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 Mitigated Negative Declaration



Prepared by the
State of California, Department of Transportation

October 2026

General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study with Mitigated Declaration (IS/MND), which examines the potential environmental impacts of the alternatives being considered for the 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 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. The Initial Study with Mitigated Negative Declaration circulated to the public for 30 days between April 10, 2026 and May 10, 2026. Comments received during this period are included in Chapter 3, Comments and Coordination. Changes made to the document since the draft document circulation are shown with a vertical line in the left margin. Minor editorial changes and clarifications are not shown. Additional copies of this document and the related technical studies are available for review 464 West Fourth Street, San Bernardino, CA 92401, Monday-Friday from 8:00 a.m – 4:30 p.m.

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, or you may contact 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 # 2026040484
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 Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agencies: California Transportation Commission

Michael Grimes
Acting on behalf of
Antonia Toledo

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

10/22/2026
Date

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State Clearinghouse #: 2026040484

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) plans 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.

Determination

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

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

In addition, the proposed project would have less-than-significant effects on biological resources, greenhouse gas emissions, hazards and hazardous materials, 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 Permanent impacts to jurisdictional areas would be mitigated at a 1:1 ratio 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. Mitigation would occur in the form of onsite restoration, in-lieu fee, mitigation bank credit, land acquisition, or as agreed upon with respective resource agencies.



Michael Grimes
Acting on Behalf of
Antonia Toledo

10/22/2026

Antonia Toledo
Deputy District Director, Environmental
District 08
California Department of Transportation

Date

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

1.4.2 Build Alternative

Caltrans plans 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.

Temporary construction easements may be needed with the United States Forest Service, County of San Bernardino, and private lands. Exact locations will be further determined during the design phase of the project. If it is determined that any activities will occur on County-maintained roads, Caltrans will coordinate with the San Bernardino County Department of Public Works. For any project activities in the California Department of Water Resources right of way, coordination will occur with the California Department of Water Resources.

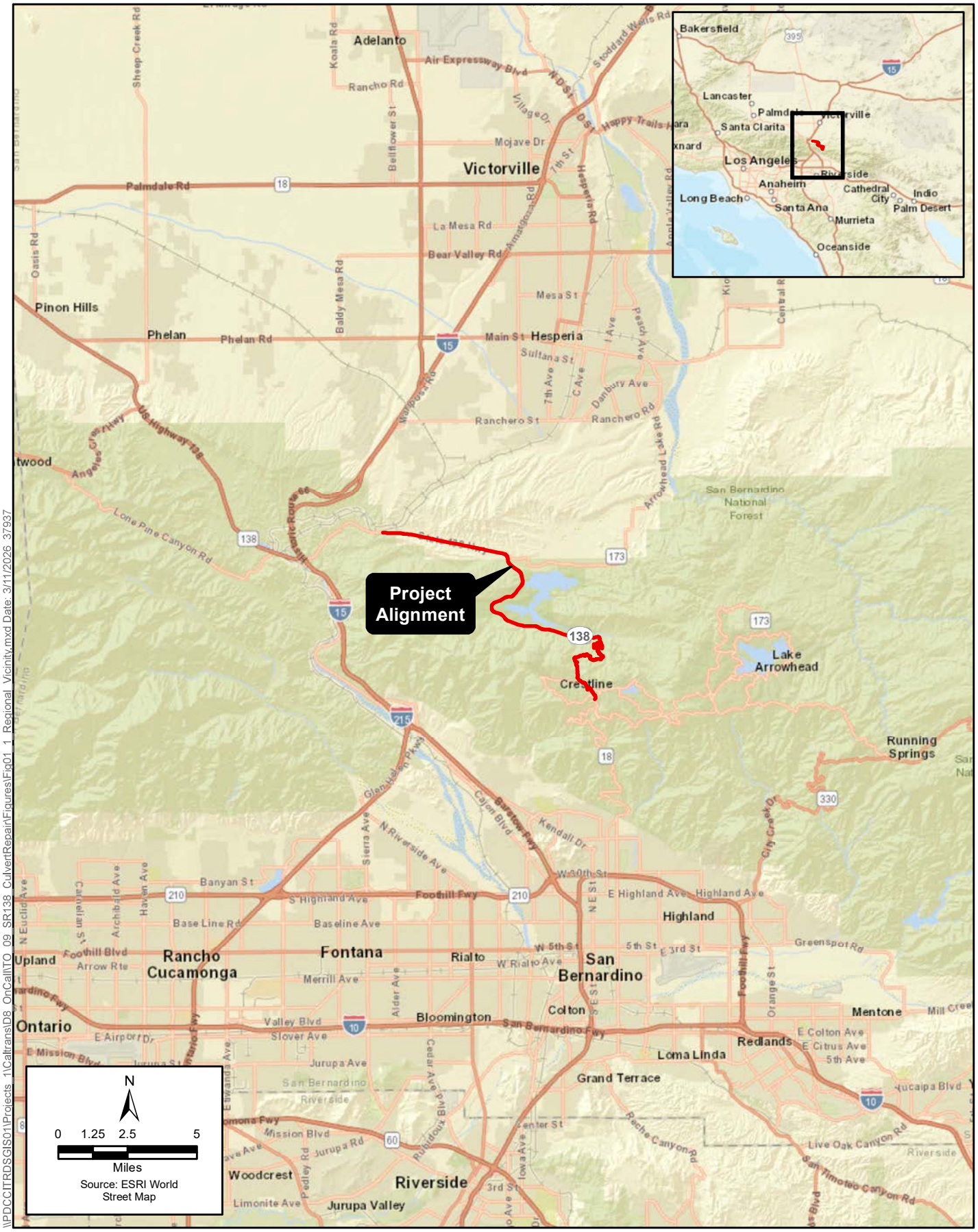
1.5 IDENTIFICATION OF A PREFERRED ALTERNATIVE

Full identification is given to the results of the technical studies that were prepared for the project. After comparing and weighing the benefits and impacts of the Build

Alternative and No Build Alternative, the Build Alternative was identified as the Preferred Alternative on Oct. 22, 2026. This decision is based on the Build Alternative (Preferred Alternative) fully addressing the purpose and need identified for the project.

1.6 DISCUSSION OF THE NEPA CATEGORICAL EXCLUSION

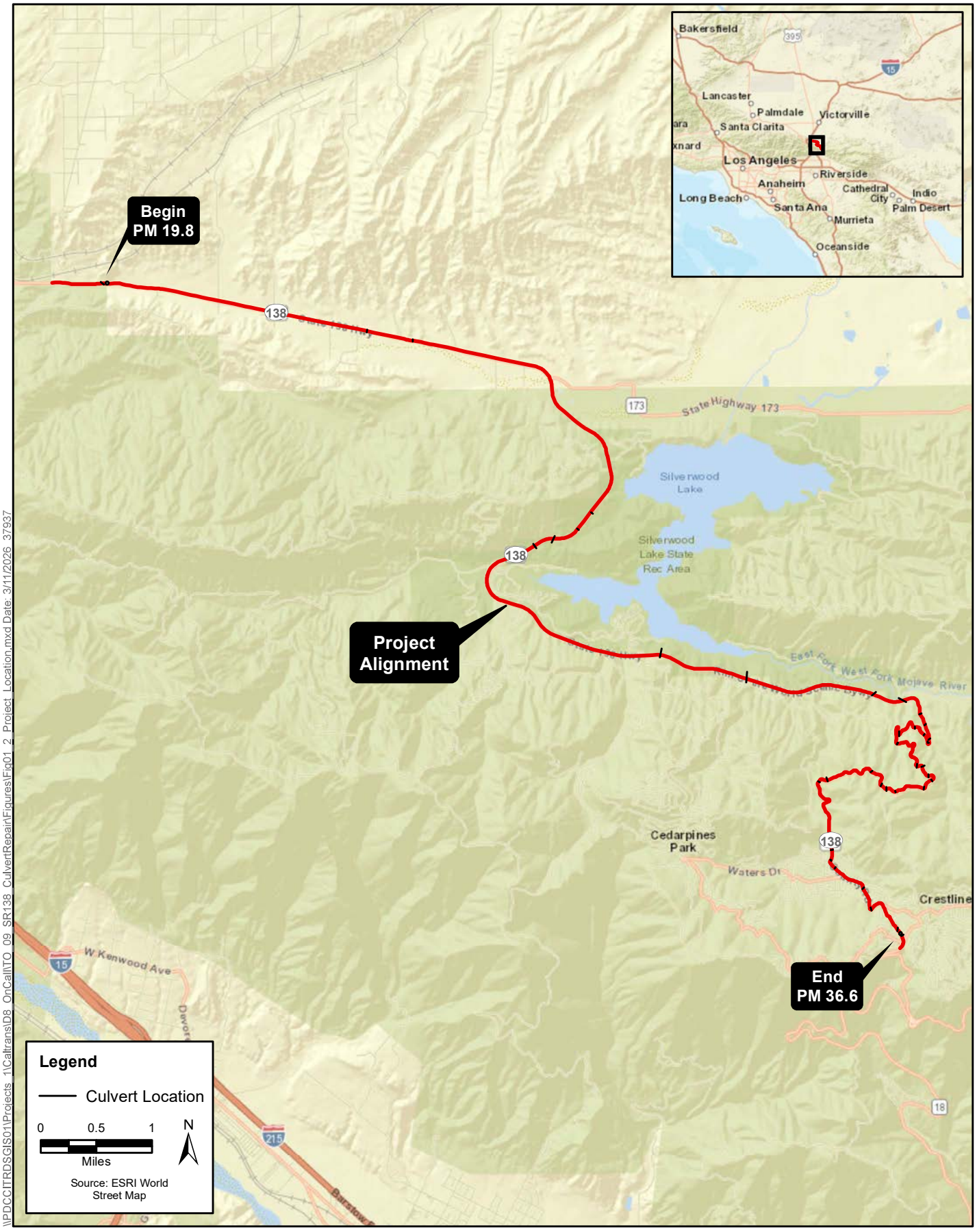
This document contains information regarding compliance with the Caltrans Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy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



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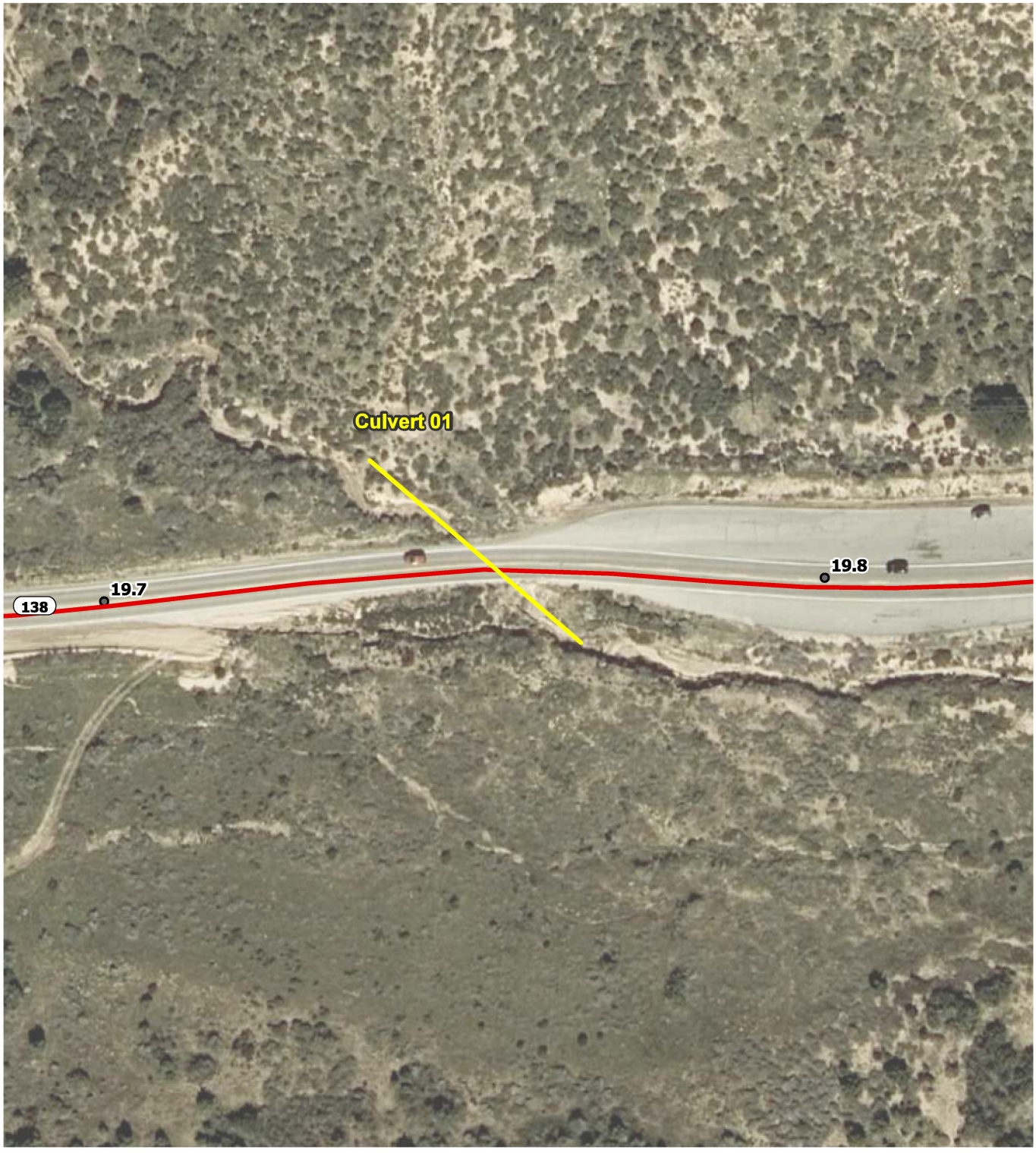
Figure 1-1
Regional Vicinity Map
SR-138 Culvert Repair Project

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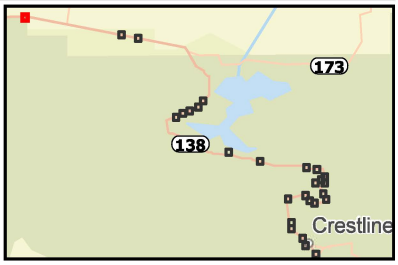
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Figure 1-2
Project Location Map
SR-138 Culvert Repair Project



Legend

- Culvert Location
- Alignment
- Postmile Markers



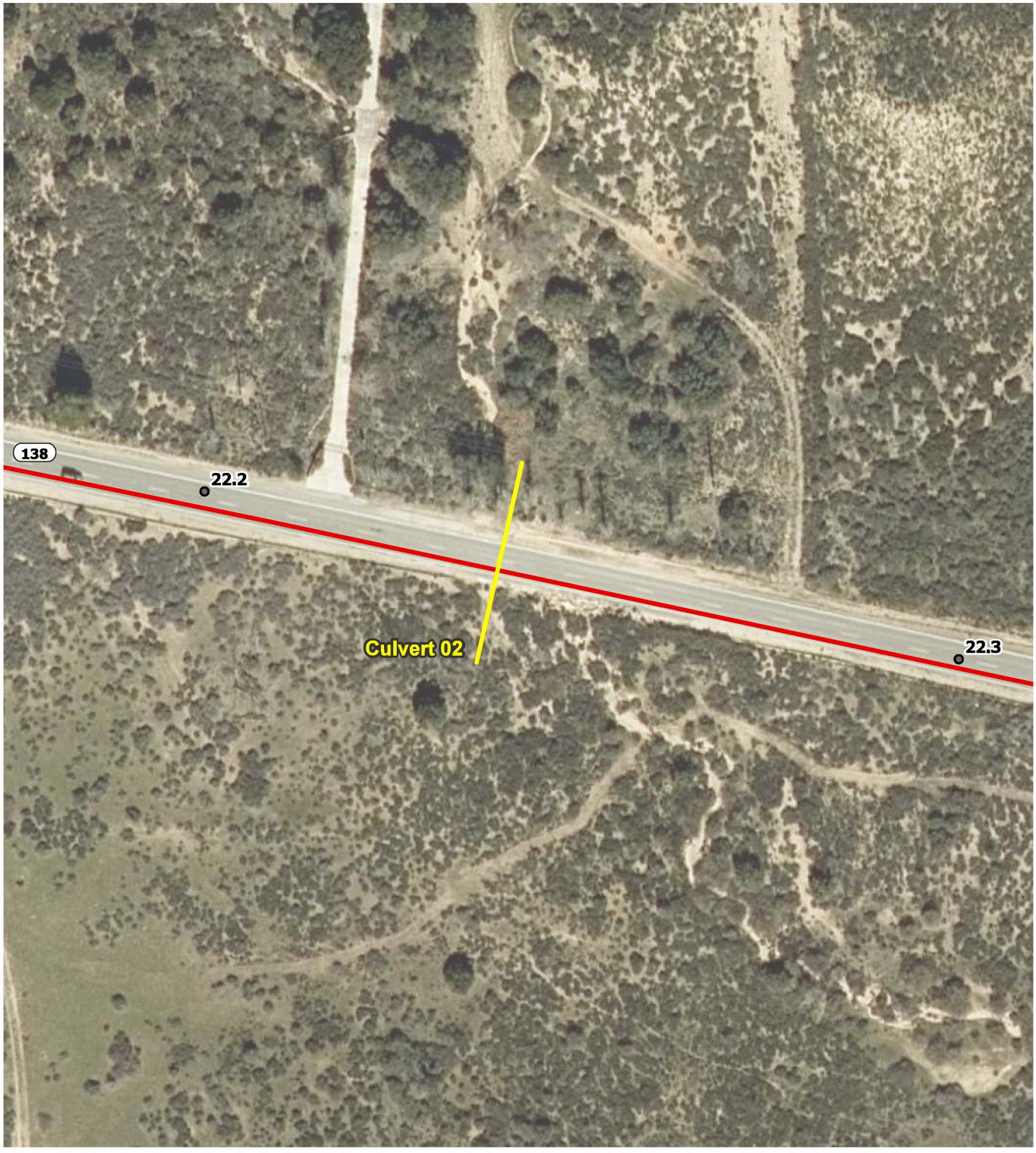
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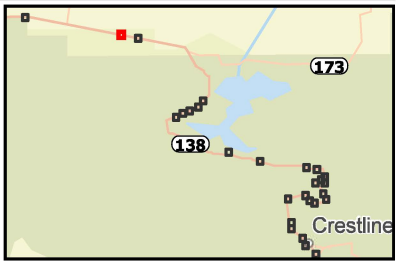
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Build Alternative
SR-138 Culvert Repair Project

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- Culvert Location
- Alignment
- Postmile Markers



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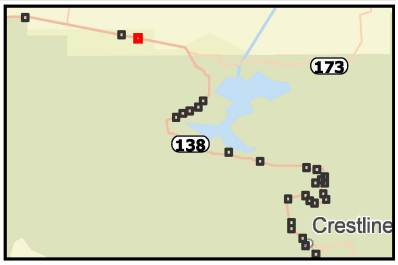
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- Culvert Location
- Alignment
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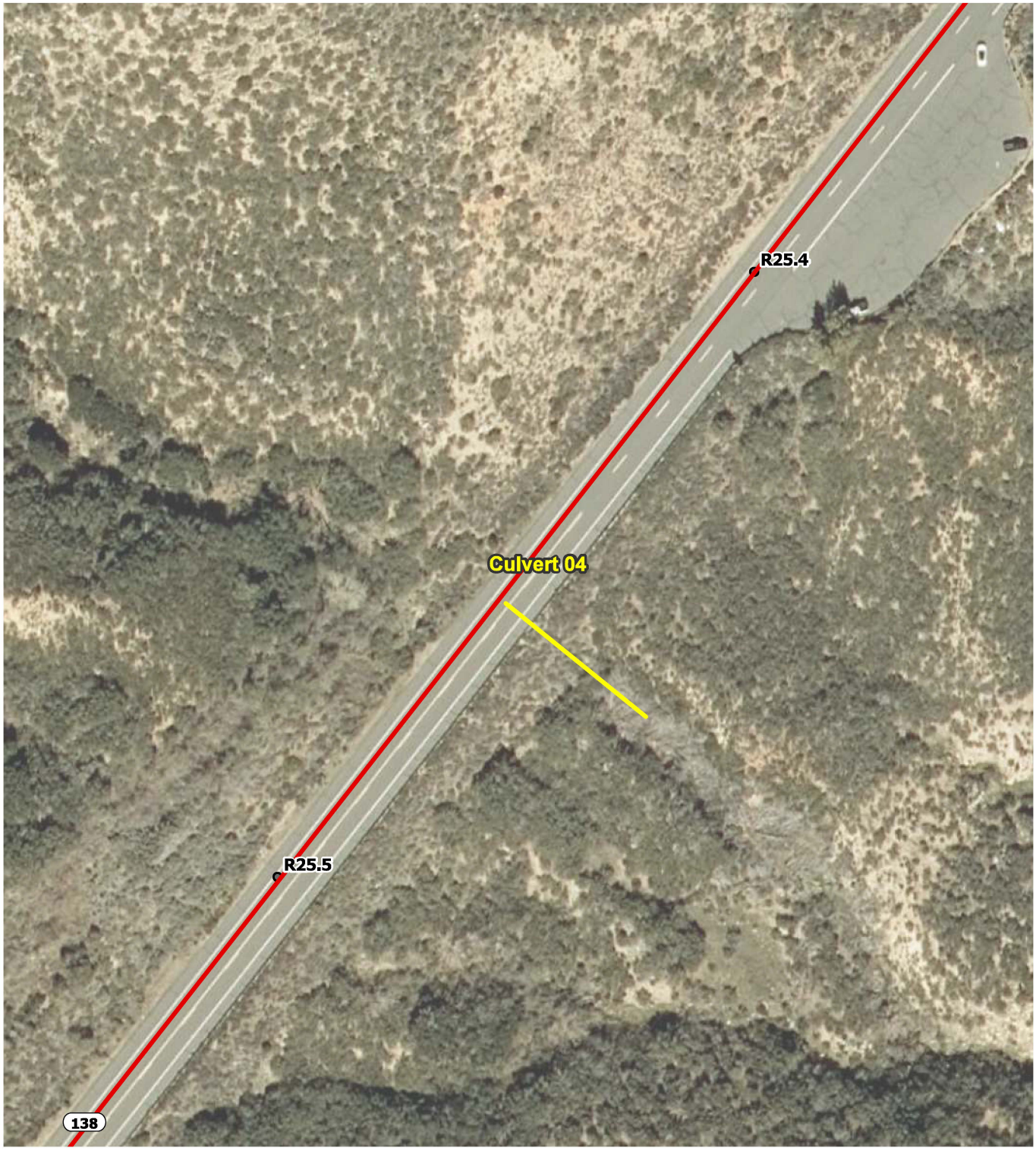
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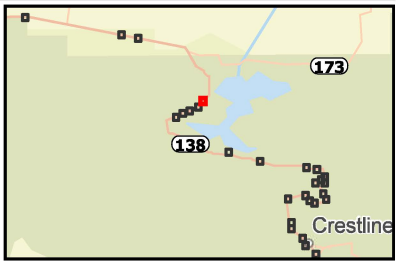
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- Culvert Location
- Alignment
- Postmile Markers



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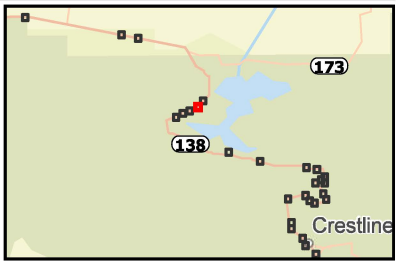
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- Culvert Location
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- Postmile Markers



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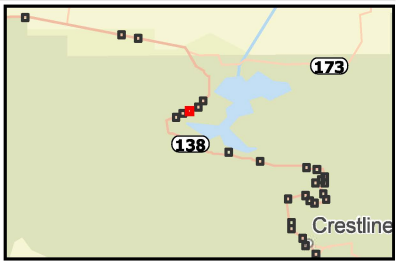
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- Culvert Location
- Alignment
- Postmile Markers



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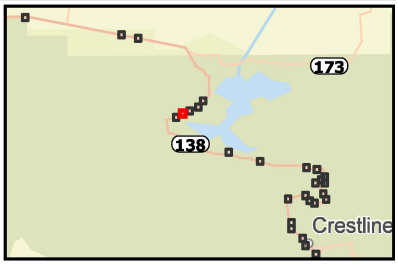
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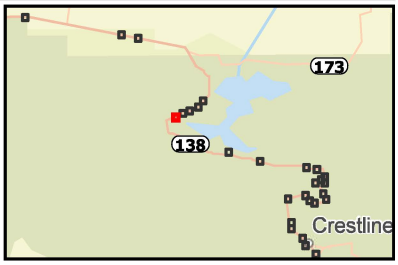
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- Postmile Markers



