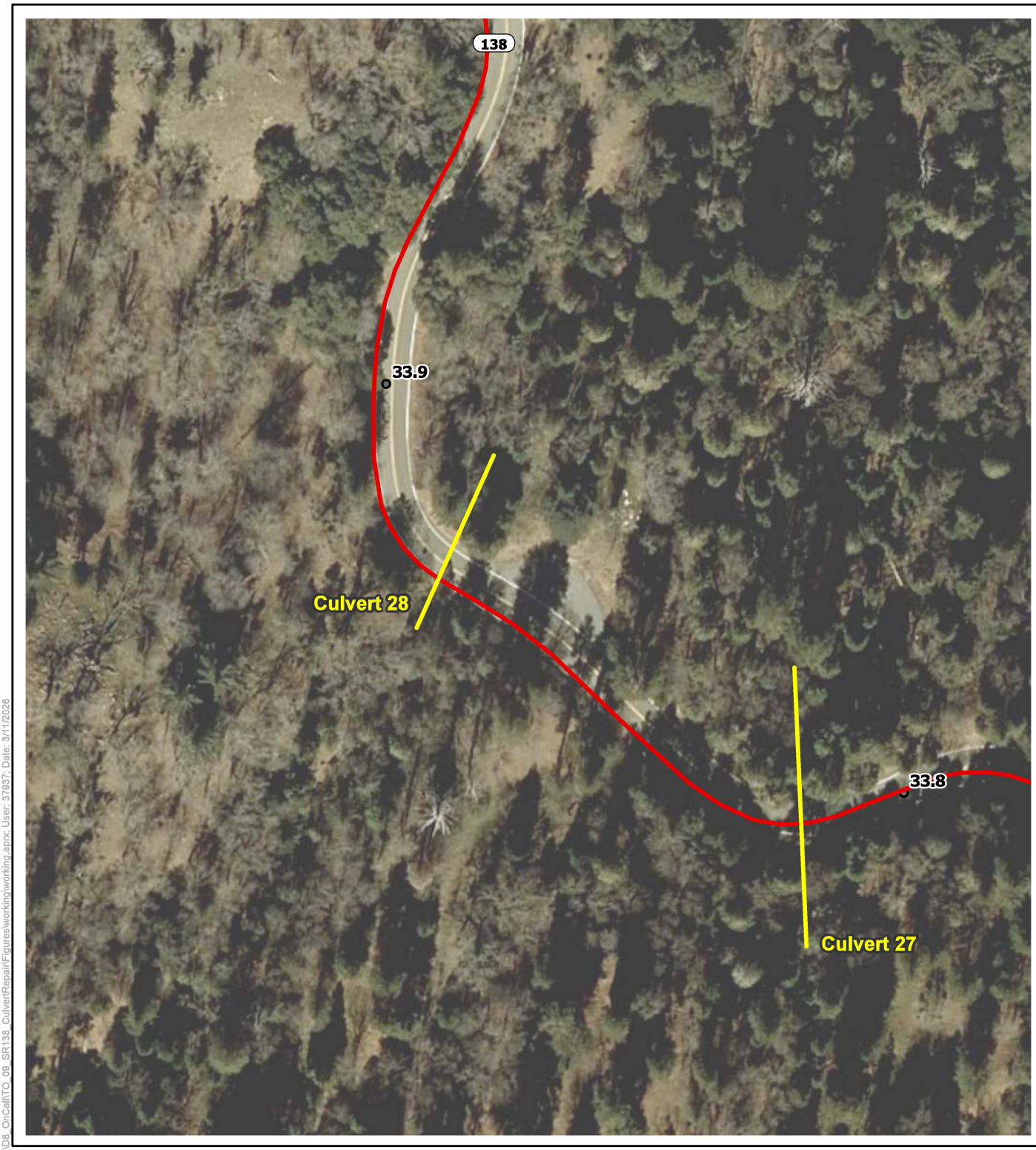
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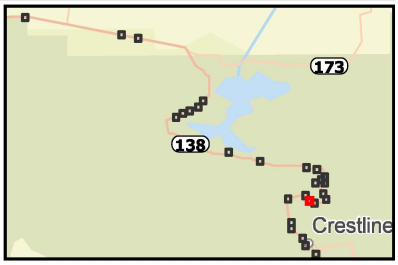
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SR-138 Culvert Repair Project

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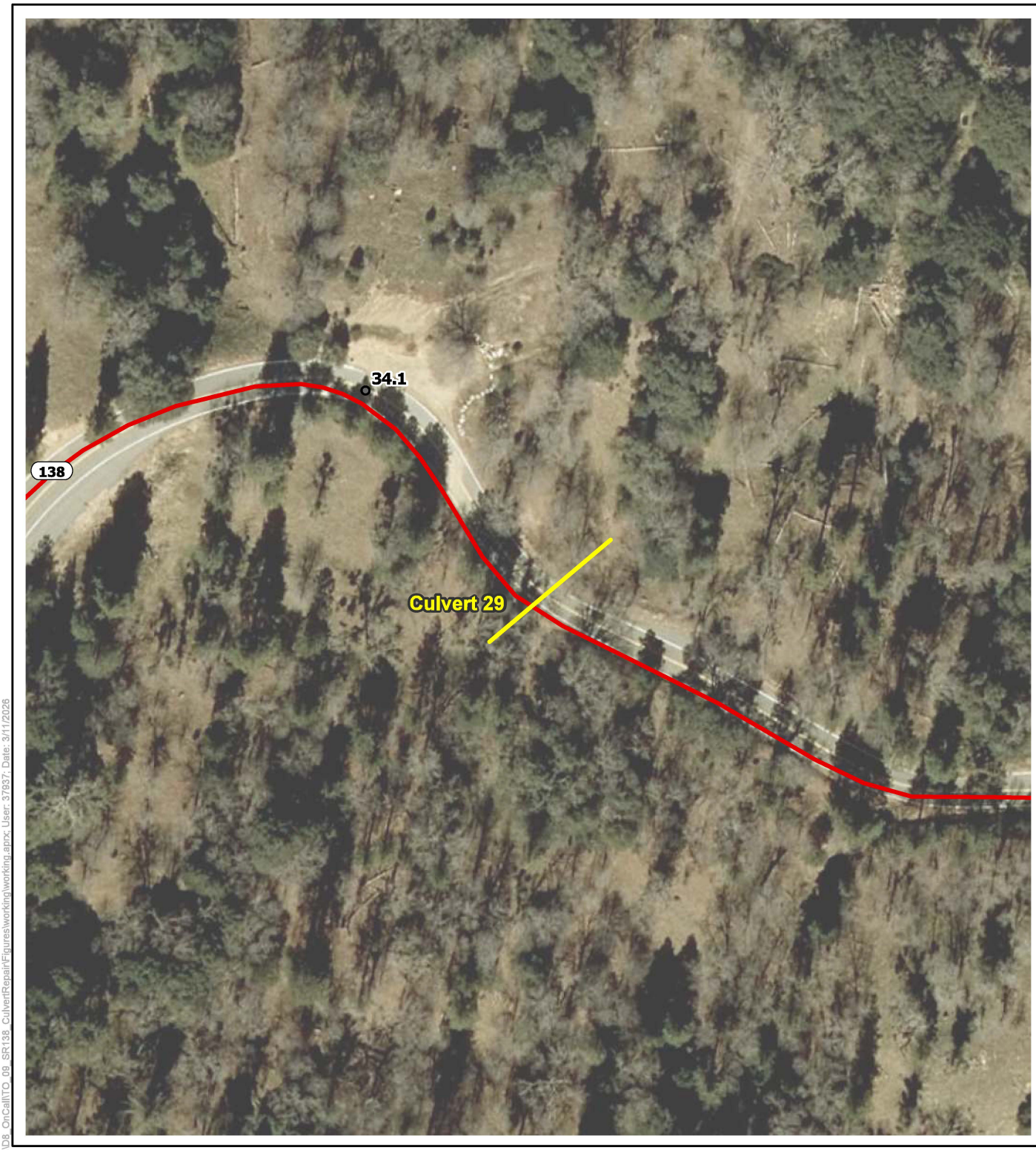
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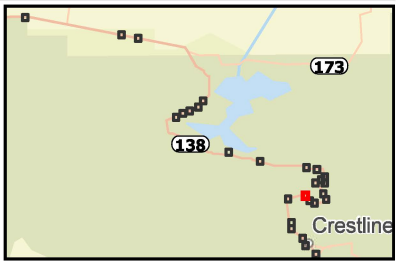
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SR-138 Culvert Repair Project

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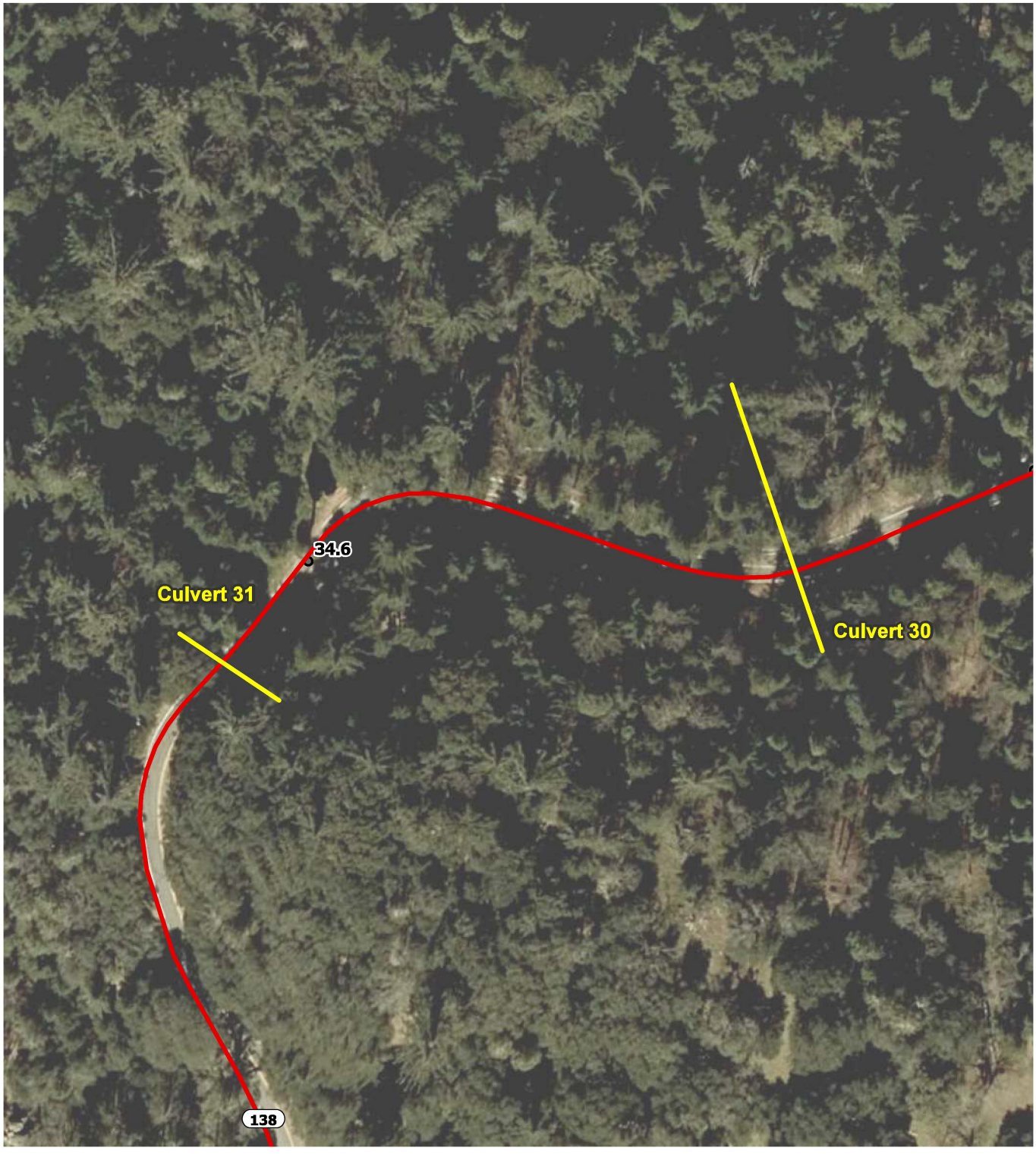


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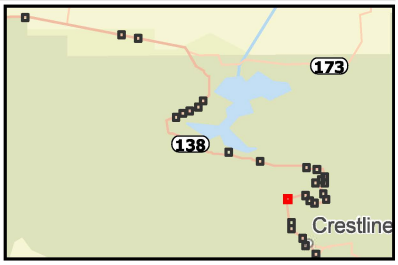
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SR-138 Culvert Repair Project

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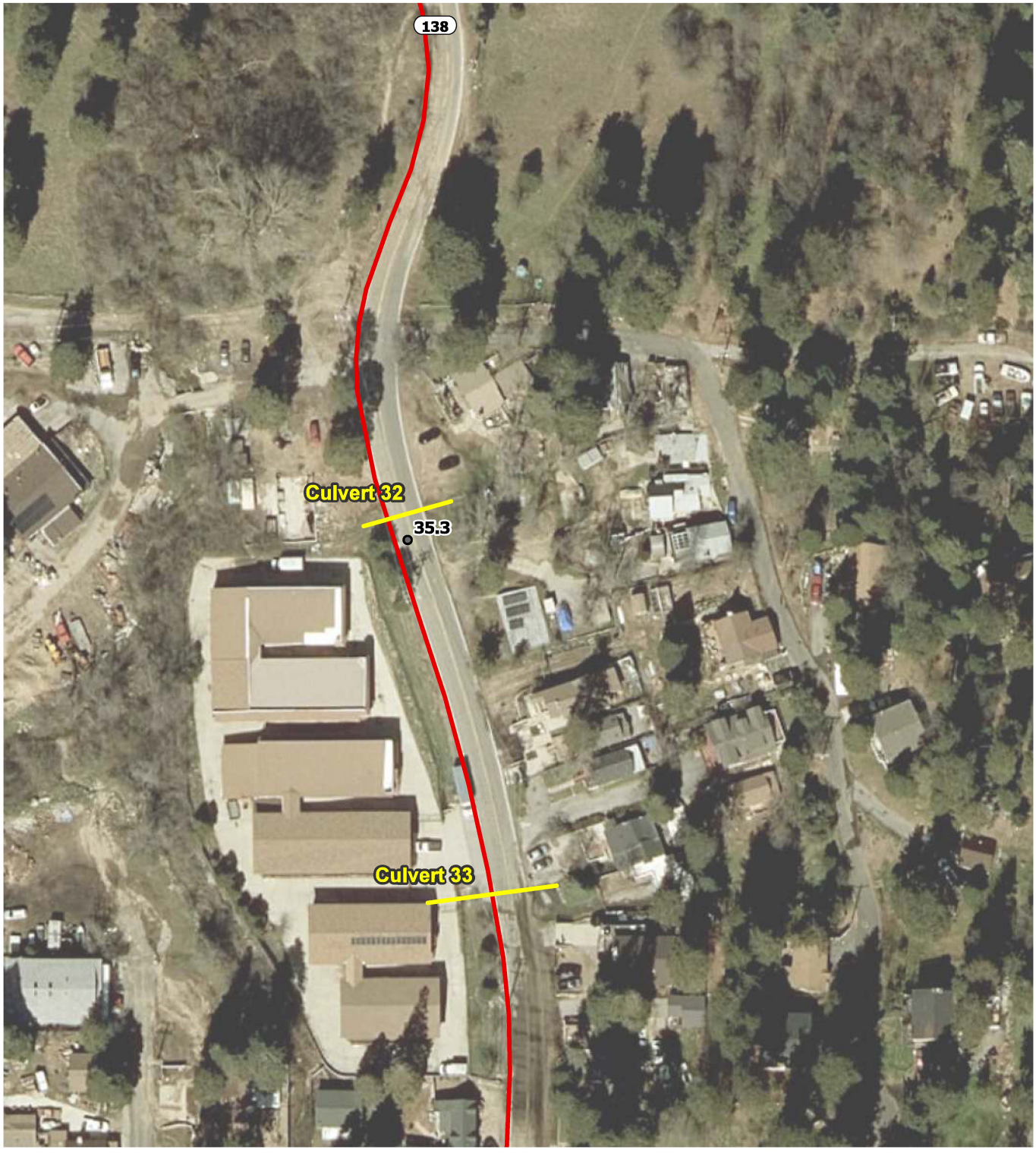
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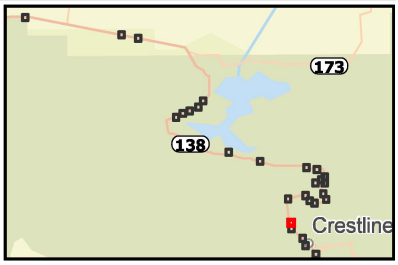
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Build Alternative
SR-138 Culvert Repair Project

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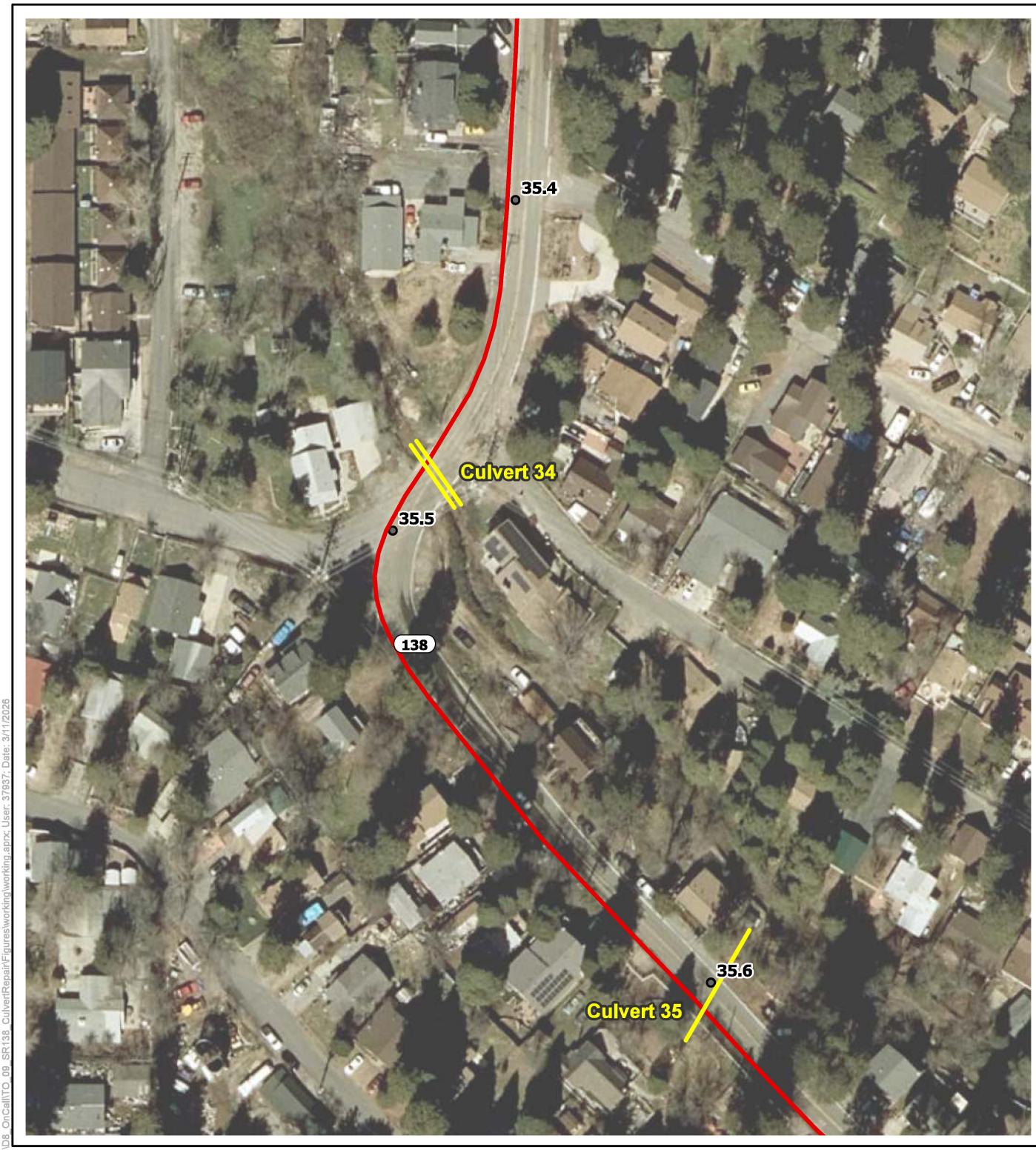
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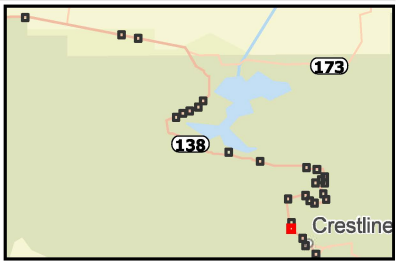
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SR-138 Culvert Repair Project

