SR-18 Pavement and Culvert Replacement Project

San Bernardino County, California
District 08-SBd-18 (PM R17.8/31.7)
EA 08-1L110/PN 0819000151

Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment



Prepared by the
State of California, Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

June 2026

General Information About this Document

What's in this document:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this Initial Study/Environmental Assessment, which examines the potential environmental impacts of the alternatives being considered for the proposed project located in San Bernardino County, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- To request an electronic version of this document, please send an email to: D8.1L110.Comments@dot.ca.gov.
- We'd like to hear what you think. If you have any comments about the proposed project, send your written comments via postal mail or email to Caltrans by the deadline.
- Send comments via postal mail to:
  Malisa Lieng, Branch Chief, Environmental Studies A
  California Department of Transportation, District 8
  464 West 4th Street, MS-823
  San Bernardino, CA 92401-1400
- Send comments via email to: D8.1L110.Comments@dot.ca.gov.
- Be sure to send comments by the deadline: August 31, 2026.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans, as assigned by FHWA, may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans could design and construct all or part of the project.

Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, large print, audiocassette, or a computer disk. To obtain a copy in one of these formats, write to Malisa Lieng, Branch Chief, Env. Studies A, 464 W. 4th Street, MS 823, San Bernardino, California 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 dial 711.

State Clearinghouse #
08-SBd-18 PM R17.8/31.7
EA 08-1L110/PN 0819000151

Conduct roadway improvements and upgrades along State Route 18 from Post Mile R17.8 to 31.7 in San Bernardino County, California.

Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agencies: California Transportation Commission



6/25/2026

Antonia Toledo
Deputy District Director
Division of Environmental Planning
California Department of Transportation
CEQA/NEPA Lead Agency

Date

The following persons may be contacted for more information about this document:

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Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to extend the pavement service life and implement roadway improvements along State Route 18 (SR-18) from Post Mile (PM) R17.8 to 31.7, which is from 0.1 mile east of route 138/18 separation to View Drive. The project scope includes cold plane and overlay, replace asphalt concrete surfacing (digout), guardrail and end treatment upgrades, vegetation control, guardrail patina stain, centerline rumble strip and recessed pavement marker replacement, asphalt concrete dike replacement, Transportation Management System (TMS) elements, bicycle signage, bicycle obstruction markings, bicycle friendly grates, replacement of 14 culverts, drainage feature installation/replacement, embankment repair, sidewalk replacement, and installation of concrete barrier at bridge structure locations.

DRAFT Determination

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

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

The proposed project would have no effect on agriculture and forestry resources, air quality, energy, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire.

In addition, the proposed project would have less-than-significant effects on aesthetics, cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, and transportation.

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

BIO-19: BIO-Waters-1 Habitat enhancement for temporary impacts, which entails exotic and/or invasive plant control immediately following the impact.

BIO-20: BIO-Waters-2 On-site habitat restoration for 0.054-acres of temporary impacts to native communities through revegetation and reseeding with vegetation native to the impacted area would occur immediately following completion of maintenance activities,

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

BIO-21: BIO-Waters-3 There would be 0.029-acres of permanent impacts to waters which would be mitigated for and decided upon with coordination from regulatory agencies.

_____ _____

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

Date

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Chapter 1 Proposed Project

1.1 INTRODUCTION

The California Department of Transportation (Caltrans) proposes to extend the pavement service life and implement roadway improvements along State Route 18 (SR-18) from Post Mile (PM) R17.8 to 31.7, which is from 0.1 mile east of route 138/18 separation to View Drive, through this State Highway Operation and Protection Program (SHOPP) project with minor pavement rehabilitation as the anchor asset.

The project scope includes cold plane and overlay, replace asphalt concrete surfacing (digout), guardrail and end treatment upgrades, vegetation control, guardrail patina stain, centerline rumble strip and recessed pavement marker replacement, asphalt concrete dike replacement, Transportation Management System (TMS) elements, bicycle signage, bicycle obstruction markings, bicycle friendly grates, replacement of 14 culverts, drainage feature installation/replacement, embankment repair, sidewalk replacement, and installation of concrete barrier at bridge structure locations.

One Build Alternative and a No-Build Alternative are being considered. Caltrans, as assigned by the Federal Highway Administration (FHWA), is the Lead Agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

SR-18 ranges from a two-lane to four-lane conventional highway and begins at State Route 210 (SR-210) in the City of San Bernardino and ends at the Los Angeles County line approximately 10 miles west of Victorville in the Mojave Desert. It primarily travels in an east-west direction and passes through the mountain resort towns of Lake Arrowhead, Running Springs, Big Bear Lake, and Crestline. Within the Project limits, SR-18, also known as Rim of the World Highway, is a two-lane highway and is designated as a Mountain Major Highway by the San Bernardino County Countywide Policy Plan roadway network, a National Forest Scenic Byway by the United States Forest Service (USFS), and is eligible for designation as a State Scenic Highway. Land uses within the project area consist of forested open space, restaurants, schools, retail stores, picnic areas, and rural communities.

Since 2007, Caltrans has performed federal responsibilities for environmental decisions and approvals under NEPA for highway projects in California that are funded or otherwise approved by FHWA. These responsibilities have been assigned to Caltrans by FHWA pursuant to Title 23 United States Code (USC) Sections 326 and 327 and two Memoranda of Understanding signed by FHWA. Please see the Caltrans Standard Environmental Reference (SER) Volume 1, Chapter 38, "NEPA Assignment" for additional information.

This project is included in the Southern California Association of Governments (SCAG) Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the 2025 Federal Transportation Improvement Program (FTIP) under ID SBDLS02, Exempt Grouped Projects for Pavement Resurfacing and/or Pavement

Rehabilitation, as part of the State Highway Operation and Protection Program (SHOPP) Roadway Preservation Program (refer to Appendix D Federal Transportation Improvement Program).

1.2 PURPOSE AND NEED

1.2.1 Purpose

The purpose of this project is to preserve, repair, and extend the life of the existing pavement, improve ride quality, repair culverts and slopes, modify TMS elements, and upgrade guardrail.

1.2.2 Need

This segment of SR-18 has several deficiencies. The pavement within the project limits is exhibiting minor distress and is in need of repair. Some culverts, slopes, TMS elements, and guardrails within the project limits are either in poor condition or not in compliance with current standards. This project is needed to address those current deficiencies.

1.2.2.1 Capacity, Transportation Demand, and Safety

The proposed Project does not involve any capacity increasing elements and is unlikely to induce measurable and substantial increases in VMT. Therefore, traffic volumes and a vehicle miles traveled (VMT) analysis are not required.

The total number of collisions for all segments within the Project limits is greater than the statewide average per million vehicle miles (MVM). In addition, fatal plus injury accidents are higher within the Project limits than the statewide average for all segments but one. Although the Project is not specified as a safety improvement project, the guardrail upgrade is expected to reduce the severity of fixed object collisions.

1.2.2.2 Roadway Deficiencies

The proposed Project would resolve the issues of the pavement that undergo distress by performing cold plane and overlay. Additionally, existing culverts slopes, TMS elements would be upgraded to improve their condition. The existing Metal Beam Guardrail (MBGR) is no longer the standard which would be updated with the proposed Midwest Guardrail System (MGS) and upgraded end treatments on the existing MGS.

1.2.2.3 Land Use Planning

According to the County of San Bernardino, the population within the County is projected to increase slowly at a rate of 8 percent from 2024 to 2045 (County of San Bernardino 2025). Similarly, SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), projects a slow growth rate (7 percent) of households within unincorporated San Bernardino County (SCAG 2024). In contrast, employment

within unincorporated San Bernardino County is projected to increase at a higher rate of 22 percent by 2050.

There are no projected changes to the planned land use in the project area. It is anticipated that future land use development would occur in the vicinity of the project area as designated by the County of San Bernardino's Countywide Plan. Future development in the area would result in additional traffic demand and transportation needs.