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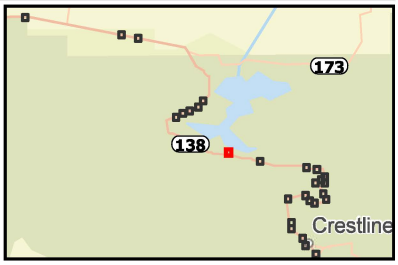
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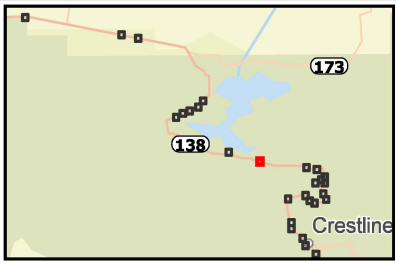
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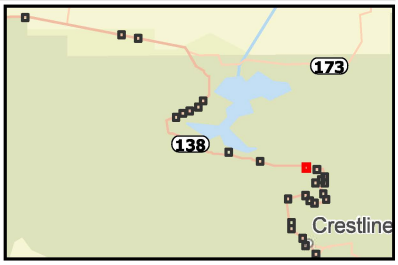
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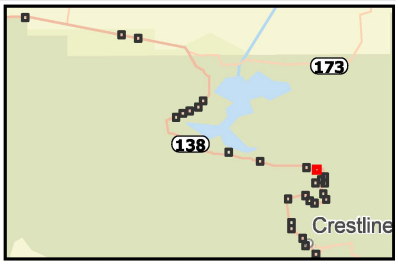
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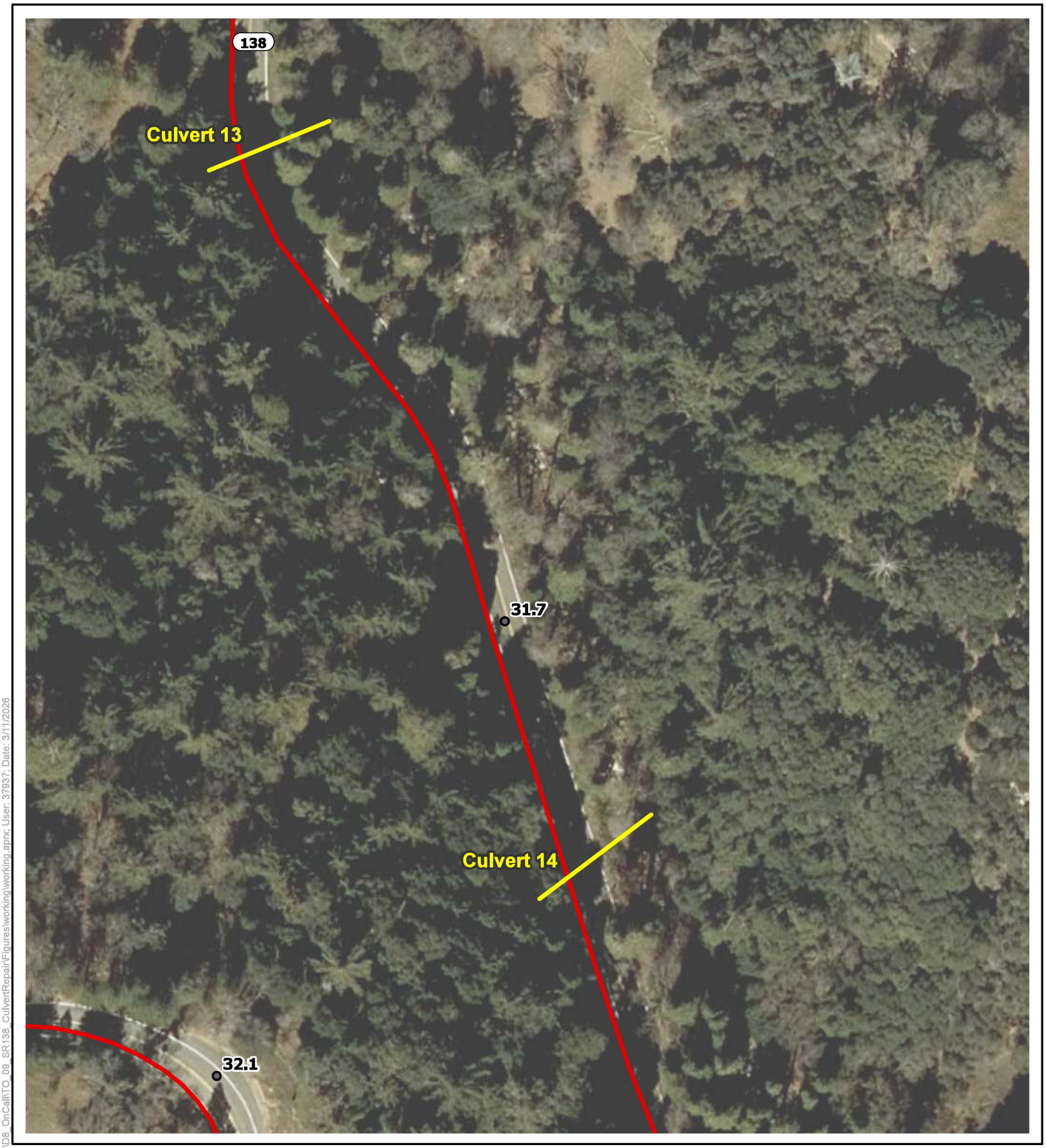


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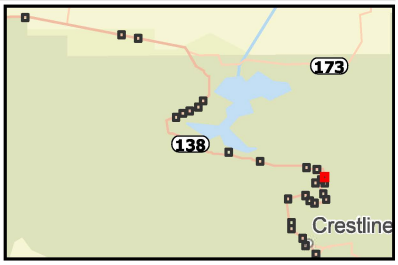
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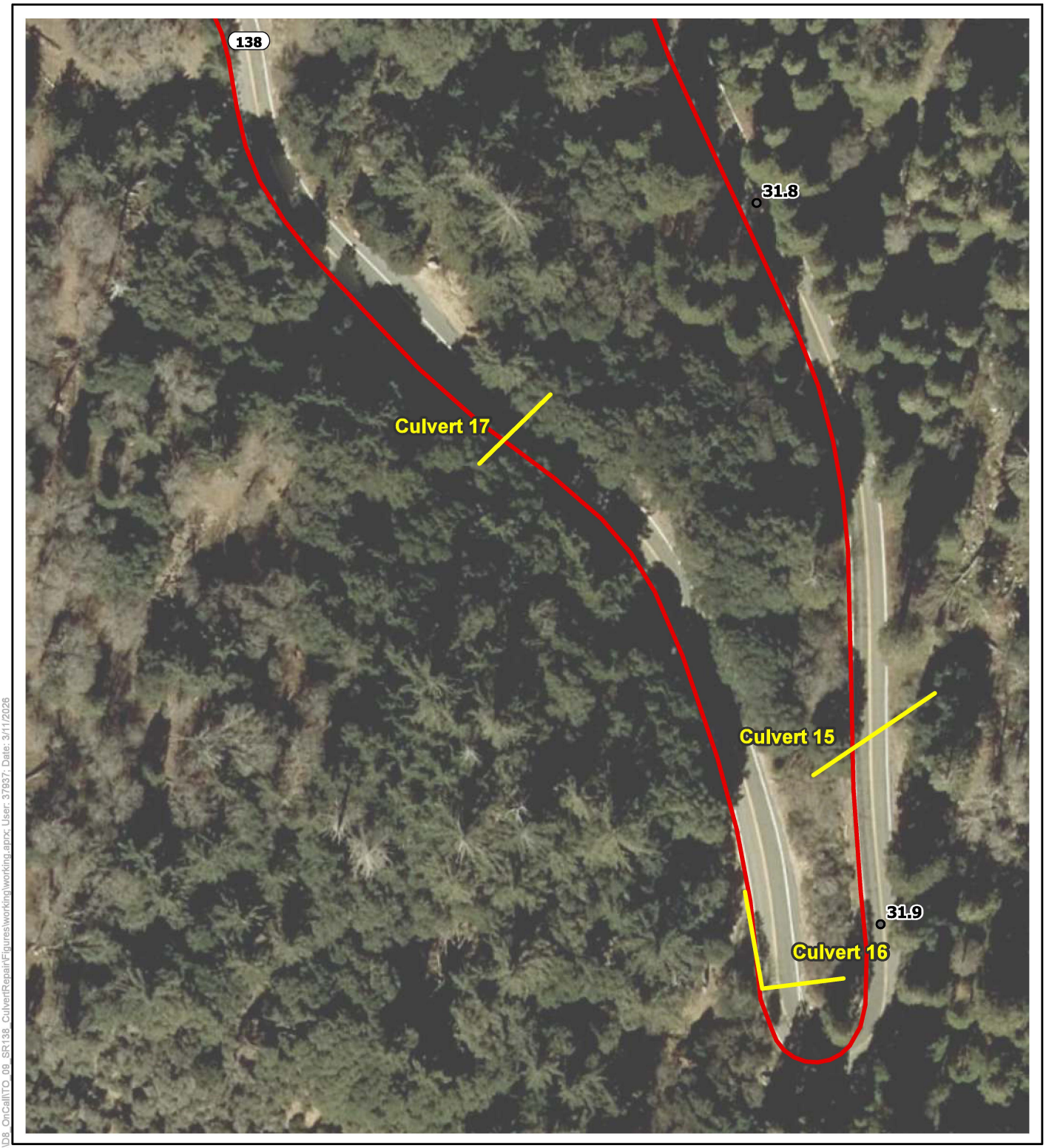
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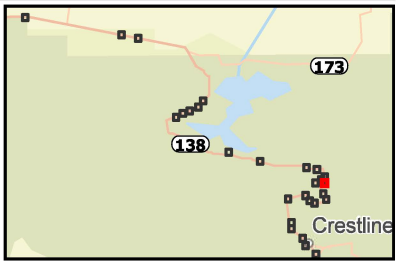
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Build Alternative
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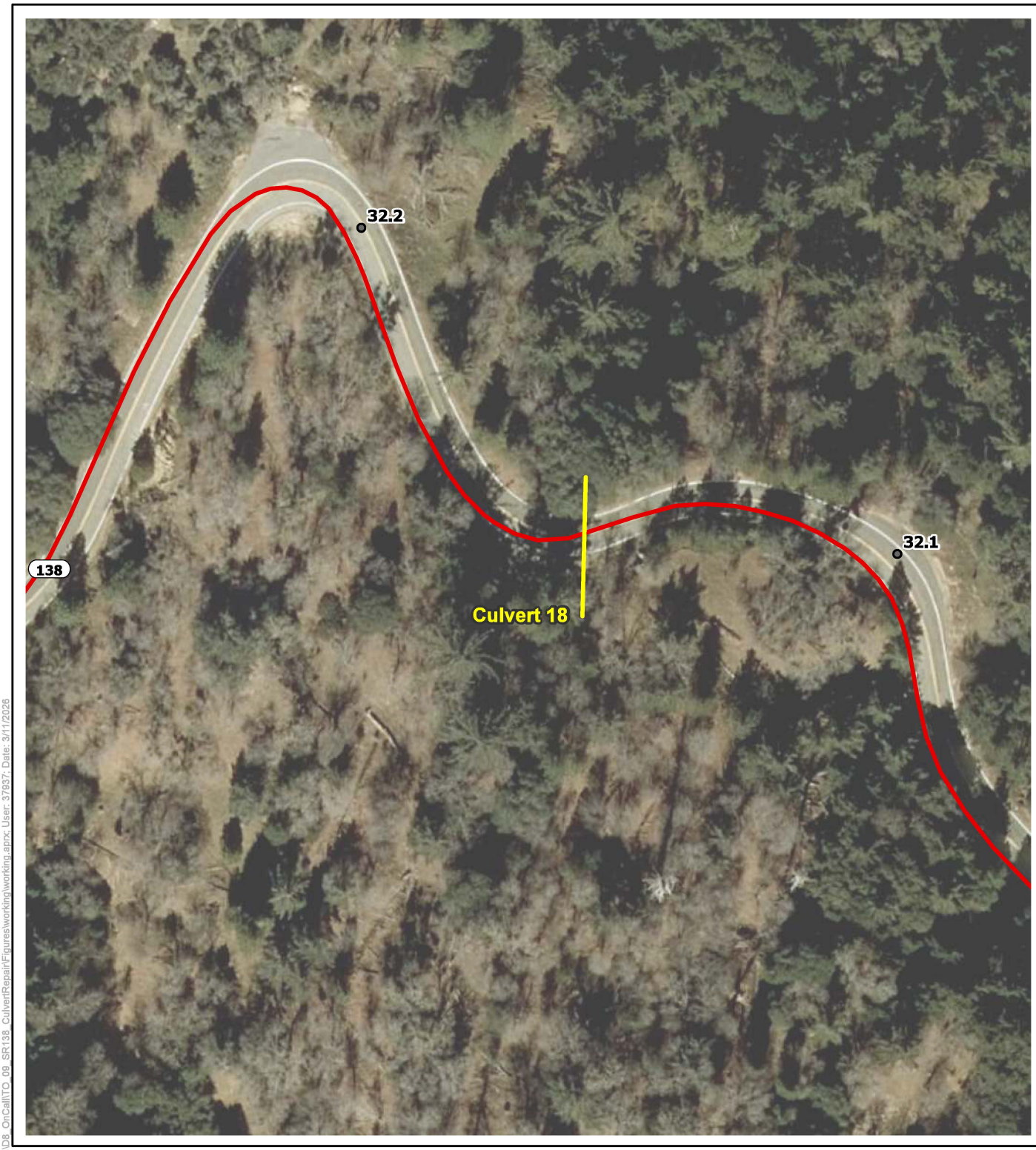
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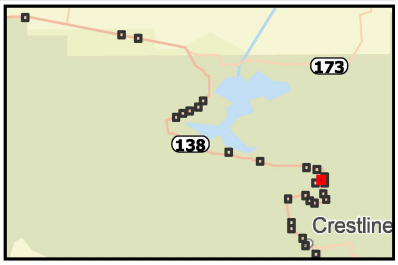
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Build Alternative
SR-138 Culvert Repair Project

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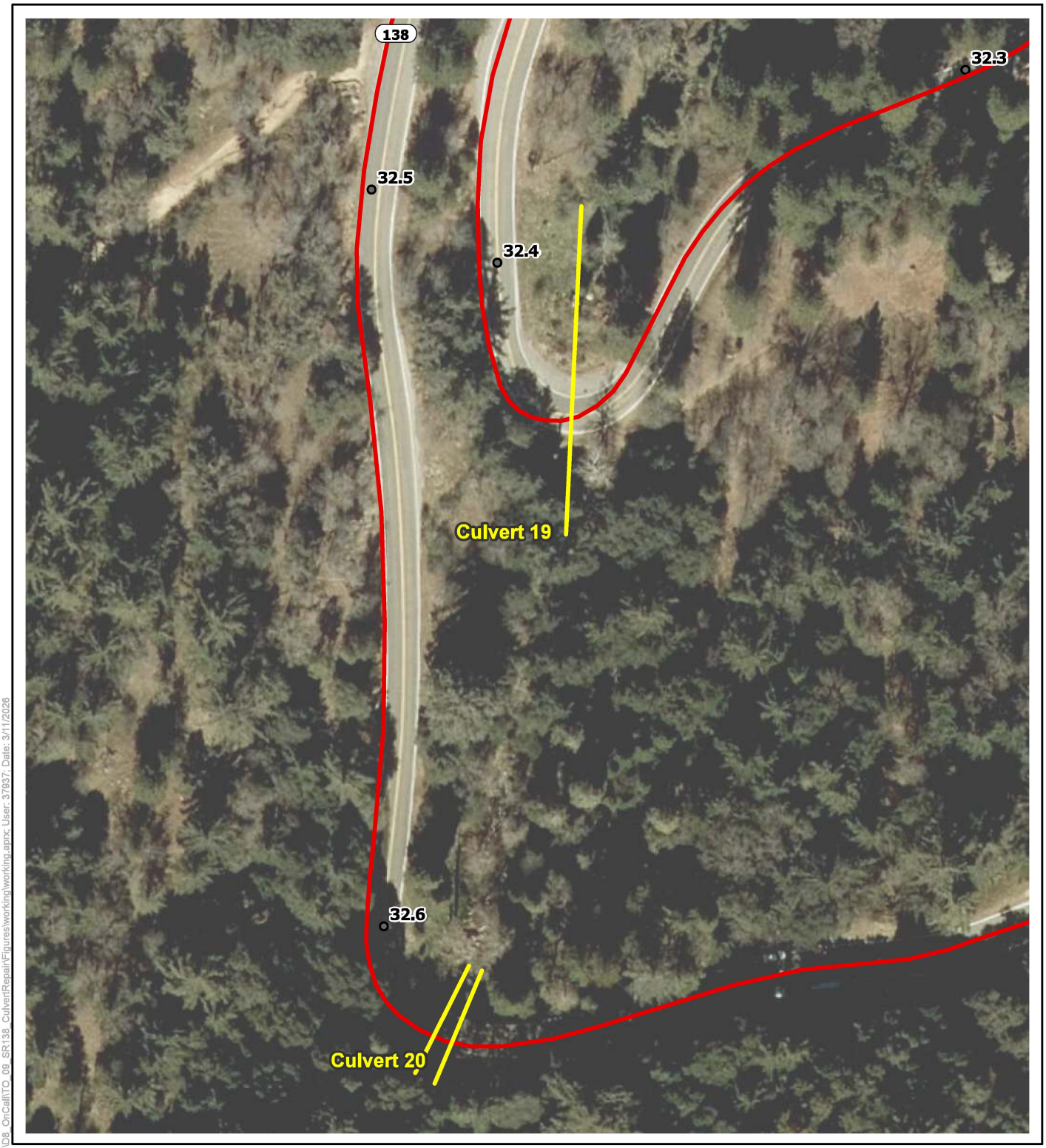
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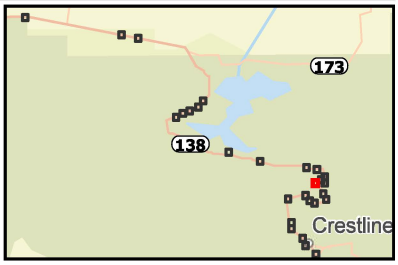
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SR-138 Culvert Repair Project

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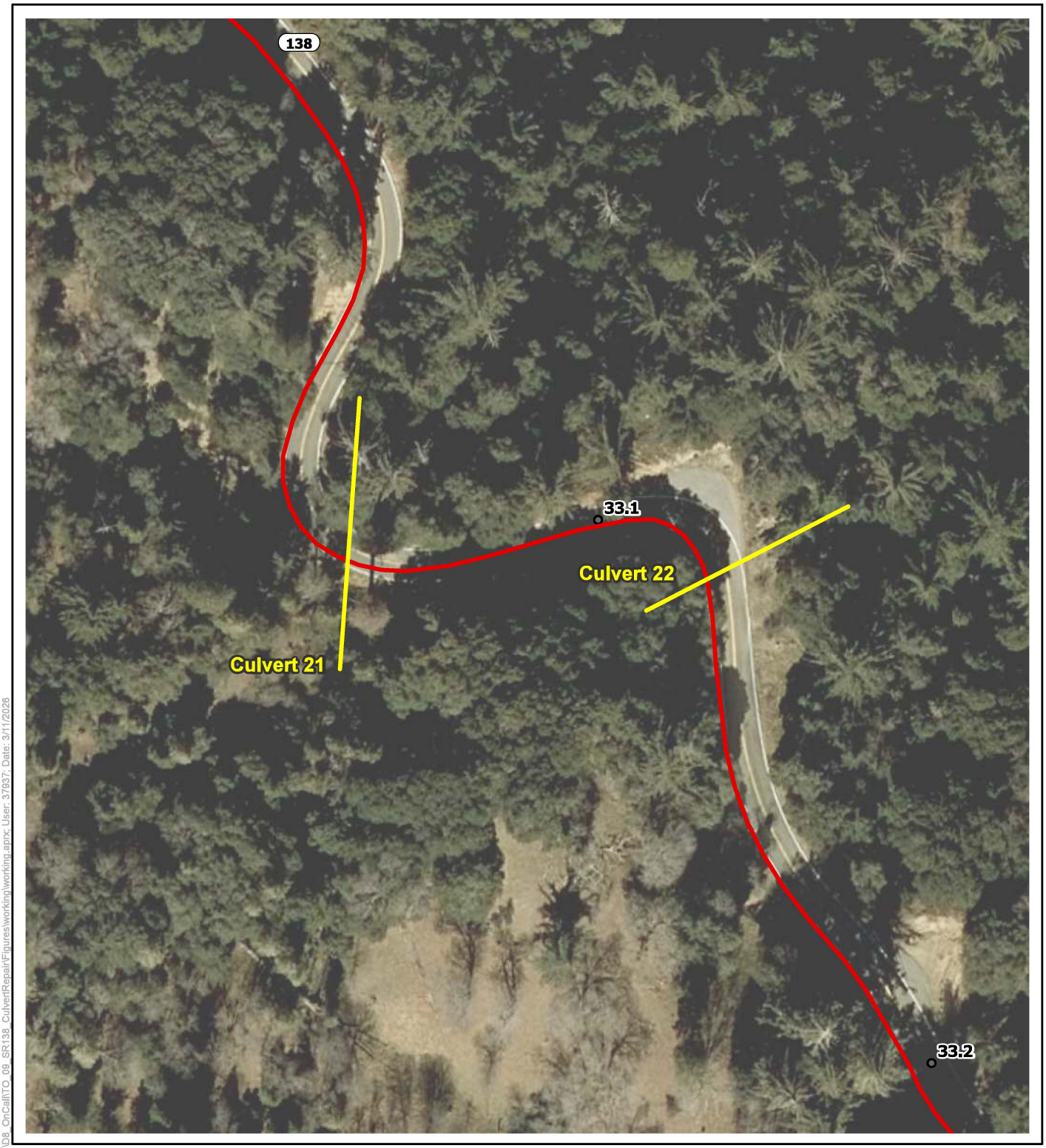
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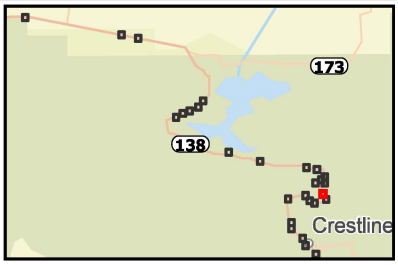
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SR-138 Culvert Repair Project

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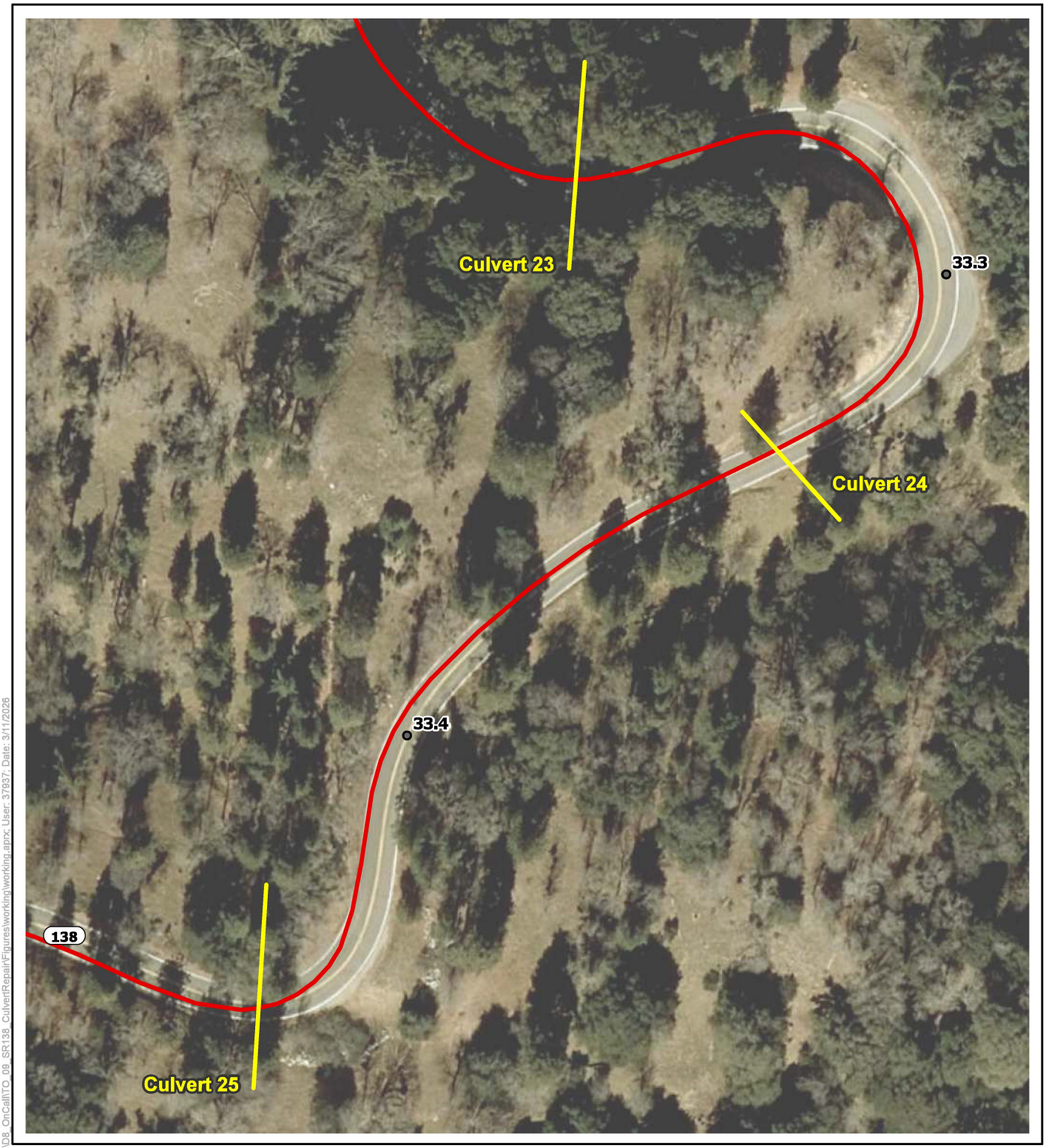
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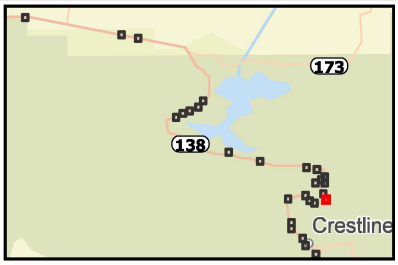
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SR-138 Culvert Repair Project