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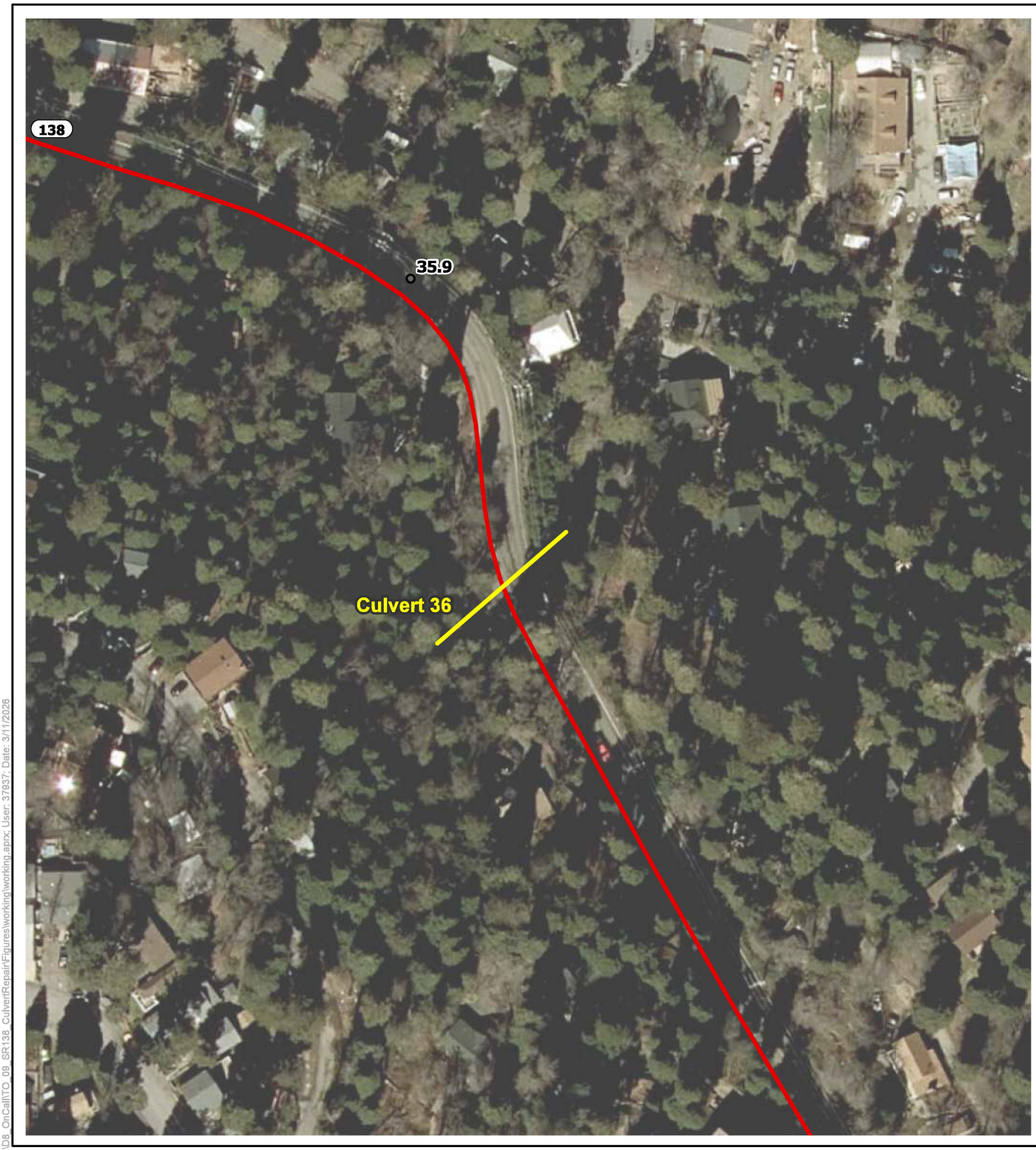
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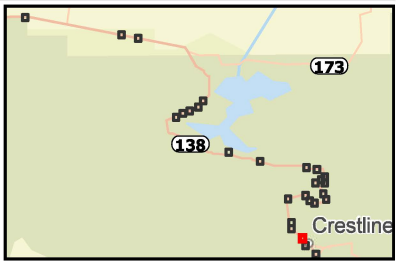
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SR-138 Culvert Repair Project

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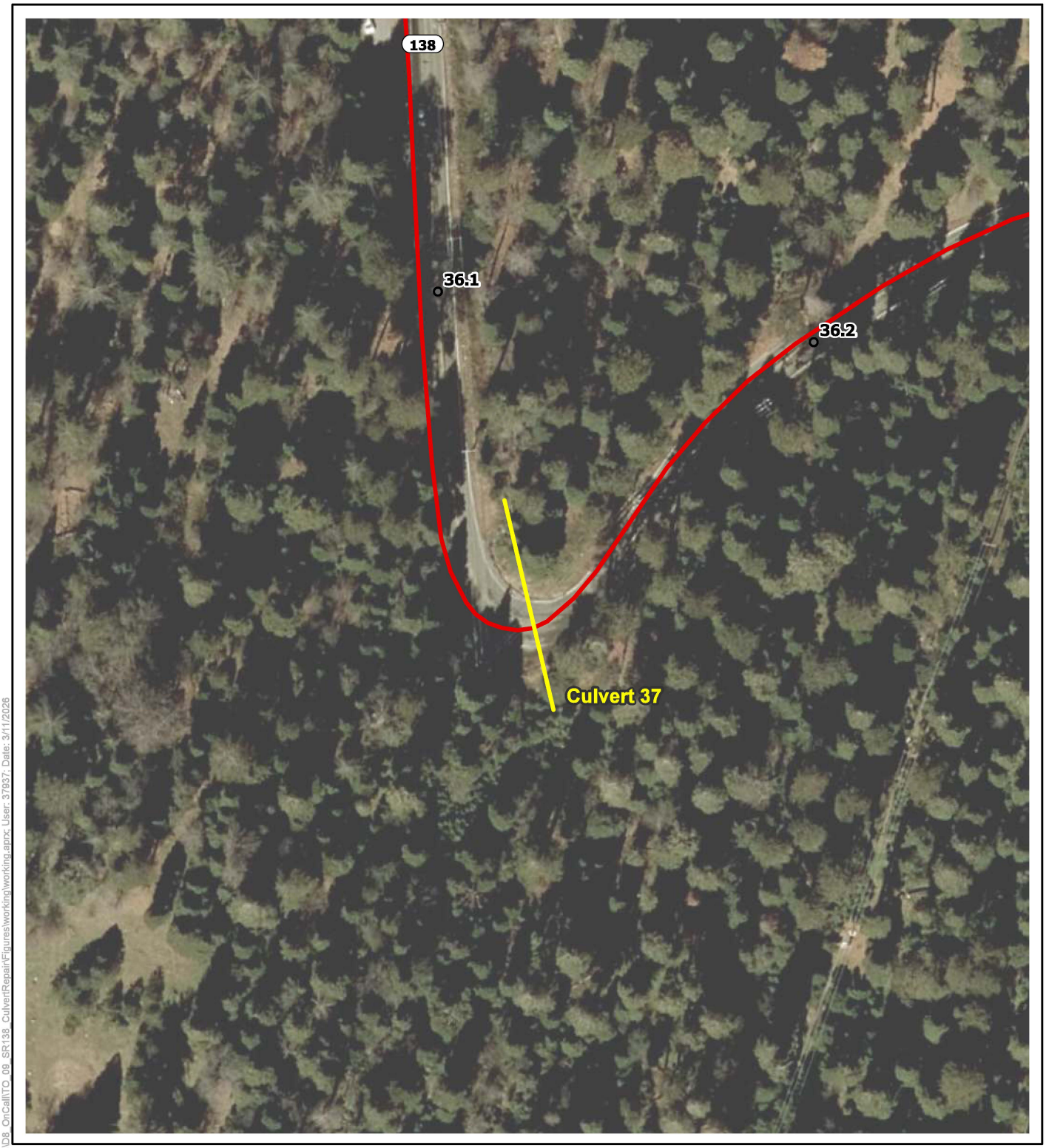
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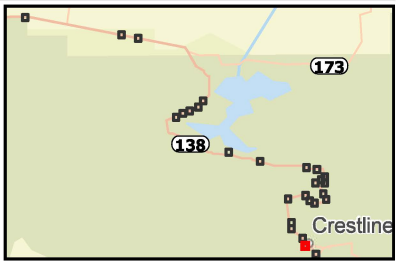
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Build Alternative
SR-138 Culvert Repair Project

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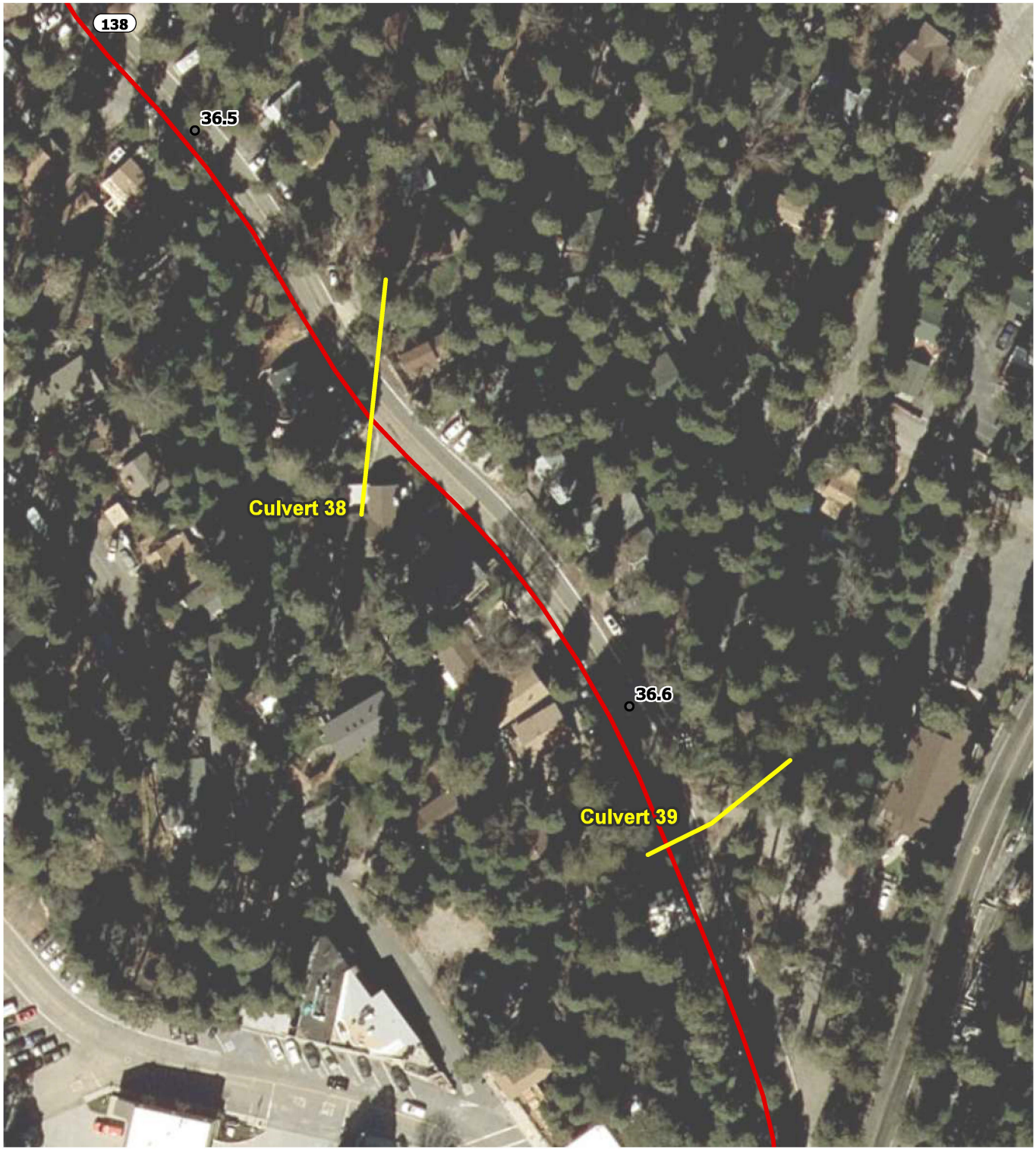


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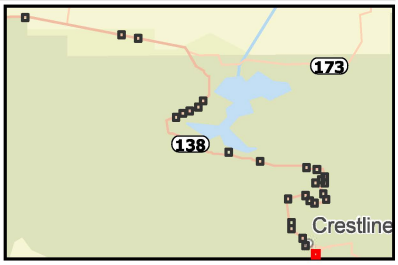
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SR-138 Culvert Repair Project

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Figure 1-3, Sheet 27 of 27
Build Alternative
SR-138 Culvert Repair Project

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PERMITS AND APPROVALS NEEDED

The permits, licenses, agreements, and certifications (PLACs) listed in Table 1-1 would be required for project construction.

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

Agency	PLAC	Status
California Department of Fish and Wildlife (CDFW)	Section 1602 Streambed Alteration Agreement	Application for permit would be submitted to CDFW after approval of the final Environmental Document. Permit would be acquired prior to completion of final design.
United States Army Corps of Engineers (USACE)	Jurisdictional Delineation	The Jurisdictional Delineation would be approved during the final design phase of the project. The project would not proceed to construction before approval.
Regional Water Quality Control Board (RWQCB)	Porter-Cologne Act and Clean Water Act Section 401 Water Quality Certification	Application for the permit would be submitted to RWQCB after approval of the final Environmental Document. Permit would be acquired prior to completion of final design.

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Chapter 2 CEQA Evaluation

2.1 DETERMINING SIGNIFICANCE UNDER CEQA

CEQA requires Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report must be prepared. Each and every significant effect on the environment must be disclosed in the Environmental Impact Report and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an Environmental Impact Report. See the SER, Volume 1, Chapter 36, "Environmental Impact Reports" for more information. This chapter discusses the effects of this project and CEQA significance.

2.2 CLIMATE CHANGE

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

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

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

levels. This analysis would 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 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 (ARB) was directed to create a climate change scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human-caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors, and passed legislation requiring state

agencies to consider protection and management of natural and working lands as an important strategy in meeting the state's GHG reduction goals.

2.2.2 Environmental Setting

The proposed project is in a rural area, with a primarily natural-resources based agricultural and tourism economy. SR-138 is the main transportation route to and through the area for both passenger and commercial vehicles. The nearest alternate route is SR-18, which enters the area from the south. Traffic counts are low. A Regional Transportation Plan(RTP)/Sustainable Communities Strategy (SCS) by the Southern California Association of Governments (SCAG) guides transportation development in the area of the proposed project. The San Bernardino County Regional Greenhouse Gas Reduction Plan and the General Plan address GHGs in the proposed project area.

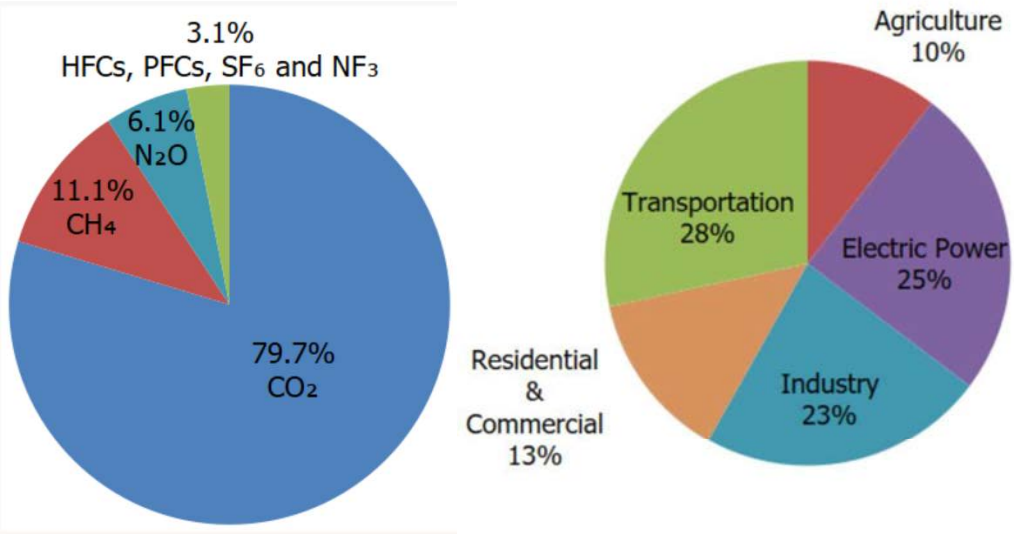
2.2.2.1 GHG Inventories

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 ARB does so for the state of California, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2022 were 5,489.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 15% of total U.S. emissions in 2022 [U.S. EPA 2024a].) While total GHG emissions in 2022 were 17% below 2005 levels, they increased by 1% over 2021 levels. Of these, 80% were CO_2, 11% were CH_4, and 6% were N_2O; the balance consisted of fluorinated gases. From 1990 to 2022, CO_2 emissions decreased by only 2% (U.S. EPA 2024a).

The transportation sector's share of total GHG emissions remained at 28% in 2022 and continues to be the largest contributing sector (2.2-1). Transportation activities accounted for 37% of U.S. CO_2 emissions from fossil fuel combustion in 2022. This is a decrease of 0.5% from 2021 (U.S. EPA 2024a, 2024b).



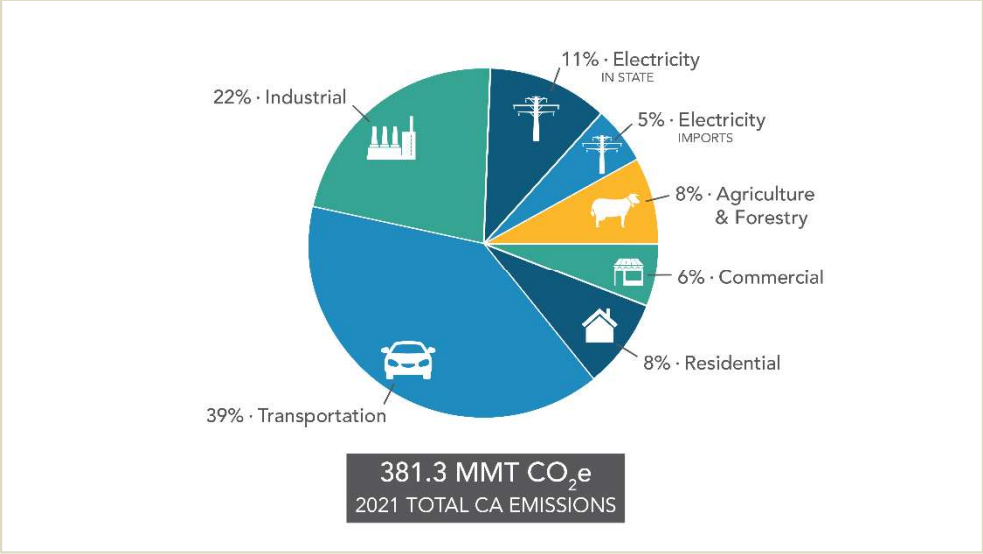
Source: U.S. EPA 2024b.

Figure 2.2-1. U.S. 2022 Greenhouse Gas Emissions

State GHG Inventory

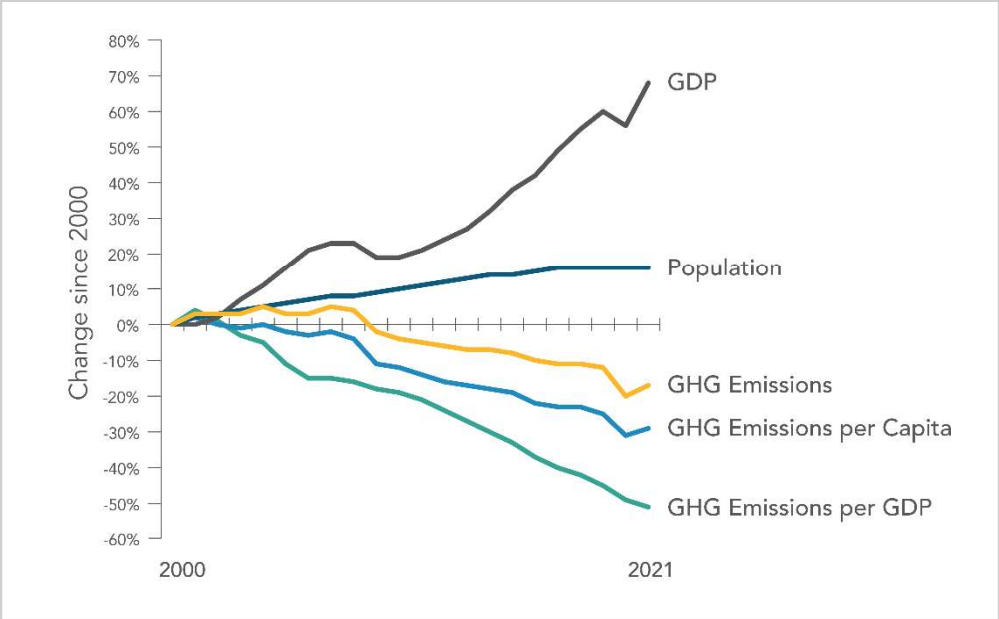
ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall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

Figure). Transportation emissions remain the largest contributor to GHG emissions in the state (**Figure**) (ARB 2023).



Source: ARB 2023.

Figure 2.2-2 California 2020 Greenhouse Gas Emissions by Economic Sector



Source: ARB 2023.

Figure 2.2-3. Change in California GDP, Population, and GHG Emissions Since 2000

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

Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008*, ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that would cumulatively achieve those goals, and reporting how they would be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for SCAG. The regional reduction target for SCAG is 19 percent by 2035 (ARB 2021). The regional plans and policies within the project area are summarized in Table 2 below.

Table 2.2-1. Regional Greenhouse Gas Reduction Policies

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

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 CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration are also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere,

called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called “carbon dioxide equivalent,” or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.)

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

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

2.2.3.1 Operational Emissions

The purpose of this project is to restore existing culverts to maintain functionality. 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-138, 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 would 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 GHG emissions. Construction of the project would produce 465 metric tons of CO_2e over the approximately 200-day construction period (Caltrans 2025b).