1.2.2.4 Modal Interrelationships and System Linkages

SR-18 is a connecting link in the local and regional transportation system. Regionally, SR-18 serves many communities through the mountain and high desert communities in San Bernardino County. The highway provides the main connection for the mountain communities of Crestline, Twin Peaks, Blue Jay, Crest Park, Lake Arrowhead, Cedar Glen, Arrowhead Villas, Skyforest, Running Springs, Green Valley Lake, Big Bear City, and City of Big Bear Lake. SR-18 also provides the primary east-west corridor connecting the unincorporated community of Lucerne Valley, the town of Apple Valley, the City of Victorville, and the City of Adelanto. Within the project limits, SR-18 provides access to existing commercial, residential, and community services. SR-18 also connects to SR-138 recreational areas at the west end of the project limits and SR-330 at the east end of the project limits.

Transit service within the project area is provided by Mountain Transit, which is managed by Mountain Area Regional Transit Authority. Mountain Transit provides services throughout the mountain communities, including Big Bear Valley, Crestline, Lake Arrowhead, and Running Springs, connecting these communities to the San Bernardino Transit Center in the City of San Bernardino. At the San Bernardino Transit Center passengers can make transfers to other cities, counties, and regions via Omnitrans bus and Metrolink train service.

The project is located approximately 10 miles northeast of San Bernardino International Airport. This airport is a commercial, general aviation, and cargo airport that includes three terminals that serve domestic, international, and executive passengers.

The project is located approximately 15 miles west of the Big Bear Airport, which can be accessed directly via SR-18. This airport is a point of general aviation access and caters to the general public and resort visitors.

1.2.2.5 Air Quality Improvements

Bicycle and pedestrian access are permitted on SR-18, but there are no designated bicycle or sidewalk facilities present within the project limits. There are opportunities to implement complete streets elements including on-system bicycle facilities based on available space. Within the project limits, existing shoulders do not have sufficient width to accommodate Class II bike lanes, and project scope does not include shoulder widening. Therefore, Class III bike facilities are proposed, including signage and pavement markings. There are no shoulder rumble strips in the project limits; therefore,

bicycle friendly rumble strips are not needed. Bicycle friendly grates and flying wedge are proposed as part of the improvements.

1.2.3 Independent Utility and Logical Termini

FHWA regulations (23 Code of Federal Regulations [CFR] 771.111 [f]) require that the action be evaluated:

- Connect logical termini and be of sufficient length to address environmental matters on a broad scope.
- Have independent utility or independent significance (be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made).
- Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Logical termini are defined as the 1) rational end points for a transportation improvement project and 2) rational end points for a review of environmental impacts. Logical termini prevent segmentation, which may arise if a transportation need extends throughout an entire corridor, but environmental issues and transportation need are inappropriately discussed for only a segment of the corridor.

Logical termini should encompass an entire project. Cutting a larger project into smaller projects may be considered “improper segmentation.” A project with independent utility or independent significance can function as a standalone improvement and not force immediate transportation improvements elsewhere, or on the remainder of the facility and does not restrict consideration of other reasonably foreseeable transportation improvements in an adjoining section.

The Build Alternative termini are logical as they have rational endpoints for a transportation improvement project, as well as for environmental review. The Project limits extend approximately 13.9 miles along SR-18 from approximately 0.1 mile east of the SR-138/18 Separation at PM R17.8 to View Drive at PM 31.7. The Build Alternative would address the transportation deficiencies between the two endpoints, as well as address environmental matters on a broad scope.

The Build Alternative has independent utility in that it addresses specific issues and deficiencies within the Project limits where roadway and other deficiencies have been identified. The Project would preserve, repair, and extend the service life of the existing pavement and improve the ride quality of the roadway while also improving culverts, slopes, guardrails, and TMS elements within the project limits. Therefore, the Build Alternative would have independent utility and would be usable and a reasonable expenditure as it does not rely on other projects to address the identified need. Furthermore, the Build Alternative would not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

1.3 PROJECT DESCRIPTION

Caltrans proposes to extend the pavement service life and implement roadway improvements along State Route 18 (SR-18) from Post Mile (PM) R17.8 to 31.7, which is from 0.1 mile east of route 138/18 separation to View Drive, through this State Highway Operation and Protection Program (SHOPP) project with minor pavement rehabilitation as the anchor asset. The project scope includes cold plane and overlay, replace asphalt concrete surfacing (digout), guardrail upgrades including end treatments, vegetation control, TMS elements, sidewalk installation, bicycle signage, bicycle obstruction markings, bicycle friendly grates, replacement of 14 culverts, drainage feature installation/replacement, embankment repair, and installation of structural concrete barrier.