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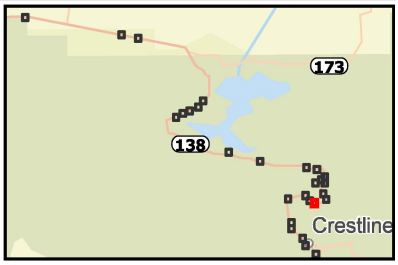
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SR-138 Culvert Repair Project

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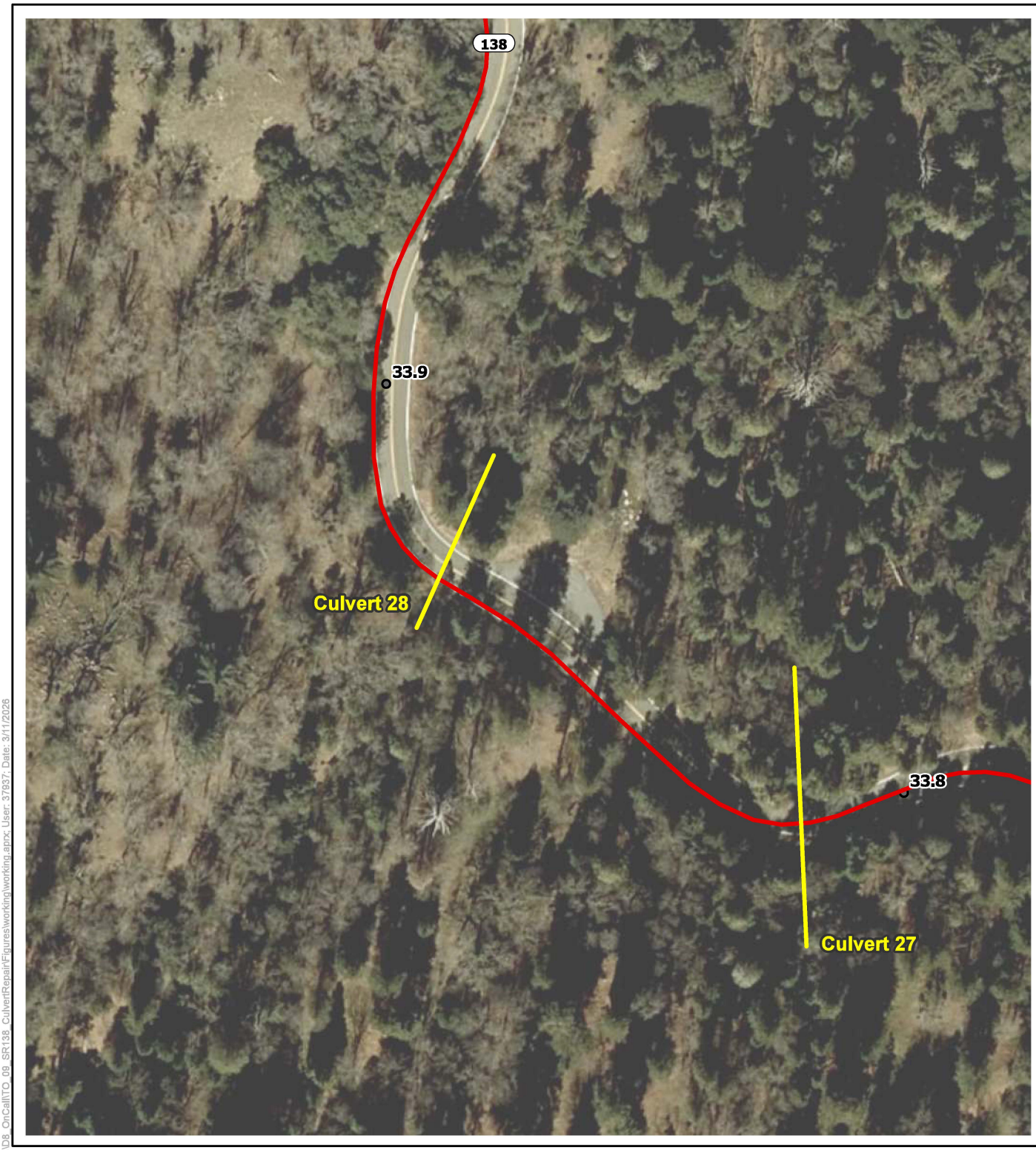
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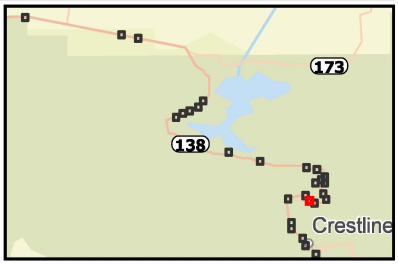
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SR-138 Culvert Repair Project

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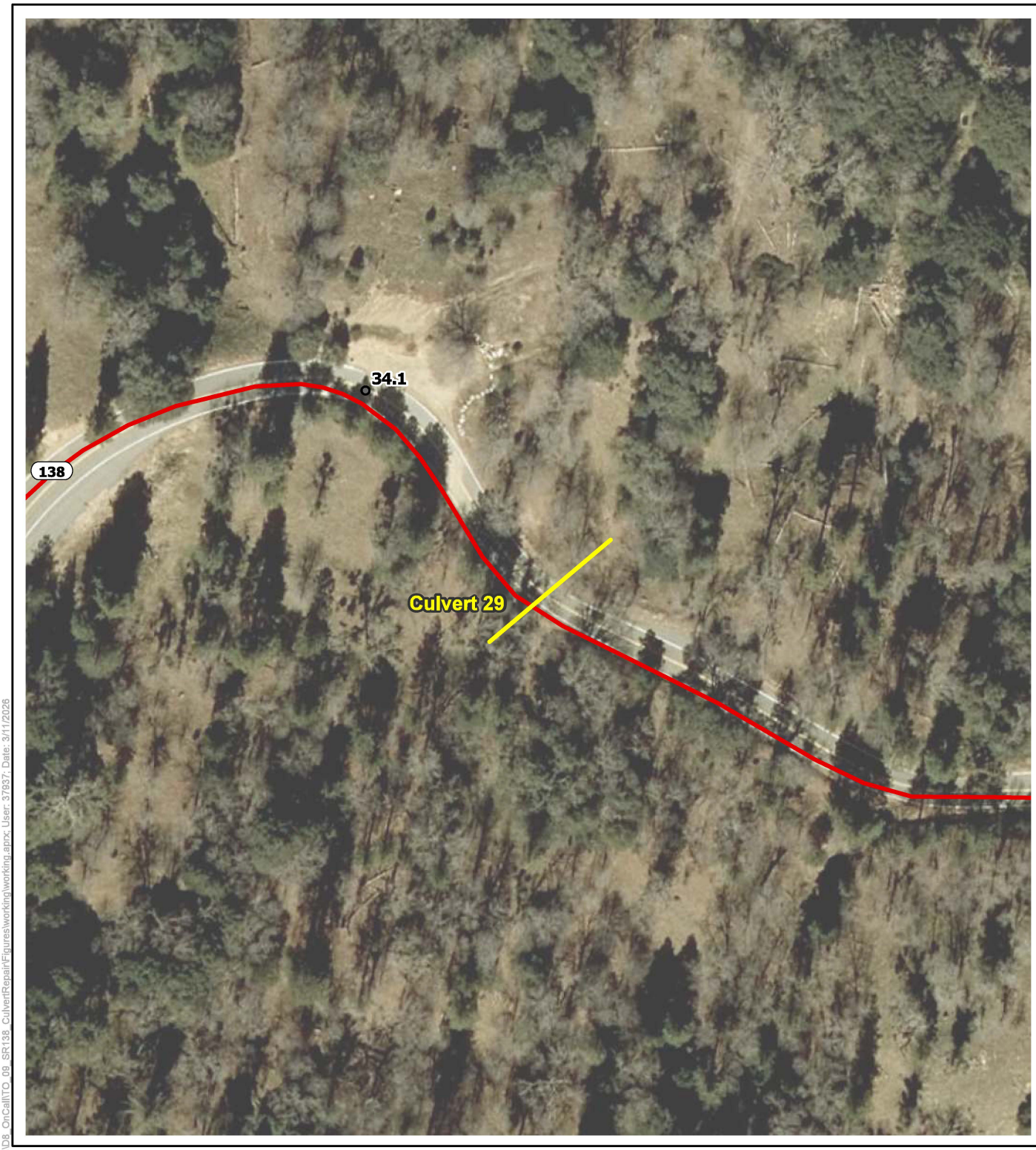
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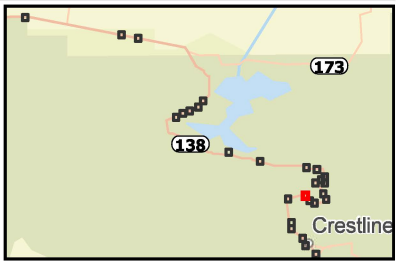
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SR-138 Culvert Repair Project

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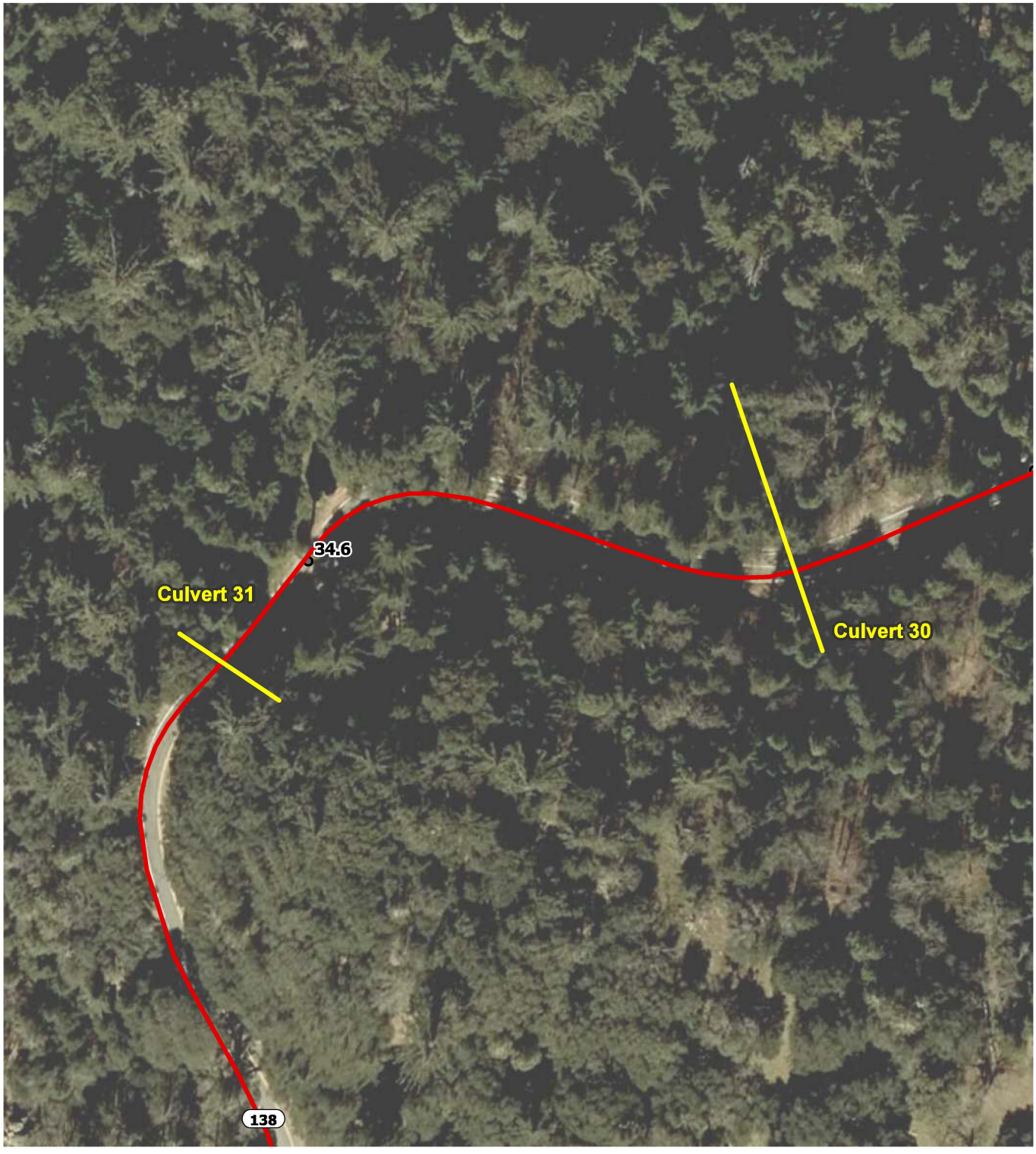


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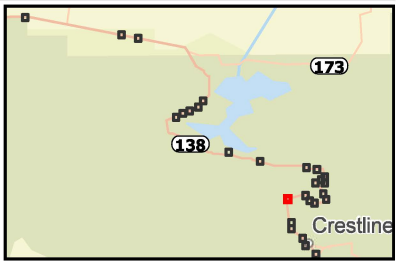
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SR-138 Culvert Repair Project

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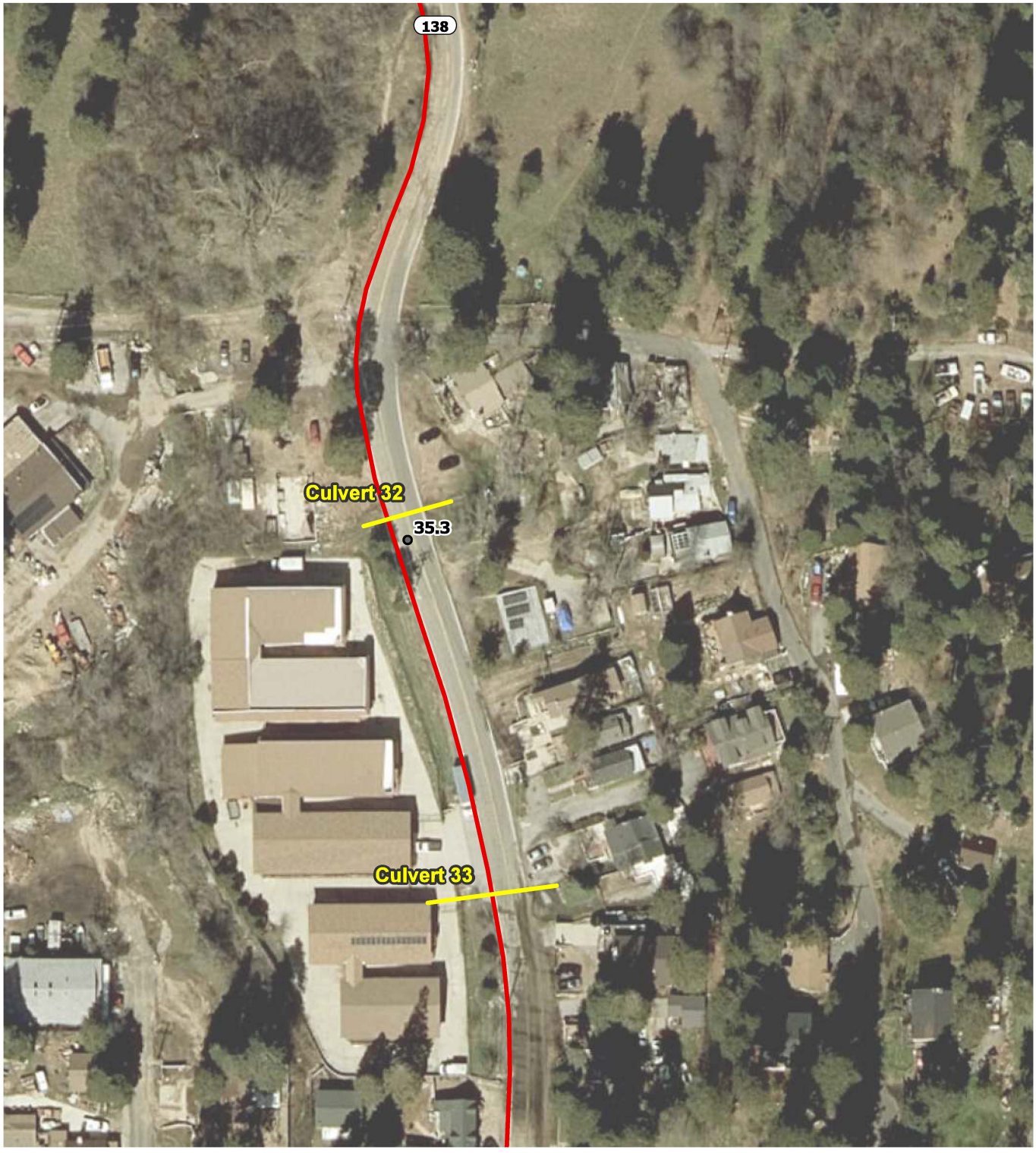
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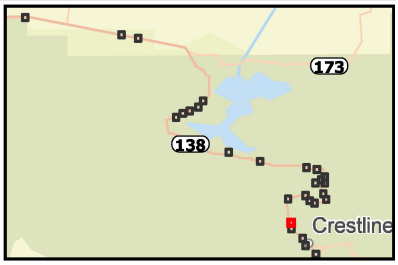
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Build Alternative
SR-138 Culvert Repair Project

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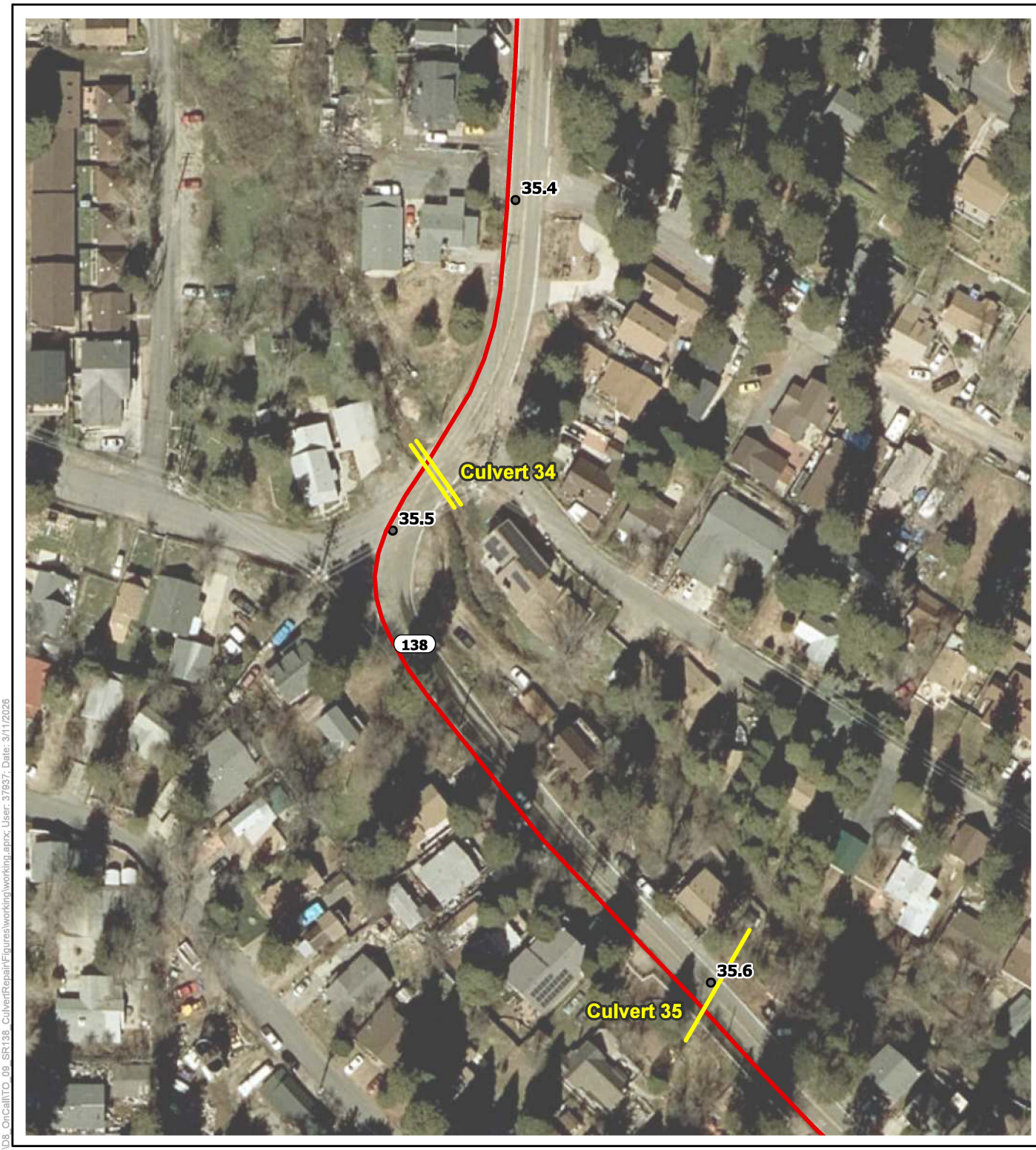
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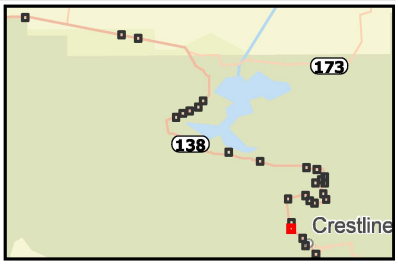
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SR-138 Culvert Repair Project

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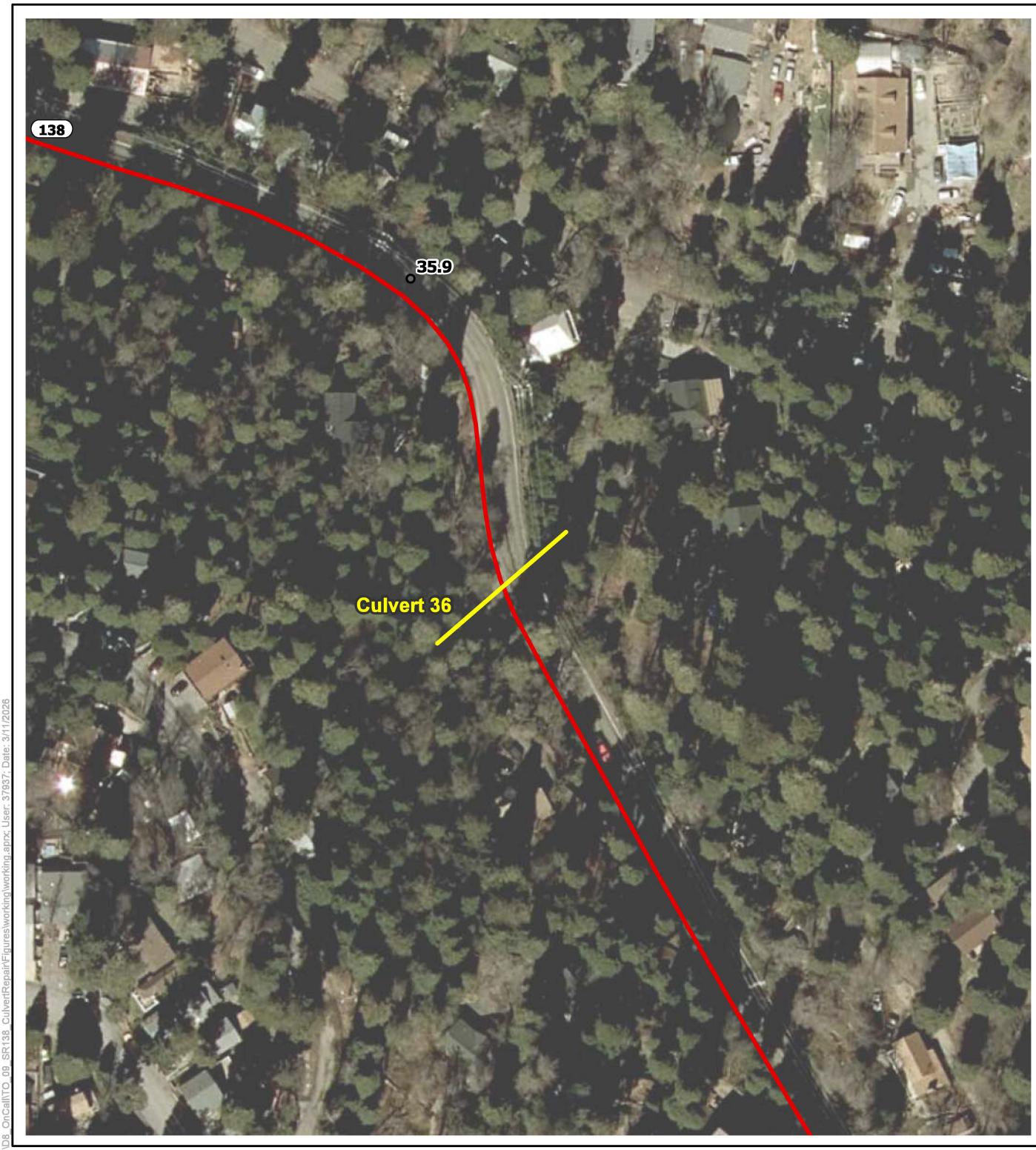
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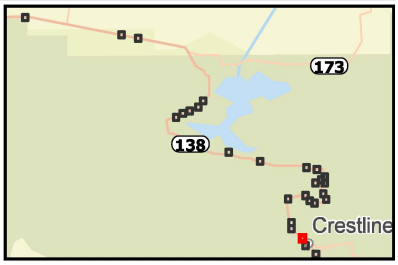
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SR-138 Culvert Repair Project