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 would comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

2.2.3.3 CEQA Conclusion

While the proposed project would result in GHG emissions during construction, it is anticipated that the project would 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. Therefore, impacts 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 would transform transportation, industry, fuels, and other sectors to take California into a sustainable, cleaner, low-carbon future, while maintaining a robust economy (ARB 2022b).

Major sectors of the California economy, including transportation, would 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 would 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 ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan for Transportation Infrastructure

The *California Action Plan for Transportation Infrastructure* (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state would 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 2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

Caltrans Policy Directives and Other Initiatives

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

2.2.4.3 Project-Level GHG Reduction Strategies

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

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

GHG-2 The project would 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 would vary by location and may, in the most extreme cases, require a facility be relocated or redesigned. Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

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 U.S. Department of Transportation recognizes the transportation sector's major contribution of GHGs that cause climate change and has made climate action one of the department's top priorities (U.S. DOT 2023). FHWA's policy is to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2022).

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 would 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 would 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 would triple to 370 by 2100, and 3,750 miles would 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 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 06071C1785H, 06071C7225H, and 06071C7935H), the proposed project is primarily within Zone D (Areas in which flood hazards are undetermined, but possible). Based on the Caltrans District 8 Climate Change Vulnerability Assessment Map (Caltrans 2019), the 100-year storm precipitation depth in the project area is expected to increase by up to 12.5 percent by 2055 and up to 10.5 percent by 2085. This indicates heavier rainfall during storm events. The project would restore existing culverts, which would convey rainfall more effectively. The project would not result in a net increase in impervious surfaces. As such, a projected increase of up to 12.5 percent in storm precipitation depth would not exceed the capacity of waterways in the project area. Standard best management practices (BMPs) would be implemented as part of the project to make it more resilient to the effects of heavier precipitation events.

Wildfire

Based on the Caltrans District 8 Climate Change Vulnerability Assessment Map (Caltrans 2019), the project area is within an area of moderate and high wildfire exposure. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone (FHSZ) map for the project area, the project is within a mix of FHSZ's. Portions are within a State Responsibility Area and Local Responsibility Area, although all areas are designated as within a very high FHSZ (CAL FIRE 2025).Wildfire combined with heavier precipitation events can lead to flash floods and mudslides that can affect the highway system. As described above, the project would restore existing culverts, which would convey rainfall more effectively. Caltrans standard specifications mandate fire prevention procedures, including a fire prevention plan, to avoid accidental fire starts during construction.

Temperature

Temperature affects choice of pavement materials, design of foundations and retaining walls in terms of ground moisture conditions, and need for expansion/contraction of bridge joints. During operations and maintenance, higher temperatures would affect safety of employees working outdoors, survival of landscaping and vegetation in right of way, and pavement condition, which could require more frequent maintenance.

The Caltrans Climate Change Vulnerability Assessment for District 8 (2019) assessed future changes in the average maximum temperature over 7 consecutive days in District 8. Based on this analysis, the project area is projected to experience average maximum temperature increases of up to 6.19 degrees Fahrenheit (°F) in 2055 and up to 9.9°F in 2085. Additionally, the project area is projected to experience changes in the average minimum temperatures by up to 4.6°F by 2055 and up to 8.1°F by 2085. Therefore, the overall minimum and maximum temperatures in the project area are projected to continue to increase from 2025 to 2085. As such, the climate specific to the project's location would be taken into consideration during pavement selection.

2.3 SENATE BILL 743/INDUCED DEMAND ANALYSIS

SB 743 (2013) amended CEQA to allow the Governor's Office of Planning and Research to develop new guidelines under CEQA establishing alternative metrics to levels of service for the analysis of transportation impacts. On December 28, 2018, the Office of Administrative Law approved the amendments to the State CEQA Guidelines, including changes related to SB 743. The amended State CEQA Guidelines add a new section on determining the significance of transportation impacts, and generally specify VMT as the most appropriate measure of transportation impacts. In 2020, Caltrans prepared guidance documents for the implementation of SB 743 and adopted VMT as the CEQA transportation metric. These documents, the "Transportation Analysis Framework" and "Transportation Analysis under CEQA," along with other information, can be found on the Caltrans Senate Bill 743 website.

This project (restore existing culverts) is a type of project identified by the "Transportation Analysis under CEQA" as a project not likely to lead to a measurable and substantial increase in VMT (Caltrans 2024). This project consists of restoring existing culverts and would not make any changes to traffic speed or volume. Therefore, an induced demand analysis is not required.

2.4 WILDFIRE

2.4.1 Regulatory Setting

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the "CEQA Checklist" for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones. The 2018 updates to the CEQA Guidelines expanded this to include projects "near" these very high fire hazard severity zones.

2.4.2 Affected Environment

According to the CAL FIRE FHSZ map for the project area, the project is within a mix of FHSZs. Portions are within a Federal Responsibility Area, State Responsibility Area, and Local Responsibility Area, although all areas are designated as within a very high FHSZ (CAL FIRE 2025).

2.4.3 Environmental Consequences

The project proposes to restore existing culverts on SR-138 in San Bernardino County. During construction, lane closures and traffic flagging would be required, which could impair emergency response. With implementation of **TRA-1**, a Transportation Management Plan (TMP) would be implemented to maintain continuous access through the project area. Operation of the proposed project would not have the potential to exacerbate wildfire risks. As described in Section 2.6.7, *Geology and Soils*, and Section 2.6.10, *Hydrology and Water Quality*, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides.

2.4.4 Avoidance, Minimization, and/or Mitigation Measures

Measure **TRA-1** would be implemented to avoid and minimize impacts related to wildfire.

TRA-1 Implement Traffic Management Plan. A traffic staging plan, as part of the TMP, would be implemented during project construction. The TMP would be prepared to minimize direct and cumulative construction impacts on the community. On completion, the final TMP would be available to the public and obtained by request from Caltrans. The TMP must be submitted with the construction plan to the police and fire departments of affected cities prior to commencement of construction activities. The TMP would include, but not be limited to, the following features:

Public Information: Provide updates to affected residents, businesses, the general public, schools, and public transportation agencies through brochures and mailers, community meetings, websites, radio and newspaper advertisements, and social media.

Motorist Information: Provide information using changeable message signs and ground-mounted signs.

Incident Management: Implement a Construction Zone Enhanced Enforcement Program, and traffic handling.

Traffic Management During Construction: Provide a traffic lane closure chart, detour route, pedestrian routes, and residential and commercial access routes.

2.5 CUMULATIVE IMPACTS

2.5.1 Regulatory Setting

Under CEQA (State CEQA Guidelines Section 15355), “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

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

State CEQA Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts.

A review of the County of San Bernardino Public Works website, City of Hesperia Planning Department website, and Caltrans District 8 (Caltrans 2025c, Caltrans 2026) website was conducted in order to compile a list of past, present, and reasonably foreseeable future projects. The following cumulative, planned project was identified near the proposed project:

- EA 0K122 I-15 Pavement Rehabilitation Project: Rehabilitate and repave 59 lane miles of ramps and upgrade drainage systems on I-15 in San Bernardino County, 3.8 miles north of the proposed project.
- EA 0P090: Emergency repairs of a damaged roadbed and culvert on State Route 138 from PM R30.78 to PM 33.65 nearby Silverwood Lake in San Bernardino County, immediately adjacent to the proposed project.
- EA 1T100: Replacing burned guardrail, replacing burned signage, removing debris, rocks, boulders, hazardous tress, and clearing drainage inlets, repairing drainage systems, repair or replacing debris racks, rock scaling, erosion control, and restoring highway safety features along SR-138 between PM R24.94 and PM R26.15 in San Bernardino County, immediately adjacent to the proposed project.

- EA 1R730: Install drainage system to reduce concentrated flow crossing the highway during rainfall and flooding events. The project is proposed along SR-138, between PM 18.9 and PM 19.5, located approximately 0.6 miles west of Summit Post Office Road, immediately adjacent to the proposed project.

2.5.2 Resources Considered for Cumulative Impact Analysis

The following environmental resources have not been carried forward for a detailed cumulative impact analysis: aesthetics, agriculture and forestry resources, air quality, cultural resources, energy, geology and soils, hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, recreation, transportation, and tribal cultural resources. The potential for the project to result in cumulative impacts that would be considered significant in the abovementioned resource areas is considered low because no impacts are anticipated from the project on these resources, and the proposed project does not have the potential to result in cumulative impacts that would affect the health or sustainability of any of these resource areas. For biological resources and cultural resources, a preliminary review of the potential impacts identified was conducted to determine if a reasonably foreseeable cumulative impact could occur. A cumulative impact evaluation for biological resources and cultural resources is provided below.

2.5.3 Resource-by-Resource Cumulative Impact Analysis

2.5.3.1 Biological Resources

The study area for the assessment of reasonably foreseeable effects on biological resources is a 1-mile radius of the project area. The proposed project activities may adversely modify arroyo toad habitat. Temporary and permanent impact areas to arroyo toad habitat would be determined based upon final design, during consultation with USFWS and CDFW. The project would result in No Take of California Endangered Species Act state-listed species with application of avoidance and minimization measures. Whether cumulative impacts result in impacts on biological resources would depend on the location of the project and the nature of construction. Measures related to timing of construction and pre-construction surveys would be implemented for the project. To comply with federal and state laws, other projects would have similar measures, if impacts were to be identified. Due to potential impacts on arroyo toad habitat, the proposed project may impact federally listed threatened, endangered, or protected species in the project area. However, these impacts would be fully compensated by compliance with federal regulations such that no net loss of habitat functions or values occurs. As such, impacts resulting from the project, in combination with cumulative projects, would not result in a cumulative impact related to biological resources.

2.5.3.2 Cultural Resources

Given the limited number of other cumulative projects in the vicinity of the project, the potential for reasonably foreseeable effects resulting from the project and cumulative projects on cultural resources would not be substantial. Impacts on cultural resources related to potential unanticipated discovery of buried resources would be reduced with implementation of measures **CR-1** and **CR-2**. In compliance with CEQA and, where applicable, Section 106 of the National Historic Preservation Act, the cumulative projects would include similar measures to reduce impacts. The subsurface sensitivity for the project has been determined to be low due to the areas of direct impact being previously disturbed by the construction and general yearly maintenance activities of SR-138 and culverts. Furthermore, there are no historic properties within the project area of potential effects (APE). As such, impacts resulting from the project, in combination with cumulative projects, would not result in a cumulative impact related to cultural resources.

2.6 CEQA ENVIRONMENTAL CHECKLIST

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects would indicate that there are no impacts on a particular resource. A NO IMPACT answer in the last column reflects this determination. The words “significant” and “significance” used throughout the following checklist are related to CEQA 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 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 Chapter 1 for a detailed discussion of these features.

2.6.1 Aesthetics

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

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact

Question	CEQA Determination
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

2.6.1.1 CEQA Significance Determinations for Aesthetics

a), b), c), d) No Impact

The project area is characterized as being in a rural, mountainous setting with undeveloped, natural open space and rural residential communities. The entirety of the project limits along SR-138 is eligible for designation as a State Scenic Highway, but it is not officially designated (Caltrans 2025a). Based on the Questionnaire to Determine Visual Impact Assessment Level prepared for the project, the analysis resulted in a Project Score of 8, which indicated that no noticeable visual change would occur to the environment and no further visual analysis would be required for the project. Therefore, there would be no impact on scenic vistas or scenic resources, it would not degrade visual character or quality, and there would be no impact from light or glare.

2.6.1.2 Avoidance, Minimization, and/or Mitigation Measures

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

2.6.2 Agriculture and Forestry Resources

In determining whether impacts on 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 Department 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**

Question	CEQA Determination
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**

2.6.2.1 CEQA Significance Determinations for Agriculture and Forestry Resources

a), b), c), d), e) No Impact

According to the California Department of Conservation, California Important Farmland Finder map, portions of SR-138, from near Summit Post Office Road to approximately SR-173, are designated as Grazing Land (California Department of Conservation 2022). Several parcels adjacent to SR-138 west of Summit Valley Road are enrolled under a Williamson Act contract and designated as Mixed Enrollment Agriculture Land (California Department of Conservation 2022). However, the project would not convert or affect any farmland considered prime, unique, statewide, or local importance. No farmland would be lost and no agricultural parcels would be bisected, making one or more farmlands not practical for continued agricultural uses. The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

Additionally, there are no timberlands or timber-harvesting uses in the project area. The project would have no impact on timberlands.

2.6.2.2 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required for agriculture and forestry resources.

2.6.3 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

2.6.3.1 CEQA Significance Determinations for Air Quality

a), b), and c): No Impact.

The project area lies on the boundary between the South Coast Air Basin (SCAB) and Mojave Desert Air Basin (MDAB) regions of San Bernardino County. Air quality regulation in the SCAB is administered by the South Coast Air Quality Management District (SCAQMD). Air quality regulation in the MDAB is administered by the Mojave Desert Air Quality Management District (MDAQMD). SCAQMD and MDAQMD are responsible for managing the air resources for the portion of San Bernardino County in which the project is located and bringing the SCAB and MDAB into attainment for federal and state air quality standards.

The project is not anticipated to conflict with or obstruct with air quality plans because the project would not increase capacity or result in additional traffic lanes that would result in long-term air quality impacts. The project proposes to restore culverts on SR-138, which is not expected to conflict with air quality plans.

The scope of the project has been evaluated and determined to be exempt under Table 1 of the Caltrans Carbon Monoxide Protocol or Table 2 of 40 Code of Federal Regulations 93.126: “Plantings, landscaping, etc.” As a result, no air quality study or emissions analysis is required and no impacts are anticipated.

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavating, grading, hauling, and other construction-related activities, and limited to the immediate area surrounding the construction site. Emissions include carbon monoxide, nitrogen oxides, volatile organic compounds, directly emitted particulate matter 10 microns or less in diameter, articulate matter 2.5 microns or less in diameter, and toxic air contaminants, such as diesel exhaust particulate matter. Caltrans 2025 Standard Specifications (or most current)

require all projects to comply with applicable air pollution control rules, regulations, ordinances, and statutes. Therefore, no impact would occur.

d) No Impact

Some phases of construction, particularly paving activities, are expected to result in short-term odors in the immediate area of each paving site. Such odors are anticipated to be quickly dispersed below detectable thresholds as distance from the site increases. Project operation is not expected to create objectionable odors; therefore, no long-term impacts are anticipated. No impact would occur.

2.6.3.2 Avoidance, Minimization, and/or Mitigation Measures

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

2.6.4 Biological Resources

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

CEQA Significance Determinations for Biological Resources

a) Less Than Significant Impact with Mitigation Incorporated

As indicated in the *Natural Environment Study (Minimal Impacts)* (NESMI) prepared for the project, the project activities would be limited to the project impact area (PIA) and,

as such, there would be no impacts on special-status plant or animal species. Arroyo toad has a high potential to occur within the PIA and biological study area (BSA). Arroyo toad is a state-listed species. Direct impacts from ground-disturbing activities may include injury and mortality of arroyo toads at Culverts 1, 2, 3, 11, and 12. Indirect impacts may include disturbance during the breeding season, temporary loss of breeding habitat, and temporary loss of upland habitat. Blainville's horned lizard also has the potential to occur within the PIA and BSA. Potential direct and indirect impacts would be avoided and minimized with implementation of avoidance and minimization measures. Direct and indirect impacts on Loggerhead Shrike would be minimized with implementation of avoidance and minimization measures. Project activities such as vegetation removal, grading, or culvert replacement in higher-elevation forested areas may cause both temporary and permanent impacts on suitable habitat for San Bernardino flying squirrel. Permanent impacts could include the loss of trees, snags, or downed logs that serve as nesting and shelter sites. These impacts on San Bernardino flying squirrel can be avoided with implementation of avoidance and minimization measures.

With implementation of avoidance and minimization measures, a No Effect finding for all other species is anticipated. Therefore, the impact of the project would be less than significant with mitigation incorporated.

b) Less Than Significant Impact with Mitigation Incorporated

The project activities would not affect southern sycamore alder riparian woodland, big cone Douglas-fir forest, Fremont cottonwood forest and woodland, or incense cedar forest and woodland because the PIA is outside of these sensitive habitats. Construction activities may result in temporary and permanent impacts to arroyo toad upland habitat and breeding habitat. Therefore, the impact of the project would be less than significant with mitigation incorporated.

c) Less Than Significant Impact with Mitigation Incorporated

A Jurisdictional Delineation would be prepared at a later date. It is anticipated that the project would have impacts on waters of the U.S. and waters of the State. As such, the project is anticipated to require a California Department of Fish and Wildlife (CDFW) 1600 Permit, U.S. Army Corps of Engineers (USACE) 404 Nationwide Permit, Regional Water Quality Control Board (RWQCB) 401 Water Quality Certification, and USACE Approved Jurisdictional Determination. Measure **WET-1** would be implemented to ensure that proposed project impacts to jurisdictional areas are mitigated and coordinated with RWQCB, USACE, and CDFW during the permitting process. Therefore, the project would have less than significant impact with mitigation incorporated.

d) No Impact

The project is within a largely contiguous forested habitat within the San Bernardino National Forest and, based on the NESMI, the PIA is within a network of public land use

designations dedicated to wildlife habitat connectivity. The BSA is generally contiguous with adjacent undisturbed habitat on San Bernardino National Forest. SR-138 may pose as a habitat connectivity barrier to some small animals and invertebrates; however, most special-status species would cross directly over the road or through culverts. Overall, contiguous forested and undisturbed habitat within the BSA and surroundings provide dispersal and migration corridors for wildlife. Implementation of the project would have no impact on habitat connectivity of the project area and surrounding BSA.

e), f) No Impact

The project is not expected to conflict with any local policies or ordinances protecting biological resources. Furthermore, the project would not conflict with any provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, no impacts are anticipated in this regard.

2.6.4.2 Avoidance, Minimization, and/or Mitigation Measures

In addition to implementation of Caltrans Standard BMPs and the 2025 Standard Specifications (or latest version), the following would be implemented to minimize effects related to biological resources.

AMM BIO-1 Weed Wash Stations. Contractor vehicles and construction equipment must be washed prior to entry to BSA locations with invasive plants. A Contractor-Supplied Biologist is required to monitor compliance with invasive species control measures.

AMM BIO-2 Biological Resources Information Program. A Biological Resources Information Program (BRIP) should be prepared and presented to familiarize personnel with regulated species and sensitive habitats, related laws and regulations, and species protection measures and protocols. The BRIP would include identification of the job site, environmentally sensitive areas (ESAs), and species protection areas; description of the regulated species and its general ecology; description of habitats used by the regulated species and their locations; requirements for protecting regulated species; definition and consequences of take of regulated species; response plan for encounters with the regulated species or a species that looks like one; permit requirements for touching or moving a regulated species; requirements for species protection; description of avoidance and minimization measures; and handout materials about the regulated species, its habitats, and species protection measures. An outline of the BRIP should be submitted within 7 days after Contract approval. If the submittal is rejected, a revised outline should be submitted within 7 days of receiving the rejection. An attendance list should be submitted with each attendee's printed and signed name within 3 business days after each session and submit a separate attendance list for each subsequent training session for new personnel. A handout describing

the regulated species, their habitats, and protection measures as listed in species protection should be given to the Engineer for distribution and display at all construction field offices and information boards. Stickers should be provided to contractor personnel who have attended the BRIP.

AMM BIO-3 Special-status Plant Surveys. A rare plant and rare insect host plant habitat suitability assessment and protocol survey should be conducted within the BSA, during the floristic period. All surveys would follow guidelines from USFWS and CDFW. Where suitable habitat is identified, protocol-level surveys for the special-status plant and rare insect host plant species would be conducted. Results would be documented in a comprehensive Rare Plant and Rare Insect Host Plant Habitat Assessment and Survey Report.

AMM BIO-4 Special-status Plant Avoidance. All special-status plant individuals or populations, including milkweed spp., shall be marked for avoidance during project related activities. Flagging should be clearly marked with high visibility flagging, and flagging maintained throughout the duration of construction activities. Surveys for special-status plants should occur prior to construction activities, and during the appropriate floristic period to ensure detection of these plants.

AMM BIO-5 Rare Insect and Rare Insect Host Plant Protocol Survey. A rare insect protocol survey of the BSA would be conducted for monarch butterfly and Crotch's bumble bee, where suitable habitat is identified, following CDFW and USFWS survey and protocol guidelines.

AMM BIO-6 Full Time Monitor. If special-status animals are observed within the BSA during preconstruction surveys, nesting bird survey, or at any point during construction (by either contractor personnel, Caltrans personnel, or the Contractor-Supplied Biologist), a biological monitor shall be present full time at locations with special-status animals to confirm that Project Activities are not resulting in any disturbance or impacts to special-status species.

AMM BIO-7 Special-status Species Preconstruction Surveys. Preconstruction surveys for special-status species, particularly amphibians, reptiles, and small mammals, should be conducted no more than 3 days prior to vegetation removal or ground-disturbing activities. Surveys should be ongoing through the project duration as construction activities begin at new locations and when work has paused for more than 3 days to ensure no disturbances to protected amphibians or reptiles. Potential den and burrow sites should be mapped and monitored during construction activities. If an active special-status mammal den or burrow is identified, a 500-foot protective buffer shall be established.