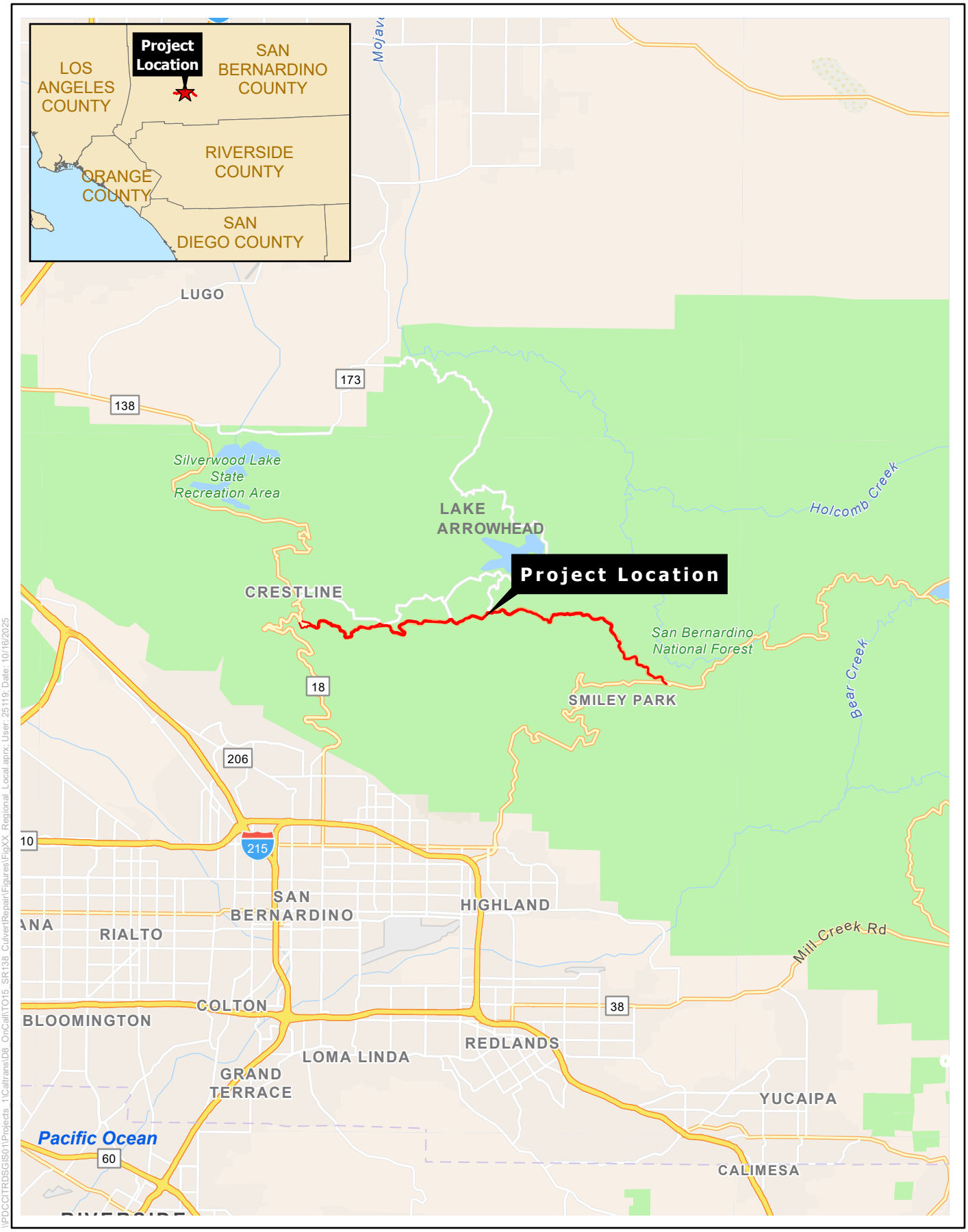
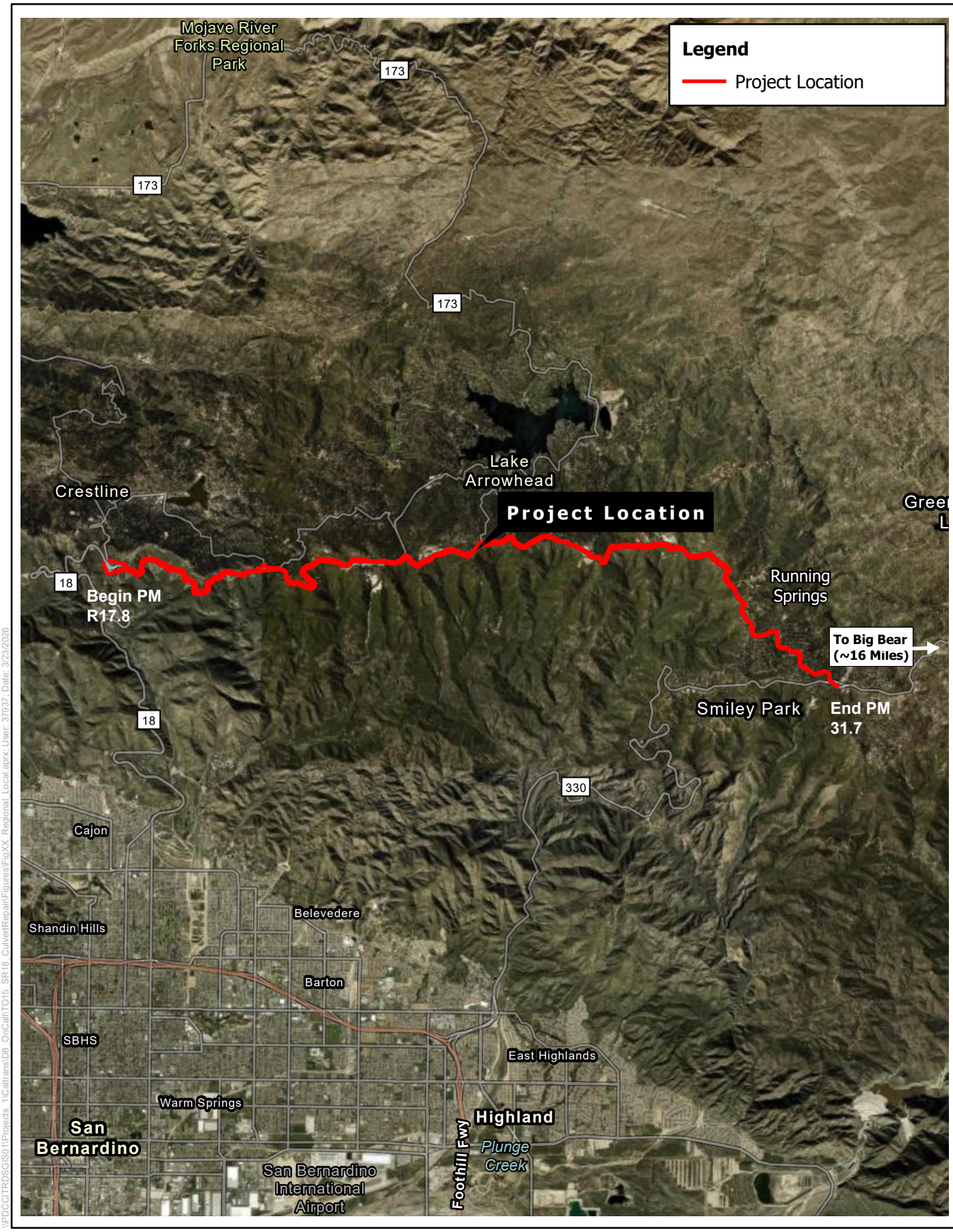


Figure 1-1
Regional Vicinity
SR 18 Pavement and Culvert Replacement Project



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Figure 1-2
Local Vicinity
SR-18 Pavement and Culvert Prelacement Project

1.4 PROJECT ALTERNATIVES

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

1.4.1 No-Build (No-Action) Alternative

The No-Build Alternative would maintain the facility in its current condition. No improvements would be implemented to SR-18. As a result, the pavement on this portion of SR-18 would continue to deteriorate and require roadway rehabilitation. In addition, the condition of drainage culverts, slopes, guardrails, and TMS elements would continue to worsen and would not be compliant with current standards. No capital cost is associated with this alternative. This alternative would not meet the Project purpose and need.

1.4.2 Proposed Build Alternative

The Build Alternative proposes improving SR-18 within the Project limits through the following (see Figure 1-3):

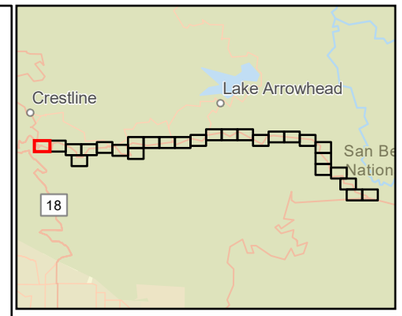
- Minor pavement rehabilitation with cold plane and overlay pavement, including localized digouts, where needed.
- Replacement of 14 drainage culverts at the following locations: PM 19.827, PM 22.760, PM 22.904, PM 25.434, PM 25.638, PM 25.796, PM 25.828, PM 26.972, PM 28.774, PM 29.455, PM 30.408, PM 30.654, PM 30.752, and PM 31.260.
- Placement of Rock Slope Protection (RSP) pads at the outlet sides of culverts where feasible, with maximum dimensions of 21 feet long by 15 feet wide. Actual dimensions may vary with existing site conditions. Flared end treatments would be installed, where feasible, to spread water flow before reaching the RSP pads.
- Installation of drainage inlets and placement of traction sand traps, where feasible. The configuration of the drainage devices would depend on existing site conditions and would be designed to prevent entrapment of small animals.
- Repairing embankments at three locations: PM 18.50, PM 25.50, and PM 26.49.
- Upgrading existing Metal Beam Guardrail (MBGR) to Midwest Guardrail System (MGS) at various locations.
- Install vegetation control at proposed MGS locations.
- Install patina stain at all proposed MGS locations.
- Replace centerline rumble strips and recessed pavement markers.
- Replace asphalt concrete dike.
- Constructing concrete barriers and upgrade safety devices adjacent to Cedar Sidehill Viaduct Bridge (54-0686).

- Upgrade Traffic Monitoring Stations (TMS) including two Extinguishable Messaging Signs (EMS) at PM 20.52 and PM 20.67 and replacing existing loop detectors at traffic signals.
- Replace sidewalk adjacent to SR-18/330 Separation Bridge.
- Implementing a Class III bike route from PM 22.95 to PM 31.65 including signage, pavement markings, and bicycle friendly grates. The Class III bike route would not require additional right of way or road expansion.

Potential right of way needs for the Build Alternative includes one Permanent Highway Easement from the USFS, three Temporary Construction Easements (TCEs) from private owners, and ten Drainage Easements: one from San Bernardino County Flood Control; one from County of San Bernardino; and eight from private owners.

This project contains a number of standardized project measures which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are addressed in more detail in the Environmental Consequences sections found in Chapter 2.





Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Guardrail Upgrade
- Install Concrete Barrier
- Pavement Rehab Area

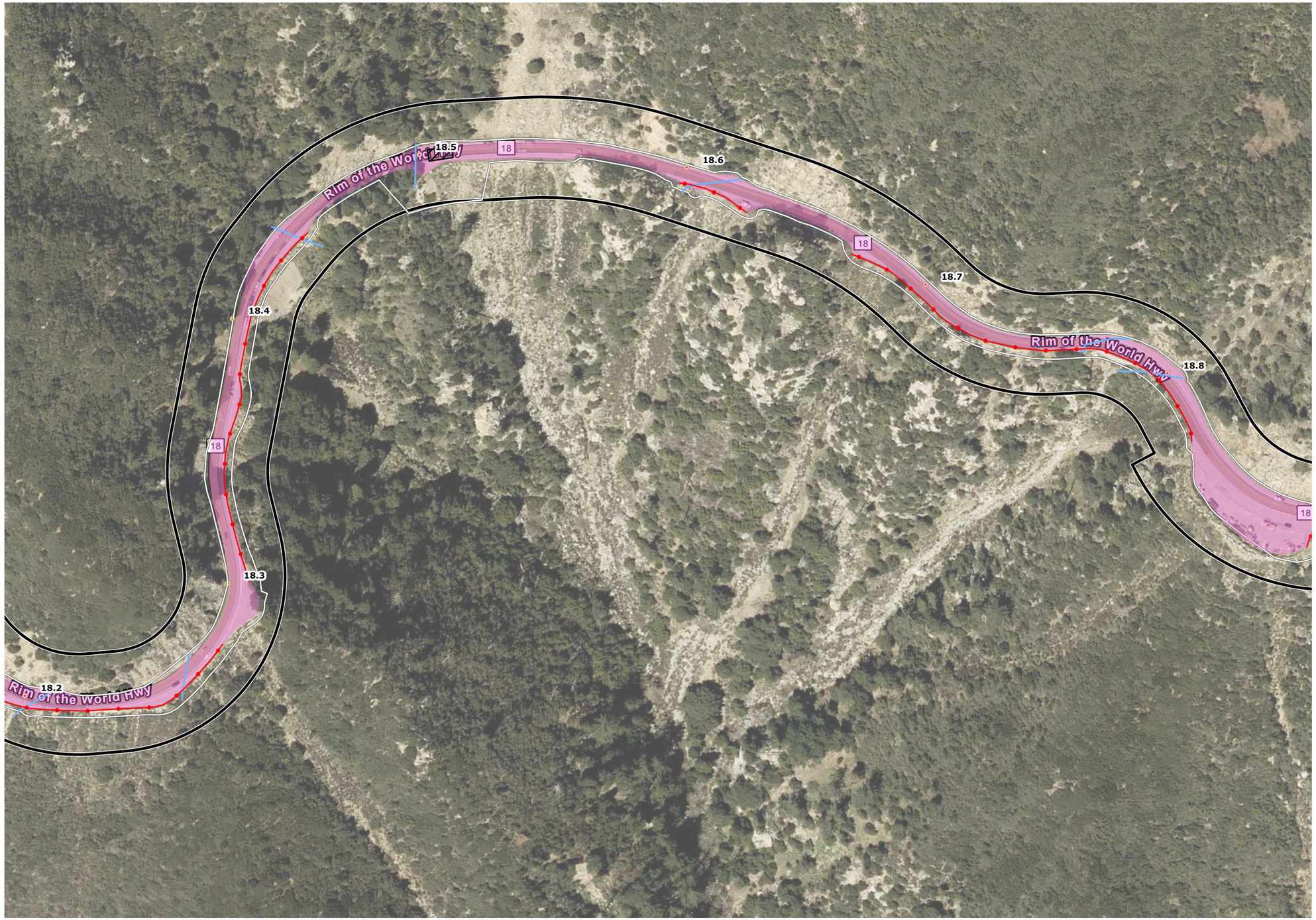
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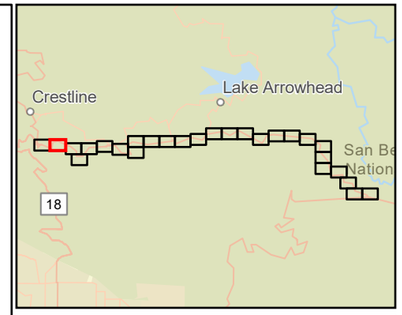
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Figure 1-3, Sheet 1 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Guardrail Upgrade
- Embankment Repair
- Pavement Rehab Area

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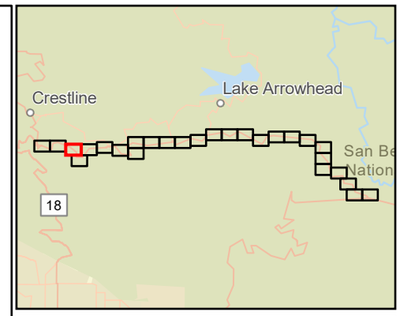
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Figure 1-3, Sheet 2 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Guardrail Upgrade
- Pavement Rehab Area

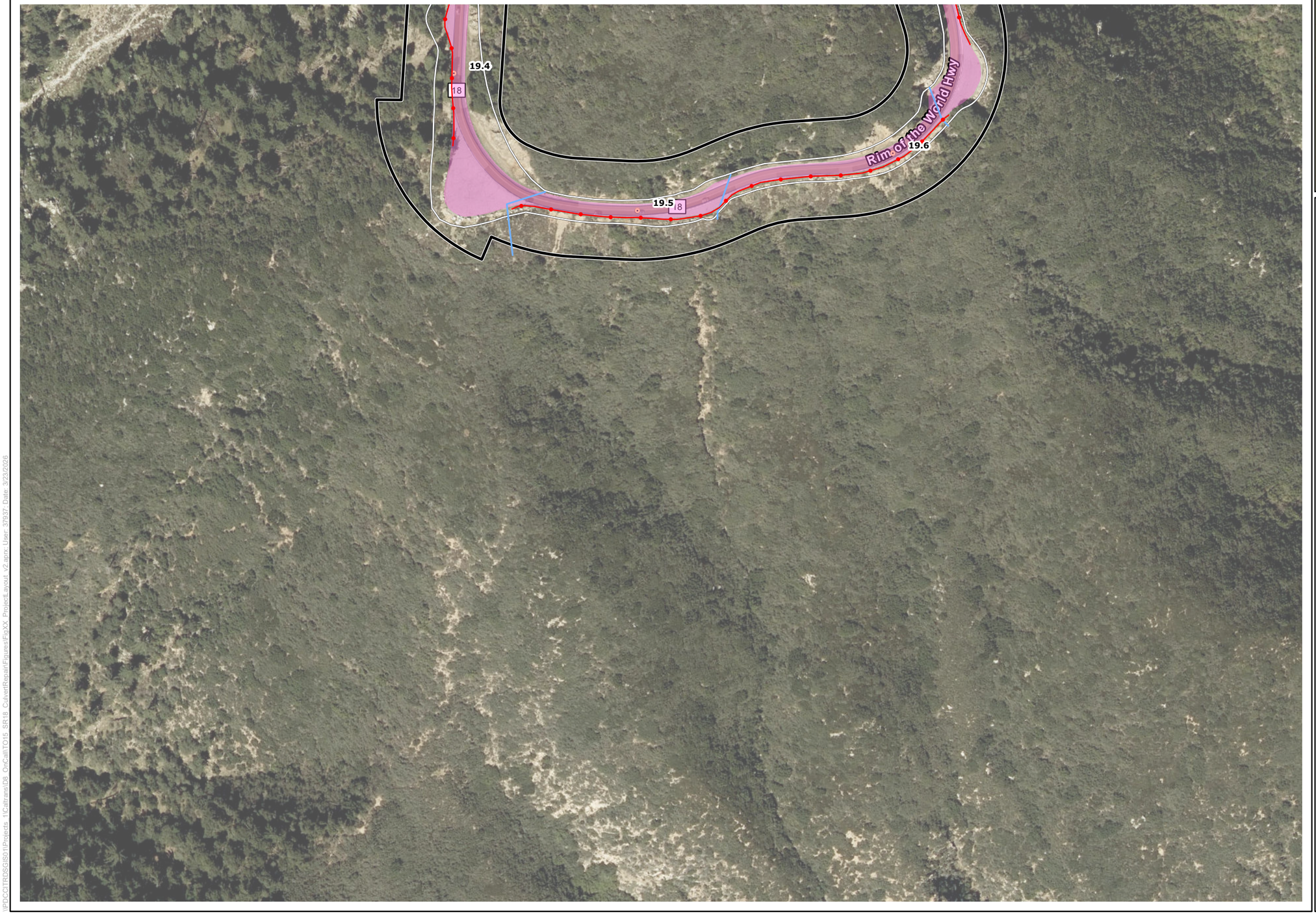
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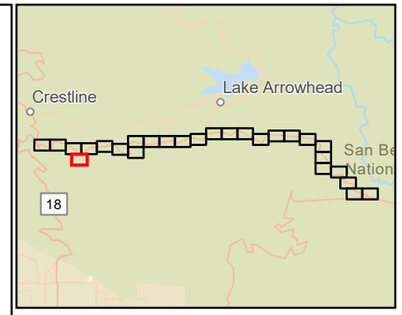
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Figure 1-3, Sheet 3 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Guardrail Upgrade
- Pavement Rehab Area