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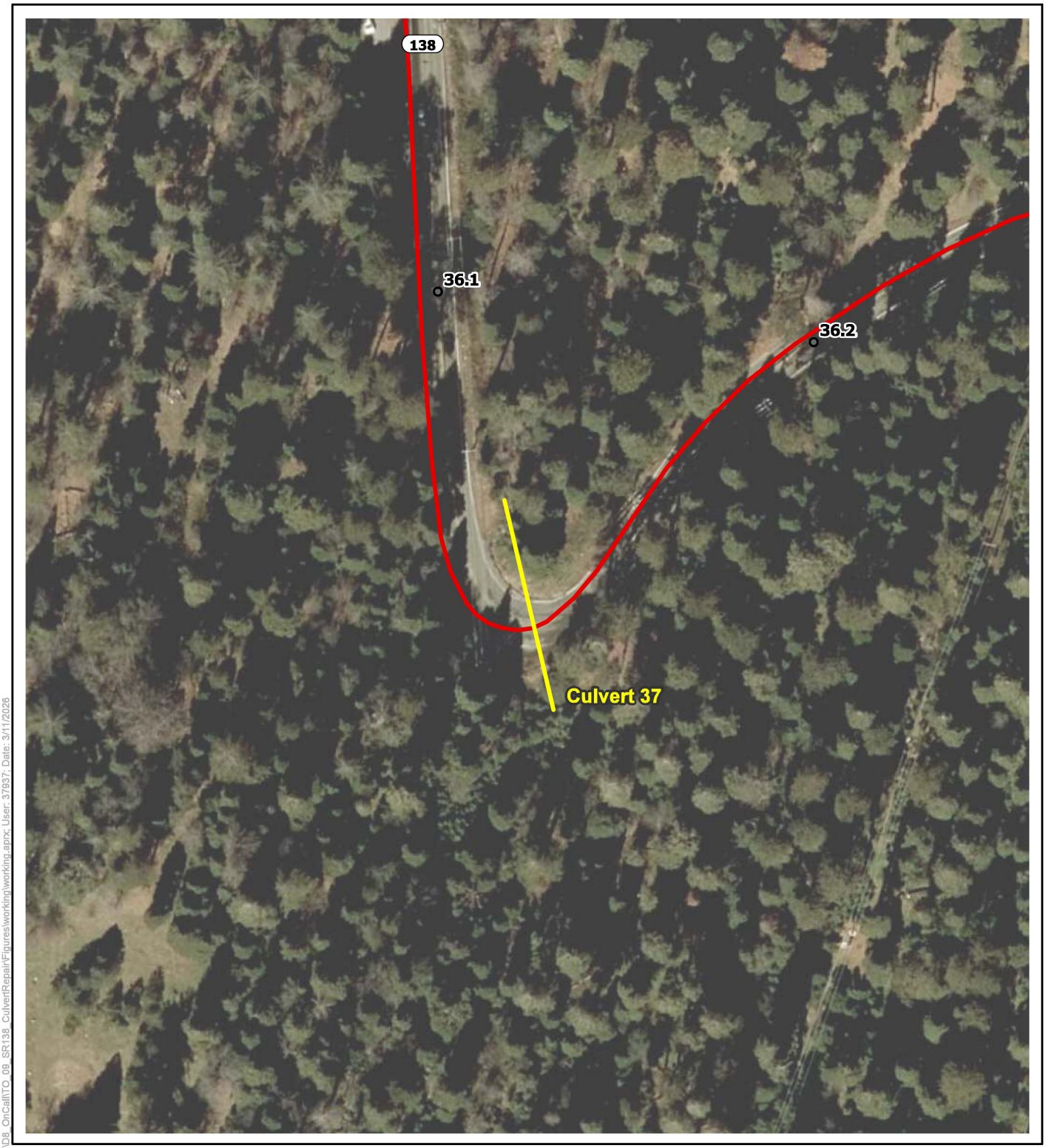
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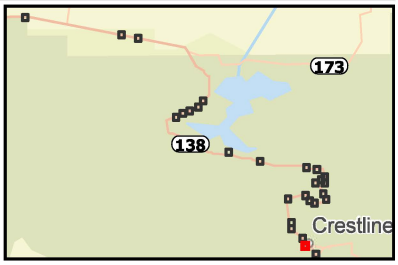
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SR-138 Culvert Repair Project

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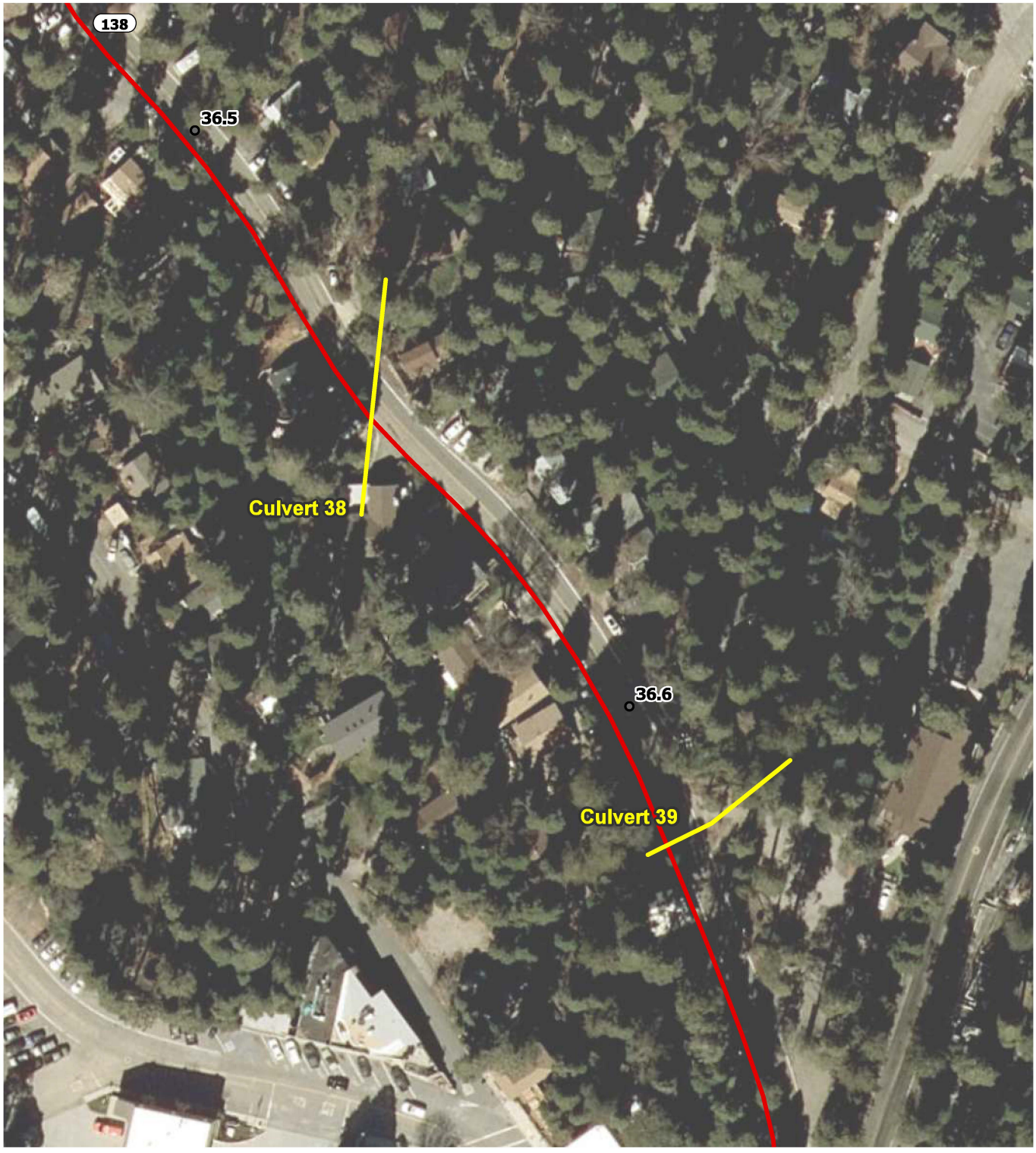


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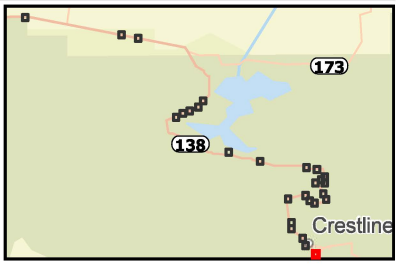
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SR-138 Culvert Repair Project

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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 will 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 will be submitted to CDFW after approval of the final Environmental Document. Permit will be acquired prior to completion of final design.
United States Army Corps of Engineers (USACE)	Jurisdictional Delineation	The Jurisdictional Delineation will be approved during the final design phase of the project. The project will not proceed to construction before approval.
Regional Water Quality Control Board (RWQCB)	Waste Discharge Requirement	Application for the permit will be submitted to RWQCB after approval of the final Environmental Document. Permit will be acquired prior to completion of final design.

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 will include a discussion of both in the context of this transportation project.

2.2.1 Regulatory Setting

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

2.2.1.1 Federal

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

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

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201); and Corporate Average Fuel Economy (CAFE) Standards. The U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) sets and enforces 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 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 project. The San Bernardino County Regional Greenhouse Gas Reduction Plan and the General Plan address GHGs in the project area.

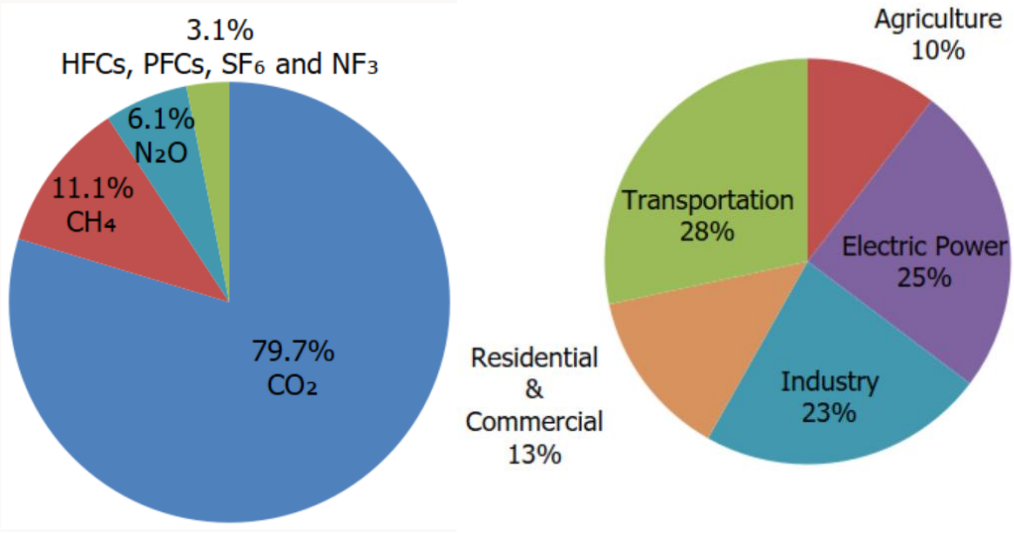
2.2.2.1 GHG Inventories

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

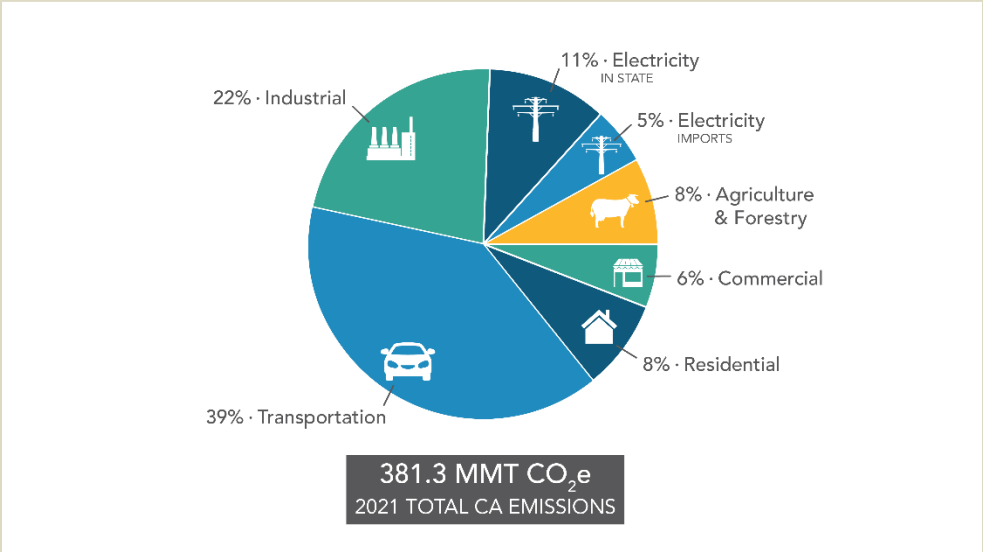


Source: U.S. EPA 2024b.

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

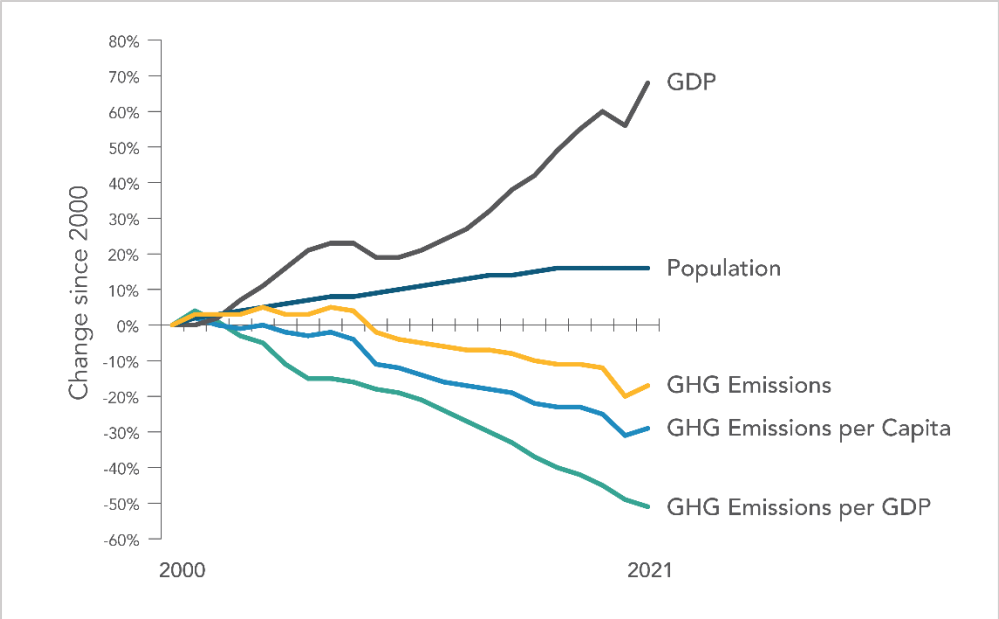
State GHG Inventory

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 (2.2-2). Transportation emissions remain the largest contributor to GHG emissions in the state (**Figure** 2.2-3) (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 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 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 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 will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

GHG-1 The contractor must comply with Standard Specification 7-1.02C (Emissions Reduction), which requires that the contractor 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 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 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). 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 plans to restore existing culverts on SR-138 in San Bernardino County. During construction, lane closures and traffic flagging will be required, which could impair emergency response. With implementation of **TRA-1**, a Transportation Management Plan (TMP) will be implemented to maintain continuous access through the project area. Operation of the project will 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 project will 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** will 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 projects were identified to occur 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 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 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 project.

- EA 1R730: Install drainage system to reduce concentrated flow crossing the highway during rainfall and flooding events. The project is 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 project. This Director's Order project was recently completed.
- EA 1P220: Regrade inside of curve of the embankments at four locations and removal of several trees. The project is in San Bernardino on SR-138, PM 31.900 to 33.30.

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 will be considered significant in the abovementioned resource areas is considered low because no impacts are anticipated from the project on these resources, and the project does not have the potential to result in cumulative impacts that will 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 will adversely modify arroyo toad habitat. The project will 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 will depend on the location of the project and the nature of construction. Measures related to timing of construction and pre-construction surveys will be implemented for the project. To comply with federal and state laws, other projects will have similar measures, if impacts were to be identified. Due to temporary and permanent impacts on arroyo toad habitat, the project may impact federally listed threatened, endangered, or protected species in the project area. However, these impacts will 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, will 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 will not be substantial. Impacts on cultural resources related to potential unanticipated discovery of buried resources will 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 will 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, will 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 24, which indicates that the project is expected to result in low adverse visual impacts. Permanent visual changes will be limited and consistent with the existing highway corridor. The project is expected to remain visually compatible with the surrounding landscape and will not substantially affect the scenic character of the corridor. Tree removal is anticipated due to utility conflicts. Any removed trees will be replaced, and the species selection and ratio will be approved by the District Landscape Architect. Therefore, there will be no impact on scenic vistas or scenic resources, it will not degrade visual character or quality, and there will 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
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 will not convert or affect any farmland considered prime, unique, statewide, or local importance. No farmland will be lost and no agricultural parcels will be bisected, making one or more farmlands not practical for continued agricultural uses. The project will 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 will 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 will not increase capacity or result in additional traffic lanes that will result in long-term air quality impacts. The project plans 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 will 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 will 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 will be limited to the project impact area (PIA) and, as

such, there will 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 federally-listed species, and state species of special concern. Direct impacts from ground-disturbing activities may include injury and mortality of arroyo toads at Culverts 1, 2, 3, 8, and 12. Indirect impacts may include disturbance during the breeding season, temporary and permanent loss of breeding habitat, and temporary and permanent loss of upland habitat. Construction of RSP, flared ends, and headwalls at culvert outlets will result in permanent arroyo toad habitat loss. Caltrans determined that the project "May Affect and is Likely to Adversely Affect" arroyo toad and may adversely modify designated Critical Habitat at culvert 3. Blainville's horned lizard also has the potential to occur within the PIA and BSA. Potential direct and indirect impacts will be avoided and minimized with implementation of avoidance and minimization measures. Direct and indirect impacts on Loggerhead Shrike will 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 and No Take finding for all other species is anticipated. Therefore, the impact of the project will be less than significant with mitigation incorporated.

b) Less Than Significant Impact with Mitigation Incorporated

The project activities will 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 will be less than significant with mitigation incorporated.

c) Less Than Significant Impact with Mitigation Incorporated

A Jurisdictional Delineation will be prepared in the design phase. There will be no temporary or permanent impacts to jurisdictional waters of the U.S. However, temporary and permanent impacts to waters of the State are anticipated. As such, the project is anticipated to require a California Department of Fish and Wildlife (CDFW) 1600 Permit, Regional Water Quality Control Board (RWQCB) Waste Discharge Requirement, and USACE Approved Jurisdictional Determination. Measure **WET-1** will be implemented to ensure that project impacts to jurisdictional areas are mitigated and coordinated with RWQCB, USACE, and CDFW during the permitting process. Therefore, the project will 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 will 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 will 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 will 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 2026 Standard Specifications (or latest version), the following avoidance and minimization measures will be implemented:

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.

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.

BIO-3 **Special-Status Plant Pre-construction Surveys and Avoidance** Pre-construction special-status plant surveys, including special-status insect host plant surveys, must be conducted by a CDFW-approved, contractor-supplied biologist (CSB) prior to project activities. All special-status plants and special-status insect host plant species individuals or populations shall be marked for avoidance before project related activities. Flagging should be clearly marked with high visibility flagging and maintained throughout the duration of construction activities. The CSB would monitor special-status plants discovered in the PIA during all construction activities, including avoidance fence installation. The CSB would ensure avoidance measures are maintained.

BIO-4 **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.

BIO-5 **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.

BIO-6 **Arroyo Toad Monitor** A USWFS-approved biologist would conduct daily full-time monitoring for all construction activities, including exclusion fence installation and removal, occurring within the PIA at culverts 1, 2, 3, 8, and 12. The approved biologist would have the authority to stop work if measures are not being followed or if there is an immediate threat to the species.

BIO-7 **Arroyo Toad Exclusion** Arroyo toad exclusion fencing would be installed at culverts 1, 2, 3, 8, and 12, around the PIA and additional culverts as determined by the biologist.

BIO-8 **Pre-construction Amphibian Survey** The pre-construction survey for amphibians will be conducted within culvert inlet outlet areas that may contain suitable habitat for amphibian species. Results will be reported immediately to the appropriate designed biologist.

BIO-9 **Clearance Sweeps** Daily clearance sweeps would be conducted within 2 hours prior to construction activities in the PIA.

BIO-10 **Vehicle Flagging.** Contractor personnel are required to affix reminder flagging to vehicles and search under vehicles prior to any mobilization.

BIO-11 **Southern Rubber Boa Preconstruction Surveys** A CDFW-approved qualified biologist that is knowledgeable about the species' natural history, habitat requirements, seasonal movements, and range shall perform one pre-construction survey at each culvert location, including visible inspections and log turning searches. These preconstruction surveys would be conducted at night within 2 months prior to construction. Prior to the start of Project activities, the qualified biologist shall identify and flag for avoidance habitat features utilized by southern rubber boa. Features include, and are not limited to, rocky outcrops, artificial cover (boards, carpet, metal sheeting, etc.), boulders, rocks, downed logs, thick duff, and burrows.

BIO-12 **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. Regardless of the time of year, Nesting Bird Surveys should be conducted by a CDFW-approved qualified, contractor-supplied biologist to ensure no disturbances to protected nesting activities. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist would make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the pre-construction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground. If nests are identified, a protective buffer (typically at least 300 feet for songbirds and at least 500 feet for raptors) shall be established. Construction activities may not occur inside the established buffers, which shall remain on-site until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.

BIO-13 **Nest Monitoring** All active nests with the potential to be disturbed by Project activities shall be monitored daily by the CDFW-approved qualified, Contractor-supplied biologist to ensure protective buffers are maintained and to minimize nest disturbances. Nest buffers are species specific and shall be at least 300 feet for passerines and 500 feet for raptors. Once the buffer is established, the CDFW-approved qualified biologist shall document baseline behavior, stage of reproduction, and existing site conditions, including vertical and horizontal distances from proposed work areas, visual or acoustic barriers, and existing level of disturbance. Following documentation of baseline conditions, buffer sizes and survey areas may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. If the qualified biologist determines that Project activities may be causing an adverse reaction, the qualified biologist shall increase the buffer accordingly.

BIO-14 **Nocturnal Raptor Survey** A CSB will conduct 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 feet of the PIA, further consultation with USFWS and/or CDFW is required.

BIO-15 **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.

BIO-16 **Den and Burrow Monitoring** All active burrows or dens in the BSA should be monitored daily by a CSB, concurrent to Project Activities to ensure protective buffers are maintained and to minimize disturbances.

BIO-17 **San Bernardino flying squirrel Survey and Monitoring** Targeted preconstruction surveys for San Bernardino flying squirrels should be conducted by a CSB at Culverts 9, 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.

BIO-18 **Pre-Construction Invertebrate Species Survey** Prior to any ground disturbance, a CDFW-approved qualified CSB shall conduct a preconstruction Crotch's bumblebee survey 2 months prior to Project activities within the Biological Study Area. The survey shall follow the survey guidelines outlined in CDFW's Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (2023) and 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, Caltrans shall halt Project activities and notify CDFW immediately. If impacts to Crotch's bumble bee cannot be avoided, the Project shall be postponed until appropriate CESA authorization is obtained. This may include an incidental take permit (Fish and Game Code, § 2081).

BIO-19 **Pre-Construction Burrowing Owl Surveys** Preconstruction burrowing owl surveys shall be conducted by a CSB at culverts 1 – 3, no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance. Preconstruction surveys should be repeated when there is a pause in construction of more than 30 days. Preconstruction surveys should be performed by a CDFW-approved qualified biologist, following the recommendations and guidelines provided in the Staff Report on Burrowing Owl Mitigation (2012 or most recent version). If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted and the qualified biologist shall coordinate with CDFW and USFWS. Project activities shall not recommence until consultation with CDFW and USFWS is completed.

BIO-20 **Bat Surveys** Prior to work activities, a CDFW-approved, contractor-supplied bat biologist will conduct bat surveys within Project areas (including culverts, trees, rock outcrops, and structures) to identify presence of bats at the appropriate time of year. A future approved bat plan will be adhered to in order to minimize impacts to bats.

BIO-21 **CDFW's Lake and Streambed Alteration Program** Prior to construction and issuance of any grading permit, the Project Sponsor shall obtain written correspondence from the California Department of Fish and Wildlife (CDFW) stating that notification under section 1602 of the Fish and Game Code is not required for the Project, OR the Project Sponsor should obtain a CDFW-executed Lake and Streambed Alteration Agreement, authorizing impacts to Fish and Game Code section 1602 resources associated with the Project.