AMM BIO-8 Arroyo Toad Protocol Survey. Up to six surveys should be conducted at Culverts 1, 2, 3, 8, 11, and 12 from March 15 through July 1 in wet conditions with at least 7 days between surveys. Surveys should follow the Survey Protocol for the Arroyo Toad (USFWS 1999). At least six surveys must be

conducted during the breeding season (March 15 – July 1) with at least 7 days between surveys and at least one survey per month during April–June. Surveys would include both daytime and nighttime components conducted within the same 24-hour period. Daytime surveys should be conducted by walking slowly along stream margins and in adjacent riparian habitat, visually searching for eggs, larvae, and juveniles. Nighttime surveys should be conducted between one hour after dusk and midnight and by walking slowly and carefully on stream banks and with periodic halts to listen for arroyo toad calls. If arroyo toads are observed within the BSA, a 500-foot buffer should be established and further consultation with USFWS and/or CDFW is required.

AMM BIO-9 Arroyo Toad Monitor. Daily (full-time) monitoring[1] is required for all construction activities occurring within the BSA of Culverts 1, 2, 3, 8, 11, and 12.

AMM BIO-10 Arroyo Toad Exclusion. If surveys detect arroyo toads or determine there is a high chance of their occurrence within the BSA, install arroyo toad fencing to exclude arroyo toads from the PIA.

AMM BIO-11 Clearance Sweeps. Daily clearance sweeps within 2 hours prior to construction and daily (full-time) monitoring is required for all construction activities occurring within the BSA of Culverts 1 through 3 and 21 to 39.

AMM BIO-12 Vehicle Flagging. Contractor personnel are required to affix reminder flagging to vehicles and search under vehicles prior to any mobilization.

AMM BIO-13 Southern Rubber Boa Preconstruction Surveys. One diurnal preconstruction survey should be conducted at each culvert location, including visible inspections and rock and log turning searches. These preconstruction would be conducted within 3 days of construction, and ideally between April and June, when the species is active and not in hibernation.

AMM BIO-14 Nesting Bird Surveys. Preconstruction surveys for Nesting Birds and Raptors should be conducted no more than 3 days prior to vegetation removal or ground-disturbing activities. Nesting Bird Surveys should be ongoing through the project duration during the nesting bird season (February 1 to September 30) to ensure no disturbances to protected nesting activities. If nests are identified, a protective buffer (typically 300 feet for songbirds and 500 feet for raptors) shall be established.

AMM BIO-15 Nest Monitoring. All active nests in the BSA should be monitored daily to ensure protective buffers are maintained and to minimize nest disturbances.

AMM BIO-16 Nocturnal Raptor Survey. Targeted preconstruction surveys for California Spotted Owl at Culverts 15, 22, 25, 26, 30, and 31 and Long-eared Owl should be conducted at nighttime (nocturnal) or dawn/dusk (crepuscular)

[1] Arroyo toad monitoring may be required pending March 2026 survey results and Consultation.

in alignment with activity periods for the target owls. If California Spotted Owl is detected within 1,320 feet or a Long-eared Owl within 500 feet of the PIA, further consultation with USFWS and/or CDFW is required.

AMM BIO-17 Interagency Coordination. Prior to project start, Caltrans, San Bernardino National Forest, and USFWS should conduct pre-season planning on survey schedules and needs to reduce inefficiencies, such as overlapping or excessive known spotted owl site visits by more than one survey group.

AMM BIO-18 Den and Burrow Monitoring. All active burrows or dens in the BSA should be monitored daily concurrent to Project Activities to ensure protective buffers are maintained and to minimize disturbances.

AMM BIO-19 San Bernardino flying squirrel Survey and Monitoring. Targeted preconstruction surveys for San Bernardino flying squirrels should be conducted at Culverts 09, 12, 15, 16, 17, 19, 20, 21, 22, 28, 29, 30, and 34, where habitat was identified. If San Bernardino flying squirrels or active dens are observed within the BSA a 500-foot buffer should be established and further consultation with USFWS and/or CDFW is required. All construction activities shall be monitored to determine the monitor effects to San Bernardino flying squirrel, documenting the presence of snags and signs of San Bernardino flying squirrel activity, such as feeding remains, tracks, and scat. Prior to removal of trees, snags, or other vegetation, the habitat features would be evaluated to assess the effects to San Bernardino flying squirrel.

AMM BIO-20 Pre-construction Invertebrate Species Survey. Prior to any ground disturbance, a qualified biologist shall survey for potential habitat suitability and presence of Crotch's bumble bee (*Bombus crotchii*). The habitat assessment for Crotch's bumble bee shall be performed according to the 2023 CDFW Survey Considerations for Candidate Bumble Bee (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150).

The preconstruction Crotch's bumblebee survey must be conducted by a contractor-supplied biologist no more than 1 week prior to project activities within the Biological Study Area. The surveys shall include 100 percent visual coverage and include a minimum 50-foot buffer in adjacent habitat. If a Crotch's bumble bee or bumble bee nest is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination would be required.

WET-1 Proposed project impacts to jurisdictional areas may be mitigated and coordinated with RWQCB, USACE, and CDFW during the permitting process. It is anticipated that a minimum 1:1 ratio may be applied to any permanent impacts of jurisdictional waters to be paid in the form of onsite restoration, in-lieu fee, mitigation bank credit, land acquisition, or as agreed upon with respective resource agencies.

2.6.5 Cultural Resources

Would the project:

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

2.6.5.1 CEQA Significance Determinations for Cultural Resources

a), b), c) No Impact

There are no associated features belonging to significant cultural resources that exist within or adjacent to the project limits. Six historic built-environment resources are in the project area. However, all six bridges—54 0816/1271 Horsethief Creek, 54 0846 West Fork Mojave River, 54 0858 Sawpit Cayon, 54 0859 Burnt Mill, 54 0860 Seeley Creek, and 54P0001 Sawpit Creek—are Category 5 (not eligible) bridges. Caltrans has made a finding of No Historic Properties Affected. There would be no impact on historic properties as a result of the project.

The project would occur within an existing, well-utilized and maintained transportation corridor. The project APE has limited potential to encounter significant subsurface cultural deposits due to the areas of direct impact being previously disturbed by the building and general yearly maintenance of the SR-138 and culverts. Therefore, the likelihood of encountering intact archaeological resources and human remains during project-related activities is low. As such, no impacts are anticipated.

2.6.5.2 Avoidance, Minimization, and/or Mitigation Measures

Measures **CR-1** and **CR-2**, which are standard measures for all Caltrans projects, are included to ensure that potential effects on cultural resources and human remains, should they be discovered during construction, would be avoided.

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

CR-2 In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the

District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909) 501-5142 and Julie Scrivner, DNAC: (909) 260-8265. Further provisions of PRC 5097.98 are to be followed as applicable.

2.6.6 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

2.6.6.1 CEQA Significance Determinations for Energy

a), b) No Impact

The proposed project is anticipated to use a minimal amount of energy during construction activities, such as restoring existing culverts, installing rock slope protection, 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 project site. However, 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 would be no changes to the operations, buildings, or energy consuming land uses as a result of the proposed project. The project would also not conflict or obstruct the implementation of goals of the San Bernardino County Countywide Plan, County Policy Plan for Infrastructure and Utilities Element and the Renewable Energy and Conservation Element. As such, no impacts are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

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

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

2.6.7.1 CEQA Significance Determinations for Geology and Soils

a), b), c) No Impact

The proposed project site is in the seismically active Southern California region. However, construction and operation of the project have no potential to a rupture a known earthquake fault, cause strong seismic ground shaking, or cause seismic-related ground failure, including liquefaction. The project site is not in an area designated as liquefaction susceptibility according to the San Bernardino County Land Use Plan, Geological Hazards Overlay. The project would follow Caltrans' latest design requirements to minimize any potential effects related to liquefaction and seismically induced settlement. During the life of the project, seismic activity associated with active faults can be expected to generate moderate to strong ground shaking at the site during active earthquakes.

State jurisdictions require that an approved Water Pollution Control Program (WPCP) be prepared for projects that involve soil disturbance of 1 acre or less. The

WPCP is a project-specific plan that includes site maps, identification of construction and contractor activities that could cause pollutants in stormwater, and description of measures or practices to control pollutants.

Implementation of erosion control measures, as required by Caltrans, and adherence to all requirements set forth in the WPCP required for construction activities would address any potential construction-related erosion and siltation impacts. Conformance with the California Building Code, as well as adherence to standard engineering practices and the Caltrans design criteria, would reduce the effects of seismic ground shaking on the project.

Due to the mountainous terrain along the project site, according to the San Bernardino County Countywide Plan, Policy Map HZ-2, Liquefaction & Landslide Hazards, portions of the project site are in areas designated as Low to Moderate susceptibility to landslides. There are currently no areas designated as an existing landslide area, and no rockfall/debris-flow hazard areas are located along the project site. Any earthwork in the project area would be performed in accordance with the most current edition of the Caltrans Standard Specifications. Therefore there are no impacts.

d), e) No Impact

The project would restore existing culverts within the project area. The project would not be located on expansive soils that would create substantial direct or indirect risks to life or property. The proposed project would not implement the use of septic tanks or alternative waste water disposal systems. No impact would occur.

f) No Impact

Due to the nature of the project, which involves restore existing culverts, no impacts on paleontological resources are anticipated to occur.

2.6.7.2 Avoidance, Minimization, and/or Mitigation Measures

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

2.6.8 Greenhouse Gas Emissions

Would the project:

Question	CEQA Determination
a) Generate GHG 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 GHGs?	No Impact

2.6.8.1 CEQA Significance Determinations for Greenhouse Gas Emissions

a) Less than Significant Impact

The Caltrans Construction Emissions Tool (CAL-CET) was used to estimate construction and GHG emissions. Construction of the project would produce 465 metric tons of CO_2e over the approximately 200-day construction period (Caltrans 2025b). While the proposed project would result in GHG emissions during construction, it is anticipated that the project would not result in any increase in operational GHG emissions. Additionally, 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 would comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Measures **GHG-1** and **GHG-2** would be implemented to reduce GHG emissions of the project. Therefore, impacts would be less than significant.

b) No Impact

Section 2.2.4.2 describes applicable plans, policies, and regulations that have been adopted for the purpose of reducing GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation because the purpose of the project is to restore existing drainage infrastructure and would not result in an increase in operational GHG emissions. Therefore, no impact would occur.

2.6.8.2 Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented in the project to reduce GHG emissions.

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

GHG-2 The project would maintain equipment in proper tune and working condition.

2.6.9 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?	No Impact

Question	CEQA Determination
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?	No 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 nautical miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

2.6.9.1 CEQA Significance Determinations for Hazards and Hazardous Materials

a), b) No Impact

Implementation of the project is not expected to create a significant hazard to the public or environment and the project is not on a list of hazardous materials sites. With implementation of measures **HAZ-1** through **HAZ-4**, the project would comply with Caltrans Standard Specifications related to the handling of hazardous waste. Additionally, an aerially deposited lead (ADL) investigation would be conducted during phase 0 of the project, and all recommendations from the ADL investigation report would be followed. Therefore, there would be no impacts on this project.

c) No Impact

There is one school within 0.25 mile of the project, the Valley of Enchantment Elementary School, at 22836 Fir Lane, Crestline, CA 92325, approximately 0.1 mile west of the project. During construction of the project, there would be a possibility of accidental release of hazardous substances near this school. However, the level of risk associated with the accidental release of hazardous substances is not considered to be adverse due to the small volume and low concentration of hazardous materials utilized during construction. ADL may be present in the soil, but impacts from exposure to or disturbance of hazardous materials/waste are generally limited to the project site. Also, to ensure that potential effects involving hazardous materials/waste during construction are avoided or reduced, measures **HAZ-1** would be implemented. Therefore, there would be no impact on this project.

d) No Impact

The project is not included on a list of hazardous materials sites. As the project is located in a rural, mountainous setting with undeveloped, natural open space and rural residential communities, impacts in this regard are not anticipated.

e) No Impact

The project is not within an airport land use plan or within 2 miles of a public airport or public use airport. The closest airport, San Bernardino International Airport, is approximately 10 miles south of the southern project limits. Therefore, there would be no impact.

f) No Impact

The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project would be constructed by keeping SR-138 accessible to traffic in each direction at all times. Emergency vehicles would have access to both directions on SR-138 through the project area. As described in measure **TRA-1**, a TMP would be prepared, which would include, as necessary, traffic control, Construction Zone Enhanced Enforcement Program, and a public awareness campaign. Therefore, there would be no impact.

g) No Impact

According to the CAL FIRE FHSZ map for the project area, the project is within a mix of FHSZs. Portions are within a Federal Responsibility Area, State Responsibility Area, and Local Responsibility Area, although all areas are designated as within a very high FHSZ (CAL FIRE 2025). The project proposes to restore existing culverts on SR-138 in San Bernardino County and would not require the installation or maintenance of infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities that would expose people or structures to direct or indirect impacts related to wildland fires. Therefore, there would be no impact.

2.6.9.2 Avoidance, Minimization, and/or Mitigation Measures

In addition to measure **TRA-1**, described in Section 2.6.17, to ensure potential effects involving hazardous materials/waste during construction are avoided or reduced, the following avoidance, minimization, and/or mitigation measures would be implemented.

HAZ-1 Project would be performed in accordance with Caltrans Standard Special Provisions 6-1.03B conditions for use of local materials from non-commercial source or source not regulated under California jurisdiction.

HAZ-2 Project would be performed in accordance with Caltrans Standard Special Provisions 14-11.14 for management of treated wood waste.

HAZ-3 Project would be performed in accordance with Caltrans Standard Special Provisions 36-4 for residue containing non-hazardous levels of lead from paint and thermoplastic.

HAZ-4 Project would be performed in accordance with Caltrans Standard Special Provisions 84-9.03B for removal of yellow traffic stripe and pavement marking with non-hazardous residue.

2.6.10 Hydrology and Water Quality

Would the project:

3. Question	4. 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 that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact
(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

2.6.10.1 CEQA Significance Determinations for Hydrology and Water Quality

a) No Impact

The project would not add any new impervious surface or net new impervious areas. As such, treatment BMPs are not required for this project. Furthermore, receiving waters would not be affected by this project. The project would not discharge to Areas of Special Biological Significance or a Total Maximum Daily Load watershed. There are no drinking water reservoirs or recharge facilities within the project limits.

As less than 1 contiguous acre would be disturbed during construction, a WPCP would be prepared. The WPCP is a project-specific plan that includes site maps, identification of construction and contractor activities that could cause pollutants in stormwater and description of measures or practices to control these pollutants. Projects within State

right of way 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 right of way 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, no impacts on water quality are anticipated.

b) No Impact

The project is predominantly within the Upper Mojave River Valley groundwater basin. Due to the topography and underlying geology, portions of project site are not within a recognized California Department of Water Resources groundwater basin. Beneficial uses of groundwater in the Upper Mojave River Valley groundwater basin include municipal and domestic supply, agricultural supply, and industrial service supply; Freshwater Replenishment; and aquaculture. Temporary construction BMPs would be implemented to minimize construction runoff and protect water quality. During operation, vegetated areas adjacent to the project would treat runoff from impervious areas. Therefore, there would be no impacts.

c i), c iii) No Impact

Short-term or temporary impacts on water quality, such as erosion, may occur during construction activities, including land disturbances, and equipment use. During construction, existing drainage inlets within the construction limits would be protected with temporary drainage inlet protection. Following construction activities, existing drainage inlets and ditches would continue to be used to manage drainage in the project area. Erosion control and stormwater BMPs would be incorporated as part of the project to reduce storm water impacts. A WPCP would be prepared in order to protect any disturbed surface areas. Furthermore, BMPs would be designed and implemented to reduce the discharge of pollutants from the Caltrans storm drain system to the maximum extent practicable. Erosion control measures would also be used to address site soil stabilization and reduce deposition of sediments into adjacent surface waters. Temporary water pollution control and permanent erosion control plans would be prepared during the plans, specifications, and estimate design phase of the project. No impacts are anticipated.

c ii) No Impact

The project would not result in any new impervious surface area; therefore, the project would not substantially increase the rate or amount of surface runoff. The project would have no impact.

c iv), d) No Impact

The project area is predominantly within Federal Emergency Management Agency (FEMA) Flood Zone D, areas with possible but undetermined flood hazards (FEMA 2008). A small portion of the project alignment is within FEMA Flood Zone A, the 100-year Floodplain Zone, where no depths or base flood elevations are known. A small segment at the western terminus is within FEMA Flood Zone X (unshaded), which includes areas of minimal flood hazard and is usually depicted on Flood Insurance Rate Maps as above the 500-year flood level. Therefore, the project would not encroach on a floodplain and would not impede or redirect flood flows. Based on the inland location of the project site and the nature of project improvements, the project would not risk release of pollutants due to inundation. There would be no impacts anticipated.

e) No Impact.

The project proposes to restore identified culverts along the existing SR-138. There are no municipal or domestic water supply reservoirs or recharge facilities within the project limits. The proposed culvert improvements would not result in impacts on groundwater as ground disturbance would not reach depths of groundwater. Therefore, no impacts are anticipated.

2.6.10.2 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required for hydrology and water quality.

2.6.11 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

2.6.11.1 CEQA Significance Determinations for Land Use and Planning

a), b) No Impact

The project proposes to restore identified culverts along the existing SR-138. The project would not result in permanent acquisition of right of way. Temporary construction easements would be required with United States Forest Service, County of San Bernardino, and private lands. Because these impacts would be temporary and the portions of the parcels required during construction would be restored following construction, no permanent impacts would occur. Therefore, the project would not

physically divide an established community. The project would not conflict with any land use plan, policy, or regulation in the area. No impacts would occur.

2.6.11.2 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required for land use and planning.

2.6.12 Mineral Resources

Would the project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be a 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

2.6.12.1 CEQA Significance Determinations for Mineral Resources

a), b) No Impact

According to the County of San Bernardino Countywide Plan, Mineral Resource Zones (MRZ) map (County of San Bernardino 2020), the northernmost portion of the project is classified as MRZ-2B, high likelihood of significant aggregate deposits; and MRZ-3a, may contain significant aggregate deposits. As the project proposes to restore existing culverts, the project would not result in loss of availability of a known mineral resource and would not preclude future extraction of significant mineral resource. Therefore, no impact would occur.

2.6.12.2 Avoidance, Minimization, and/or Mitigation Measures

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

2.6.13 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 nautical 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

2.6.13.1 CEQA Significance Determinations for Noise

a), b) No Impact

The project is in a rural, mountainous setting with undeveloped, natural open space and rural residential communities. Construction noise would be short term, intermittent, and also overshadowed by traffic noise from SR-138. With implementation of measure **NOI-1**, construction noise control shall conform to the provisions in Section 14-8.02 "Noise Control" of Caltrans' 2018 Standard Specifications, "Noise Control," of the Standard Special Provisions. The project would not result in any operational noise impacts, and therefore abatement measures are not necessary for operational noise. Therefore, there would be no impact.

c) No Impact

The project is not within an airport land use plan or within 2 miles of a public airport or public use airport. The closest airport, San Bernardino International Airport, is approximately 10 miles south of the southern project limits. Therefore, there would be no impact.

2.6.13.2 Avoidance, Minimization, and/or Mitigation Measures

The following Caltrans standard measure would be implemented to minimize potential noise impacts:

NOI-1 Project would be performed in accordance with Caltrans Standard Special Provision 14-8.02 for construction noise control.

2.6.14 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

2.6.14.1 CEQA Significance Determinations for Population and Housing

a) No Impact

The proposed project would not add capacity or remove barriers to growth in the project area. The project does not propose to increase the operational capacity of SR-138, as the proposed project would restore existing culverts. The project would not permanently create new access or modify existing access and would not directly or indirectly influence growth in the region. Therefore, the project would not induce substantial unplanned population growth in the project area and no impact would occur.

b) No Impact

The proposed project would not displace any existing developments, including housing, or people, and also would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur.

2.6.14.2 Avoidance, Minimization, and/or Mitigation Measures

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

2.6.15 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

Question	CEQA Determination
d) Parks?	Less Than Significant Impact
e) Other public facilities?	No Impact

2.6.15.1 CEQA Significance Determinations for Public Services

a), b), c), e) No Impact

The following fire stations are within 2 miles of the project site: San Bernardino County Fire Protection District Station 25 (23407 Crest Forest Drive, Crestline), San Bernardino County Fire Protection District Station 24 (21945 Doyle Road, Crestline, Crest Forest Fire Station 28 (3003 Waters Drive, Crestline), CAL FIRE San Bernardino Unit Crestline Station (22317 Waters Drive, Cedarpines Park), CAL FIRE Pilot Rock Center (CA-138, Crestline), and CAL FIRE Pilot Rock Center (23496 Miller Canyon Road, Hesperia). The following police agencies provide law enforcement and emergency response services within the project area: the County of San Bernardino Sheriff's Department (Twin Peaks Sheriff's Station, 26010 CA-189, Twin Peaks), the City of Hesperia Police Department (15840 Smoke Tree Street, Hesperia), and the California Highway Patrol (2211 Western Avenue North, San Bernardino). The following school is within 2 miles of the project site: Valley of Enchantment Elementary School (22836 Fir Lane, Crestline).

The proposed project would not result in an increase in population, result in the need for additional facilities, or increase response times of emergency personnel. The proposed project would be constructed by implementing construction traffic control consisting of a combination of lane closures and traffic flagging. Emergency service vehicles and emergency response times may be slightly delayed during construction due to lane closures and traffic flagging. With implementation of measure **TRA-1**, a TMP would be implemented during the construction phase of the project to maintain safe traffic movements through the construction zone. Therefore, the project would have no impact.

d) Less Than Significant Impact

The nearest parks to the project site are the San Bernardino National Forest, Silverwood Lake State Recreation Area (SRA), Old Spanish National Historic Trail, and Pacific Crest Trail. A temporary construction easement would be required from the California State Parks managed land within the Silverwood Lake SRA to provide temporary construction access road and staging areas. The project would require the use of construction equipment that would generate temporary increases in noise and dust; the noise and dust would not prevent the regular use or enjoyment of the San Bernardino National Forest, Silverwood Lake SRA, Old Spanish National Historic Trail, or Pacific Crest Trail, as the construction activities would be intermittent and temporary. Impacts would be less than significant.