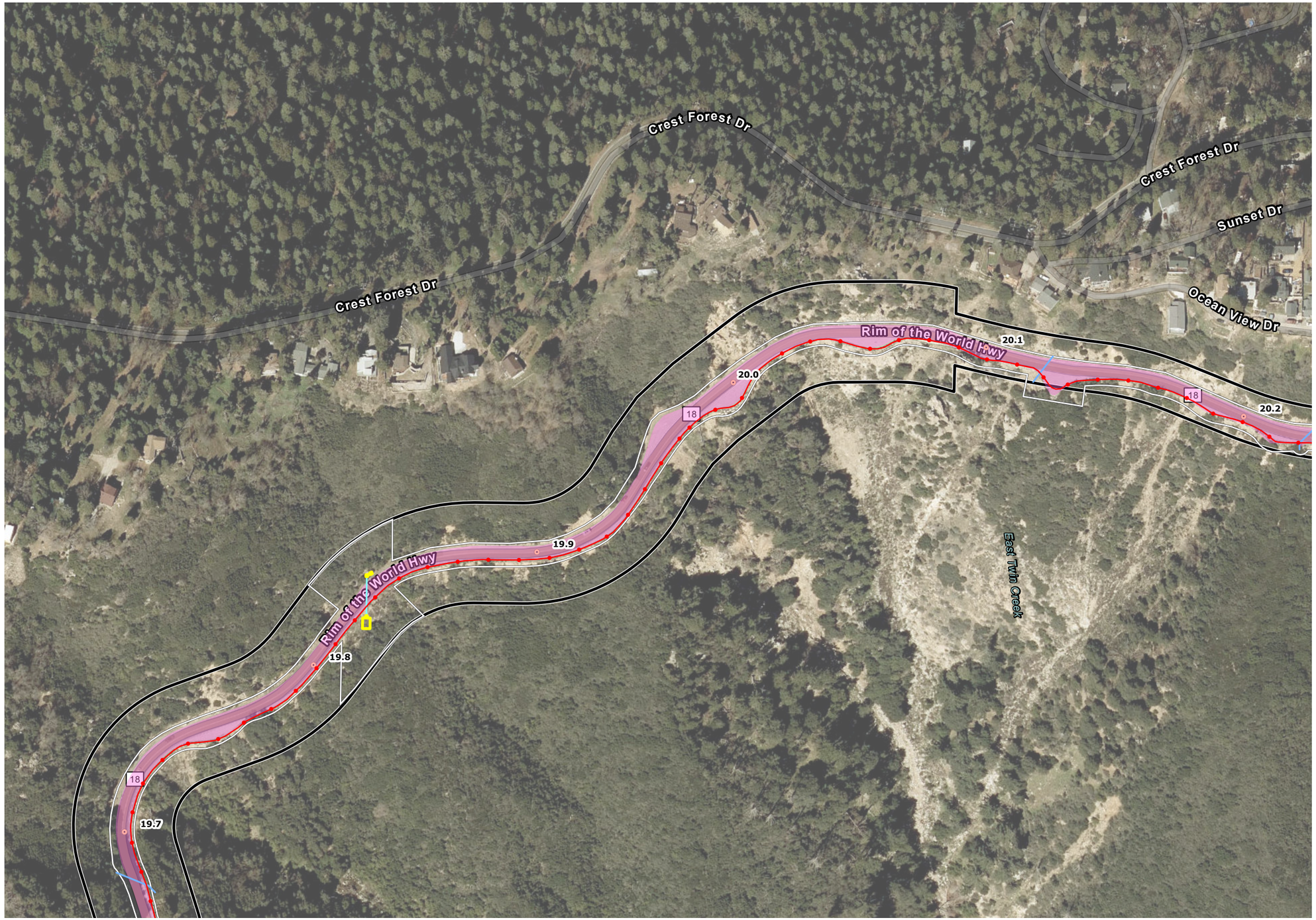
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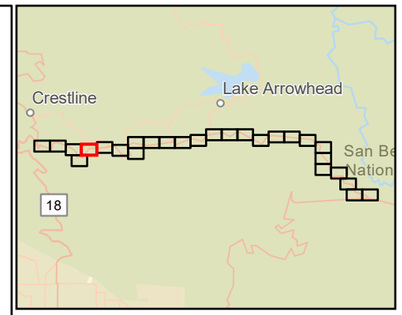
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Figure 1-3, Sheet 4 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Replace Existing Culvert
- Install Inlet/Outlet Enhancement
- Guardrail Upgrade
- Pavement Rehab Area

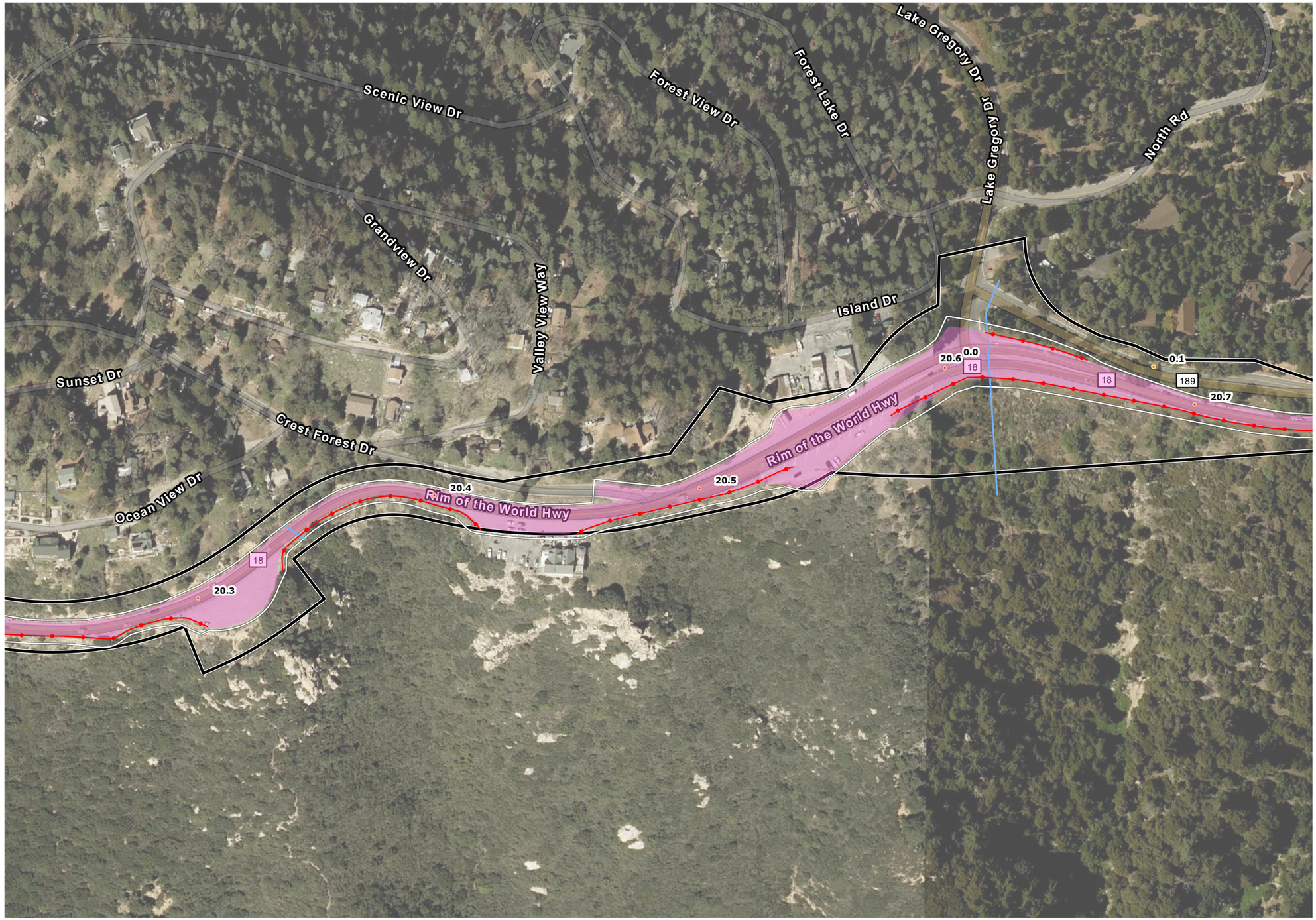
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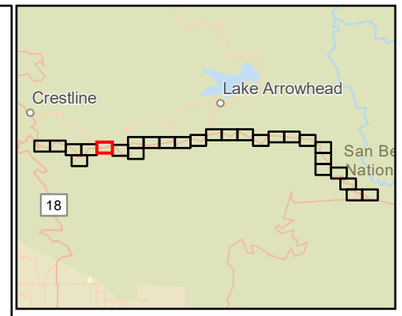
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Figure 1-3, Sheet 5 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