BIO-22 **Escape Ramps** Any open trenches would be covered at night or provided with earthen escape ramps to prevent entrapment.

BIO-23 **Seasonal Work Window** At culvert 1, 2, 3, 8, and 12, in-stream work would be conducted during the dry season (typically late August to January) to avoid the peak breeding and larval development period.

BIO-24 **Salvage and Permitting for CDNPA-Protected Plants**. For chaparral yucca and other CDNPA-protected plants within the PIA, the CSB shall coordinate with the county and/or CDFW regarding relocation permitting prior to removal.

The following mitigation measure will be implemented:

WET-1 Permanent impacts to jurisdictional areas would be mitigated at a 1:1 ratio 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. Mitigation would occur 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 will be no impact on historic properties as a result of the project.

The project will 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, will 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 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 will be no changes to the operations, buildings, or energy-consuming land-uses because of the project. The project will 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 project site is in the seismically active Southern California region. However, construction and operation of the project have no potential to 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 will 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 will 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, will 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 will 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 will restore existing culverts within the project area. The project will not be located on expansive soils that will create substantial direct or indirect risks to life or property. The project will not implement the use of septic tanks or alternative wastewater disposal systems. No impact will occur.

f) No Impact

Due to the nature of the project, which involves restoring 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

Question	CEQA Determination
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 will produce 465 metric tons of CO_2e over the approximately 200-day construction period (Caltrans 2025b). While the project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. 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 will comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Measures **GHG-1** and **GHG-2** will be implemented to reduce GHG emissions of the project. Therefore, impacts will 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 project does not conflict with any applicable plan, policy, or regulation because the purpose of the project is to restore existing drainage infrastructure and will not result in an increase in operational GHG emissions. Therefore, no impact will occur.

2.6.8.2 Avoidance, Minimization, and/or Mitigation Measures

The following measures will 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?	Less Than Significant Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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) Less than Significant Impacts

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-5**, the project will comply with Caltrans Standard Specifications related to the handling of hazardous waste. Additionally, an aerially deposited lead (ADL) investigation will be conducted during the design phase of the project, and all recommendations from the ADL investigation report will be followed. Positive ADL testing will be addressed with appropriate avoidance and minimization measures. Therefore, there will be less than significant impacts on this project.

c) No Impact

There is one school within 0.25 miles 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 will 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** will be implemented. Therefore, there will 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 will be no impact.

f) No Impact

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

g) No Impact

According to the CAL FIRE Fire Hazard Severity Zone (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 plans to restore existing culverts on SR-138 in San Bernardino County and will not require the installation or maintenance of infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities that will expose people or structures to direct or indirect impacts related to wildland fires. Therefore, there will 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 will be implemented.

HAZ-1 Includes specifications for use of local materials from non-commercial sources; use when local material, such as rock, gravel, earth, structure

backfill, pervious backfill, imported borrow, and culvert bedding, obtained from a (1) noncommercial source, or (2) source not regulated under California jurisdiction; submit a local material plan for each material at least 60 days before placing the material.

HAZ-2 Includes specifications for handling, storing, transporting, and disposing of treated wood waste generated from guardrail posts, thrie beam barrier and or roadside signposts. Store treated wood waste at the jobsite until transported to the CA permitted disposal site. Use Department-furnished expense: 066915 BOE Treated Wood Waste Generation Fee for projects that will generate more than 10,000 pounds of TWW in a calendar year.

HAZ-3 Includes specifications for performing work involving residue from pavement grinding and cold planing that contains lead from paint and thermoplastic and the average lead concentrations are less than 1000 mg/kg total lead and 5 mg/L soluble lead and the residue is a non-hazardous waste, does not containing heavy metals and is not regulated by RCRA. Requires a lead compliance plan.

HAZ-4 Includes specifications for the removal of traffic stripes and pavement markings containing non-hazardous concentrations of lead from paint or thermoplastic and the average lead concentrations are less than 1000 mg/kg total lead and 5 mg/L soluble lead and the residue is a non-hazardous waste, does not containing heavy metals and is not regulated by RCRA. Requires a lead compliance plan. This specification is applicable to the removal of other colors of paint such as white, blue, black, etc.. Requires a lead compliance plan.

HAZ-5 ADL testing will be completed in Phase 1. In the event that the survey reveals the presence of ADL, all recommendations will be followed.

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

3. Question	4. CEQA Determination
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

2.6.10.1 CEQA Significance Determinations for Hydrology and Water Quality

a) No Impact

The project will not add any new impervious surface or net new impervious areas. As such, treatment BMPs are not required for this project. Furthermore, receiving waters will not be affected by this project. The project will 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 will be disturbed during construction, a WPCP will 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 will be identified to ensure that applicable Caltrans selection and siting criteria have been achieved. The BMPs will 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 will be implemented to minimize construction runoff and protect water quality. During operation, vegetated areas adjacent to the project will treat runoff from impervious areas. Therefore, there will 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 will be protected with temporary drainage inlet protection. Following construction activities, existing drainage inlets and ditches will continue to be used to manage drainage in the project area. Erosion control and stormwater BMPs will be incorporated as part of the project to reduce storm water impacts. A WPCP will be prepared in order to protect any disturbed surface areas. Furthermore, BMPs will be designed and implemented to reduce the discharge of pollutants from the Caltrans storm drain system to the maximum extent practicable. Erosion control measures will also be used to address site soil stabilization and reduce deposition of sediments into adjacent surface waters. Temporary water pollution control and permanent erosion control plans will be prepared during the plans, specifications, and estimate design phase of the project. No impacts are anticipated.

c ii) No Impact

The project will not result in any new impervious surface area; therefore, the project will not substantially increase the rate or amount of surface runoff. The project will 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 will not encroach on a floodplain and will not impede or redirect flood flows. Based on the inland location of the project site and the nature of project improvements, the project will not risk release of pollutants due to inundation. There will be no impacts anticipated.

e) No Impact.

The project plans 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 will not result in impacts on groundwater as ground disturbance will 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 proposed to restore identified culverts along the existing SR-138. The project will not result in permanent acquisition of right of way. Temporary construction easements will be required with United States Forest Service, County of San Bernardino, and private lands. Because these impacts will be temporary and the portions of the parcels required during construction will be restored following construction, no permanent impacts will occur. Therefore, the project will not physically divide an established community. The project will not conflict with any land use plan, policy, or regulation in the area. No impacts will 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 plans to restore existing culverts, the project will not result in loss of availability of a known mineral resource and will not preclude future extraction of significant mineral resource. Therefore, no impact will 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 will 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 will not result in any operational noise impacts, and therefore abatement measures are not necessary for operational noise. Therefore, there will 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 will be no impact.

2.6.13.2 Avoidance, Minimization, and/or Mitigation Measures

The following Caltrans standard measure will 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 project will 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 project will restore existing culverts. The project will not permanently create new access or modify existing access and will not directly or indirectly influence growth in the region. Therefore, the project will not induce substantial unplanned population growth in the project area and no impact will occur.

b) No Impact

The project will not displace any existing developments, including housing, or people, and also will not necessitate the construction of replacement housing elsewhere. Therefore, no impact will 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
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 project will not result in an increase in population, result in the need for additional facilities, or increase response times of emergency personnel. The project will 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 will be implemented during the construction phase of the project to maintain safe traffic movements through the construction zone. Therefore, the project will 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 will 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 will require the use of construction equipment that will generate temporary increases in noise and dust; the noise and dust will 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 will be intermittent and temporary. Impacts will be less than significant.

2.6.15.2 Avoidance, Minimization, and/or Mitigation Measures

Temporary impact areas will 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 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 will occur, nor will it require the construction or expansion of existing recreational facilities. Therefore, there will 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

Question	CEQA Determination
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 will continue to deteriorate and eventually require major rehabilitation. As such, the project will 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 will 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 will not substantially increase hazards due to a design feature or incompatible uses. No impacts are anticipated in this regard.

d) No Impacts

The project will be constructed by keeping SR-138 accessible to traffic in each direction at all times. Emergency vehicles will have access to both directions on SR-138 through the project area. The project will include the Caltrans standard measure for preparation and implementation of a TMP (**TRA-1**), which will 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** will 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 will 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, will 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 will restore existing culverts along SR-138 from PM 19.8 to PM 36.6, which will 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) will be reconstructed, and the impacts of this are evaluated through this environmental document. Tree removal is anticipated due to utility conflicts. Any removed trees will be replaced, and the species selection and ratio will be approved by the District Landscape Architect. Further utility investigations and utility relocations will be conducted and addressed during the design phase. If construction will affect these areas, potholing will occur to locate and identify any utilities, as necessary. The project will have less than significant impact 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 will not require water supplies to serve future development or result in the need for additional capacity for wastewater treatment. The project will result in improved drainage in the project area. Caltrans standard measures will 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 will 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 plans to restore existing culverts on SR-138 in San Bernardino County and will 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 will be required, which could impair emergency response. With implementation of **TRA-1** (refer to Section 2.6.17, *Transportation*), a TMP will be developed that will include the following elements: construction staging plans, public awareness campaigns, and alternate route strategies. Prior to construction, Caltrans will coordinate with local agencies, emergency services, and law enforcement to minimize disruptions to access and circulation. Caltrans will provide appropriate signage, as needed, throughout construction. Therefore, the project will not substantially impair an adopted emergency response plan or emergency evacuation and no impact will 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 will 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 will not exacerbate wildfire risks and no impact will occur.

2.6.20.2 Avoidance, Minimization, and/or Mitigation Measures

Measure **TRA-1** (refer to Section 2.6.17, *Transportation*) will be implemented to avoid, minimize, and/or mitigate potential impacts related to wildfire. No additional avoidance, minimization, and/or mitigation measures will 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 will 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 will continue consultation with the wildlife agencies.

No take on all other state species is anticipated. Furthermore, implementation of surveys and avoidance and minimization measures will 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 will have impacts on waters of the U.S. and waters of the State and will require a CDFW 1600 Permit, USACE Approved Jurisdictional Determination, and RWQCB 401 Waste Discharge Requirement. Measure **WET-1** will be implemented to ensure that project impacts to jurisdictional areas are mitigated and coordinated with RWQCB, USACE, and CDFW during the permitting process. The project will 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 will 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 will be impacts on both waters of the U.S. and waters of the State. The project will 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 will 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

Informal guidance was requested from USFWS on January 6, 2026, via email. The project was discussed with USFWS and CDFW staff during a monthly project coordination meeting on February 5, 2026. Caltrans requested recent arroyo toad survey data on February 9, 2026. USFWS informed Caltrans the same day that USGS did not know of any arroyo toad observations or surveys in the project area within the last 8 years. Surveys were completed by June 29, 2026. Informal consultation was requested on July 16, 2026, to discuss survey findings and a meeting was held on August 3, 2026. USFWS noted 2 recent CNDDB entries near the project area from 2017, and 2019. Formal consultation for Section 7 has been initiated with USFWS. A Biological Assessment was sent to the USFWS September 9, 2026, and formal coordination with USFWS is currently on-going.

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

The Draft Environmental Document (DED) prepared for this project was circulated for public review and comment between April 10, 2026, to May 10, 2026.

A Notice of Intent to Adopt a Mitigated Negative Declaration was published in the San Bernardino County Sun newspaper on April 10, 2026. The notice informed the public of the location where the DED was available for public review, the start and end dates of the public review period, length of the public review period, and how the public could submit comments on the DED. The published notice was distributed to the federal, state, regional, and local agencies and elected officials, as well as residents within 500 feet of the project. The distribution list is included in Chapter 5.

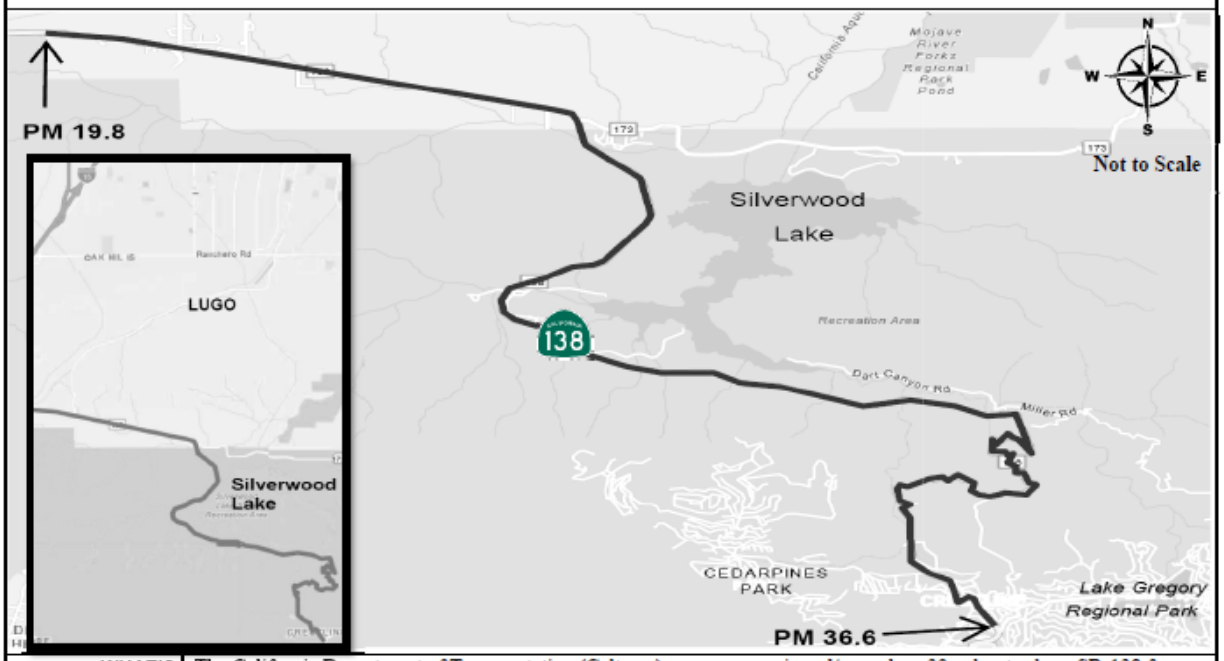
Additionally, a Notice of Completion was submitted to the State Clearinghouse on April 10, 2026. The State Clearinghouse distributed the DED to selected state agencies for review between April 10, 2026, and May 10, 2026.

Comments were received from the California Department of Fish and Wildlife, the California State Department of Water Resources, and the San Bernardino County Department of Public Works. The published newspaper notice and comments received during public circulation are included below.

PUBLIC NOTICE

Notice of Intent to Adopt a Mitigated Negative Declaration

SR-138 CULVERTS REPAIR PROJECT



WHAT'S BEING PLANNED	The California Department of Transportation (Caltrans) proposes 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 would 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.
WHY THIS AD?	Caltrans has studied the effects this project may have on the environment. Our studies show it would not significantly affect the quality of the environment. The report that explains why is called an *Initial Study (IS) (with Proposed Mitigated Negative Declaration)*. This notice is to tell you of the preparation of the *Initial Study (with Proposed Mitigated Negative Declaration)* and of its availability for you to read, and to also offer the opportunity to request a public hearing or to provide comments, and the intent to adopt this Mitigated Negative Declaration.
WHAT'S AVAILABLE?	Copies of the *IS (with Proposed MND)* including associated maps, and other project information are available by request via email (SR138.Culverts.Repair.Project@dot.ca.gov) or via phone at (909)261-3955.
WHERE YOU COME IN	Do you have any comments about processing the project with an *IS (with Proposed MND)*? Do you disagree with the findings of our study as set forth in the *IS (with Proposed MND)*? Would you care to make any other comments on the project? We'd like to hear what you think. Please submit your comments via email or in writing, no later than May 11, 2026, to: California Department of Transportation ATTN: Malisa Lieng, Senior Environmental Scientist 464 W. 4th Street, MS 823 San Bernardino, CA 92401-1400; or via email to SR138.Culverts.Repair.Project@dot.ca.gov Please use "SR-138 CULVERTS REPAIR PROJECT" in the subject line of the email. The date we will begin accepting comments is April 10, 2026. If there are no major comments, Caltrans will proceed with the project's design.
CONTACT	For more information about this project please contact the Caltrans District 8 Office of Public Affairs at (909) 383-4631. For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, call or write to Malisa Lieng, Senior Environmental Scientist, 464 W. 4th Street, MS 823, San Bernardino, California 92401-1400; (909)261-3955; or use the California Relay Service 1-800-735-2929 (TTY to Voice), 1-800-735-2922 (Voice to TTY), 1-800-854-7784 (From or to Speech to Speech), or dial 711.

CNSB # 4007982

Public Comment 1		Response
STATE OF CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE GAVIN NEWSOM, Governor MEGHAN HERTEL, Director Inland Deserts Region 3602 Inland Empire Boulevard, Suite C-220 Ontario, CA 91764 wildlife.ca.gov May 11, 2026 *Sent via email* Malisa Lieng Branch Office Chief, Environmental Planning California Department of Transportation, District 8 464 West 4th Street, MS 823 San Bernardino, CA 92401 Malisa.Lieng@dot.ca.gov SR-138 CULVERTS REPAIR PROJECT (PROJECT) MITIGATED NEGATIVE DECLARATION (MND) SCH# 2026040484 Dear Malisa Lieng: The California Department of Fish and Wildlife (CDFW) received a Notice of Intent to Adopt an MND from the California Department of Transportation, District 8 (Caltrans) for the Project pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1] Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.	**1.1**	**1.1:** Caltrans thanks the California Department of Fish and Wildlife for taking the time to review and provide comments on the Draft Environmental Document (DED).

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species

1.1 (Cont.)

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Act (CESA) (Fish & G. Code, § 2050 et seq.), the project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Proponent: California Department of Transportation, District 8 (Caltrans)

Objective: The objective of the Project is to repair or replace 39 culverts along State Route 138 (SR-138). This includes repairing 10 corrugated steel pipe (CSP) culverts with pipe lining and invert paving, replacing 29 CSP culverts in sizes ranging from 12-inch to 54-inch diameters using open trenching and jack-and-bore methods, constructing access roads and staging areas, installing rock slope protection at culvert inlet and outlet locations, and removing vegetation and trees.

Location: The Project is located along 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. The Project is partially located in Hesperia, along and adjacent to the Silverwood Lake State Recreation Area, and within Crestline.

Timeframe: Construction is anticipated to occur between March 2029 and January 2031.

1.1 (Cont.)

COMMENTS AND RECOMMENDATIONS CDFW has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (i.e., biological resources). CDFW offers the comments and recommendations below to assist Caltrans in adequately identifying and mitigating the Project's significant, or potentially significant, direct and indirect impacts on biological resources. The MND has not adequately identified and disclosed the Project's direct, indirect, and cumulative impacts on biological resources or whether those impacts are reduced to less than significant. CDFW's comments and recommendations on the MND are explained in greater detail below and summarized here. Because the MND refers to a Natural Environment Study (NES) for this Project, dated February 2026, CDFW reviewed the NES for details not given in the MND. In this letter, CDFW recommends revisions to the MND if both the MND and NES lack sufficient information to facilitate a meaningful review by CDFW. CDFW is concerned that the MND does not adequately identify or mitigate the Project's significant, or potentially significant, impacts to biological resources. CDFW requests that additional avoidance, minimization, and mitigation measures be added to a revised MND, to avoid or reduce impacts to less than significant. Mitigation Measures CEQA requires that an MND include mitigation measures to avoid or reduce significant impacts. CDFW is concerned that the mitigation measures proposed in the MND are not adequate to avoid or reduce impacts to biological resources to below a level of significance. To support Caltrans in ensuring that Project impacts to biological resources are reduced to less than significant, CDFW recommends revising or adding mitigation measures regarding plant surveys, clearance sweeps, southern rubber boa surveys, nesting bird surveys, burrowing owl surveys, bat avoidance, desert tortoise, desert bighorn sheep, Crotch's bumble bee, and CDFW's Lake and Streambed Alteration Program.	**1.2**	**1.2:** The following comments and recommendations have been taken into consideration and are addressed in the responses below.

Malisa Lieng, Branch Office Chief California Department of Transportation, District 8 May 11, 2026 Page 3 Pursuant to the CEQA Guidelines, section 15097(f), CDFW has prepared a draft mitigation monitoring and reporting program (MMRP) in Attachment 1 for revised and proposed measures. **Comment 1: Special-Status Plant Surveys** CDFW is concerned that the proposed plant survey measure in the MND is not sufficient in timing and scope to detect special-status plant species that may occur on the Project site. Page 14 of the NES indicates that plant surveys were not performed for this Project due to fires in the area in 2025. Page 33 of the NES indicates that the Project area includes habitat for Mojave tarplant (*Deinandra mohavensis*), Greata's aster (*Symphyotrichum greatae*), southern mountains skullcap (*Scutellaria bolanderi* ssp. *austromontana*), Palmer's mariposa-lily (*Calochortus palmeri* var. *palmeri*), San Bernardino Mountains owl's-clover (*Castilleja lasiorhyncha*), Parry's spineflower (*Chorizanthe parryi* var. *parryi*), and white-bracted spineflower (*Chorizanthe xanti* var. *leucotheca*). Mojave tarplant is listed as endangered under the California Endangered Species Act. Parry's spineflower has a California Rare Plant Rank of 2B.1, which indicates plants that are seriously threatened in California. Impacts to these species must be analyzed during preparation of environmental documents relating to CEQA because they meet the definition of rare or endangered under CEQA Guidelines §15125 (c) and/or §15380. CDFW is concerned that the field assessment was not conducted at the appropriate time of year to detect special-status plants. Floristic assessments typically involve multiple visits to the project site at various times of year to detect plants in various blooming seasons. If the presence of special-status plant species is not determined through floristic based surveys, unauthorized take or disturbance of special-status plant species could occur. CDFW recommends a thorough, floristic-based assessment of special-status plants at the appropriate time of year, usually involving multiple visits to the Project area.	**1.2** (Cont.) **1.3**	**1.3:** The results of the Special-Status Plant Surveys concluded on July 28, 2026, did not indicate any findings of State Listed Species. As a result, measure BIO-3 from the DED has been removed from the list of avoidance and minimization measures. The following special-status species were observed within the Project Impact Area (PIA) or Biological Study Area (BSA): Plummer's mariposa lily, short-joint beavertail, chaparral yucca, narrowleaf milkweed, ocellated Humboldt lily, and round-leaved boykinia. BIO-4 (previously BIO-6) has been revised to include a preconstruction survey and to avoid impacts on special-status plants. BIO-24 was added to ensure plant relocation complies with CDFW and/or San Bernardino County regulations. The complete measures can be found in Section 2.6.4 Biological Resources.

CDFW considers the mitigation measure for rare plants in the MND to be inadequate in scope and timing to avoid or reduce impacts to special-status plants to a level less than significant. To support Caltrans in avoiding or reducing impacts to special-status plants to a level of less than significant, CDFW recommends Mitigation Measure AMM BIO-3 is revised as follows, with additions in ***bold italics*** and removals in ~~strikethrough~~: AMM BIO-3 Special-status Plant Surveys ***(Revised)*** A rare plant and rare insect host plant habitat suitability assessment and protocol survey should be conducted ***by a CDFW-approved qualified biologist*** 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. ***Surveys shall be conducted prior to any ground-disturbance and shall follow CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see https://www.wildlife.ca.gov/Conservation/Plants). Should any state-listed plant species be present in the Project area, the Project proponent shall obtain appropriate CESA authorization for those species prior to the start of Project activities. Should other special-status plants or natural communities be present in the Project area, on-site or off-site habitat restoration (whichever is applicable) and/or enhancement and preservation shall be conducted and discussed in detail in a Habitat Mitigation and***	**1.3** (Cont.)	

Monitoring Plan (HMMP) for California Sensitive Natural Communities and Special Status Plant Species. Where habitat preservation is not available on-site, off-site land acquisition, management, and preservation shall be completed to offset the losses.

1.3 (Cont.)

Comment 2: Clearance Sweeps

CDFW is concerned that the clearance sweeps measure proposed in the MND does not address all the work areas of the Project. The MND proposes doing sweeps only for culverts 1-3 and 21-39. The other culverts, however, are surrounded by habitat suitable for various wildlife species.

To support Caltrans in avoiding or reducing wildlife impacts to a level of less than significant, CDFW recommends Mitigation Measure AMM BIO-11 is revised as follows, with additions in ***bold italics*** and removals in ~~strikethrough~~:

1.4

AMM BIO-11 Clearance Sweeps ***(Revised)***

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~~.

Comment 3: Southern Rubber Boa Surveys

CDFW is concerned that the measure proposed for avoidance of southern rubber boa in the MND is insufficient to avoid impacts to the species. Southern rubber boa is a threatened species pursuant to the California Endangered Species Act (Fish & G. Code, §§ 2050 et seq.). Southern rubber boa is primarily fossorial and therefore difficult to detect and fully avoid. Southern rubber boa may be injured, killed, and its habitat impacted by any intensity of vegetation management; foot, vehicle, and equipment traffic; deposition of chips deeper than 2 inches; covering of rocks, boulders, and outcrops; and other activities.

1.5

1.4: Clearance sweeps will be conducted for construction activities within the Project Impact Area (PIA) two hours prior to construction to avoid or minimize wildlife disturbance. BIO-9 (previously BIO-11) and BIO-22 will be implemented. Refer to Section 2.6.4, Biological Resources for the complete measures.