2.6.15.2 Avoidance, Minimization, and/or Mitigation Measures

Temporary impact areas would be addressed through preparation of a TMP (refer to Measure **TRA-1** as described in Section 2.6.17, *Transportation*) as part of standard project measures.

2.6.16 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

2.6.16.1 CEQA Significance Determinations for Recreation

a), b) No Impact

The proposed project does not have the capacity to generate a substantial increase in the use of any existing neighborhood parks, regional parks, or other recreational facilities such that physical deterioration would occur, nor would it require the construction or expansion of existing recreational facilities. Therefore there would be no impacts.

2.6.16.2 Avoidance, Minimization, and/or Mitigation Measures

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

2.6.17 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) Conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

2.6.17.1 CEQA Significance Determinations for Transportation

a), b, c) No Impact

The culverts within the project limits are currently classified as being in fair to poor conditions. If left uncorrected, the culverts would continue to deteriorate and eventually require major rehabilitation. As such, the project would bring the identified culverts to a state of good condition by restoring the existing culvert pipes, to restore and extend its service life. The project would not conflict with the San Bernardino County Policy Plan Transportation & Mobility Element, or the City of Hesperia General Plan Circulation Element. The project does not involve any capacity-increasing elements; therefore, the project is unlikely to induce measurable and substantial increases in VMT and an induced travel analysis is not required. Furthermore, the project would not substantially increase hazards due to a design feature or incompatible uses. No impacts are anticipated in this regard.

d) No Impacts

The project would be constructed by keeping SR-138 accessible to traffic in each direction at all times. Emergency vehicles would have access to both directions on SR-138 through the project area. The proposed project would include the Caltrans standard measure for preparation and implementation of a TMP (**TRA-1**), which would avoid or minimize any potential impacts. Therefore, no impacts are anticipated.

2.6.17.2 Avoidance, Minimization, and/or Mitigation Measures

Caltrans 2024 Standard Specifications (or most current), BMPs, and measure **TRA-1** would be implemented to avoid, minimize, and/or mitigate potential impacts on transportation.

TRA-1 Implement Traffic Management Plan. A traffic staging plan, as part of the TMP, would be implemented during project construction. The TMP would be prepared to minimize direct and cumulative construction impacts on the community. On completion, the final TMP would be available to the public and obtained by request from Caltrans. The TMP must be submitted with the construction plan to the police and fire departments of affected cities prior to commencement of construction activities. The TMP would include, but not be limited to, the following features:

- Public Information: Provide updates to affected residents, businesses, the general public, schools, and public transportation agencies through brochures and mailers, community meetings, websites, radio and newspaper advertisements, and social media.
- Motorist Information: Provide information using changeable message signs and ground-mounted signs.

- Incident Management: Implement a Construction Zone Enhanced Enforcement Program, and traffic handling.
- Traffic Management During Construction: Provide a traffic lane closure chart, detour route, pedestrian routes, and residential and commercial access routes.

2.6.18 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	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

2.6.18.1 CEQA Significance Determinations for Tribal Cultural Resources

a), b) No Impact

The following Native American tribes were contacted for the project:

- The Yuhaaviatam of San Manuel Nation was contacted on August 27, 2025, with a response received on September 30, 2025. The tribe requested the cultural report, geotechnical report, project plans, and shapefiles as they become available. The draft cultural documents were sent to the tribe on January 20, 2026. On January 26, 2026, Ms. Tuosto responded, requesting that CR-1 and CR-2 be followed and that the tribe be notified of any cultural material found within the project limits.
- The Twenty-Nine Palms Band of Mission Indians was contacted on August 27, 2025, and a follow-up letter was sent on October 2, 2025. On October 28, 2025, a response was received from Nicholas Garza on behalf of Chairman Darrell Mike. A follow-up letter was sent to Mr. Garza on January 20, 2026, and no response from the tribe has been received to date.
- The Gabrieleno Band of Mission Indians was contacted on August 27, 2025, with no response. A follow-up email was sent on October 2, 2025. A second follow-up email was sent on November 26, 2025, and a response from the tribe was

received on December 1, 2025. A follow-up letter was sent on January 20, 2026 with the draft cultural documents, and an email was sent on February 3, 2026. No response from the tribe has been received to date.

- The Gabrielino/Tongva Nation was contacted on August 27, 2025, with no response. A follow-up email was sent on October 2, 2025, with no response received to date. A second follow-up email was sent on November 26, 2025.

There are no associated features belonging to significant cultural resources that exist within or adjacent to the project limits. Six historic built-environment resources are in the project area. However, all six bridges—54 0816/1271 Horsethief Creek, 54 0846 West Fork Mojave River, 54 0858 Sawpit Cayon, 54 0859 Burnt Mill, 54 0860 Seeley Creek, and 54P0001 Sawpit Creek—are Category 5 (not eligible) bridges. Caltrans has made a finding of No Historic Properties Affected.

The current project APE has limited potential to encounter significant subsurface cultural deposits. The APE has experienced a heavy amount of disturbance by way of roadway expansion, maintenance and signage, and construction of public transport facilities. Previous construction and other natural processes within the APE have resulted in the incorporation of surface cultural manifestations into subsurface deposits, creating a loss in archaeological integrity and significance. There would be no impact on historic properties as a result of the project.

2.6.18.2 Avoidance, Minimization, and/or Mitigation Measures

Measures **CR-1** and **CR-2**, which are standard measures for all Caltrans projects, are included to ensure that potential effects on cultural resources and human remains, should they be discovered during construction, would be avoided.

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

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

2.6.19 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 stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant 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

2.6.19.1 CEQA Significance Determinations for Utilities and Service Systems

a) Less Than Significant Impact

The project would restore existing culverts along SR-138 from PM 19.8 to PM 36.6, which would improve drainage in the project area. There are no landscaped areas and no landscaped irrigation facilities within the project limits. Given the nature of the project, drainage utilities (culverts) would be reconstructed, and the impacts of this are evaluated through this environmental document. Further utility investigations and utility relocations would be conducted and addressed during the design phase. If construction would affect these areas, potholing would occur to locate and identify any utilities, as necessary. The project would have less than significant impacts on the project.

b), c), d), e) No Impact

As the project involves restoring existing culverts along SR-138 from PM 19.8 to PM 36.6, the project would not require water supplies to serve future development or result in the need for additional capacity for wastewater treatment. The project would result in improved drainage in the project area. Caltrans standard measures would be taken to ensure proper disposing of construction materials are done in an environmentally sensitive manner. It is Caltrans policy to recycle materials whenever possible. The project would be in compliance with all federal, state, and local solid waste statutes and regulations; therefore, impacts are not anticipated in this regard.

2.6.19.2 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required for utilities and service systems.

2.6.20 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
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

2.6.20.1 CEQA Significance Determinations for Wildfire

a) No Impact

The project proposes to restore existing culverts on SR-138 in San Bernardino County and would not require the installation or maintenance of infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities. During construction, lane closures and traffic flagging would be required, which could impair emergency response. With implementation of **TRA-1** (refer to Section 2.6.17, *Transportation*), a TMP would be developed that would include the following elements: construction staging plans, public awareness campaigns, and alternate route strategies. Prior to construction, Caltrans would coordinate with local agencies, emergency services, and law enforcement to minimize disruptions to access and circulation. Caltrans would provide appropriate signage, as needed, throughout construction. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation and no impact would occur.

b), c), d) No Impact

According to the CAL FIRE FHSZ map for the project area, the project is within a mix of FHSZs. Portions are within a Federal Responsibility Area, State Responsibility Area, and Local Responsibility Area, although all areas are designated as within a very high FHSZ (CAL FIRE 2025). In June 2025, a wildfire occurred in the vicinity of the project

area and affected vegetation within and adjacent to the project limits. Post-fire conditions could result in increased erosion potential, sediment transport, and debris accumulation within the project area. However, the project does not include development of habitable structures and would not expose people or structures to significant risks. The purpose of this project is to restore existing culverts along SR-138, which is anticipated to improve drainage function within the project area. Therefore, the project would not exacerbate wildfire risks and no impact would occur.

2.6.20.2 Avoidance, Minimization, and/or Mitigation Measures

Measure **TRA-1** (refer to Section 2.6.17, *Transportation*) would be implemented to avoid, minimize, and/or mitigate potential impacts related to wildfire. No additional avoidance, minimization, and/or mitigation measures would be required.

2.6.21 Mandatory Findings of Significance

5. Question	6. CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant with Mitigation Incorporated
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Less Than Significant Impact
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

2.6.21.1 CEQA Significance Determinations for Mandatory Findings of Significance

a) Less Than Significant with Mitigation Incorporated

The project would implement appropriately timed surveys and/or mitigation measures to avoid impacts on species protected under CEQA. The project may have less than significant affects with mitigation on arroyo toad. As such, Caltrans would prepare a Biological Assessment and has initiated formal consultation with USFWS and CDFW. No effect on all other state species is anticipated. Furthermore, implementation of surveys and avoidance and minimization measures would be enacted to avoid impacts on state-listed species protected under the California Endangered Species Act. No take of state-listed species is anticipated with application of avoidance and minimization measures.

It is anticipated that the project would have impacts on waters of the U.S. and waters of the State and would require a CDFW 1600 Permit, USACE 404 Nationwide Permit, USACE Approved Jurisdictional Determination, and RWQCB 401 Water Quality Certification. Measure **WET-1** would be implemented to ensure that proposed project impacts to jurisdictional areas are mitigated and coordinated with RWQCB, USACE, and CDFW during the permitting process. The project would have less than significant impacts with mitigation incorporated.

b) Less Than Significant Impact

Based on the Historic Properties Survey Report prepared for the project, the records search identified 34 cultural resources within the 0.25-mile buffer area. Of the 34 resources found, six were Category 5 bridges within the APE. All other resources were determined to be outside of the project APE. Subsurface sensitivity for the project has been determined to be low due to the area of direct impact being previously disturbed by the construction and general yearly maintenance of SR-138 and the culverts in the area. The project would restore culverts along SR-138 between PM 19.8 and 36.6. As such, cumulative impacts are not anticipated to occur.

Furthermore, based on the NESMI prepared for the project, there would be impacts on both waters of the U.S. and waters of the State. The project would apply applicable permitting and implement avoidance and minimization measures. The project is not anticipated to have a significant adverse cumulative effect on jurisdictional waters or riparian vegetation. Cumulatively considerable impacts on natural communities of concern, jurisdictional resources, and special-status plant and animal species are not anticipated. The project would have less than significant impacts.

c) No Impact

Operation of the project is not expected to result in 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 geological hazards, air emissions, hazardous materials, or flooding. No impacts are anticipated in this regard.

Chapter 3 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary 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 chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

3.1 Agency Coordination

Meetings and/or consultations with the resource agencies listed below have occurred in conjunction with development of the project.

3.1.1 Native American Coordination

3.1.1.1 Native American Heritage Commission

The Native American Heritage Commission (NAHC) was contacted on August 27, 2025, and a response was received on September 5, 2025. The NAHC provided a list of Native American tribes to contact and letters were sent to the following tribes:

- The Yuhaaviatam of San Manuel Nation was contacted on August 27, 2025, with a response received on September 30, 2025. The tribe requested the cultural report, geotechnical report, project plans, and shapefiles as they become available. The draft cultural documents were sent to the tribe on January 20, 2026. On January 26, 2026, Ms. Tuosto responded, requesting that CR-1 and CR-2 be followed and that the tribe be notified of any cultural material found within the project limits.
- The Twenty-Nine Palms Band of Mission Indians was contacted on August 27, 2025, and a follow-up letter was sent on October 2, 2025. On October 28, 2025, a response was received from Nicholas Garza on behalf of Chairman Darrell Mike. A follow-up letter was sent to Mr. Garza on January 20, 2026, and no response from the tribe has been received to date.
- The Gabrieleno Band of Mission Indians was contacted on August 27, 2025, with no response. A follow-up email was sent on October 2, 2025. A second follow-up email was sent on November 26, 2025, and a response from the tribe was received on December 1, 2025. A follow-up letter was sent on January 20, 2026 with the draft cultural documents, and an email was sent on February 3, 2026. No response from the tribe has been received to date.
- The Gabrielino/Tongva Nation was contacted on August 27, 2025, with no response. A follow-up email was sent on October 2, 2025, with no response received to date. A second follow-up email was sent on November 26, 2025.

3.1.2 U.S. Fish and Wildlife Service

The project was discussed with USFWS and CDFW staff during a monthly project coordination meeting on February 5, 2026. Informal guidance was requested from USFWS on January 6, 2026, via email.

3.1.3 San Bernardino National Forest Service, U.S. Forest Service

The San Bernardino National Forest Service was contacted on August 20, 2025, to initiate coordination for the project. A courtesy letter was sent on October 1, 2025, with no response received to date.

3.2 Public Participation

This Draft Initial Study would 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 would be distributed to state, regional, and local agencies and elected officials, as well as interested groups, organizations, and individuals listed in Chapter 5, *Distribution List*.

Chapter 4 List of Preparers

The following personnel contributed to the preparation of this environmental document.

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Elizabeth Irvin, Senior Manager, Editing

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Jennifer Andersen, Principal Environmental Planner

Johnnie Garcia, GIS Manager

Liane Chen, Senior Environmental Planner

Meagan Wiles, Senior Environmental Planner

Saadia Byram, Senior Editor

Youji Yasui, Senior Environmental Planner

Chapter 5 Distribution List

A public notice of this environmental document 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.

5.1 PUBLIC AGENCIES AND ELECTED OFFICIALS

CALIFORNIA DEPT. OF FISH & WILDLIFE (REGION 6) 3602 INLAND EMPIRE BLVD, #C-220 ONTARIO, CA 91764	CALIFORNIA STATE PARKS SILVERWOOD LAKE SRA 13990 SAWPIT CANYON ROAD HESPERIA, CA 92345	SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT 21865 COPLEY DRIVE DIAMOND BAR, CA 91765
REGIONAL WATER QUALITY CONTROL BOARD 3737 MAIN ST, STE 500 RIVERSIDE, CA 92501	CALIFORNIA TRANSPORTATION COMMISSION, COMMISSION CHAIR 1120 N STREET ROOM 2221 SACRAMENTO, CA 95814-5605	STATE HISTORIC PRESERVATION OFFICER, STATE OF CALIFORNIA OFFICE OF HISTORIC PRESERVATION 1725 23RD STREET, SUITE 100 SACRAMENTO, CA 95816
NATIVE AMERICAN HERITAGE COMMISSION 1550 HARBOR BOULEVARD, SUITE 100 WEST SACRAMENTO, CA 95694	SAN BERNARDINO COUNTY SHERIFFS DEPT 26010 HIGHWAY 189 PO BOX 384 TWIN PEAKS, CA 92391	CALIFORNIA DEPT. OF CONSERVATION 888 FIGUEROA STREET, #475 LOS ANGELES, CA 90017
SAN BERNARDINO COUNTY THIRD DISTRICT SUPERVISOR 385 N. ARROWHEAD AVE, FIFTH FLR SAN BERNARDINO, CA 92415	SAN BERNARDINO COUNTY CLERK OF THE BOARD 385 N. ARROWHEAD AVE SAN BERNARDINO, CA 92415	CALIFORNIA HIGHWAY PATROL 31230 CA-HWY 18 RUNNING SPRINGS, CA 92382
RIM OF THE WORLD UNIFIED SCHOOL DISTRICT 24740 SAN MORITZ WAY, CRESTLINE, CA 92325	CITY OF HESPERIA PLANNING DEPT 9700 SEVENTH AVE HESPERIA, CA 92345	SBCTA DIRECTOR OF PLANNING 1170 W. 3RD ST, 2ND FLR SAN BERNARDINO, CA 92410
CAL FIRE SOUTHERN REGION 3800 N. SIERRA WAY SAN BERNARDINO, CA 92405	SAN BERNARDINO COUNTY PUBLIC WORKS 825 EAST THIRD STREET SAN BERNARDINO, CA 92415	SAN BERNARDINO COUNTY SHERIFFS DEPT 655 EAST THIRD STREET SAN BERNARDINO, CA 92415
SAN BERNARDINO COUNTY FIRE 737 GRANDVIEW ROAD TWIN PEAKS, CA 92391	SAN BERNARDINO COUNTY FIRE 23407 CREST FOREST DR CRESTLINE, CA 92325	CREST FOREST FIRE STATION 28 3003 WATERS DRIVE, CRESTLINE, CA 92325
CAL FIRE CRESTLINE STATION, 22317 WATERS DRIVE, CEDARPINES PARK, CA 92322	CREST FOREST FIRE STATION, 21945 CREST FOREST DRIVE, CRESTLINE, CA 92325	SAN BERNARDINO COUNTY FIRE STATION 24, 21945 DOYLE ROAD, CRESTLINE, CA 92325
CAL FIRE PILOT ROCK FIRE CENTER, CA-138, CRESTLINE, CA 92325	CAL FIRE PILOT ROCK FIRE CENTER, 23496 MILLER CANYON ROAD, HESPERIA, CA 92345	