Date: 9/23/2026 \\DOCTROSGS01\Projects_1\Caltrans\09_OnCall\TO15_SR18_CulvertRoad\Figures\FigXX_ProjectLayout_Zapyx_User_37937





Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Guardrail Upgrade
- Pavement Rehab Area

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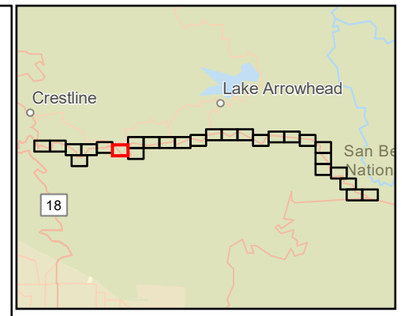
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Figure 1-3, Sheet 6 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Guardrail Upgrade
- Pavement Rehab Area

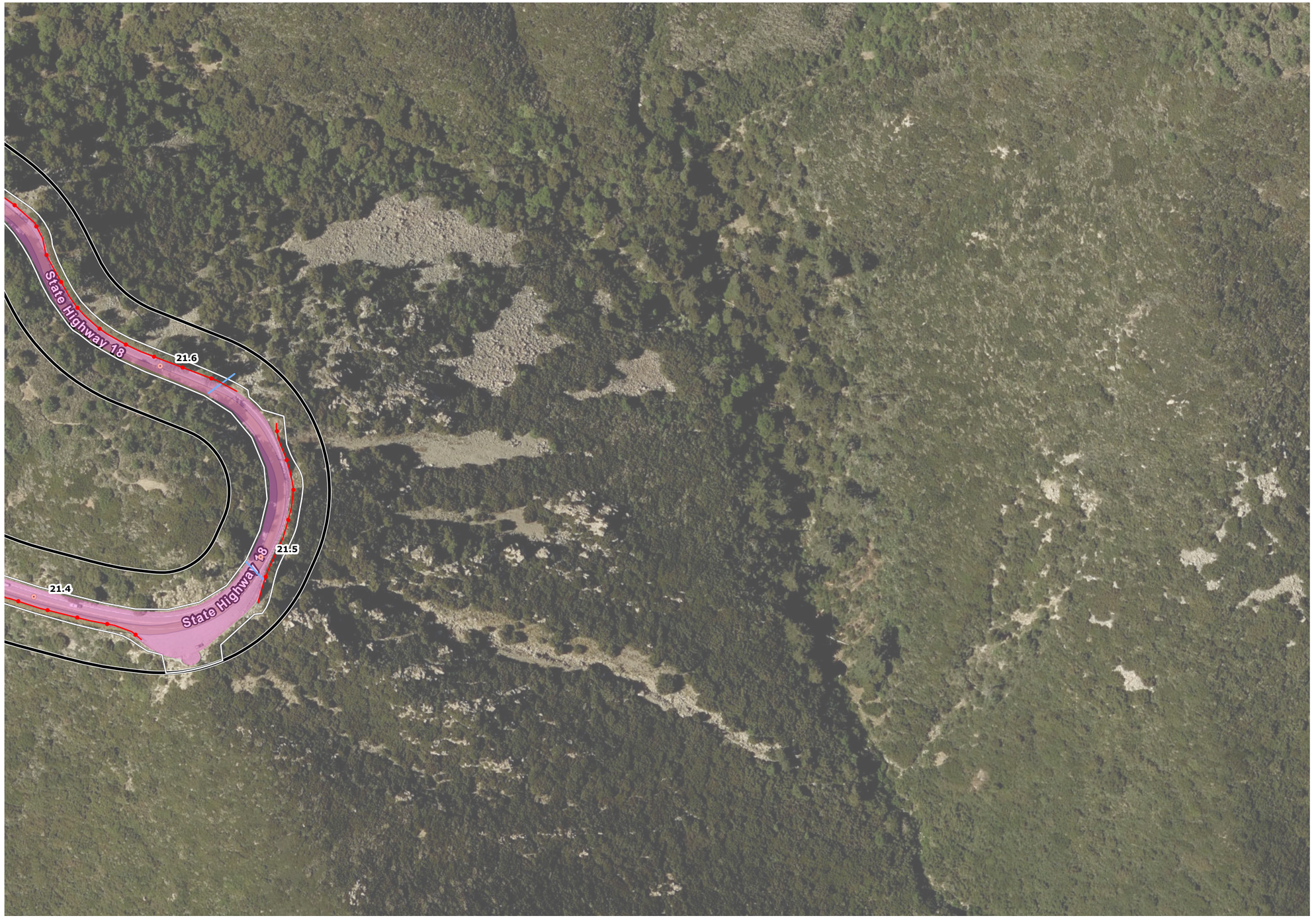
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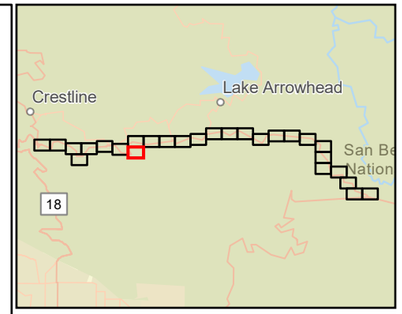
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Figure 1-3, Sheet 7 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Guardrail Upgrade
- Pavement Rehab Area

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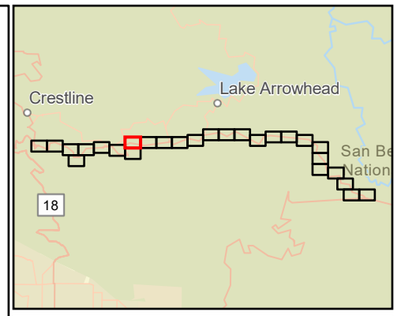
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Figure 1-3, Sheet 8 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project





Legend

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- Project Footprint
- Existing Culvert
- Guardrail Upgrade
- Pavement Rehab Area