1.5: The project will not be implementing daily inspections for the Southern Rubber Boa. Instead, the BIO-11 (previously BIO-13) has been revised to include a pre-construction survey at all culverts for the Southern Rubber Boa. Refer to Section 2.6.4, Biological Resources for AMM BIO-11.

Page 65 of the NES reports that "southern rubber boa has a high potential to occur due to both historical records and the presence of habitat at Culverts 21 through 39." Board-check field surveys were negative in August and September 2025. However, these surveys were not conducted during the active period (April to June) for this species. To maximize the potential for detection, surveys should be conducted at the appropriate time of year and under appropriate conditions (southern rubber boa is most active at night).

To support Caltrans in avoiding or reducing wildlife impacts to a level of less than significant, CDFW recommends Mitigation Measure AMM BIO-13 is revised as follows, with additions in ***bold italics*** and removals in ~~strikethrough~~:

> AMM BIO-13 Southern Rubber Boa ~~Preconstruction~~ ***Focused*** Surveys ***and Daily Inspections (Revised)***
>
> ***A CDFW-approved qualified biologist that is knowledgeable about the species' natural history, habitat requirements, seasonal movements, and range shall perform*** ~~One diurnal preconstruction survey~~ ***surveys*** ~~should be conducted~~ at each culvert location, including visible inspections and rock and log turning searches. These ~~preconstruction surveys shall would~~ be conducted ~~within 3 days of construction, and ideally~~ between April and June, when the species is active and not in hibernation, ***and under the appropriate conditions (nighttime). Prior to the start of Project activities, the qualified biologist shall identify and flag for avoidance habitat features***

1.5 (Cont.)

utilized by southern rubber boa. Features include, and are not limited to, rocky outcrops, artificial cover (boards, carpet, metal sheeting, etc.), boulders, rocks, downed logs, thick duff, and burrows. During Project activities, the qualified biologist shall perform daily clearance inspections throughout the Project area, including travel ways prior to use to avoid southern rubber boa. No chip or slash deposition should occur on habitat features flagged by the qualified biologist. Chip deposition should be limited to 2 inches or less within southern rubber boa range. Off-road vehicle and heavy equipment use should be avoided to decrease the risk of crushing southern rubber boa. Where vehicles and heavy equipment must be used off-road, those travel ways should be carefully raked to remove the duff layer, increasing the visibility of boa that may be present and the duff carefully raked back into place when operations are complete. If impacts to southern rubber boa cannot be avoided, the Project shall be postponed until appropriate CESA authorization is obtained. This may include an incidental take permit (Fish and Game Code, § 2081).

1.5 (Cont.)

Comment 4: Nesting Bird Surveys

It is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures as follows: Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.).

1.6

1.6: The project has revised BIO-12 (previously BIO-14) and BIO-13 (previously BIO-15) to incorporate the recommendations provided by CDFW. Refer to Section 2.6.4, Biological Resources for the complete measure.

The MND includes Mitigation Measure BIO-14 Nesting Bird Surveys, which calls for surveys to be "ongoing through the project duration during the nesting bird season (February 1 to September 30)," which suggests that surveys are not required outside of this season. It also calls for a buffer around nests, but does not stipulate details of the buffer markings, duration, or biologist authority to halt work. CDFW considers the mitigation measure for nesting birds in the MND to be inadequate in scope and timing to avoid or reduce impacts to nesting birds to a level less than significant. CDFW recommends that Project construction activities are conducted outside of the peak nesting bird season. CDFW also recommends the completion of nesting bird surveys regardless of the time of year to ensure that impacts to nesting birds and their nests and eggs are avoided. The timing of the nesting season varies greatly depending on several factors, such as bird species, weather conditions in any given year, and long-term climate changes (e.g., drought, warming, etc.). In response to warming, birds have been reported to breed earlier, thereby reducing temperatures that nests are exposed to during breeding and tracking shifts in availability of resources. CDFW staff have observed that climate change conditions may result in the nesting bird season occurring earlier and later in the year than historical nesting season dates. CDFW recommends that disturbance of occupied nests of migratory birds and raptors within the Project site and surrounding area be avoided any time birds are nesting on site. CDFW therefore recommends the completion of nesting bird surveys regardless of the time of year to ensure compliance with all applicable laws pertaining to nesting and migratory birds.	**1.6** (Cont.)	

The MND includes Mitigation Measure BIO-15 Nest Monitoring, which calls for daily monitoring of active nests in the Biological Study Area (BSA). The BSA includes either a 500 foot buffer around the active work areas, or extends to the Right-of-Way (ROW) line if the ROW is less than 500 feet from the work area. CDFW is concerned that nesting birds outside these boundaries could be disrupted by Project activities. For instance, the ROW line could be just 200 feet from the work area, and a raptor nest 250 feet away could be excluded from monitoring under the current measure. To reduce impacts to a level less than significant, CDFW recommends that the measure be revised to account for minimum avoidance buffers of 300 feet for passerines and 500 feet for raptors.

To support Caltrans in avoiding or reducing impacts to nesting birds to a level of less than significant, CDFW recommends Mitigation Measures BIO-14 and BIO-15 are revised as follows, with additions in ***bold italics*** and removals in ~~strikethrough~~:

AMM BIO-14 Nesting Bird Surveys ***(Revised)***

Preconstruction surveys for Nesting Birds and Raptors should be conducted no more than 3 days prior to vegetation removal or ground-disturbing activities. ***Regardless of the time of year,*** Nesting Bird Surveys should be ***conducted by a CDFW-approved qualified biologist*** ~~ongoing through the project duration during the nesting bird season (February 1 to September 30)~~ to ensure no disturbances to protected nesting activities. ***Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the pre-construction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground.*** If nests are identified, a protective buffer (~~typically~~ ***at least*** 300 feet for songbirds and ***at least*** 500 feet for raptors) shall be established. ***Construction activities may not occur inside the established buffers, which shall remain on-site until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.***

1.6 (Cont.)

AMM BIO-15 Nest Monitoring ***(Revised)*** All active nests ~~in the BSA should~~ ***with the potential to be disturbed by Project activities shall*** be monitored daily ***by the CDFW-approved qualified biologist*** to ensure protective buffers are maintained and to minimize nest disturbances. ***Nest buffers are species specific and shall be at least 300 feet for passerines and 500 feet for raptors. Once the buffer is established, the CDFW-approved qualified biologist shall document baseline behavior, stage of reproduction, and existing site conditions, including vertical and horizontal distances from proposed work areas, visual or acoustic barriers, and existing level of disturbance. Following documentation of baseline conditions, buffer sizes and survey areas may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. If the qualified biologist determines that Project activities may be causing an adverse reaction, the qualified biologist shall increase the buffer accordingly.***	**1.6** (Cont.)	

Comment 5: Burrowing Owl Surveys **Comment 5: Burrowing Owl Surveys** On October 10, 2024, the Fish and Game Commission determined that western burrowing owl warrants protection as a candidate species under the California Endangered Species Act (Fish &|G. Code, § 2050 et seq.). During the candidacy period, western burrowing owl will be afforded the same protection as threatened and endangered species under CESA. If Project activities, including relocation, could result in take, appropriate CESA authorization (i.e., Incidental Take Permit under Fish and Game Code section 2081) should be obtained prior to commencement of Project activities. Take of individual burrowing owls and their nests or eggs is defined by Fish and Game Code section 86, and prohibited by sections 3503, 3503.5, and 3513. Take is defined in Fish and Game Code section 86 as "hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill." Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures as follows: section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.).	**1.7**	**1.7:** Caltrans Biological Studies and Surveys Branch has taken CDFW's concern into consideration. Updated CNDDB lists were generated for the Cajon, San Bernardino North, and Silverwood Lake quadrangles. Burrowing owls (BUOW) were not found to be listed. The most updated CNDDB occurrence data was reviewed, and no BUOW occurrences were present in the BSA or surrounding areas. Further, the northern portion of the Project (Culvert 1-3) is densely vegetated with chaparral and California buckwheat scrub, the same vegetation community as culverts 4-9. Culverts 10 – 20 consist of Mixed Oak and Bigcone Douglas Fir Woodland. Incense Cedar and Jeffrey Pine Conifer Forest characterize culverts 21 – 31, while culverts 32 – 39 were described as "urban-fragmented Conifer Forest with abundant ornamental and invasive plant species" (2026 Special-Status Plant Survey Report). None of these vegetation communities align with BUOW habitat requirements, which include grasslands or other sparsely vegetated, flat areas. Therefore, BUOW focused surveys will not be incorporated. BIO-19 pre-construction burrowing owl clearance surveys have been added for culverts 1-3. Refer to Section 2.6.4, Biological Resources for the complete measure.

The MND and NES do not mention burrowing owls. Burrowing owl habitat, however, is identified in the Burrowing Owl Range (CWHR B269, ds907) and Burrowing Owl Predicted Habitat (CHWR B269, ds2184) layers in the Biogeographic Information and Observation System (BIOS). These layers suggest that burrowing owls may be located on the northern end of the Project area, especially near culverts 1, 2, and 3.

Because the MND lacks the findings of recent focused surveys for burrowing owl following the guidelines in the *Staff Report on Burrowing Owl Mitigation*,[2] or other protocol agreed upon by CDFW, the number and locations of suitable and occupied burrows within the Project site are unknown. Given the lack of results from focused surveys for burrowing owl following recommended or approved protocols and the lack of survey reports, CDFW is limited in its ability to provide biological expertise to support Caltrans in reducing impacts to burrowing owl to a level less than significant. CDFW recommends that the MND is revised to include the results of four focused surveys for burrowing owl within the all appropriate habitat areas, including survey reports,[3] following the guidelines outlined in Appendix D of the *Staff Report on Burrowing Owl Mitigation* and to incorporate appropriate avoidance, minimization, and mitigation measures for burrowing owl. Focused surveys are needed to inform appropriate avoidance, minimization, and mitigation measures and support Caltrans in avoiding or reducing impacts to burrowing owl to a level less than significant. CDFW requests that if burrowing owls are detected during focused surveys, survey results are submitted to CDFW, and

1.7 (Cont.)

[2] California Department of Fish and Game (CDFG). 2012. Staff report on burrowing owl mitigation. State of California, Natural Resources Agency. Available for download at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline

[3] Survey reports should include details on survey methods and results, including, but not limited to, the names and qualifications of surveyor(s); a description of survey methods; a description of the conditions of the project site and recent photos; map(s) showing the locations of all suitable burrows, occupied burrows, burrowing owls, and burrowing owl sign; descriptions of burrowing owl behavior observed; California Natural Diversity Database (CNDDB) field survey forms, etc. For more information, see Appendix D, Survey Reports, of the CDFW 2012 Staff Report on Burrowing Owl Mitigation.

that Caltrans initiate consultation with CDFW to identify a path forward regarding the protection of burrowing owls.

To support Caltrans in avoiding or reducing impacts to burrowing owl to a level less than significant, CDFW recommends that the following measure is included:

AMM BIO-[A]: Focused and Pre-Construction Burrowing Owl Surveys (New)

No less than 60 days prior to the start of Project-related activities, a burrowing owl habitat assessment shall be conducted by a CDFW-approved qualified biologist. CDFW strongly recommends that the habitat assessment is conducted according to the specifications of the Staff Report on Burrowing Owl Mitigation (2012 or most recent version).

If the habitat assessment demonstrates suitable burrowing owl habitat, then focused burrowing owl surveys shall be conducted by a CDFW-approved qualified biologist prior to vegetation removal or ground-disturbing activities. CDFW strongly recommends that focused surveys are conducted in accordance with the Staff Report on Burrowing Owl Mitigation (2012 or most recent version)[4]. If burrowing owls are detected during the focused surveys, the qualified biologist and Project proponent shall begin coordination with CDFW immediately, and shall submit the results of focused surveys to CDFW as soon results become available and before commencement of any Project activities, including any vegetation- or ground-disturbing activities. CDFW recommends that the information included in the survey results be consistent with Appendix D of the Staff Report on Burrowing Owl Mitigation, including a detailed map showing locations of all burrowing owls, burrowing owl sign, potential burrows, and occupied burrows (occupied means at least one burrowing owl or its sign has been observed within the last three years; may be indicated by owl sign including feathers, pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site); a description of the behavior of burrowing owls during surveys; a description of survey methods; and other items listed in Appendix D of the Staff Report on Burrowing Owl Mitigation under "Survey Reports." Consultation with CDFW and USFWS must be completed prior to commencement of any Project activities, including vegetation- or ground-disturbing activities. If impacts to occupied burrowing owl habitat or burrow(s) or burrowing owl individuals, nests, or eggs cannot be avoided, appropriate CESA authorization (i.e., Incidental Take Permit under Fish and Game Code section 2081(b)) should be obtained from CDFW prior to commencement of Project activities, including vegetation- or ground-disturbing activities.

1.7 (Cont.)

Malisa Lieng, Branch Office Chief
California Department of Transportation, District 8
May 11, 2026
Page 9

Comment 6: Bat Avoidance

Project activities include culvert work and vegetation and tree removal. Bats can use culverts and trees as roosting sites, and CDFW is concerned that the MND and NES do not address the potential for bat roosting within the Project's work areas. Page 12 of the NES states that "Caltrans determined that a focused survey was not required at this time." CDFW recommends that bat surveys be completed in all areas of suitable habitat, including culverts, trees, and nearby rock outcrops.

To support Caltrans in avoiding or reducing impacts to bats to a level less than significant, CDFW recommends that the following measure is included:

AMM BIO-[B]: Bat Surveys (New)

Prior to work activities, surveys of Project areas (including culverts, trees, rock outcrops, and structures) shall be conducted for the presence of daytime, nighttime, wintering (hibernacula), and maternity bat roosts by a CDFW-approved qualified bat biologist. Two spring surveys (April through June) and two winter surveys (November through January) shall be performed by a qualified biologist. Surveys shall be conducted during favorable weather conditions only. Each survey shall consist of one dusk emergence survey (start one hour before sunset and last for three hours), followed by one pre-dawn re-entry survey (start one hour before sunrise and last for two hours), and one daytime visual inspection of all potential roosting habitat on the Project site. Surveys shall be conducted within one 24-hour period. Visual inspections shall focus on the identification of bat sign (i.e., individuals, guano, urine staining, corpses, feeding remains, scratch marks, and bats squeaking and chattering). Bat detectors, bat call analysis, and visual observation shall be used during all dusk emergence and pre-dawn re-entry surveys.

If active maternity roosts are identified in the work area or 500 feet extending from the work area, Project construction will only occur between October 1 and February 28, outside of the maternity roosting season when young bats are present but are not yet ready to fly out of the roost. Maternity roosts shall not be evicted, excluded, removed, or disturbed. If active hibernacula are identified in the work area or 500 feet extending from the work area, a minimum 500-foot no-work buffer shall be provided around hibernacula. Buffers shall be left in place until the end of Project construction and activities or until a CDFW-approved qualified bat biologist determines that the hibernacula are no longer active. Project-related construction and activities shall not occur between 30 minutes before sunset and 30 minutes after sunrise. Hibernacula roosts shall not be evicted, excluded, removed, or disturbed. I

1.8

1.8: The project includes potential suitable habitat for roosting bats in the form of culverts, rock outcrops, and coniferous forest. A focused survey will be conducted prior to construction. BIO-20 has been added as part of the avoidance and minimization measures for the project. Refer to Section 2.6.4, Biological Resources for the complete measure.

Comment 7: Desert Tortoise

Consistent with CEQA Guidelines, Section 15380, the status of the desert tortoise as a threatened species pursuant to the federal Endangered Species Act (16 U.S.C. § 1531 et seq.) and an endangered species under the California Endangered Species Act (Fish & G. Code, § 2050 et seq.) qualifies it as an endangered, rare, or threatened species under CEQA. Desert tortoise populations have declined significantly in recent decades as a result of human activities in their native habitat including land development, off-road vehicle use, overgrazing, agricultural development, military activities, predation, and the spread of invasive plant

1.9

species.[5] The desert tortoise population in the western Mojave Desert has declined by 90% since the 1980s. Desert tortoises can take up to 20 years to reach sexual maturity, which limits their ability to recover from even small losses in population numbers.

The MND and NES do not mention desert tortoise. Desert tortoise habitat, however, is identified in the Desert Tortoise Range (CWHR R005, ds905) and Desert Tortoise Predicted Habitat (CHWR R005, ds2387) layers in the Biogeographic Information and Observation System (BIOS). These layers suggest that desert tortoise may be located on the northern end of the Project area, especially near culverts 1, 2, and 3.

CDFW considers the MND to be inadequate to avoid or reduce impacts to desert tortoise to a level less than significant. To support Caltrans in avoiding or reducing impacts to a level of less than significant, CDFW recommends that the following measure is included:

1.9: Caltrans has taken the CDFW comment regarding desert tortoises into consideration. The California Natural Diversity Database (CNDDB) updated data and USFWS Information for Planning and Consultation (IPAC) List (6/29/26) was reviewed, and did not include or list desert tortoises. According to the USFWS, tortoises occur most commonly on gently sloping terrain with sandy-gravel soils and where there is sparse cover of low-growing shrubs, which allows establishment of herbaceous plants. Although the northern culverts (1-3) are in a gently sloped area, the project area contains dense chaparral and California buckwheat scrub rather than creosote bush scrub preferred by tortoise. Therefore, the suggested "*AMM BIO-[C]: Focused and Pre-construction Desert Tortoise Surveys*" will not be implemented for the project.

AMM BIO-[C]: Focused and Pre-construction Desert Tortoise Surveys (New)

Prior to commencing Project activities, focused surveys for desert tortoise must be conducted by a CDFW-approved qualified biologist within and the Project area any staging areas according to protocols in Preparing for Any Action that May Occur within the Range of the Mojave Desert Tortoise (USFWS 2019; https://www.fws.gov/sites/default/files/documents/Mojave%20Desert%20Tortoise_Pre-project%20Survey%20Protocol_2019.pdf), during the species' most active periods (April through May or September through October). CDFW recommends working with USFWS and CDFW concurrently to ensure a consistent and adequate approach to planning survey work and that biologists retained to complete desert tortoise protocol-level surveys submit their qualifications to CDFW and USFWS prior to initiation of surveys. If desert tortoise is found to be present, the qualified biologist shall immediately notify CDFW and USFWS to determine appropriate avoidance, minimization, and mitigation measures. If impacts to desert tortoise cannot be avoided, the Project shall be postponed until appropriate CESA authorization is obtained. This may include an incidental take permit (Fish and Game Code, § 2081).

No more than 14 calendar days prior to start of Project activities and after any pause in Project activities lasting 30 days or more, a CDFW-approved qualified biologist shall conduct pre-construction surveys for desert tortoise as described in the USFWS 2019 desert tortoise survey methodology (Preparing for Any Action that May Occur within the Range of the Mojave Desert Tortoise; https://www.fws.gov/sites/default/files/documents/Mojave%20Desert%20Tortoise_Pre-project%20Survey%20Protocol_2019.pdf). Pre-construction surveys shall be completed using perpendicular survey routes and 100-percent visual coverage for desert tortoise and their sign within the Project area and 50-foot buffer zone. Pre-activity surveys cannot be combined with other surveys conducted for other species while using the same personnel. Project activities cannot start until two negative results from consecutive surveys using perpendicular survey routes for desert tortoise are documented. Results of the surveys shall be submitted to CDFW prior to construction start. If the pre-construction surveys confirm desert tortoise absence, the qualified biologist shall ensure desert tortoise do not enter the Project area. Should

1.9 (Cont.)

[5] U.S. Fish and Wildlife Service (USFWS). (2011). Revised recovery plan for the Mojave population of the desert tortoise (*Gopherus agassizii*). https://www.fws.gov/sites/default/files/documents/USFWS.2011.RRP%20for%20the%20Mojave%20Desert%20Tortoise.pdf.

Malisa Lieng, Branch Office Chief California Department of Transportation, District 8 May 11, 2026 Page 11 ***desert tortoise presence be confirmed during the survey, the qualified biologist shall immediately notify CDFW and USFWS to determine appropriate avoidance, minimization, and mitigation measures.*** **Comment 8: Desert Bighorn Sheep** Desert bighorn sheep is a Fully Protected species (Fish & G. Code § 4700), which qualifies it as an endangered, rare, or threatened species under CEQA. Lambing season is highly variable, depending on patterns of precipitation, and could be from December 1 through June 30 in this area. Impacts from disease are a major threat to bighorn sheep in this area, and disease prevention is of the utmost importance. CDFW is also concerned that activities that could impede desert bighorn sheep access to water sources are avoided. Desert bighorn sheep are unable to survive long periods of hot, arid conditions without water (Campbell and Remington, 1981). Research on desert bighorn sheep populations suggests that bighorn sheep will modify their water-use activity patterns in response to disturbance from construction activities (Campbell and Remington, 1981; Leslie and Douglas 1980). Sheep were observed changing their water visits to the short period between dawn and the start of the workday, or postponing water use until the end of the workday (Campbell and Remington, 1981). Additionally, sheep shifted from frequent opportunistic water use to brief, infrequent use of water amidst construction activities (Campbell and Remington, 1981). Bighorn sheep have also been observed to change water-sourcing locations due to construction activity when multiple water sources are available. These behavior changes may cause resulting changes in energy expenditure, which could be especially impactful during lambing and amid any other population stressors. The MND and NES do not mention desert bighorn sheep. Desert bighorn sheep habitat, however, is identified in the Bighorn Sheep Range (CWHR M183, ds913) layer in the Biogeographic Information and Observation System (BIOS). This layer suggests that desert bighorn sheep may be located within the Project area. CDFW considers the MND to be inadequate to avoid or reduce impacts to desert bighorn sheep to a level less than significant. To support Caltrans in avoiding or reducing impacts to a level of less than significant, CDFW recommends that the following measure is included, with additions in ***bold italics***:	**1.9** (Cont.) **1.10**	**1.10:** The scope of the project is to repair or replace culverts along SR-138. The footprint of the culvert work will be adjacent to the roadway. No obstacles to migration patterns nor impact to water quality will be created with the implementation of standard best management practices. Barriers, including SR-138, private property, and a narrow right of way (R/W), act as pre-existing obstacles to Bighorn Sheep habitat connectivity, making it unlikely for bighorn sheep to be present in the northern project area. At culvert 2 and 3, the narrow R/W (approximately less than 10 feet wide on each side) is bordered by barbed wire or other fencing delineating private property boundaries on the north and south side of SR-138. Private property land usage includes residential areas and livestock farming (horses and cows observed). Since domesticated animals already present environmental impacts to waterways and could potentially harbor diseases that threaten bighorn sheep, the risk of water access restrictions at culvert 1 - 3 is negligible. Culverts 4 and 5 are adjacent to paved roadway areas and direct water vertically under the roadway. Therefore, restricted access to water in the immediate project area is not expected. The remainder of the culverts are within either burned hillsides or densely wooded areas. Conversely, bighorn sheep typically prefer open and steep rocky areas, which are not found in the project area. In general, the further south within the project limits, the more forested it becomes, making it less likely for bighorn sheep to occur. No impacts to Desert Bighorn sheep anticipated, especially with inclusion of BIO-13 Clearance Sweep (previously BIO-11). Therefore, "*AMM BIO-[D]: Preconstruction Desert Bighorn Sheep Surveys (New)*" will not be incorporated.

AMM BIO-[D]: Preconstruction Desert Bighorn Sheep Surveys (New) *Desert bighorn sheep is a fully protected species (Fish & G. Code, § 4700). CDFW will determine desert bighorn sheep habitat within the Project area based on data gathered by CDFW Wildlife Biologists. Caltrans, in conjunction with a CDFW-approved qualified biologist, will coordinate with CDFW to obtain information on desert bighorn sheep habitat, including lambing habitat and water sources, within the Project area in advance of Project activities, and Caltrans will implement appropriate avoidance measures to avoid impacts to desert bighorn sheep in these areas. Avoidance measures shall be in place prior to the start of construction and any ground-disturbing activities.* *Limited Operating Period. Activities within desert bighorn sheep habitat will be avoided during the peak lambing period (December 1 through June 30). Furthermore, no sudden, loud noises (e.g., chainsaws, heavy machinery, low-elevation helicopter flights, blasting, pile driving, etc.) shall occur within 1 km of lambing habitat, and no low-elevation helicopter flights shall occur within 1 km of lambing habitat. Sound pressure levels shall not exceed 85 dB measured at 50 ft from the noise.*	**1.10** (Cont.)	

Pre-construction Surveys and Ongoing Monitoring. When work is being implemented in or within 1-km of desert bighorn sheep habitat, a CDFW-approved qualified biologist will assess presence of bighorn sheep in the vicinity of work areas. The qualified biologist will coordinate directly with CDFW Wildlife Biologists for guidance with specific questions as situations arise. If bighorn sheep are present within 1 km of the work area, work will be suspended in that area. The 1-km buffer may be reduced in coordination with CDFW if it is determined that bighorn sheep are not at risk. Factors such as distance of the activities from the sheep, nature of construction activities, duration of activities, topography, work area located in trees or other natural features that attenuate the sound, etc. should be taken into consideration. The qualified biologist will be present at the work site to monitor for bighorn sheep during all activities in bighorn sheep habitat. The qualified biologist will work with project personnel to cease or defer activities when bighorn sheep are close enough to be disturbed by the activities.