5.2 INTERESTED PARTIES, PROPERTY OWNERS, AND MEMBERS OF THE PUBLIC

APRIL'S TRUST
3622 PASEO BARBARA
SPRINGS, CA 92262

PARK, SHIRLEY S TRUST 9/30/15
931 HAWAIIAN AVE
WILMINGTON, CA 90744-4117

HOFFMAN REVOCABLE LIVING TRUST 12/14
225 VIA MONTEGO
SAN CLEMENTE, CA 92672-3625

KOUHSARI, REZA M
4475 SAWYER RIDGE ST
LAS VEGAS, NV 89147-6232

AGRI-CON HYDRAULICS INC
17516 EUCALYPTUS ST
HESPERIA, CA 92345-5119

FREITAG FAMILY TRUST 10/31/01
15348 CRESTALOMA LN
LA MIRADA, CA 90638-1601

REVELY, WILLIAM
9 SAINT PIERRE
DOVE CANYON, CA 92679-3724

OLIVE LIVING TRUST 03/29/24
1217 BEGONIA CT
UPLAND, CA 91784-1544

CERNA, RAUL LIVING TRUST 1/27/24
6444 SAN MARCOS WAY
BUENA PARK, CA 90620

CLAVEL, SADIE
5548 LONG BEACH AVE
LOS ANGELES, CA 90058-3818

BARRETT, MICHAEL
7957 PINYON AVE
FONTANA, CA 92336-2466

ROJAS, ADRIAN EDMUNDO JR
682 MORMON SPRINGS RD
CRESTLINE, CA 92325

OLIVE LIVING TRUST 3/29/24
1217 BEGONIA CT
UPLAND, CA 91784-1544

SOUTHERN CALIFORNIA EDISON COMPANY
1209 NEVADA ST
REDLANDS, CA 92374

MC CARROLL FAMILY TRUST (12/30/02)
6845 JENKINS AVE
HESPERIA, CA 92345-7211

BRANCA, DEBORAH
1048 IRVINE AVE #112
NEWPORT BEACH, CA 92660

VON WOLFFRADT, CARL TR
1340 LORAIN RD
SAN MARINO, CA 91108-2504

PENA, RONNIE R JR
889 E PHILLIPS BLVD
POMONA, CA 91766-4502

WALCK, DAVID S
1719 HARRISON LN
REDLANDS, CA 92374-4753

ADAMS, LORI E
1539 W RIVIERA DR
SANTA ANA, CA 92706-1850

SAN BERNARDINO CO FLOOD CONTROL DIST
825 E THIRD ST
SAN BERNARDINO, CA 92415

AVINA, LUIS
220 S BONNIE BEACH PL
LOS ANGELES, CA 90063-3619

MURRAY, DAWN
12582 STATE HIGHWAY 138
HESPERIA, CA 92345

GOOD, CORRINNE
13003 HWY 138
HESPERIA, CA 92345

GERACI, SALVATORE
915 BIG DELTA CT
HENDERSON, NV 89014-0338

MAJORS, LINDA GAIL
3079 N ARROWHEAD AVE
SAN BERNARDINO, CA 92405-2601

RUSSO, SALVATORE N
16303 HEMLOCK ST
FOUNTAIN VALLEY, CA 92708-2011

LONGFELLOW LLC
6030 S RAINBOW BLVD D-2
LAS VEGAS, NV 89118

ESPINAS, LANI DIANE LIVING TRUST
3343 W 152ND ST
GARDENA, CA 90249-3901

AMAYA, LORRAINE
11929 STATE HIGHWAY 138
HESPERIA, CA 92345

YAMAMOTO, JAMES & ANN TRUST 4/4/14
2 GOLDENSPUR LN
RANCHO PALOS VERDES, CA 90275-6507

HESS, JOHN M
11381 MARTHA ANN DR
LOS ALAMITOS, CA 90720-3805

WEAVER, JEFFORY W
17130 VAN BUREN BLVD #52
RIVERSIDE, CA 92504

SOUTHLAND LENDING SERVICES CORP
8422 CERULEAN
GARDEN GROVE, CA 92841

O BRYAN, GENE
22044 ARROWHEAD LN
LAKE FOREST, CA 92630-2301

HATAKEYAMA, ROGER M REVOCABLE TRUST
5231 BRIDGEWOOD DR
LA PALMA, CA 90623-1735

LIU, YICONG
1660 ELECTRIC AVE
VENICE, CA 90291

STAR CAPITAL GROUP LLC
1354 PROSPECT DR
REDLANDS, CA 92373-7050

BETANCOURT, FRANCISCO RAFAEL
1446 W 8TH ST
SAN BERNARDINO, CA 92411-2647

SMITH FAMILY TRUST 12/22/2021
19721 E CAMERON ST
COVINA, CA 91724

MILLS, CHRISTOPHER
226 REGENCY DR
COLUMBIA, SC 29212-8290

LOPEZ, GEORGE ANGEL
9743 ORR AND DAY RD
SANTA FE SPRINGS, CA 90670-3132

KNECHT, AUSTIN JAMES
2259 CALLE BELLOTA
CAMARILLO, CA 93020

HALANNA EQUITIES III
220 MONTGOMERY ST PH-10
SAN FRANCISCO, CA 94104

DI BELLA, JANET ELISA INTER VIVOS TR
22258 VALERIO ST
CANOGA PARK, CA 91303-1024

SINGH, DAVINDER
12020 183RD ST
ARTESIA, CA 90701-5705

BESSANT, CYNDEE L
844 LIVE OAK
GLENDORA, CA 91741

CARDOZA, HUGO
23425 KNAPPS CUTOFF
CRESTLINE, CA 92325

C B & C CORP
17227 STATE HIGHWAY 173
HESPERIA, CA 92345-9385

BIERY, JOHN W REVOCABLE TR 04/08/24
12083 STATE HWY 138
HESPERIA, CA 92345

ACUNA, GILBERT JAMES
23116 BROOKSIDE RD
CRESTLINE, CA 92325-2035

KIM, JIM JINGON
13910 HWY 138
HESPERIA, CA 92345

GRIFFITH, DAVID & DONETTA LIV TR 9-9
7892 HENBANE
RANCHO CUCAMONGA, CA 91739

HIGH HORIZON LLC
13044 VICTORIA ST
RANCHO CUCAMONGA, CA 91739-9514

JOHNSON, KIEL
9426 GWYNNBROOK CV
GERMANTOWN, TN 38139-5651

RUF, JOHN D REVOCABLE LIV TR - EST O
502 KRISTEN CT
ENCINITIAS, CA 92024

BARAKZAI, RABIULLAH
1978 W SUNNYVIEW DR
RIALTO, CA 92377-4894

TAWATAO PERMANENT TRUST (HAYA CINTA)
4724 U ST
SACRAMENTO, CA 95817-1525

BLOUIN, PAIGE
663 HIGHLANDS RD
LAKE ELSINORE, CA 92530-5378

HERNANDEZ, ELIZABETH B Q & HERRERA
9241 NATICK AVE
NORTH HILLS, CA 91343-3421

LOPEZ, ARMANDO REVOCABLE TRUST 6/18
1820 S GLADYS AVE
SAN GABRIEL, CA 91776-3922

WESTIN, PHILIP & ELLISHA FAM TR 11-5
34744 CHINABERRY DR
WINCHESTER, CA 92596-8865

MURRAY, DAWN M
12582 STATE HWY 138
HESPERIA, CA 92345

NGUYEN, LOC
12652 CITRUSWOOD AVE
GARDEN GROVE, CA 92840-4250

SOLOMON, PASQUALE JULIAN
4821 LANKERSHIM BLVD STE 220
NORTH HOLLYWOOD, CA 91601

MURILLO, HEATHER M
22989 PINE LN
CRESTLINE, CA 92325

NAVARRO, ROSENDO
11163 MAPLE AVE
HESPERIA, CA 92345-2270

HENNINGTON-WEISSER FAMILY TRUST 5/12
4066 SUMMIT VALLEY RD
HESPERIA, CA 92345-9432

MURPHY, JAMES
13995 HWY 138
HESPERIA, CA 92345

WELSH, JAMES H
220 MONTGOMERY ST PH 10
SAN FRANCISCO, CA 94104

SUMMIT VALLEY RANCH
233 SANSOME ST # 928
SAN FRANCISCO, CA 94104

ALBARRAN, PABLO RAMIREZ
7344 BLUE OAK RD
RIVERSIDE, CA 92507-0140

ROE, GARY L
11631 STATE HIGHWAY 138
HESPERIA, CA 92345

ABRAMOV, SAMUEL
6225 COLDWATER CYN AVE 215
NORTH HOLLYWOOD, CA 91606

GARCIA, CONSTANTINO
165 N COTA ST
CORONA, CA 92882-1922

C B AND C CORPORATION
17227 STATE HIGHWAY 173
HESPERIA, CA 92345-9385

RHODES, RUTH E
2076 N REDDING WAY
UPLAND, CA 91784-1487

JLS FAMILY TRUST 11/15/24
82075 COUNTRY CLUB DR #32
INDIO, CA 92201

NICKEL, HENRY WILLIAM
1482 BUSSEY ST
SAN BERNARDINO, CA 92405-1823

SILVESTRI, AMANDA L
1626 N WILCOX #584
HOLLYWOOD, CA 90028

FRAZIER, WILLIAM E
13 VIA ALCALDE
SANDIA PARK, NM 87047-9690

B-HUSTRIES LLC
6 SAINT ELIAS
TRABUCO CANYON, CA 92679-3413

KNUTZEN, JACK E AND DEBRA M TR
3331 YELLOWTAIL DR
LOS ALAMITOS, CA 90720-4847

LEV, ARTUR
16000 SHERMAN WAY #220
VAN NUYS, CA 91406

RAUDA, JESUS
4610 FLORAL DR
LOS ANGELES, CA 90022-1244

OTERO, ADRIAN
224 N OLIVE AVE
RIALTO, CA 92376-5918

LEE, CHIEN C
12820 N OVERLOOK DR
RANCHO CUCAMONGA, CA 91739-2322

MARTINEZ, ANTHONY
633 S CENTER ST
REDLANDS, CA 92373-5831

BRYANT, JANET L TR
4444 TURNBULL RD
RIVERSIDE, CA 92502

STRONG, STEPHEN ROBERT
3950 CORIANDER DR
HESPERIA, CA 92345-9233

AYALA, STEFFANY
22936 CEDAR WAY
CRESTLINE, CA 92325

NEWMAN, JOSEPH CATTON
236 WALNUT AVE
SANTA CRUZ, CA 95060-3817

PEDERSEN, JAMES L
340 W THEODORE ST
BANNING, CA 92220-2015

SAN PEDRO, ERIVON L
1221 W PARK AVE
ANAHEIM, CA 92801-4722

MITCHENER, L E FAMILY TRUST 5-4-11
12888 STATE HIGHWAY 138
HESPERIA, CA 92345-9463

SEBOURN, PAUL A & E A FAM TR 4/00 BY
4313 CITRUS LN
FALLBROOK, CA 92028-9860

BROWN, NATHANIEL WILLIAM
PO BOX 1886
CRESTLINE, CA 92325-1886

RME INVESTMENTS72 LLC
1100 W TOWN & COUNTRY RD
STE 1250
ORANGE, CA 92868

HEDGES, CHARLES A
1366 LOGAN AVE UNIT F
COSTA MESA, CA 92626

BONDEHAGEN, DAVID
3945 BRADFORD ST #1
LA VERNE, CA 91750

SOLOMON, JASON M FAMILY TRUST 8/22/2
330 N 6TH ST #103
REDLANDS, CA 92374

CARMONA, BRANDON ALEXANDER
16375 FIR ST
HESPERIA, CA 92345-5833

BURNHAM, JOSEPH C
24773 FAY AVE
MORENO VALLEY, CA 92551-4073

BENNETT, CARRIE
12495 ARVIDA DR
HESPERIA, CA 92345-9311

SUAREZ, JOSE & HILDA P LIVING TRUST
1211 ASHPARK LN
HARBOR CITY, CA 90710-1409

AYOUB, MAHMOUD
30211 FRONTERA DEL NORTE
HIGHLAND, CA 92346

WEIRICK, BRENTON P
1406 EL VAGO ST
LA CANADA, CA 91011-1745

HINDSON, STEVEN
9404 ROUNDUP DR APT G
MONTCLAIR, CA 91763

AEK GLOBAL INVESTMENTS LLC
4603 HURFORD TER
ENCINO, CA 91436-3345

KOZEL FAMILY REVOCABLE TR 10/23/14
6518 E SMOKETREE AVE
OAK PARK, CA 91377

HOLGUIN, EDUARDO & JOSEFINA REV LIV
780 RIO DEL SOL AVE
MONTEBELLO, CA 90640-3712

KLOOCK, MARILYN J
1936 VALLECITO DR
SAN PEDRO, CA 90732-4250

KINKEAD, TINA A
5611 CHELSEA AVE
LA JOLLA, CA 92037-7511

MODENA, JEAN-PIERRE C
13622 LUBICAN ST
BALDWIN PARK, CA 91706-2930

GUDINO, JUAN CARLOS
13868 LEXUS LN
FONTANA, CA 92335-0572

POWERS, MAUREEN REVOCABLE LIV TR
34042 COLEGIO DR UNIT B
DANA POINT, CA 92629

OCHOA, ALAN REVOCABLE LIV TR 7/10/12

13263 PATRICIA LN
MORENO VALLEY, CA 92553-4242

MAROTTA, JENNIFER
776 BIG OAK RD
CRESTLINE, CA 92325

SADIQ, AHMED
1409 JASMINE PL
ONTARIO, CA 91762

LANDAU, STEPHEN J - EST OF
632 N POINSETTIA PL
LOS ANGELES, CA 90036-1927

STONE, DANIEL LEE
617 LANES END TR
CRESTLINE, CA 92325

AUERBACH, ALBERT G
3908 MODESTO DR
SAN BERNARDINO, CA 92404-1947

QUIROS, FREDERICK T
423 LOG LN
CRESTLINE, CA 92325

WILLIAMS, AARON
147 S STATE HWY 138
CRESTLINE, CA 92325

SALGADO FAMILY TRUST
05/16/16
1609 BERRY RIDGE TRL
AUBREY, TX 76227-2324

FAMILY SERVICE AGENCY OF SAN BDNO
1669 N E ST
SAN BERNARDINO, CA 92405-4405

REAGAN, KAY F TRUST
19094 E CODY AVE
PARKER, CO 80134-7481

CULLINGFORD, BARBARA JEAN
LIV TR 7/6
13990 HWY 138
HESPERIA, CA 92345

ALAM, MAHABUB
1108 OAKHEATH DR
HARBOR CITY, CA 90710-1221

CASTILLO, VICTOR JOBANNI
381 MAPLE LN
CRESTLINE, CA 92325

IBARRA, ARMANDO J
6615 LANDFAIR LN
RIVERSIDE, CA 92509-1630

NGUYEN, VIET QUANG
REVOCABLE TR 3/22
5140 AVENITA DE DESPACIO
YORBA LINDA, CA 92887

MILLER, RAYMOND LEE TRUST
02/04/25
10492 WHISPERING OAKS LN
NEVADA CITY, CA 95959-8710

ADAMS, BRYAN
3737 BOSTWICK ST
LOS ANGELES, CA 90063-2001

PEREZ, ROBERT J
3798 WELLS RD
HESPERIA, CA 92345-9357

REILAND, RICHARD D
1814 MIDDLEBROOK RD
TORRANCE, CA 92501

SMELTZER, CHAD E
401 ARMADA RD
ARCADIA, CA 91007-6204

ESPINOZA, BRYANT
679 MORMON SPRINGS RD
CRESTLINE, CA 92325

BENNETT, JERRY M
3820 WELLS RD
HESPERIA, CA 92345-9363

PARSHA, ESPIE
18017 RIBWORT RD
SAN BERNARDINO, CA 92407-8943

ZAMUDIO, IGNACIO
8762 3RD AVE
HESPERIA, CA 92345-3609

ADAMS, CALVIN T
911 N 2ND AVE
ARCADIA, CA 91006-2539

MARTINEZ, ERNEST
23302 BROOKSIDE RD
CRESTLINE, CA 92325

GREENE, BENJAMIN
4236 N DRAKE AVE
CHICAGO, IL 60618-1113

HASKINS, SCOTT A
23076 HEMLOCK LN
CRESTLINE, CA 92325

CHARTIER, MICHELLE ELIZABETH
6815 BRITTANY DR
FORT COLLINS, CO 80525-6957

BOSWELL, HEATHER N
1114 W 163RD ST APT #5
GARDENA, CA 90247

DAVIS, RICHARD F
217 S LONG BAY WAY
STAR, ID 83669-5941

AXTELL, DANIEL
230 KEENE DR
LA HABRA, CA 90631-7141

MURILLO, KATARINA
23497 LAKE DR
CRESTLINE, CA 92325-9430

RIOS, OSCAR
3805 TIMBERLAKE DR
OCEAN SPRINGS, MS 39564-5054

ALVAREZ, MARIO A
3950 WELLS RD
HESPERIA, CA 92345-9362

VJM FAMILY TRUST
12350 HWY 138
HESPERIA, CA 92345

VICKERS REVOCABLE TR (05-5-04)
1120 KNOTTINGHAM ST
SIMI VALLEY, CA 93065-5166

VELJACIC, MARK D
753 WOODLAND RD
CRESTLINE, CA 92325

CUMMINGS, SARA T
454 S STATE HIGHWAY #138
CRESTLINE, CA 92325

ESCOBEDO, ALBERT
3746 COLLIS AVE
LOS ANGELES, CA 90032-1505

FISCHER, BRYAN C
4121 YOUNG CREEK RD
UKIAH, CA 95482-2127

BUSTAMANTE, NATALIA
SEPARATE PROPERT
22936 BYRON RD
CRESTLINE, CA 92325-9614

VJM FAMLY TRUST
12350 HWY 138
HESPERIA, CA 92345

LOPEZ, ISIS
626 STATE HIGHWAY 138
CRESTLINE, CA 92325

ALVARENGA, JEANNETTE
1337 CLEVELAND RD
GLENDALE, CA 91202-2036

MYDIEGO INC
5402 ROBINWOOD RD
BONITA, CA 91902-2150

BLOUIN, PAIGE S
663 HIGHLANDS RD
LAKE ELSINORE, CA 92530-5378

HARDGRAVE, GARY L & PAULINE R FM TR
20880 LAKERIDGE DR
PERRIS, CA 92570-9566

CEBALLOS, BRANDON ANTHONY
22905 BYRON RD
CRESTLINE, CA 92325

NERI, EDUARDO
5313 LEMORAN AVE
PICO RIVERA, CA 90660-2907

CHAVEZ, JOSE ALFREDO
4330 HORNBROOK AVE
BALDWIN PARK, CA 91706-2860

BUTLER, JULIEN
29709 NIGUEL RD APT A5
LAGUNA NIGUEL, CA 92677

RIBADENEIRA, EACKEL RYAN
2818 S DEEGAN DR
SANTA ANA, CA 92704-6043

LIEBAU, OTTIE L
5418 N LA PRESA
SAN GABRIEL, CA 91776

HERNANDEZ, ELIZABETH B QUINONEZ & H
9241 NATICK AVE
NORTH HILLS, CA 91343-3421

WINKEL, ANTHONY D
18616 COCQUI RD
APPLE VALLEY, CA 92307-4607

ROMAN, ALEJANDRA
3730 LITTLE HORSETHIEF CANYON RD
HESPERIA, CA 92345-9447

WENGER, JASON DAVID
434 REDWOOD DR
CRESTLINE, CA 92325

JIMENEZ, DANIEL M
4081 ESTRADA DR
RIVERSIDE, CA 92509-5713

ATTIA, BASSIM SHAFIK AYAD
2125 RANCHO DR
RIVERSIDE, CA 92507-5828

FLINT, KIRK
136 BANNER AVE
VENTURA, CA 93004-1549

CLASEN, JOHN RICHARD
3712 JETTY PT
CARLSBAD, CA 92010-5537

JIMENEZ, RAMIRO DE JESUS SANDOVAL
8961 SATINWOOD ST
FONTANA, CA 92335-4567

KELTNER, BRIAN
375 E OCAMPO LN
ELK RIDGE, UT 84651-9537

BARRIOS, SILVIA
1049 N LEXHAM AVE
SOUTH EL MONTE, CA 91723

WAI KEUNG SO DDS MS INC RETIREMENT P
18852 DEEP WELL RD
SANTA ANA, CA 92705-2234

GLINKATELLI LIVING TRUST
01/01/21

MORALES, JAIME ALCANTAR
2818 E FRONTERA ST UNIT A
ANAHEIM, CA 92806

MOORE, LELAND R
13966 SMOKE TREE ST
HESPERIA, CA 92345-4624

SORIANO, MARTIN MACIEL
438 ISABEL ST
LOS ANGELES, CA 90065-2418

JAIME, ANGELICA
7749 RENBANE ST
RANCHO CUCAMONGA, CA 91739

HIDDEN TRAIL LLC
20833 VALLEY BLVD
WALNUT, CA 91789-2540

GONDOS, JIMMY
2994 MOJAVE CT
HIGHLAND, CA 92346-1715

SUBER, TIMOTHY JOHN
SEPARATE PROP TR
14790 TOFT DR
LAKE ELSINORE, CA 92530-7411

MEDINA, MAGDALENO
10234 BRYSON AVE
SOUTH GATE, CA 90280-6748

ARCHIES HOMES CA 02 LLC
100 BARRANCA ST 7TH FL
WEST COVINA, CA 91791

CREMEENS, MICHAEL E
1010 ALAMO ST
BRAWLEY, CA 92227-3496

GUERRA, ADALBERTO
23055 HEMLOCK LN
CRESTLINE, CA 92325

CHAMBERLAIN, CLINTON TUDOR
17451 AVALON LN
HUNTINGTON BEACH, CA 92647-6105

MEYERS, ELAINE A
550 ORANGE AVE #346
LONG BEACH, CA 90802

MIRANDA, CHRISTOPHER D
10620 VICTORIA AVE
RIVERSIDE, CA 92503-6029

10722 ARROW RTE STE 314
RANCHO CUCAMONGA, CA 91730

ROLDAN LIVING TRUST 10/20/22
3432 N MOUNTAIN VIEW AVE
SAN BERNARDINO, CA 92405-2532

LOPEZ, BLANCA ESTELA
530 E 2ND ST
RIALTO, CA 92376-6009

BLAIR, DEBRA MARIE LIVING TRUST 9/17
28601 E PORTALES DR
CATHEDRAL CITY, CA 92234-3594

REVELY, WILLIAM F
9 SAINT PIERRE
DOVE CANYON, CA 92679-3724

LEATHERBERRY, JUSTIN L
465 STATE HIGHWAY 138
CRESTLINE, CA 92325

WEIS, BRIANNE
6030 CRESTWOOD WAY
LOS ANGELES, CA 90042-1238

BERGHERM, SHANE L
5065 N ARROWAY AVE
COVINA, CA 91724-1025

WILSON, RONALD
2665 E WASHINGTON ST
LONG BEACH, CA 90810-1540

YING, ELLEN M REVOCABLE LIV TR 10/26
13515 CAROLYN PL
CERRITOS, CA 90703-8834

PIZZA PLUS PROPERTIES INC
330 N 6TH ST #103
REDLANDS, CA 92374

FAUSTO, FERNANDO F
7652 N FIGUEROA ST
LOS ANGELES, CA 90041-1711

ANDERSON, BRETT
5654 TOWER RD
RIVERSIDE, CA 92506-1044

MARTIN FAMILY TRUST
40276 VIA ESTRADA
MURRIETA, CA 92562-3534

ZAPIEN, MANUEL A RODRIGUEZ
4712 FLORENCE AVE APT 4
BELL, CA 90201

RUNGO-SENN, JENNIFER
483 VALLEY RD
CRESTLINE, CA 92325

BESSA LIVING TRUST 4/20/98
113 GREENMOOR
IRVINE, CA 92614-7471

LARRAIN, KATRINA
23489 LAKE DR
CRESTLINE, CA 92325

BLUE VISION INVESTMENTS LLC
12981 PERRIS BLVD # 104
MORENO VALLEY, CA 92553

GARZA, JOE L REVOCABLE TRUST 06/21/1
937 N GREENPARK AVE
COVINA, CA 91724-2124

RAMIREZ, ISMAEL MARQUEZ
9933 PASEO CORRALITO
MORENO VALLEY, CA 92557-3521

COZY HOME INVESTMENTS LLC
12277 APPLE VALLEY RD
UNIT 247
APPLE VALLEY, CA 92308

BARILLAS, CHRISTIE MARIE
4355 SEPULVEDA BLVD APT 218
SHERMAN OAKS, CA 91403

KOZEL FAMILY REVOCABLE TRUST 10/23/1
6518 E SMOKETREE AVE
OAK PARK, CA 91377

RODRIGUEZ, ALBERTO GALLARDO
23406 KNAPPS CUT OFF
CRESTLINE, CA 92325

ROLE PROPERTIES LLC
9203 DE ADALENA ST
ROSEMEAD, CA 91770-1929

TURNER, MELINDA MARIE
13607 3RD ST # 3
YUCAIPA, CA 92399

KNUUSI, FLORENCE W
1587 DARCY AVE
SIMI VALLEY, CA 93065-3613

TALLEY, WAYMOND
5353 ALMONT ST
LOS ANGELES, CA 90032-1710

FLORES, ARTHUR A
16321 BENBOW ST
COVINA, CA 91722

FABELA, RUDY & ANABEL LIVING TR 7-26
1023 W CYPRESS AVE
REDLANDS, CA 92373-5778

COSTACHE, DANIEL
259 CALIFORNIA CT
MISSION VIEJO, CA 92692-4098

RYAN, DIANE A FAMILY TRUST
7701 ETNA CIR
HUNTINGTON BEACH, CA 92647-3015

PADILLA, FRANKIE A
134 N ANGELENO AVE
AZUSA, CA 91702-3517

TURNER, RUTH LOUISE REVOCABLE LIV TR
6963 GALEWOOD ST
SAN DIEGO, CA 92120-2912

KIM, TINA E
12765 DESERT BLOOM WAY
VICTORVILLE, CA 92392-6804

DAMEWOOD FAMILY LP
31575 ENFIELD LN
TEMECULA, CA 92591-7043

CRUZ, CRUZ BELEN
709 S STATE HIGHWAY 138
CRESTLINE, CA 92325

JIPSY REVOCABLE LIVING TRUST 7/25/20
537 HOEFNER AVE
LOS ANGELES, CA 90022-2711

HERNANDO, HENRY LA ROSA LIVING TRUST
28215 PALOS VERDES DR E
RANCHO PALOS VERDES, CA 90275-5122

SUDMEIER, GLENN W
14253 HWY 138
HESPERIA, CA 92345

PINEDA, ADAIR FAMILY TRUST 09/24/05
2111 RIO VERDE
WEST COVINA, CA 91791

GOMEZ, MARCOS G
733 WOODLAND RD
CRESTLINE, CA 92325

PALMSTEIN, EDWARD F
783 COUNTY RD 4452
OZONE, AR 72854

MENDEZ, GERIES ARTURO
224 E MARKLAND DR
MONTEREY PARK, CA 91755-7207

MAJANO, MAURICE
2830 KISKA AVE
HACIENDA HEIGHTS, CA 91745-5448

HLV RENTAL PROPERTIES LLC
6821 FALCONVIEW LN
OAK PARK, CA 91377-3949

DE SALLE, PATRICK
4406 W CHANDLER BLVD
BURBANK, CA 91505-2427

PAWLISZEWSKI, BART J & TERESITA V RE
23311 BROADWELL AVE
TORRANCE, CA 90502-2904

WEDDENDORF FAMILY TRUST DTD 08/11/04
3313 N CREST DR
LONG BEACH, CA 90807-4461

EGUEZ, MAURICIO Z
773 WOODLAND RD
CRESTLINE, CA 92325

ROMERO, CARMELO CARMONA
16375 FIR ST
HESPERIA, CA 92345-5833

VILLALOBOS, MARIA
23383 S VILLAGE LN
CRESTLINE, CA 92325

RAMIREZ, ADELAIDO
12417 MAIDSTONE AVE
NORWALK, CA 90650-2333

ALMARAZ FAMILY TRUST 06/11/20
9550 ALMERIA CT
FONTANA, CA 92335-5403

NAKKOUD, ELIAS
23019 WATERS DR
CRESTLINE, CA 92404

LOSQUADRO, MYRNA
13281 DEL MONTE DR #34I
SEAL BEACH, CA 90740

LIGHTBOUND, TREVOR
1058 PARKINGTON AVE
HENDERSON, NV 89012-5033

MARTINEZ, FERNANDO
17831 W KENWOOD AVE
SAN BERNARDINO, CA 92407-1021

VEGA, ANNIKA L
8415 QUINN ST
DOWNEY, CA 90241-2624

LOPEZ, ENZO
22852 CEDARS SPRING
LAKE FOREST, CA 92630

SALGADO FAMILY TRUST 5/16/16
1609 BERRY RIDGE TRL
AUBREY, TX 76227-2324

VOTA HOLDING LLC
10405 S PLANTATION WAY
MOHAVE VALLEY, AZ 86440-9643

CERVANTES, HUGO A
4403 BANNISTER AVE
EL MONTE, CA 91732-1703

BRETTMANN, TRINA D TRUST 10/26/23
31851 WAGON WHEEL LN
TRABUCO CANYON, CA 92679-3249

SINATRA, MARK
14215 PECAN PARK LN SPC 80
EL CAJON, CA 92021

SCOLARI FAMILY TRUST 12/8/16
7602 LYTLE CREEK CT
FONTANA, CA 92336-3125

BOVEE, WALTER VICARY
742 E MARIPOSA ST
ALTADENA, CA 91001-2327

D'ORAZI, DAVID F TRUST 3/31/04
4717 HAMPTON RD