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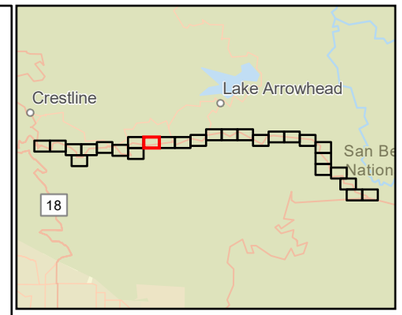
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Figure 1-3, Sheet 9 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Replace Existing Culvert
- Install Inlet/Outlet Enhancement
- Guardrail Upgrade
- Pavement Rehab Area

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0 150 300 US Feet

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Figure 1-3, Sheet 10 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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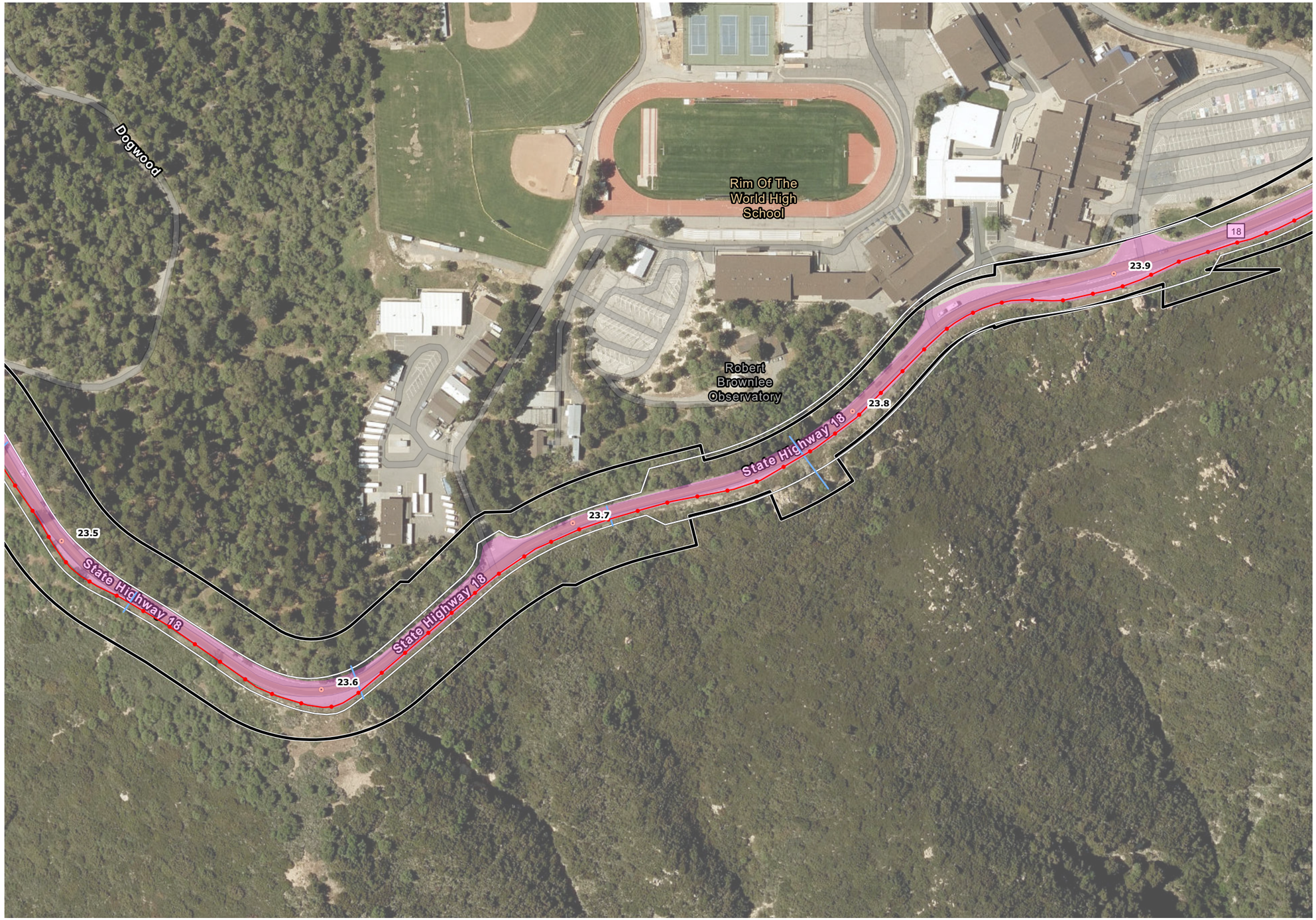
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- Existing Right of Way
- Project Footprint
- Existing Culvert
- Replace Existing Culvert
- Guardrail Upgrade
- Pavement Rehab Area

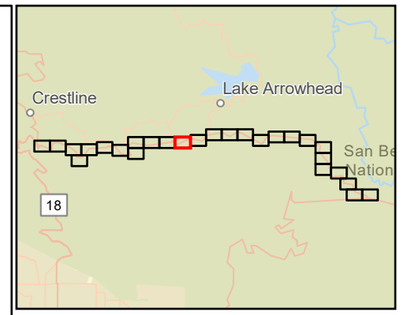
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Figure 1-3, Sheet 11 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project





Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Guardrail Upgrade
- Pavement Rehab Area

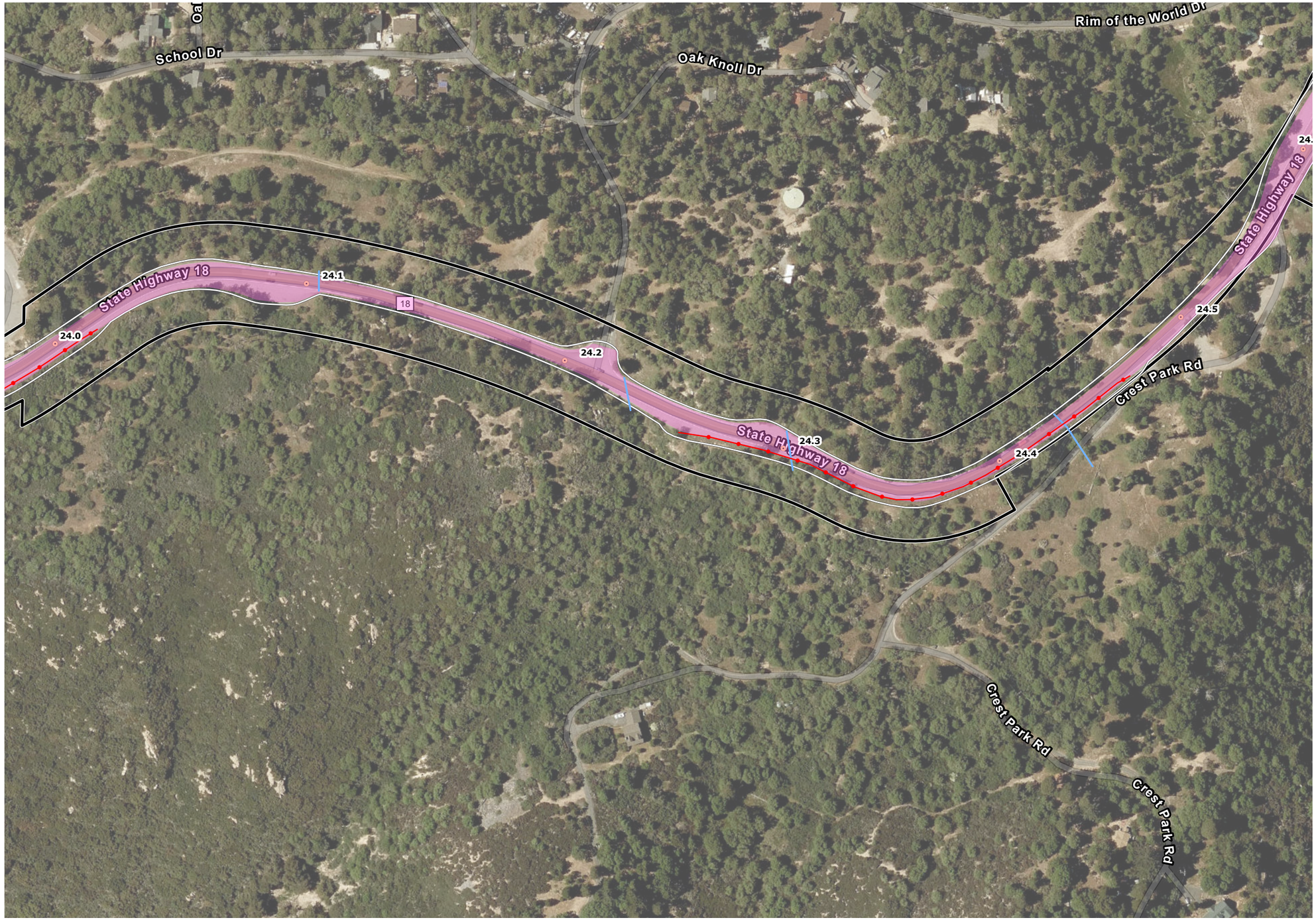
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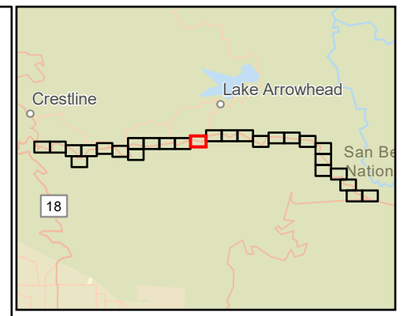
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Figure 1-3, Sheet 12 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