Disease Prevention. A boot disinfection station will be set up at the staging area. If workers have any potential contact with grounds occupied by sheep or goats (for example, at home, visiting a farm, attending a County fair, going to a petting zoo, etc.), they shall disinfect their boots before going to the work site. Workers will also ensure that their vehicles/equipment are washed at either a project wash station or a commercial wash if there is a chance that the tires or interior may be contaminated. Alternatively, personnel can be required to change their footwear so that contaminated footwear is not used in work vehicles or on the Project site.

Water Sources. In the event that bighorn sheep abandon the use of one or more water sources as a result of disturbance associated with the Project, Caltrans shall create additional water sources after consulting with appropriate agency personnel (CDFW and USFWS) to select locations and provide assistance in establishing additional water sources.

1.10 (Cont.)

Comment 9: Crotch's Bumble Bee CDFW is concerned that the proposed survey for Crotch's bumble bee in the MND does not identify a sufficient lead time to reliably detect the species in the Project area. Crotch's bumble bee primarily nests in late February through late October underground in abandoned small mammal burrows, and may also nest under perennial bunch grasses or thatched annual grasses, under-brush piles, in old bird nests, and in dead trees or hollow logs (Williams et al. 2014; Hatfield et al. 2018). Overwintering sites utilized by Crotch's bumble bee mated queens include soft, disturbed soil (Goulson 2010), or under leaf litter or other debris (Williams et al. 2014). Despite the presence of suitable Crotch's bumble bee habitat on site, the MND does not provide information as to what criteria would be used to conclude that the species is not present. Without adequate presence/absence surveys, ground disturbance and vegetation removal associated with Project implementation during the breeding season could result in the incidental loss of breeding success or otherwise lead to nest abandonment in areas adjacent to the Project site. Project activities may result in temporal or permanent loss of colonies, and suitable nesting and foraging habitat. To support Caltrans in avoiding or reducing impacts to Crotch's bumble bee to a level of less than significant, CDFW recommends that Mitigation Measure AMM BIO-20 is revised as follows, with additions in ***bold italics*** and removals in ~~strikethrough~~:	**1.11**	**1.11:** Caltrans Biological Studies and Surveys Branch conducted focused Crotch's Bumble bee surveys between April 23, 2026 and June 4, 2026. Although potential suitable habitat is present in the project area, no Crotch's bumble bees or active nests were observed during the surveys. Therefore, BIO-5 from the DED Rare Insect and Rare Insect Host Plant Protocol Survey has been removed and BIO-18 (previously BIO-20) has been revised. The revised measure can be found in Section 2.6.4 Biological Resources.

AMM BIO-20 *Focused and* Pre-construction Invertebrate Species Surveys ***(Revised)***

Focused surveys for Crotch's bumble bee shall be performed by a CDFW-approved qualified entomologist familiar with the species behavior and life history to determine the presence/absence of Crotch's bumble bee within one year prior to vegetation removal and/or grading. Surveys should be conducted during flying season when the species is most likely to be detected above ground, between March 1 to September 1 (Thorp et al. 1983). Survey results, including negative findings, should be submitted to CDFW prior to implementing Project-related ground-disturbing activities. At minimum, a survey report should provide the following: a) A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch's bumble bee. CDFW recommends the map show surveyors track lines to document that the entire site was covered during field surveys. b) Field survey conditions that should include names of qualified entomologists and brief qualifications; date and time of survey; survey duration; general weather conditions; survey goals, and species searched. c) Maps showing the location of nests/colonies. d) A description of physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found. A sufficient description of biological conditions, primarily impacted habitat, should include native plant composition (e.g., density, cover, and abundance) within impacted habitat (e.g., species list separated by vegetation class; density, cover, and abundance of each species).

Prior to any ground disturbance, a *CDFW-approved* 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).~~

1.11 (Cont.)

conduct a ~~The~~ preconstruction Crotch's bumblebee survey ~~must be conducted by a contractor-supplied biologist~~ no more than 1 week prior to ~~p~~Project activities within the Biological Study Area. The survey~~s~~ shall *follow the survey guidelines outlined in CDFW's Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (2023) and* 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 *shall halt Project activities and notify CDFW immediately. If impacts to Crotch's bumble bee cannot be avoided, the Project shall be postponed until appropriate CESA authorization is obtained. This may include an incidental take permit (Fish and Game Code, § 2081).* ~~biologist must be contacted and additional measures and/or agency coordination would be required~~.	**1.11** (Cont.)	**1.12:** In addition to WET-1, CDFW's Lake and Streambed Alteration Program will be notified as recommended by CDFW to avoid or minimize impacts. CDFW's recommended measure was revised and added to the project as BIO-21. Measures can be found in Section 2.6.4 Biological Resources.
Comment 10: CDFW's Lake and Streambed Alteration Program Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: substantially divert or obstruct the natural flow of any river, stream or lake; substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or deposit debris, waste or other materials that could pass into any river, stream or lake. Note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and water courses with a subsurface flow. It may also apply to work undertaken within the	**1.12**	

flood plain of a body of water.

Page 58 of the MND indicates that CDFW jurisdictional waters may be impacted by the Project. Given the presence of streams on-site that will be impacted by the Project, CDFW recommends the Project proponent notify CDFW's Lake and Streambed Alteration Program.

To support Caltrans in avoiding or reducing impacts to streams to a level less than significant, CDFW recommends the revised MND include the following mitigation measure:

> ***AMM BIO-[E]: CDFW's Lake and Streambed Alteration Program (New)***
>
> ***Prior to construction and issuance of any grading permit, the Project Sponsor shall obtain written correspondence from the California Department of Fish and Wildlife (CDFW) stating that notification under section 1602 of the Fish and Game Code is not required for the Project, OR the Project Sponsor should obtain a CDFW-executed Lake and Streambed Alteration Agreement, authorizing impacts to Fish and Game Code section 1602 resources associated with the Project.***

1.12 (Cont.)

ENVIRONMENTAL DATA CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be filled out and submitted online at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.	**1.13**	**1.13:** Caltrans utilizes the CNDDB and anticipates contributing to the database with any positive findings. **1.14:** The Environmental Document Filing Fee will be paid upon the filing of the Notice of Determination by Caltrans. **1.15**: Caltrans appreciates CDFW for the comments on the Draft Environmental Document and will continue to coordinate with CDFW.
ENVIRONMENTAL DOCUMENT FILING FEES The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)	**1.14**	
CONCLUSION CDFW appreciates the opportunity to comment on the MND to assist Caltrans in identifying and mitigating Project impacts on biological resources. Questions regarding this letter or further coordination should be directed to Chris Briggs, Senior Environmental Scientist (Specialist), at 909-758-6774 or Christopher.Briggs@wildlife.ca.gov. Sincerely, DocuSigned by: Kim Freeburn Kim Freeburn Environmental Program Manager	**1.15**	

Attachment 1: MMRP for CDFW-Proposed Mitigation Measures

ec: Heather Brashear, CDFW
Heather.Brashear@Wildlife.ca.gov

Office of Planning and Research, State Clearinghouse, Sacramento
state.clearinghouse@lci.ca.gov

ATTACHMENT 1: MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

Mitigation Measures	Timing, Methods	Responsible Parties
AMM BIO-3 Special-status Plant Surveys (Revised) A rare plant and rare insect host plant habitat suitability assessment and protocol survey should be conducted by a CDFW-approved qualified biologist 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. Surveys shall be conducted prior to any ground-disturbance and shall follow CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see https://www.wildlife.ca.gov/Conservation/Plants). Should any state-listed plant species be present in the Project area, the Project proponent shall obtain appropriate CESA authorization for those species prior to the start of Project activities. Should other special-status plants or natural communities be present in the Project area, on-site or off-site habitat restoration (whichever is applicable) and/or enhancement and preservation *shall be conducted* and discussed in detail *in a Habitat Mitigation and Monitoring Plan (HMMP) for California Sensitive Natural Communities and Special Status Plant Species*. Where habitat preservation is not available on-site, off-site land acquisition, management, and preservation *shall be completed to offset the losses.*	See Mitigation Measure	Caltrans

Mitigation Measures	Timing, Methods	Responsible Parties
AMM BIO-11 Clearance Sweeps (Revised) Daily clearance sweeps within 2 hours prior to construction and daily (full-time) monitoring is required for all construction activities occurring within the BSA.	See Mitigation Measure	Caltrans

	AMM BIO-13 Southern Rubber Boa Focused Surveys and Daily Inspections (Revised) A CDFW-approved qualified biologist that is knowledgeable about the species' natural history, habitat requirements, seasonal movements, and range shall perform surveys at each culvert location, including visible inspections and rock and log turning searches. These surveys shall be conducted between April and June, when the species is active and not in hibernation, and under the appropriate conditions (nighttime). Prior to the start of Project activities, the qualified biologist shall identify and flag for avoidance habitat features utilized by southern rubber boa. Features include, and are not limited to, rocky outcrops, artificial cover (boards, carpet, metal sheeting, etc.), boulders, rocks, downed logs, thick duff, and burrows. During Project activities, the qualified biologist shall perform daily clearance inspections throughout the Project area, including travel ways prior to use to avoid southern rubber boa. No chip or slash deposition should occur on habitat features flagged by the qualified biologist. Chip deposition should be limited to 2 inches or less within southern rubber boa range. Off-road vehicle and heavy equipment use should be avoided to decrease the risk of crushing southern rubber boa. Where vehicles and heavy equipment must be used off-road, those travel ways should be carefully raked to remove the duff layer, increasing the visibility of boa that may be present and the duff carefully raked back into place when operations are complete. If impacts to southern rubber boa cannot be avoided, the Project shall be postponed until appropriate CESA authorization is obtained. This may include an incidental take permit (Fish and Game Code, § 2081).	See Mitigation Measure	Caltrans		

AMM BIO-14 Nesting Bird Surveys (Revised) Preconstruction surveys for Nesting Birds and Raptors should be conducted no more than 3 days prior to vegetation removal or ground-disturbing activities. Regardless of	See Mitigation Measure	Caltrans

Mitigation Measures	Timing, Methods	Responsible Parties
the time of year, Nesting Bird Surveys should be conducted by a CDFW-approved qualified biologist to ensure no disturbances to protected nesting activities. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the pre-construction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground. If nests are identified, a protective buffer (at least 300 feet for songbirds and at least 500 feet for raptors) shall be established. Construction activities may not occur inside the established buffers, which shall remain on-site until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.		

AMM BIO-15 Nest Monitoring (Revised) All active nests with the potential to be disturbed by Project activities shall be monitored daily by the CDFW-approved qualified biologist to ensure protective buffers are maintained and to minimize nest disturbances. Nest buffers are species specific and shall be at least 300 feet for passerines and 500 feet for raptors. Once the buffer is established, the CDFW-approved qualified biologist shall document baseline behavior, stage of reproduction, and existing site conditions, including vertical and horizontal distances from proposed work areas, visual or acoustic barriers, and existing level of disturbance. Following documentation of baseline conditions, buffer sizes and survey areas may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have	See Mitigation Measure	Caltrans

Mitigation Measures	Timing, Methods	Responsible Parties
fledged or the Project has been completed. If the qualified biologist determines that Project activities may be causing an adverse reaction, the qualified biologist shall increase the buffer accordingly.		

AMM BIO-[A]: Focused and Pre-Construction Burrowing Owl Surveys (New) No less than 60 days prior to the start of Project-related activities, a burrowing owl habitat assessment shall be conducted by a CDFW-approved qualified biologist. CDFW strongly recommends that the habitat assessment is conducted according to the specifications of the Staff Report on Burrowing Owl Mitigation (2012 or most recent version). If the habitat assessment demonstrates suitable burrowing owl habitat, then focused burrowing owl surveys shall be conducted by a CDFW-approved qualified biologist prior to vegetation removal or ground-disturbing activities. CDFW strongly recommends that focused surveys are conducted in accordance with the Staff Report on Burrowing Owl Mitigation (2012 or most recent version)[6]. If burrowing owls are detected during the focused surveys, the qualified biologist and Project proponent shall begin coordination with CDFW immediately, and shall submit the results of focused surveys to CDFW as soon results become available and before	See Mitigation Measure	Caltrans	

commencement of any Project activities, including any vegetation- or ground-disturbing activities. CDFW recommends that the information included in the survey results be consistent with Appendix D of the Staff Report on Burrowing Owl Mitigation, including a detailed map showing locations of all burrowing owls, burrowing owl sign, potential burrows, and occupied burrows (occupied means at least one burrowing owl or its sign has been observed within the last three years; may be indicated by owl sign including feathers, pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site); a description of the behavior of burrowing owls during surveys; a description of survey methods; and other items listed in Appendix			

[6] California Department of Fish and Wildlife (CDFW). 2012. Staff Report on Burrowing Owl Mitigation. State of California, Natural Resources Agency. Available for download at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843.

Mitigation Measures	Timing, Methods	Responsible Parties
D of the Staff Report on Burrowing Owl Mitigation under "Survey Reports." Consultation with CDFW and USFWS must be completed prior to commencement of any Project activities, including vegetation- or ground-disturbing activities. If impacts to occupied burrowing owl habitat or burrow(s) or burrowing owl individuals, nests, or eggs cannot be avoided, appropriate CESA authorization (i.e., Incidental Take Permit under Fish and Game Code section 2081(b)) should be obtained from CDFW prior to commencement of Project activities, including vegetation- or ground-disturbing activities. Preconstruction burrowing owl surveys shall be conducted no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance. Preconstruction surveys should be repeated when there is a pause in construction of more than 30 days. Preconstruction surveys should be performed by a CDFW-approved qualified biologist, and CDFW strongly recommends that preconstruction surveys follow the recommendations and guidelines provided in the Staff Report on Burrowing Owl Mitigation (2012 or most recent version). If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted and the qualified biologist shall coordinate with CDFW and USFWS. Project activities shall not recommence until consultation with CDFW and USFWS is completed.		

AMM BIO-[B]: Bat Surveys (New) Prior to work activities, surveys of Project areas (including culverts, trees, rock outcrops, and structures) shall be conducted for the presence of daytime, nighttime, wintering (hibernacula), and maternity bat roosts by a CDFW-approved qualified bat biologist. Two spring surveys (April through June) and two winter surveys (November through January) shall be performed by a qualified biologist. Surveys shall be conducted during favorable weather conditions only. Each survey shall consist of one dusk emergence survey (start one hour before sunset and last for three hours), followed by one pre-dawn re-entry survey (start one hour before sunrise and last for two hours), and one daytime visual inspection of all potential roosting habitat	See Mitigation Measure	Caltrans

Mitigation Measures	Timing, Methods	Responsible Parties
on the Project site. Surveys shall be conducted within one 24-hour period. Visual inspections shall focus on the identification of bat sign (i.e., individuals, guano, urine staining, corpses, feeding remains, scratch marks and bats squeaking and chattering). Bat detectors, bat call analysis, and visual observation shall be used during all dusk emergence and pre-dawn re-entry surveys.		

Mitigation Measures	Timing, Methods	Responsible Parties
on the Project site. Surveys shall be conducted within one 24-hour period. Visual inspections shall focus on the identification of bat sign (i.e., individuals, guano, urine staining, corpses, feeding remains, scratch marks and bats squeaking and chattering). Bat detectors, bat call analysis, and visual observation shall be used during all dusk emergence and pre-dawn re-entry surveys. If active maternity roosts are identified in the work area or 500 feet extending from the work area, Project construction will only occur between October 1 and February 28, outside of the maternity roosting season when young bats are present but are not yet ready to fly out of the roost. Maternity roosts shall not be evicted, excluded, removed, or disturbed. If active hibernacula are identified in the work area or 500 feet extending from the work area, a minimum 500-foot no-work buffer shall be provided around hibernacula. Buffers shall be left in place until the end of Project construction and activities or until a CDFW-approved qualified bat biologist determines that the hibernacula are no longer active. Project-related construction and activities shall not occur between 30 minutes before sunset and 30 minutes after sunrise. Hibernacula roosts shall not be evicted, excluded, removed, or disturbed.		

AMM BIO-[C]: Focused and Pre-construction Desert Tortoise Surveys (New) Prior to commencing Project activities, focused surveys for desert tortoise must be conducted by a CDFW-approved qualified biologist within the Project area and any staging areas according to protocols in Preparing for Any Action that May Occur within the Range of the Mojave Desert Tortoise (USFWS 2019; https://www.fws.gov/sites/default/files/documents/Mojave%20Desert%20Tortoise_Pre-project%20Survey%20Protocol_2019.pdf), during the species' most active periods (April through May or September through October). CDFW recommends working with USFWS and CDFW concurrently to ensure a consistent and adequate approach to planning survey work and that biologists retained to complete desert tortoise protocol-level surveys submit their qualifications to CDFW and USFWS prior to initiation of surveys. If desert tortoise is found	See Mitigation Measure	Caltrans

Mitigation Measures	Timing, Methods	Responsible Parties
to be present, the qualified biologist shall immediately notify CDFW and USFWS to determine appropriate avoidance, minimization, and mitigation measures. If impacts to desert tortoise cannot be avoided, the Project shall be postponed until appropriate CESA authorization is obtained. This may include an incidental take permit (Fish and Game Code, § 2081). No more than 14 calendar days prior to start of Project activities and after any pause in Project activities lasting 30 days or more, a CDFW-approved qualified biologist shall conduct pre-construction surveys for desert tortoise as described in the USFWS 2019 desert tortoise survey methodology (Preparing for Any Action that May Occur within the Range of the Mojave Desert Tortoise; https://www.fws.gov/sites/default/files/documents/Mojave%20Desert%20Tortoise_Pre-project%20Survey%20Protocol_2019.pdf).		

Pre-construction surveys shall be completed using perpendicular survey routes and 100-percent visual coverage for desert tortoise and their sign within the Project area and 50-foot buffer zone. Pre-activity surveys cannot be combined with other surveys conducted for other species while using the same personnel. Project activities cannot start until two negative results from consecutive surveys using perpendicular survey routes for desert tortoise are documented. Results of the surveys shall be submitted to CDFW prior to construction start. If the pre-construction surveys confirm desert tortoise absence, the qualified biologist shall ensure desert tortoise do not enter the Project area. Should desert tortoise presence be confirmed during the survey, the qualified biologist shall immediately notify CDFW and USFWS to determine appropriate avoidance, minimization, and mitigation measures.			

AMM BIO-[D]: Preconstruction Desert Bighorn Sheep Surveys (New) Desert bighorn sheep is a fully protected species (Fish & G. Code, § 4700). CDFW will determine desert bighorn sheep habitat within the Project area based on data gathered by CDFW Wildlife Biologists. Caltrans, in conjunction with a CDFW-approved qualified biologist, will coordinate with CDFW to obtain information on desert bighorn sheep	See Mitigation Measure	Caltrans

Mitigation Measures	Timing, Methods	Responsible Parties
habitat, including lambing habitat and water sources, within the Project area in advance of Project activities, and Caltrans will implement appropriate avoidance measures to avoid impacts to desert bighorn sheep in these areas. Avoidance measures shall be in place prior to the start of construction and any ground-disturbing activities. Limited Operating Period. Activities within desert bighorn sheep habitat will be avoided during the peak lambing period (December 1 through June 30). Furthermore, no sudden, loud noises (e.g., chainsaws, heavy machinery, low-elevation helicopter flights, blasting, pile driving, etc.) shall occur within 1 km of lambing habitat, and no low-elevation helicopter flights shall occur within 1 km of lambing habitat. Sound pressure levels shall not exceed 85 dB measured at 50 ft from the noise		

	Pre-construction Surveys and Ongoing Monitoring. When work is being implemented in or within 1-km of desert bighorn sheep habitat, a CDFW-approved qualified biologist will assess presence of bighorn sheep in the vicinity of work areas. The qualified biologist will coordinate directly with CDFW Wildlife Biologists for guidance with specific questions as situations arise. If bighorn sheep are present within 1 km of the work area, work will be suspended in that area. The 1-km buffer may be reduced in coordination with CDFW if it is determined that bighorn sheep are not at risk. Factors such as distance of the activities from the sheep, nature of construction activities, duration of activities, topography, work area located in trees or other natural features that attenuate the sound, etc. should be taken into consideration. The qualified biologist will be present at the work site to monitor for bighorn sheep during all activities in bighorn sheep habitat. The qualified biologist will work with project personnel to cease or defer activities when bighorn sheep are close enough to be disturbed by the activities.				

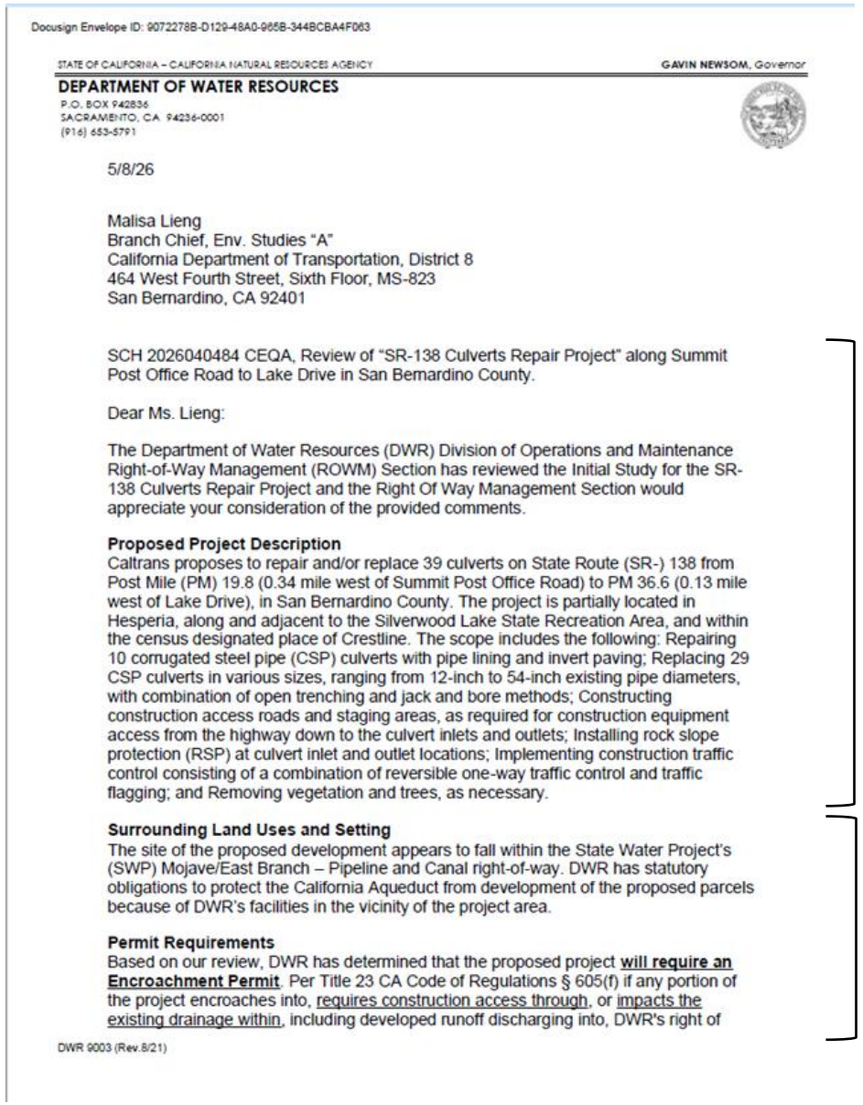
Mitigation Measures	Timing, Methods	Responsible Parties
Disease Prevention. A boot disinfection station will be set up at the staging area. If workers have any potential contact with grounds occupied by sheep or goats (for example, at home, visiting a farm, attending a County fair, going to a petting zoo, etc.), they shall disinfect their boots before going to the work site. Workers will also ensure that their vehicles/equipment are washed at either a project wash station or a commercial wash if there is a chance that the tires or interior may be contaminated. Alternatively, personnel can be required to change their footwear so that contaminated footwear is not used in work vehicles or on the Project site. Water Sources. In the event that bighorn sheep abandon the use of one or more water sources as a result of disturbance associated with the Project, Caltrans shall create additional water sources after consulting with appropriate agency personnel (CDFW and USFWS) to select locations and provide assistance in establishing additional water sources.		

AMM BIO-20 Focused and Pre-construction Invertebrate Species Surveys (Revised) Focused surveys for Crotch's bumble bee shall be performed by a CDFW-approved qualified entomologist familiar with the species behavior and life history to determine the presence/absence of Crotch's bumble bee within one year prior to vegetation removal and/or grading. Surveys should be conducted during flying season when the species is most likely to be detected above ground, between March 1 to September 1 (Thorp et al. 1983). Survey results, including negative findings, should be submitted to CDFW prior to implementing Project-related ground-disturbing activities. At minimum, a survey report should provide the following: a) A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch's bumble bee. CDFW recommends the map show surveyors track lines to document that the entire site was covered during field surveys.	See Mitigation Measure	Caltrans

Mitigation Measures	Timing, Methods	Responsible Parties
b) Field survey conditions that should include names of qualified entomologists and brief qualifications; date and time of survey; survey duration; general weather conditions; survey goals, and species searched. c) Maps showing the location of nests/colonies. d) A description of physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found. A sufficient description of biological conditions, primarily impacted habitat, should include native plant composition (e.g., density, cover, and abundance) within impacted habitat (e.g., species list separated by vegetation class; density, cover, and abundance of each species). Prior to any ground disturbance, a CDFW-approved qualified biologist shall conduct a preconstruction Crotch's bumblebee survey no more than 1 week prior to Project activities within the Biological Study Area. The survey shall follow the survey guidelines outlined in CDFW's Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (2023) and 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, Caltrans shall halt Project activities and notify CDFW immediately. If impacts to Crotch's bumble bee cannot be avoided, the Project shall be postponed until appropriate CESA authorization is obtained. This may include an incidental take permit (Fish and Game Code, § 2081)..		