LA CANADA, CA 91011-2607

SAMARIN, JOANNE S - EST OF
15709 DELCOMBRE AVE
PARAMOUNT, CA 90723-3744

ROSS FAMILY TRUST 4/10/24
1008 N OLD MILL RD
AZUSA, CA 91702-2112

RICH FAMILY REVOCABLE INTER-VIVOS TR
14592 RALPH LN
WESTMINSTER, CA 92683-4918

KLOOCK, PETER C & MARILYN J REV TR
1936 VALLECITO DR
SAN PEDRO, CA 90732-4250

TAMBURRI, VIOLET
936 AVENIDA MAJORCA UNIT C
LAGUNA WOODS, CA 92637

MURPHY, ROCINE F LIVING TR 8/22/91
13995 HWY 138
HESPERIA, CA 92345

MAYEN, ANA
9357 GAINFORD ST
DOWNEY, CA 90240-3559

FLORES, ROGER
3686 CEDAR AVE
LYNWOOD, CA 90262-4827

SIR BRUNO LLC
3721 HEMLOCK DR
SAN BERNARDINO, CA 92404-3104

ROBERTS, WILLIAM A
475 E FOOTHILL BLVD # 216
POMONA, CA 91767

BUCK, NANCY JANE LIVING TRUST 10-27-
2352 AZURE
NEWPORT BEACH, CA 92660

FUETTE, THOMAS & SHARON FAM TR 2/00
6202 MEDFORD DR
HUNTINGTON BEACH, CA 92647-2421

WILSON, RONALD W
2665 E WASHINGTON ST
CARSON, CA 90810-1540

LOVE, DAVID BRUCE TRUST 08/30/04
4256 CAMINITO PINTORESCO
SAN DIEGO, CA 92108-4228

COCHRAN, JANIS L LIVING TRUST 9/19/2
324 E G ST
ONTARIO, CA 91764-3728

KASER, KRISTIN
1011 N LEMON ST
FULLERTON, CA 92832-1317

SUAREZ, JOSE A
1211 ASHPARK LN
HARBOR CITY, CA 90710-1409

YEGHIYAN, HOVHANNES
1326 1/2 N FULLER AVE
LOS ANGELES, CA 90046-4802

MILLARD, KRISTEN A FAMILY TRUST 1/30
545 SEELEY WAY
CRESTLINE, CA 92325

ESCALANTE, ANNE FRANCES
18043 CANEHILL AVE
BELLFLOWER, CA 90706-7145

BRAVO, LUIS
347 E 2ND ST
RIALTO, CA 92376-6012

GONZALEZ, SHERRY LORRAINE
744 CEDAR LN
CRESTLINE, CA 92325

CASTELLANOS FAMILY TRUST 2/13/20
9849 CORTE MADERA
MORENO VALLEY, CA 92557-3538

FRAZE, JAMES A
22915 FIR LN
CRESTLINE, CA 92325

SLOAN, DOLORES
5812 ROCKNE AVE
WHITTIER, CA 90606-1118

RAMIREZ, JULIAN NATHANIEL
651 KING ST
MONROVIA, CA 91016-3222

GOVEA, JOEL
6211 CHINO AVE
CHINO, CA 91710-4533

WU, ARTHUR
20833 VALLEY BLVD
WALNUT, CA 91789-2540

SUBER, TIMOTHY J & ANGEL FAM TR 2-21
14790 TOFT DR
LAKE ELSINORE, CA 92530-7411

PICO, THOMAS P JR
715 N MENTOR AVE
PASADENA, CA 91104-4624

CARBAJAL, ELSIE ACEVES
600 KEOWN CT
RIVERSIDE, CA 92507-1816

BROCKWAY, LEIGH A
602 LANES END TR
CRESTLINE, CA 92325

LIN, STEVE
9414 FREMONTIA AVE
FONTANA, CA 92335-2577

BROWN, MANIJA MEHERA
23929 CALIFA ST
WOODLAND HILLS, CA 91367-2954

RODRIGUEZ, VICTOR
230 S MARIAN ST
LA HABRA, CA 90631

VEGA, JULIO CESAR
23379 CRESTLINE RD
CRESTLINE, CA 92325

PARVIZI, MICHAEL K
967 KENDALL DR ST A 443
SAN BERNARDINO, CA 92407

HUERTA, IOVANY
16655 RAYMOND AVE
FONTANA, CA 92336-2045

ORTEGA, XAVIER O
858 WOODHILL ST
RIALTO, CA 92376-1512

HODGE, VINCENT ALLEN
208 W RACE ST
MARTINSBURG, WV 25401-3320

LOPEZ, GABRIEL P
12861 WAINEWRIGHT LN
MORENO VALLEY, CA 92555

CARRANZA, ANITA M
3396 N MAYFIELD AVE
SAN BERNARDINO, CA 92405-2424

SAHAKYAN, HAYK
10210 MOUNTAIR AVE APT 309
TUJUNGA, CA 90142

RODRIGUEZ, DUNIOR M BENITEZ
14033 CAROL LN
SYLMAR, CA 91342-1096

CASTANEDA, FIDEL JR
23120 SYCAMORE LN
CRESTLINE, CA 92325-9340

MUNOZ, FREDDY
2619 W FELICIDAD CIR APT C
ANAHEIM, CA 92801

SOTO, CHLOE
939 ORANGE GROVE AVE
COLTON, CA 92324-2638

RENTARIA, VINCENT R
13352 WYNANT DR
GARDEN GROVE, CA 92844-1740

MARIN, WILLIAM BUECHLER
729 WOODLAND RD
CRESTLINE, CA 92325

ALVIDREZ, ESTHER M
316 W OAKMONT DR
MONTEBELLO, CA 90640-2656

KREJCI, DENNIS B LIVING TRUST 12/19
2120 CHANDELEUR DR
RANCHO PALOS VERDES, CA 90275-6332

ALLISON, RAYMOND T & JANET R REV A-B
8121 FALMOUTH DR
HUNTINGTON BEACH, CA 92646-2015

KACZMARCZYK, JOSEPH
21238 BOTTLETREE LN APT 201
NEWHALL, CA 91321

RABIN, PATRICIA EVA TRUST 02/04/23
12675 DEODAR AVE
DESERT HOT SPRINGS, CA 92240-6623

RJI PROPERTIES #5 LLC
1710 STANDARD AVE
GLENDALE, CA 91201-2010

CARRILLO, ISAAC
785 WOODLAND RD
CRESTLINE, CA 92325

CRUZ, JAVIER
23342 SEELEY WAY
CRESTLINE, CA 92325

STODDARD, HANNIS L III
400 MOUNT SHASTA DR
NORCO, CA 92860-1739

GOMEZ, RICHARD
725 E 1ST ST # E
LONG BEACH, CA 90802

RAMOS, SUSAN A REVOCABLE TRUST 11/30
4437 10TH ST
RIVERSIDE, CA 92501-3115

JOHNSON, HEATHER
33114 CASE ST
LAKE ELSINORE, CA 92530-6048

GERMAR ENTERPRISES LLC
458 N MACLAY AVE
SAN FERNANDO, CA 91390

WADE, BARBARA A
323 JASMINE AVE
MONROVIA, CA 91016-2920

JAQUA, TAMMY L
23394 CRESTLINE RD
CRESTLINE, CA 92325

ALFEREZ, DERICK
1024 W RIALTO AVE
SAN BERNARDINO, CA 92410-2308

JOHNSON JOINT LIVING TRUST 8/15/19
274 W 23RD ST
UPLAND, CA 91784-1385

KNUTZEN FAMILY TRUST DATED 12-26-91
3331 YELLOWTAIL DR
LOS ALAMITOS, CA 90720-4847

ANDERSON, GREGORY ALAN
929 N GLENDALE AVE APT A
GLENDALE, CA 91026

LOPEZ, ISAAC
11355 4TH AVE
HESPERIA, CA 92345-2036

JOSHUA AND SONS PROPERTY MANAGEMENT
21806 PAINT BRUSH LN
DIAMOND BAR, CA 91765-2833

CARLOS FAMILY TRUST 10-24-13
330 E NORWOOD PL
ALHAMBRA, CA 91801-5145

MUNOZ, IVAN ANTONIO
5399 SOMERSET ST
LOS ANGELES, CA 90032-2428

DOUTHETT, DEWAYNE A
4114 E UNION HILLS #1192
PHOENIX, AZ 85050

BAELE FAMILY TRUST 3-30-12
3577 GREENWOOD AVE
LOS ANGELES, CA 90066-3015

FLANDERS, DANIEL
62 MAYALL RD
GRAY, ME 04039-9554

CASTREJON, ISAAC
682 S STATE HIGHWAY 138
CRESTLINE, CA 92325

ROTA, BARBARA REVOCABLE LIV TR 5/16
1570 GLENVIEW RD #71J
SEAL BEACH, CA 90740

SHERMAN, PATRICK WILLIAM
5401 COLORADO RIVER RD
BLYTHE, CA 92225-9334

DALTON, JONATHAN
2690 SENASAC AVE
LONG BEACH, CA 90815-2230

RIDDELL, LILLIAN C
140 LINDA CT
COLTON, CA 92324-3621

BENSON, ELIZABETH ANN
468 MANOR DR #B3
PACIFICA, CA 94044

LOPEZ, JASON A
3559 SWEETWATER CIR
CORONA, CA 92882-8904

DIAZ, NICHOLAS
23354 CREST FOREST DR
CRESTLINE, CA 92325

AGUILAR, DAVID & EARLENE FAMILY TR 1
5415 CARLEY AVE
WHITTIER, CA 90601-2114

HILL, GEORGIA L TR
264 CELESTE DR
RIVERSIDE, CA 92507-3105

CORTEZ, DONNA L
700 RIDGEWAY LN APT 1
LA HABRA, CA 90631

HSU, RAYMOND
12337 ANDY ST
CERRITOS, CA 90703-8406

BEGLEY REVOCABLE LIVING TRUST
1856 MONARCH RIDGE CIR
EL CAJON, CA 92019-3882

NADLER, JOHN FRED TRUST 08/16/12
839 PUUIKENA DR
HONOLULU, HI 96821-2564

LONG, CARMEN L
11908 BAYLA ST
NORWALK, CA 90650-1827

EASTMAN, JEFFERY A
28900 HILLSIDE DR
MENIFEE, CA 92584-8220

MADRIGAL, PEDRO & NUEMY LIV TR 5/16
612 N LAZARD ST
SAN FERNANDO, CA 91340-1927

HEAGLE, JEANNELLE R
1227 PARKVIEW CIR
UPLAND, CA 91784-1765

CORNES, HEATHER
1587 DARCY AVE
SIMI VALLEY, CA 93065-3613

BARRIENTOS, BRYANT A
21231 AVENIDA PLANICIE
LAKE FOREST, CA 92630-2143

HUGHES, R L JR
401 16TH ST
HUNTINGTON BEACH, CA 92648-4207

FARIAS FAMILY TRUST 10/20/08
3401 FAIRESTA ST
LA CRESCENTA, CA 91214-1837

WILLIAMS, DENISE L
8072 PAISLEY AVE
HESPERIA, CA 92345-7132

FREY, KENTON
23157 BROOKSIDE RD
CRESTLINE, CA 92325

BAIRD, LAWRENCE JAMES SEP PROP FAM T
19001 MILFORD CIR
HUNTINGTON BEACH, CA 92646-2137

WHITFIELD, BRENDA
7556 EUCALYPTUS DR
HIGHLAND, CA 92346-3486

BLUE POINT PROPERTIES LLC
657 BEGONIA WAY #3
SUNNYVALE, CA 94086

KASAI, WAYNE T - EST OF
730 13TH ST
BOULDER, CO 80302-7502

KOPSHEV, ANDREI
401 MAPLE LN
CRESTLINE, CA 92325

SUN, BINYANG
826 N MONTEREY ST # A
ALHAMBRA, CA 91801

RAMOS, MARIA ANGELICA
22968 CEDAR WAY
CRESTLINE, CA 92325

GONZALEZ, TANIA LIZETH
23098 SYCAMORE LN
CRESTLINE, CA 92325

CARPENTER, RICHARD SCOTT SR
22999 PINE LN
CRESTLINE, CA 92325

WILLIAMS, STATUS
929 AUBURN RD
SAN DIMAS, CA 91773

DE NAVA, EDWARD
8640 SPRINGER ST
DOWNEY, CA 90242-2619

CASILLAS, JESUS
10241 MAPLEDALE ST
BELLFLOWER, CA 90706-3310

MORSE TRUST 6/26/19
7800 MARIA DR
RIVERSIDE, CA 92509-7010

SANCHEZ, MIRIAM TRUST 11/1/05
4103 LAYMAN AVE
PICO RIVERA, CA 90660-1714

LEWIS REVOCABLE LIVING TR 8/14/13
11911 HWY 138
HESPERIA, CA 92345

ANGUIANO, EDGAR TORRES
15595 CHALLIS DR
CHINO HILLS, CA 91709-2921

DIAZ, ANGELA C
5615 PEABODY ST
LONG BEACH, CA 90808

CHERRY FAMILY TRUST 3-19-1998
1649 GAMAY LN
BRENTWOOD, CA 94513-4331

FIERRO, MICHELLE
2265 PORTOLA ST
SAN BERNARDINO, CA 92407-6040

ZUNA, LUM
207 MEADOW LN
CRESTLINA, CA 92325

HENDERSON, DONOVAN L
273 SEELEY LN
CRESTLINE, CA 92325

PROCTOR, JIMMIE DANIEL
23005 PINE LN
CRESTLINE, CA 92325

SEVILLANO, JONATHAN
627 KNOLL DR
CRESTLINE, CA 92325

VASQUEZ, MARCUS J
3100 LAUREL DR
RIVERSIDE, CA 92509-0819

GLOBAL AUTO INVESTMENT GROUP
7475 SONORA LN
HIGHLAND, CA 92346-7737

WALERIUS, THOMAS L & SOLIVAN, LUIS R
13156 TAWYA RD
APPLE VALLEY, CA 92308-6120

CICCARIELLO, JAMES
2344 N REESE
BURBANK, CA 91504

BOGGS, MICHAEL
282 E WILSON ST
COSTA MESA, CA 92627-1566

TC & E ENTERPRISE INC
3256 DUFFY ST
SAN BERNARDINO, CA 92407-6202

DONOHOO, JEFFREY S
43626 YAFFA ST
LANCASTER, CA 93535-5039

SALVAY-SCARLETT TRUST 1/21/21
68360 CONCEPCION RD
CATHEDRAL CITY, CA 92234-3636

MITCHNICK, CORY
34311 HEATHER RIDGE RD
LAKE ELSINORE, CA 92532-2923

BIZARRO, IVETTE CAMACHO
6107 ROY ST
LOS ANGELES, CA 90042-2011

ADHRITI LLC
13402 AMBROSIA CT
RIVERSIDE, CA 92503-7333

CRESTLINE ENTERPRISES LLC
13817 OAK TREE LN
EASTVALE, CA 92880-3325

MOODY, CARL H - EST OF
5194 CENTRAL AVE
RIVERSIDE, CA 92504-1825

FONSECA, ANDREW P
428 VISTA DEL SOL
CAMARILLO, CA 93010

MORALES, ESPERANZA ROQUE
2130 BLAKE ST
SAN BERNARDINO, CA 92407-6304

MANSFIELD, GREGORY WAYNE REV LIV TRU
24001 MUIRLANDS BLVD #239
LAKE FOREST, CA 92630

CHAVEZ, MARIO ALBERTO
3315 FLOWER HILL LN
HACIENDA HEIGHTS, CA 91745-6243

SANTAANA, ANAYANSI
5474 CLAIR ST APT B
ONTARIO, CA 91762

VARGAS, VICTOR SANTIAGO
13188 HEAVEN ROCK CT
CORONA, CA 92883

TAYLOR, SHARON LOUISE
14141 STATE HWY 138
HESPERIA, CA 92345

DINH, SON
6851 VANGUARD AVE
GARDEN GROVE, CA 92845-1400

MUNOA FAMILY SURVIVORS TRUST A -EST
425 W ALBERTA
ANAHEIM, CA 92805

SUAREZ, JOSE & HILDA P LIV TR 04/12
1211 ASHPARK LN
HARBOR CITY, CA 90710-1409

MORAES, MARINA
1013 LUMIA CIR
REDLANDS, CA 92374-2136

MONTEJANO, JAVIER ENRIQUEZ & ENRIQUE
4416 W 171ST ST APT C
LAWNDALE, CA 90260

SHIASSI, SAEED
5228 MONTAIR AVE
LAKEWOOD, CA 90712-2749

MEDINA, ALANA
17800 MERRILL AVE
FONTANA, CA 92335-5150

BENNETT, DAVIS M
23352 KNAPPS CUTOFF
CRESTLINE, CA 92325

MOUNTAIN STORAGE LLC
13636 VENTURA BLVD #519
SHERMAN OAKS, CA 91423

WEBER FAMILY REVOCABLE LIVING TRUST
433 N GREER AVE
COVINA, CA 91724-2208

WILSON, ELENA
2665 E WASHINGTON ST
LONG BEACH, CA 90810-1540

OCHOA, CARL FREDERICK
22996 OAK LN # 1106
CRESTLINE, CA 92325

TULCAN, DANIEL
1652 DARLEY AVE

COOK, JAMES & ZYLSTRA, WADE REV LIV
219 E COMMONWEALTH AVE
FULLERTON, CA 92832-1910

ROBLEDO, UBALDO
10515 EGLISE AVE
DOWNEY, CA 90241-2952

SALES, ALEXANDER Q
131 S HOOVER ST
LOS ANGELES, CA 90004-6007

BANKS, THOMAS J LIVING TRUST 6/20/20
10323 E AVE Q12
SUN VILLAGE, CA 93543

MC CANCE, DARYL
2163 BEVERLY WAY
UPLAND, CA 91784-7399

CLARKE REVOCABLE TRUST 08/16/04
12216 DARLINGTON AVE
LOS ANGELES, CA 90049-5814

CASTANEDA, MANUEL
512 SHADY DELL LN
CRESTLINE, CA 92325

DUNCAN, JUSTIN L
1422 E 9TH ST #154
SAN BERNARDINO, CA 92410

JOINER, KERRY B
16092 SCHRYER LN
HUNTINGTON BEACH, CA 92649-2428

TREJO, JEAN L
12670 OAKS AVE
CHINO, CA 91710-3645

ELLIOTT REVOCABLE LIVING TRUST 4/5/2
23069 PINE LN
CRESTLINE, CA 92325

TERRANOVA NETWORK CORP
8255 FIRESTONE BLVD #100
DOWNEY, CA 90241

SILVEIRA, STEPHAN J
7258 PONTOOSUC AVE
RIVERSIDE, CA 92504-4934

KILTY, JAMES P
2038 VALIANT ST
GLENDORA, CA 91741-3957

HACIENDA HEIGHTS, CA 91745-3225

HAYS FAMILY TRUST 10/26/11
1101 E MEDA AVE
GLENDORA, CA 91741-3163

GERO, ROBERT
1534 KILLARNEY AVE
LOS ANGELES, CA 90065-1814

SUMMIT VALLEY MATERIALS INC
233 SANSOME ST #928
SANFRANCISCO, CA 94104

ALNAKOUD, MUTI
16479 APPLE VALLEY RD
APPLE VALLEY, CA 92307-1239

BANGS, MICHAEL & SHANNON LIV TR 11/9
5892 SITTING BULL PL
SIMI VALLEY, CA 93063-5721

SANCHEZ, ELIZABETH
101 EL NIDO AVE
MONROVIA, CA 91016-1513

MEILLEUR, CLIFFORD E
23095 HEMLOCK LN
CRESTLINE, CA 92325

MCCOY, DANIEL
23130 SYCAMORE LN
CRESTLINE, CA 92325

WAKEHAM, T DAVID
725 SEABRIGHT LN
SOLANA BEACH, CA 92075-1270

KING, ETHAN
705 CEDAR LN
CRESTLINE, CA 92325

CAPITALLIANCE LLC
1482 BUSSEY ST
SAN BERNARDINO, CA 92405-1823

MALAGON, SYLVERIO
12223 HIGHLAND AVE
RANCHO CUCAMONGA, CA 91739

HACKETT, SHAWN
823 W 209TH ST
TORRANCE, CA 90502-1703

BERSALES, JENNIFER MONTABO LIV TR 8
12428 ALGERS ST
CERRITOS, CA 90703

SANCHEZ, JOSE
409 GOODRICH ROCK
BEAUMONT, CA 92223-7380

STINSON, JOSHUA R
9409 APRICOT AVE
RANCHO CUCAMONGA, CA 91701-3407

GRANADO, ELAINE SEPARATE SHARE TR
2301 LAS PALOMAS DR
LA HABRA, CA 90631-7765

CROWDER, JOHNNY RAY JR
761 HIGHWAY 138
CRESTLINE, CA 92325

SHINN, AMY
7471 BONITA DR
HIGHLAND, CA 92346-3703

SANCHEZ, ADAN
9734 HEMLOCK AVE
FONTANA, CA 92335-6210

SAN BERNARIDNO COUNTY FIRE PROTECTIO
385 N ARROWHEAD AVE 3RD FL
SAN BERNARDINO, CA 92415

TORRES, JOHNATHAN
1855 N OAKDALE AVE
RIALTO, CA 92376-2850

LE NEVE LIVING TRUST 9/11/1992
4250 COVER ST
RIVERSIDE, CA 92506-2239

HABIB, PIERRE
935 N VIGNES ST
LOS ANGELES, CA 90012-2927

ERICKSON REVOCABLE LIVING TRUST 3/10
12772 AMETHYST
GARDEN GROVE, CA 92845

CRUZ, ADRIAN
13509 REIS ST
WHITTIER, CA 90605-2847

PAWLUK, NICOLAI BASILLO
460 SHADY DELL LN
CRESTLINE, CA 92325

CAMPANALE, NATHAN PETER
3777 DURANGO ST
CHINO, CA 91710-4725

ROYCE VALLEY OF ENCHANTMENT LLC
4742 N 24 TH ST STE 325
PHOENIX, AZ 85016

WILLIAMS, KYLE
1529 W 37TH PL
LOS ANGELES, CA 90018

ACOSTA, FERNANDO
12427 CANAL DR #1
RANCHO CUCAMONGA, CA 91739

MEMBRENO, MARIBEL
5225 KATELLA RD
SOUTH GATE, CA 90280-7031

ROUSSEAU, RANDY & TAMI FAM TR 7/12/2
729 W LA CADENA DR
RIVERSIDE, CA 92501-1338

BOSS, RHONDA
22983 WATERS DR
CRESTLINE, CA 92325

SCIARROTTA, DON GIOVANNI JR
2439 GRAYDON AVE
MONROVIA, CA 91016-4921

LAMONT, DEBORAH S
23138 SYCAMORE LN
CRESTLINE, CA 92325

JUDSON, JEFFERY
14942 HALINOR ST
HESPERIA, CA 92345-4893

Chapter 6 References

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Appendices

Appendix A Title VI Policy Statement

California Department of Transportation

OFFICE OF THE DIRECTOR
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(916) 654-6130 | FAX (916) 653-5776 TTY 711
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September 2025

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

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

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

Dina El-Tawansy (Sep 12, 2025 16:52:12 PDT)

DINA A. EL-TAWANSY
Director

Appendix B Avoidance, Minimization, and/or Mitigation Summary

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

Date of ECR: March 2026

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

ENVIRONMENTAL COMMITMENTS RECORD
(SR-138 Culverts Repair Project)

08-SBd-138
PM 19.8/36.6

EA 08-1M260
PN 0821000112
Generalist:
ECL:

Avoidance, Minimization, and/or Mitigation Measures	Page	Environ-mental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date/ Initials	YES	NO
CULTURAL RESOURCES									
CR-1: If buried cultural resources are encountered during project activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.		Historical Property Survey Report (HPSR) 2/11/2026	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Design/ Construction					X
CR-2: In the event that human remains are found, the county coroner shall be notified and		Historical Property Survey	District Cultural Studies/	Final Design, Construction					X

Date of ECR: March 2026

Project Phase:
☒ PA/ED (*DED/FED*)
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							Date/ Initials	YES	NO
ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909) 501-5142 and Julie Scrivner, DNAC: (909) 260-8265. Further provisions of PRC 5097.98 are to be followed as applicable.		Report (HPSR) 2/11/2026	District Design/ Resident Engineer/ Contractor						
BIOLOGICAL RESOURCES									

Date of ECR: March 2026

Project Phase:
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							Date/ Initials	YES	NO
WET-1: Proposed project impacts to jurisdictional areas may be mitigated and coordinated with RWQCB, USACE, and CDFW during the permitting process. It is anticipated that a minimum 1:1 ratio may be applied to any permanent impacts of jurisdictional waters to be paid in the form of onsite restoration, ~~permittee responsible mitigation,~~ in-lieu fee, mitigation bank credit, land acquisition, or as agreed upon with respective resource agencies.	149	IS	District Design/ District Environmental Planning/ Resident Engineer/ Contractor						X

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							Date/ Initials	YES	NO
AMM BIO-1 Weed Wash Station. Weed Wash Stations. Contractor vehicles and construction equipment must be washed prior to entry to BSA locations with invasive plants. A Contractor-Supplied Biologist is required to monitor compliance with invasive species control measures.	31	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction, Construction					X
AMM BIO-2 Biological Resources Information Program. A Biological Resources Information Program (BRIP) should be prepared and presented to familiarize personnel with regulated species and	44	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction					X

Date of ECR: March 2026

Project Phase:
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							Date/ Initials	YES	NO
sensitive habitats, related laws and regulations, and species protection measures and protocols. The BRIP will include identification of the job site, environmentally sensitive areas (ESAs), and species protection areas; description of the regulated species and its general ecology; description of habitats used by the regulated species and their locations; requirements for protecting regulated species; definition and consequences of take of regulated species; response plan for encounters with the regulated species or a									

Date of ECR: March 2026

Project Phase:
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☐ PS&E Submittal_____ %
☐ Construction

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							Date/ Initials	YES	NO
species that looks like one; permit requirements for touching or moving a regulated species; requirements for species protection; description of avoidance and minimization measures; and handout materials about the regulated species, its habitats, and species protection measures. An outline of the BRIP should be submitted within seven (7) days after Contract approval. If the submittal is rejected, a revised outline should be submitted within seven (7) days of receiving the rejection. An attendance list									

Date of ECR: March 2026

Project Phase:
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☐ Construction

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							Date/ Initials	YES	NO
should be submitted with each attendee's printed and signed name within three (3) business days after each session and submit a separate attendance list for each subsequent training session for new personnel. A handout describing the regulated species, their habitats, and protection measures as listed in species protection should be given to the Engineer for distribution and display at all construction field offices and information boards. Stickers should be provided to contractor									

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							Date/ Initials	YES	NO
personnel who have attended the BRIP.									
AMM BIO-3 Special-status Plant Surveys. A rare plant and rare insect host plant habitat suitability assessment and protocol survey should be conducted within the BSA, during the floristic period. All surveys will follow guidelines from the USFWS and the CDFW. Where suitable habitat is identified, protocol-level surveys for the special-status plant and rare insect host plant species will be conducted. Results will be documented in a comprehensive Rare Plant	50	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Construction					X

Date of ECR: March 2026

Project Phase:
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							Date/ Initials	YES	NO
and Rare Insect Host Plant Habitat Assessment and Survey Report.									

Date of ECR: March 2026

Project Phase:
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☐ Construction

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Avoidance, Minimization, and/or Mitigation Measures	Page	Environ-mental 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
AMM BIO-4 Special-status Plant Avoidance. All special-status plant individuals or populations, including milkweed spp., shall be marked for avoidance during project related activities. Flagging should be clearly marked with high visibility flagging, and flagging maintained throughout the duration of construction activities. Surveys for special-status plants should occur prior to construction activities, and during the appropriate floristic period to ensure detection of these plants.	50	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Final Design, Prior to Construction					X

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							Date/ Initials	YES	NO
AMM BIO-5 Rare Insect and Rare Insect Host Plant Protocol Survey. A rare insect protocol survey of the BSA will be conducted for monarch butterfly and Crotch's bumble bee, where suitable habitat is identified, following CDFW and USFWS survey and protocol guidelines.	52	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction, Construction					X
AMM BIO-6 Full Time Monitor. If special-status animals are observed within the BSA during preconstruction surveys, nesting bird survey, or at any point during construction (by either contractor personnel,	52	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Post Construction					X

Date of ECR: March 2026

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							Date/ Initials	YES	NO
Caltrans personnel, or the Contractor-Supplied Biologist), a biological monitor shall be present full time at locations with special-status animals to confirm that Project Activities are not resulting in any disturbance or impacts to special-status species.									
AMM BIO-7 Special-status Species Preconstruction Surveys. Preconstruction surveys for special-status species, particularly amphibians, reptiles, and small mammals, should be conducted no more than 3 days prior to vegetation	57	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Construction					X

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							Date/ Initials	YES	NO
removal or ground-disturbing activities. Surveys should be ongoing through the Project duration as construction activities begin at new locations and when work has paused for more than 3 days to ensure no disturbances to protected amphibians or reptiles. Potential den and burrow sites should be mapped and monitored during construction activities. If an active special-status mammal den or burrow is identified, a 500-foot protective buffer shall be established.									
AMM BIO-8 Arroyo Toad Protocol Survey. Up to six	57	NES(MI)	District Design/	Construction					X

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							Date/ Initials	YES	NO
surveys should be conducted at Culverts 1, 2, 3, 8, 11, and 12 from March 15 through July 1 in wet conditions with at least seven (7) days between surveys. Surveys should follow the Survey Protocol for Arroyo Toad (USFWS, 1999). At least six (6) surveys must be conducted during the breeding season (March 15 – July 1) with at least seven days between surveys and at least one survey per month during April-June. Surveys will include both daytime and nighttime components conducted within the same		2/24/2026	District Environmental Planning/ Resident Engineer/ Contractor						

Date of ECR: March 2026

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							Date/ Initials	YES	NO
24-hour period. Daytime surveys should be conducted by walking slowly along stream margins and in adjacent riparian habitat, visually searching for eggs, larvae, and juveniles. Nighttime surveys should be conducted between one hour after dusk and midnight and by walking slowly and carefully on stream banks and with periodic halts to listen for arroyo toad calls. If arroyo toads are observed within the BSA, a 500-foot buffer should be established and further consultation with USFWS and/or CDFW is required.									

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							Date/ Initials	YES	NO
AMM BIO-9 Arroyo Toad Monitor. Daily (full-time) monitoring[1] is required for all construction activities occurring within the BSA of Culverts 1, 2, 3, 8, 11, and 12.	58	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Post Construction					X
AMM BIO-10 Arroyo Toad Exclusion. If surveys detect arroyo toads or determine there is a high chance of their occurrence within the BSA, install arroyo toad fencing to	58	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction					X

[1] Arroyo toad monitoring may be required pending March 2026 survey results and Consultation.

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							Date/ Initials	YES	NO
exclude arroyo toads from the PIA.									
AMM BIO-11 Clearance Sweeps. Daily clearance sweeps within 2 hours prior to construction and daily (full-time) monitoring is required for all construction activities occurring within the BSA of Culverts 1 through 3 and 21 to 39.	64	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction					X
AMM BIO-12 Vehicle Flagging. Contractor personnel are required to affix reminder flagging to vehicles and search under vehicles prior to any mobilization.	64	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident	Prior to Construction					X

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							Date/ Initials	YES	NO
			Engineer/ Contractor						
AMM BIO-13 Southern Rubber Boa Preconstruction Surveys. One diurnal preconstruction survey should be conducted at each culvert location, including visible inspections and rock and log turning searches. These preconstruction will be conducted within 3 days of construction, and ideally between April and June, when the species is active and not in hibernation.	65	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction					X
AMM BIO-14 Nesting Bird Surveys. Preconstruction	72	NES(MI)	District Design/	Prior to Construction					X

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							Date/ Initials	YES	NO
surveys for Nesting Birds and Raptors should be conducted no more than 3 days prior to vegetation removal or ground-disturbing activities. Nesting Bird Surveys should be ongoing through the Project duration during the nesting bird season (February 1 to September 30) to ensure no disturbances to protected nesting activities. If nests are identified, a protective buffer (typically 300 feet for songbirds and 500 feet for raptors) shall be established.		2/24/2026	District Environmental Planning/ Resident Engineer/ Contractor						
AMM BIO-15 Nest Monitoring. All active nests in the BSA should be monitored	72	NES(MI) 2/24/2026	District Design/ District	Construction					X

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							Date/ Initials	YES	NO
daily to ensure protective buffers are maintained and to minimize nest disturbances.			Environmental Planning/ Resident Engineer/ Contractor						
AMM BIO-16 Nocturnal Raptor Survey. Targeted preconstruction surveys for California Spotted Owl at Culverts 15, 22, 25, 26, 30, and 31 and Long-eared Owl should be conducted at nighttime (nocturnal) or dawn/dusk (crepuscular) in alignment with activity periods for the target owls. If California Spotted Owl is detected within 1,320 feet or a Long-eared Owl within 500	78	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Post Construction					X

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							Date/ Initials	YES	NO
feet of the PIA, further consultation with USFWS and/or CDFW is required.									
AMM BIO-17 Interagency Coordination. Prior to project start, Caltrans, San Bernardino National Forest, and USFWS should conduct pre-season planning on survey schedules and needs to reduce inefficiencies, such as overlapping or excessive known spotted owl site visits by more than one survey group.	78	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Design Phase					X
AMM BIO-18 Den and Burrow Monitoring. All active burrows or dens in the	90	NES(MI) 2/24/2026	District Design/ District	Prior to Construction, Construction					X

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							Date/ Initials	YES	NO
BSA should be monitored daily concurrent to Project Activities to ensure protective buffers are maintained and to minimize disturbances.			Environmental Planning/ Resident Engineer/ Contractor						
AMM BIO-19 San Bernardino flying squirrel Survey and Monitoring. Targeted preconstruction surveys for San Bernardino flying squirrels should be conducted at Culverts 09, 12, 15, 16, 17, 19, 20, 21, 22, 28, 29, 30, and 34, where habitat was identified. If San Bernardino flying squirrels or active dens are observed within the BSA a 500-foot buffer should be established	90	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction, Construction					X

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							Date/ Initials	YES	NO
and further consultation with USFWS and/or CDFW is required. All construction activities shall be monitored to determine the monitor effects to San Bernardino flying squirrel, documenting the presence of snags and signs of San Bernardino flying squirrel activity, such as feeding remains, tracks, and scat. Prior to removal of trees, snags, or other vegetation, the habitat features will be evaluated to assess the effects to San Bernardino flying squirrel.									

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							Date/ Initials	YES	NO
AMM BIO-20. Pre-construction Invertebrate Species Survey. Prior to any ground disturbance, a qualified biologist shall survey for potential habitat suitability and presence of Crotch's bumble bee (*Bombus crotchii*). The habitat assessment for Crotch's bumble bee shall be performed according to the 2023 CDFW Survey Considerations for Candidate Bumble Bee (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150).	52	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction, Construction					X

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							Date/ Initials	YES	NO
The preconstruction Crotch's bumblebee survey must be conducted by a contractor supplied biologist no more than 1 week prior to project activities within the Biological Study Area. The surveys shall include 100 percent visual coverage and include a minimum 50-foot buffer in adjacent habitat. If a Crotch's bumble bee or bumble bee nest is located, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination will be required.									

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							Date/ Initials	YES	NO
TRANSPORTATION									
TRA-1 Implement Traffic Management Plan. A traffic staging plan, as part of the TMP, will be implemented during project construction. The TMP will be prepared to minimize direct and cumulative construction impacts on the community. On completion, the final TMP will be available to the public and obtained by request from Caltrans. The TMP must be submitted with the construction plan to the police and fire departments of affected cities prior to commencement of	2-15	IS	District Design/ District Traffic Management/ District Environmental Planning/ Resident Engineer/ Contractor	Final Design, Prior to Construction					X

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							Date/ Initials	YES	NO
construction activities. The TMP will include, but not be limited to, the following features: – Public Information: Provide updates to affected residents, businesses, the general public, schools, and public transportation agencies through brochures and mailers, community meetings, websites, radio and newspaper advertisements, and social media. – Motorist Information: Provide information using									

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							Date/ Initials	YES	NO
changeable message signs and ground-mounted signs. – Incident Management: Implement a Construction Zone Enhanced Enforcement Program, and traffic handling. – Traffic Management During Construction: Provide a traffic lane closure chart, detour route, pedestrian routes, and residential and commercial access routes.									

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							Date/ Initials	YES	NO
HAZARDOUS WASTE/MATERIALS									
HAZ-1: Project will be performed in accordance with Caltrans Standard Special Provision 6-1.03B conditions for use of local materials from non-commercial source or source not regulated under California jurisdiction	1	ISA Checklist 8/28/2025	District Design/ District Environmental Engineering/ Resident Engineer/ Contractor	Final Design, Construction	SSP 6-1.03B				X
HAZ-2 Project will be performed in accordance with Caltrans Standard Special Provision 14-11.14 for management of treated wood waste.	1	ISA Checklist 8/28/2025	District Design/ District Environmental Engineering/ Resident Engineer/ Contractor	Final Design, Construction	SSP 14-11.14				X

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							Date/ Initials	YES	NO
HAZ-3 Project will be performed in accordance with Caltrans Standard Special Provision 36-4 for residue containing non-hazardous levels of lead from paint and thermoplastic.	1	ISA Checklist 8/28/2025	District Design/ District Environmental Engineering/ Resident Engineer/ Contractor	Final Design, Construction	SSP 36-4				X
HAZ-4 Project will be performed in accordance with Caltrans Standard Special Provision 84-9.03B for removal of yellow traffic stripe and pavement marking with non-hazardous residue.	1	ISA Checklist 8/28/2025	District Design/ District Environmental Engineering/ Resident Engineer/ Contractor	Final Design, Construction	SSP 84-9.03B				X
GREENHOUSE GAS EMISSIONS									
GHG-1: The contractor must comply with Standard	2-10	IS	District Design/	Construction					X

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Specification 7-1.02C (Emissions Reduction), which requires that the contractor certify awareness of ARB emissions reduction regulations and will comply with them.			District Environmental Engineering/ Resident Engineer/ Contractor						
GHG-2: The project will maintain equipment in proper tune and working condition.	2-10	IS	Resident Engineer/ Contractor	Construction					X

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							Date/ Initials	YES	NO
NOISE									
NOI-1: Project will be performed in accordance with Caltrans Standard Special Provision 14-8.02 for construction noise control.	2-39	IS	District Design/ District Environmental Engineering/ Resident Engineer/ Contractor	Construction					X

Appendix C List of Technical Studies

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

- Construction GHG Emissions Estimate Memorandum. January 2025.
- Historic Property Survey Report. February 2026.
- Initial Site Assessment Checklist. September 2025.
- Landscape Architecture Scoping Questionnaire to Determine Visual Impact Assessment Level. August 2023.
- Natural Environment Study (Minimal Impacts). February 2026.
- Scoping Questionnaire for Water Quality Issues. November 2025.