AMM BIO-[E]: CDFW's Lake and Streambed Alteration Program (New) Prior to construction and issuance of any grading permit, the Project Sponsor shall obtain written correspondence from the California Department of Fish and Wildlife (CDFW) stating that notification under section 1602 of the Fish and Game Code is not required for the Project, OR the Project Sponsor should obtain a CDFW-executed Lake and Streambed Alteration Agreement, authorizing impacts to Fish and Game Code section 1602 resources associated with the Project.	See Mitigation Measure	Caltrans	

Public Comment 2



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STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF WATER RESOURCES

P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791

5/8/26

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

SCH 2026040484 CEQA, Review of "SR-138 Culverts Repair Project" along Summit Post Office Road to Lake Drive in San Bernardino County.

Dear Ms. Lieng:

The Department of Water Resources (DWR) Division of Operations and Maintenance Right-of-Way Management (ROWM) Section has reviewed the Initial Study for the SR-138 Culverts Repair Project and the Right Of Way Management Section would appreciate your consideration of the provided comments.

Proposed Project Description
Caltrans proposes to repair and/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. 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. 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.

Surrounding Land Uses and Setting
The site of the proposed development appears to fall within the State Water Project's (SWP) Mojave/East Branch – Pipeline and Canal right-of-way. DWR has statutory obligations to protect the California Aqueduct from development of the proposed parcels because of DWR's facilities in the vicinity of the project area.

Permit Requirements
Based on our review, DWR has determined that the proposed project **will require an Encroachment Permit**. Per Title 23 CA Code of Regulations § 605(f) if any portion of the project encroaches into, requires construction access through, or impacts the existing drainage within, including developed runoff discharging into, DWR's right of

DWR 9003 (Rev.8/21)

2.1

2.2

Response

2.1: Caltrans appreciates the Department of Water Resources for reviewing the Draft Environmental Document.

2.2: The need for an Encroachment Permit on California Department of Water Resources (CDWR) Right of Way will be finalized in the Design phase of the project. Current layouts do not exceed our easement agreement with the USFS. If it is determined that the project encroaches upon CDWR right of way, requires construction access, or impacts existing drainage, Caltrans will contact the CDWR to initiate the encroachment permit process.

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way, then the project proponents will be required to acquire an encroachment permit (EP) from DWR prior to the start of construction. Information regarding encroachment permits can be found at:

https://www.water.ca.gov/Work-With-Us/Real-Estate/Encroachment-Permits

Please contact the Department at swp.encroachments@water.ca.gov to initiate the encroachment permit process. Early coordination with DWR is strongly encouraged, as it will provide the project proponent with the most effective project guidance and help ensure timely permit issuance.

For questions concerning this letter please reach out to Zack Ramsey via email at Zachary.Ramsey@water.ca.gov or via telephone by (916) 820-8161.

Sincerely,

Zachary Ramsey

Zachary Ramsey, Manager
State Water Project Right-of-Way Management Section
Division of Operations and Maintenance

DWR 9003 (Rev.8/21)

2.2
(cont.)

Public Comment 3

Main Office - 825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.7910 Fax: 909.387.7911

www.SBCounty.gov

SAN BERNARDINO COUNTY

Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

Noel Castillo, P.E.
Director

Byanka Velasco, P.E.
Assistant Director

David Doublet, M.S., P.E.
Assistant Director

May 7, 2026

Transmitted Via Email
File: 10(ENV)-4.01

California Department of Transportation
ATTN: Malisa Lieng, Senior Environmental Scientist
464 W. 4th Street, MS 823
San Bernardino, CA 92401 -1400;
SR138.Culverts.Repair.Project@dot.ca.gov

RE: PROJECT COMMENT – NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE SR-138 CULVERT REPAIR PROJECT

Dear Ms. Lieng:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on April 9, 2026,** and pursuant to our review, we have the following comments for your consideration and inclusion into public record:

3.1

Flood Control Transportation Operations Permits Division (David Belicki, Engineering Manager, 909-387-7997)

1. The improvements along State Route 138 intersect with the following County-maintained roads:

- Summit Valley Road
- Old Mill Road
- Vista Lane
- Pine Lane
- Oak Lane
- Bryon Road
- Water Drive
- Redwood Drive
- Brookside Road
- Balsam Lane
- Valley Road
- Knapps Cutoff
- Kay Road
- Seeley Way
- Lake Drive

3.2

Permits issued by our Transportation Permits Section will be required when working on County-maintained roads.

BOARD OF SUPERVISORS

Col. Paul Cook (Ret.), First District | Jesse Armendarez, Second District | Dawn Rowe, Chairman, Third District | Curt Hagman, Fourth District | Joe Baca, Jr, Vice Chair, Fifth District

Luther Snoke
Chief Executive Officer

Response

3.1: Caltrans thanks the San Bernardino County Department of Public Works for taking the time to review and provide comments on the Draft Environmental Document for the referenced project.

3.2: Caltrans understands that there are County-maintained roads that intersect SR-138. If work is determined to impact any of the listed roads during the Final Design phase of the project, the Caltrans Project Manager will coordinate with the Department of Public Works to obtain the necessary permits.

PROJECT COMMENT – SR-138 Culvert Repair Project
May 7, 2026
Page 2 of 2

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project.

Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

3.3

Sincerely,

ARLENE B. CHUN, M.S., P.E., Engineering Manager
Environmental Management Division

ABC:mmw:mc

3.3: Caltrans appreciates the San Bernardino County Department of Public Works' interest in this project and has added the provided contact information to the distribution list.

Chapter 4 List of Preparers

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

4.1 CALIFORNIA DEPARTMENT OF TRANSPORTATION

Ashley Bowman, Co-Principal Investigator-Prehistoric Archaeology, Cultural Studies

Bijor Decena, Transportation Engineer, Hydraulics

Bruce Ko, Project Manager

Carola Acurio, Hazardous Waste, Environmental Engineering

Chun-Sheng Wang, Senior Environmental Scientist Supervisor, Biological Studies

Gabrielle Duff, Branch Chief, Cultural Studies

Hao Ho, Project Engineer, Design F

Hector Pantaleon, Transportation Engineer, Design F

James Shankel, Acting Supervising Environmental Planner

Lizbeth Gonzalez, Environmental Scientist, Biological Studies

Maggi Elgeziry, Environmental Scientist, Biological Studies

Malisa Lieng, Branch Chief, Environmental Studies A

Michelle Madigan, Principal Architectural Historian

Nawal Karimpour, Transportation Engineer, Stormwater Quality

Paul Phan, Senior Transportation Engineer, Environmental Engineering

Rodrigo Panganiban, Air and Noise Specialist, Environmental Engineering

Ronn Knox, Associate Environmental Planner, Biological Studies

Ronny Dang, Office Chief, Design F

Sarah Ball, Associate Environmental Planner, Environmental Studies A

William Sirisombat, Transportation Engineer, Design F

4.2 ICF

Brian Calvert, Environmental Project Director

Brittany Buscomb, Senior GIS Analyst

Court Morgan, Environmental QA/QC

Elizabeth Irvin, Senior Manager, Editing

Jenelle Mountain-Castro, Senior Publications Specialist

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

CA STATE DEPT OF WATER RESOURCES
PO BOX 942836
SACRAMENTO, CA 94236-0001

SAN BERNARDINO COUNTY
DEPT OF PUBLIC WORKS
ATTN: ARLENE B. CHUN
825 E THIRD STREET
SAN BERNARDINO, CA 92415-0835

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

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

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

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

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

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
1120 KNOTTINGHAM ST
SIMI VALLEY, CA 93065-5166

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

VELJACIC, MARK D
753 WOODLAND RD
CRESTLINE, CA 92325

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
18852 DEEP WELL RD
SANTA ANA, CA 92705-2234

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GLINKATELLI LIVING TRUST
10722 ARROW RTE STE 314
RANCHO CUCAMONGA, CA 91730

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

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

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

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

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

LARRAIN, KATRINA
23489 LAKE DR
CRESTLINE, CA 92325

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

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

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

FLORES, ARTHUR A
16321 BENBOW ST
COVINA, CA 91722

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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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

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

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
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23929 CALIFA ST
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230 S MARIAN ST
LA HABRA, CA 90631

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475 E FOOTHILL BLVD # 216
POMONA, CA 91767

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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

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3396 N MAYFIELD AVE
SAN BERNARDINO, CA 92405-2424

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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

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

VEGA, JULIO CESAR
23379 CRESTLINE RD
CRESTLINE, CA 92325

MARIN, WILLIAM BUECHLER
729 WOODLAND RD
CRESTLINE, CA 92325

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316 W OAKMONT DR
MONTEBELLO, CA 90640-2656

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323 JASMINE AVE
MONROVIA, CA 91016-2920

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

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

JAQUA, TAMMY L
23394 CRESTLINE RD
CRESTLINE, CA 92325

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

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

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1024 W RIALTO AVE
SAN BERNARDINO, CA 92410-2308

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5401 COLORADO RIVER RD
BLYTHE, CA 92225-9334

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

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

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

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

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

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

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

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

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

CARRILLO, ISAAC
785 WOODLAND RD
CRESTLINE, CA 92325

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

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

CRUZ, JAVIER
23342 SEELEY WAY
CRESTLINE, CA 92325

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

DIAZ, NICHOLAS
23354 CREST FOREST DR
CRESTLINE, CA 92325

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

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

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

GOMEZ, RICHARD
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LONG BEACH, CA 90802

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5399 SOMERSET ST
LOS ANGELES, CA 90032-2428

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

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

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4114 E UNION HILLS #1192
PHOENIX, AZ 85050

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LA HABRA, CA 90631

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ADHRITI LLC
13402 AMBROSIA CT
RIVERSIDE, CA 92503-7333

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

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

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

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

CASTANEDA, MANUEL
512 SHADY DELL LN
CRESTLINE, CA 92325

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

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

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

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

BENNETT, DAVIS M
23352 KNAPPS CUTOFF
CRESTLINE, CA 92325

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MEILLEUR, CLIFFORD E
23095 HEMLOCK LN
CRESTLINE, CA 92325

KING, ETHAN
705 CEDAR LN
CRESTLINE, CA 92325

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

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

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

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

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

CAMPANALE, NATHAN PETER
3777 DURANGO ST
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ACOSTA, FERNANDO
12427 CANAL DR #1
RANCHO CUCAMONGA, CA 91739

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

TULCAN, DANIEL
1652 DARLEY AVE
HACIENDA HEIGHTS, CA 91745-
3225

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

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

MCCOY, DANIEL
23130 SYCAMORE LN
CRESTLINE, CA 92325

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

BERSALES, JENNIFER MONTABO
LIV TR 8
12428 ALGERS ST
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GRANADO, ELAINE SEPARATE
SHARE TR
2301 LAS PALOMAS DR
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9734 HEMLOCK AVE
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LE NEVE LIVING TRUST 9/11/1992
4250 COVER ST
RIVERSIDE, CA 92506-2239

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

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

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

SILVEIRA, STEPHAN J
7258 PONTOOSUC AVE
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2038 VALIANT ST
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SUMMIT VALLEY MATERIALS INC
233 SANSOME ST #928
SANFRANCISCO, CA 94104

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

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

MALAGON, SYLVERIO
12223 HIGHLAND AVE
RANCHO CUCAMONGA, CA 91739

SANCHEZ, JOSE
409 GOODRICH ROCK
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CROWDER, JOHNNY RAY JR
761 HIGHWAY 138
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SAN BERNARIDNO COUNTY FIRE
PROTECTIO
385 N ARROWHEAD AVE 3RD FL
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HABIB, PIERRE
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1529 W 37TH PL
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TR 7/12/2
729 W LA CADENA DR
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22983 WATERS DR
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14942 HALINOR ST
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2439 GRAYDON AVE
MONROVIA, CA 91016-4921

LAMONT, DEBORAH S
23138 SYCAMORE LN
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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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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: October 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.	2-28	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	2-28	Historical Property Survey	District Cultural Studies/	Final Design, Construction					X

Date of ECR: October 2026

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

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							Date/ Initials	YES	NO
BIOLOGICAL RESOURCES									
WET-1: Permanent impacts to jurisdictional areas would be mitigated at a 1:1 ratio 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. Mitigation would occur in the form of onsite restoration, in-lieu fee, mitigation bank credit, land acquisition, or as agreed upon with respective resource agencies.	13	Updated NESMI Memo 9/23/26	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction, Construction	14-6.03A			X	

Date of ECR: October 2026

Project Phase:
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							Date/ Initials	YES	NO
BIO-1 Weed Wash Station. 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	14-6.03A				X
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	44	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction	14-6.03A, 14-6.03D(3)				X

Date of ECR: October 2026

Project Phase:
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☐ PS&E Submittal_____ %
☐ 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
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 species that looks like one;									

Date of ECR: October 2026

Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal_____ %
☐ 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
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 should be submitted with									

Date of ECR: October 2026

Project Phase:
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☐ PS&E Submittal_____ %
☐ Construction

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							Date/ Initials	YES	NO
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 personnel who have attended the BRIP.									

BIO-3 Special-Status Plant Pre-construction Surveys and Avoidance. Pre-construction special-status plant surveys, including special-status insect host plant surveys, must be conducted by a CDFW-approved, contractor-supplied biologist (CSB) prior to project activities. All special-status plants and special-status insect host plant species individuals or populations shall be marked for avoidance before project related activities. Flagging should be clearly marked with high visibility flagging and maintained throughout the duration of construction activities. The CSB would monitor special-status plants discovered in the PIA during all construction activities, including avoidance fence installation. The CSB would ensure avoidance measures are maintained.	8	Updated NESMI Memo 9/23/26	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Final Design, Prior to Construction	14-6.03A 14-6.03D(1)				X
BIO-4 Full Time Monitor. If special-status animals are observed within the BSA during preconstruction surveys, nesting bird survey,	52	NES(MI) 2/24/2026	District Design/ District Environmental Planning/	Post Construction	14-6.03A 14-6.03D(1)				X

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.			Resident Engineer/ Contractor						
BIO-5 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	57	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Construction	14-6.03A 14-6.03D(1)				X

active special-status mammal den or burrow is identified, a 500-foot protective buffer shall be established.									
BIO-6. Arroyo Toad Monitor. A USWFS-approved biologist will conduct daily full-time monitoring for all construction activities, including exclusion fence installation and removal, occurring within the PIA at culverts 1, 2, 3, 8, and 12. The approved will have the authority to stop work if measures are not being followed or if there is an immediate threat to the species.	9	Updated NESMI Memo 9/23/26	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Post Construction	14-6.03A 14-6.03D(1)				X
BIO-7. Arroyo Toad Exclusion. Arroyo toad exclusion fencing would be installed at culverts 1, 2, 3, 8, and 12, around the PIA and additional culverts as determined by the biologist.	9	Updated NESMI Memo 9/23/26	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction	14-6.03A 14-6.03D(1)				X

BIO-8. Pre-construction Amphibian Survey. The pre-construction survey for amphibians will be conducted within culvert inlet outlet areas that may contain suitable habitat for amphibian species. Results will be reported immediately to the appropriate designed biologist.	58	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction	14-6.03A 14-6.03D(1)				X
BIO-9 Clearance Sweeps. Daily clearance sweeps would be conducted within 2 hours prior to construction activities in the PIA.	9	Updated NESMI Memo 9/23/26	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction	14-6.03A, 14-6.03D(1)				X
BIO-10 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 Engineer/ Contractor	Prior to Construction	14-6.03A				X

BIO-11 Southern Rubber Boa Preconstruction Surveys. A CDFW-approved qualified biologist that is knowledgeable about the species' natural history, habitat requirements, seasonal movements, and range shall perform one pre-construction survey at each culvert location, including visible inspections and log turning searches. These preconstruction surveys would be conducted 2 months prior to construction, and ideally between April and June, when the species is active and not in hibernation. Prior to the start of Project activities, the qualified biologist shall identify and flag for avoidance habitat features utilized by southern rubber boa. Features include, and are not limited to, rocky outcrops, artificial cover (boards, carpet, metal sheeting, etc.), boulders, rocks, downed logs, thick duff, and burrows.	9	Updated NESMI Memo 9/23/26	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction	14-6.03A, 14-6.03D(1)				X
BIO-12 Nesting Bird Surveys. Preconstruction surveys for Nesting Birds and	9	Updated NESMI	District Design/ District	Prior to Construction	14-6.03A,				X

Raptors should be conducted no more than 3 days prior to vegetation removal or ground-disturbing activities. Regardless of the time of year, Nesting Bird Surveys should be conducted by a CDFW-approved qualified, contractor-supplied biologist to ensure no disturbances to protected nesting activities. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist would make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the pre-construction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground. If nests are identified, a protective buffer (typically at least 300 feet for songbirds and at least 500 feet for raptors) shall be established. Construction activities may not occur inside the established buffers, which		Memo 9/23/26	Environmental Planning/ Resident Engineer/ Contractor		14-6.03D(1)				

shall remain on-site until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.									
BIO-13 Nest Monitoring. All active nests with the potential to be disturbed by Project activities shall be monitored daily by the CDFW-approved qualified, Contractor-supplied biologist to ensure protective buffers are maintained and to minimize nest disturbances. Nest buffers are species specific and shall be at least 300 feet for passerines and 500 feet for raptors. Once the buffer is established, the CDFW-approved qualified biologist shall document baseline behavior, stage of reproduction, and existing site conditions, including vertical	10	Updated NESMI Memo 9/23/26	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Construction	14-6.03A, 14-6.03D(1)				X

and horizontal distances from proposed work areas, visual or acoustic barriers, and existing level of disturbance. Following documentation of baseline conditions, buffer sizes and survey areas may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. If the qualified biologist determines that Project activities may be causing an adverse reaction, the qualified biologist shall increase the buffer accordingly.									
BIO-14 Nocturnal Raptor Survey. A Contractor-Supplied Biologist will conduct targeted preconstruction surveys for California Spotted Owl at Culverts 15, 22, 25, 26, 30, and 31 and Long-	78	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident	Post Construction	14-6.03A, 14-6.03D(1)				X

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 feet of the PIA, further consultation with USFWS and/or CDFW is required.			Engineer/ Contractor						
BIO-15 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	14-6.03A				X
BIO-16 Den and Burrow Monitoring. All active burrows or dens in the BSA should be monitored daily by a Contractor-Supplied Biologist, concurrent to Project Activities to ensure protective buffers are	90	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction, Construction	14-6.03A, 14-6.03D(1)				X

maintained and to minimize disturbances.									
BIO-17 San Bernardino flying squirrel Survey and Monitoring. Targeted preconstruction surveys for San Bernardino flying squirrels should be conducted at Culverts 9, 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 will be evaluated to assess the effects to San Bernardino flying squirrel.	90	NES(MI) 2/24/2026	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction, Construction	14-6.03A, 14-6.03D(1)				X

BIO-18 Pre-Construction Invertebrate Species Survey. Prior to any ground disturbance, a CDFW-approved qualified biologist shall conduct a preconstruction Crotch's bumblebee survey 2 months prior to Project activities within the Biological Study Area. The survey shall follow the survey guidelines outlined in CDFW's Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (2023) and 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, Caltrans shall halt Project activities and notify CDFW immediately. If impacts to Crotch's bumble bee cannot be avoided, the Project shall be postponed until appropriate CESA authorization is obtained. This may include an incidental take permit (Fish and Game Code, § 2081).	11	Updated NESMI Memo 9/23/26	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction, Construction	14-6.03A, 14-6.03D(1)				X

BIO-19 Pre-Construction Burrowing Owl Surveys. Preconstruction burrowing owl surveys shall be conducted by a CSB at culverts 1 – 3, no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance. Preconstruction surveys should be repeated when there is a pause in construction of more than 30 days. Preconstruction surveys should be performed by a CDFW-approved qualified biologist, following the recommendations and guidelines provided in the Staff Report on Burrowing Owl Mitigation (2012 or most recent version). If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted and the qualified biologist shall coordinate with CDFW and USFWS. Project activities shall not recommence until consultation with CDFW and USFWS is completed.	11	Updated NESMI Memo 9/23/26	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction, Construction	14-6.03A, 14-6.03D(1)				X

BIO-20 Bat Surveys. Prior to work activities, a CDFW-approved, contractor-supplied bat biologist will conduct bat surveys within Project areas (including culverts, trees, rock outcrops, and structures) to identify presence of bats at the appropriate time of year. A future approved bat plan will be adhered to in order to minimize impacts to bats.	11	Updated NESMI Memo 9/23/26	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction, Construction	14-6.03A, 14-6.03D(1)				X
BIO-21 CDFW's Lake and Streambed Alteration Program. Prior to construction and issuance of any grading permit, the Project Sponsor shall obtain written correspondence from the California Department of Fish and Wildlife (CDFW) stating that the Project Sponsor should obtain a CDFW-executed Lake and Streambed Alteration Agreement, authorizing impacts to Fish and Game Code section 1602 resources associated with the Project.	12	Updated NESMI Memo 9/23/26CDFW Comments from the Public	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction, Construction	14-6.03A				X
BIO-22 Escape Ramps. Any open trenches would be covered at night or provided	12	Updated NESMI Memo 9/23/26	District Design/ District Environmental	Prior to Construction, Construction	14-6.03A	Added since the DED			X

with earthen escape ramps to prevent entrapment.			Planning/ Resident Engineer/ Contractor						
BIO-23 Seasonal Work Window. At culvert 1, 2, 3, 8, and 12, in-stream work would be conducted during the dry season (typically late August to January) to avoid the peak breeding and larval development period.	12	Updated NESMI Memo 9/23/26	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction, Construction	14-6.03A	Added since the DED			X
BIO-24 Salvage and Permitting for CDNPA-Protected Plants. For chaparral yucca and other CDNPA-protected plants within the PIA, the CSB shall coordinate with the county and/or CDFW regarding relocation permitting prior to removal.	12	Updated NESMI Memo 9/23/26	District Design/ District Environmental Planning/ Resident Engineer/ Contractor	Prior to Construction, Construction	14-6.03A, 14-6.03D(1)	Added since the DED			X
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.	2-15	IS	District Design/ District Traffic Management/ District Environmental Planning/ Resident	Final Design, Prior to Construction					X

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 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 changeable message signs and ground-mounted signs. – Incident Management: Implement a Construction Zone Enhanced			Engineer/ Contractor						

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.									
HAZARDOUS WASTE/MATERIALS									
HAZ-1. Includes specifications for use of local materials from non-commercial sources; use when local material, such as rock, gravel, earth, structure backfill, pervious backfill, imported borrow, and culvert bedding, obtained from a (1) noncommercial source, or (2) source not regulated under California jurisdiction; submit a local material plan for each material at least 60 days before placing the material.	1	ISA Checklist 8/28/2025	District Design/ District Environmental Engineering/ Resident Engineer/ Contractor	Final Design, Construction	SSP 6-1.03B				X
HAZ-2. Includes specifications for handling, storing, transporting, and disposing of treated wood waste generated from guardrail posts, thrie beam barrier and or roadside signposts. Store treated wood	1	ISA Checklist 8/28/2025	District Design/ District Environmental Engineering/ Resident Engineer/ Contractor	Final Design, Construction	SSP 14-11.14				X

waste at the jobsite until transported to the CA permitted disposal site. Use Department-furnished expense: 066915 BOE Treated Wood Waste Generation Fee for projects that will generate more than 10,000 pounds of TWW in a calendar year.									
HAZ-3. Includes specifications for performing work involving residue from pavement grinding and cold planing that contains lead from paint and thermoplastic and the average lead concentrations are less than 1000 mg/kg total lead and 5 mg/L soluble lead and the residue is a non-hazardous waste, does not containing heavy metals and is not regulated by RCRA. Requires a lead compliance plan.	1	ISA Checklist 8/28/2025	District Design/ District Environmental Engineering/ Resident Engineer/ Contractor	Final Design, Construction	SSP 36-4				X
HAZ-4. Includes specifications for the removal of traffic stripes and pavement markings containing non-hazardous concentrations of lead from paint or thermoplastic and the average lead concentrations	1	ISA Checklist 8/28/2025	District Design/ District Environmental Engineering/ Resident Engineer/ Contractor	Final Design, Construction	SSP 84-9.03B				X

are less than 1000 mg/kg total lead and 5 mg/L soluble lead and the residue is a non-hazardous waste, does not containing heavy metals and is not regulated by RCRA. Requires a lead compliance plan. This specification is applicable to the removal of other colors of paint such as white, blue, black, etc.. Requires a lead compliance plan.									
HAZ-5. ADL testing will be completed in Phase 1. In the event that the survey reveals the presence of ADL, all recommendations will be followed.	70	Environmental Document October 2026	District Design/ District Environmental Engineering/ Resident Engineer/ Contractor	Final Design, Construction					X
GREENHOUSE GAS 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	2-10	IS	District Design/ District Environmental Engineering/ Resident Engineer/ Contractor	Construction					X

regulations and will comply with them.									
GHG-2. The project will maintain equipment in proper tune and working condition.	2-10	IS	Resident Engineer/ Contractor	Construction					X
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 2026.
- Landscape Architecture Visual Impact Assessment. July 2026.
- Natural Environment Study (Minimal Impacts). February 2026.
- Natural Environment Study (Minimal Impacts) Update Memo. September 2026
- Scoping Questionnaire for Water Quality Issues. November 2025.