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- Project Footprint
- Existing Culvert
- Guardrail Upgrade
- Pavement Rehab Area

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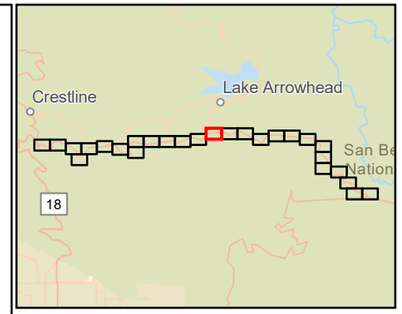
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Figure 1-3, Sheet 13 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

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- Existing Right of Way
- Project Footprint
- Existing Culvert
- Existing Guardrail
- Guardrail Upgrade
- Pavement Rehab Area

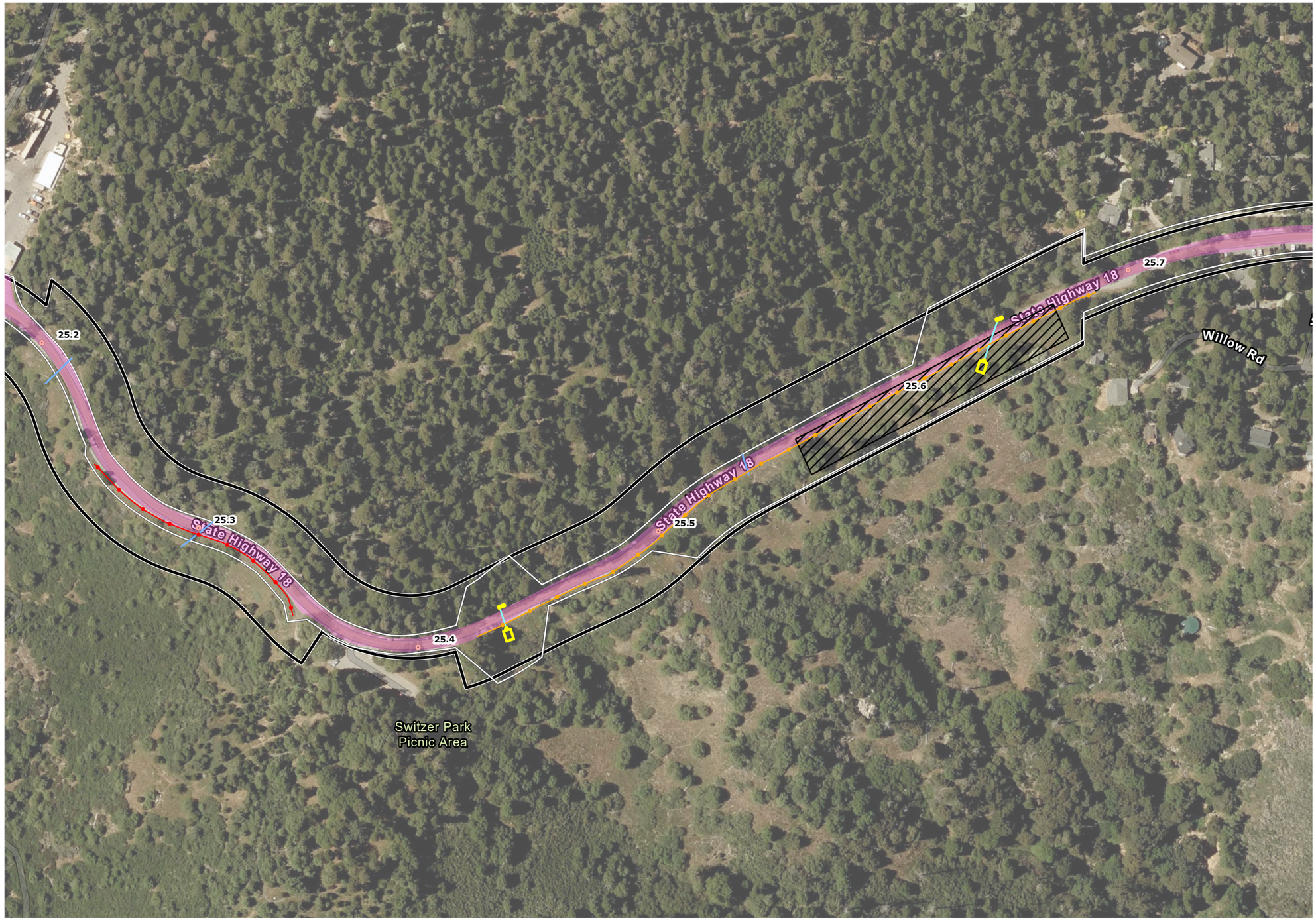
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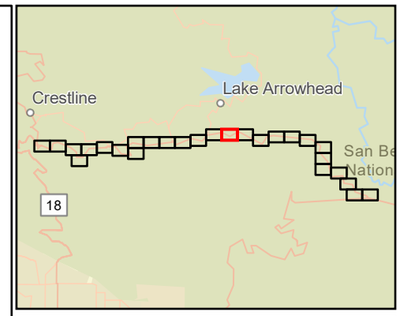
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Figure 1-3, Sheet 14 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Replace Existing Culvert
- Install Inlet/Outlet Enhancement
- Existing Guardrail
- Guardrail Upgrade
- Embankment Repair
- Pavement Rehab Area

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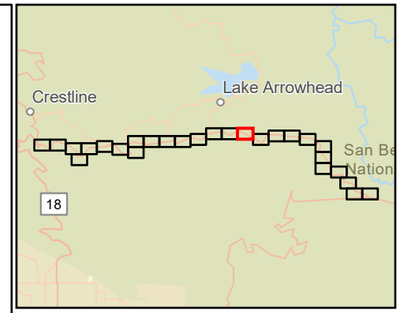
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Figure 1-3, Sheet 15 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Replace Existing Culvert
- Install Inlet/Outlet Enhancement
- Existing Guardrail
- Pavement Rehab Area

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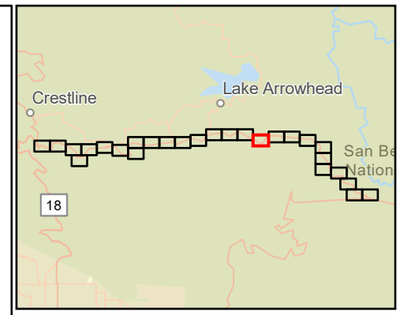
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Figure 1-3, Sheet 16 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

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- Existing Right of Way
- Project Footprint
- Existing Culvert
- Replace Existing Culvert
- Install Inlet/Outlet Enhancement
- Existing Guardrail
- Guardrail Upgrade
- Embankment Repair
- Pavement Rehab Area

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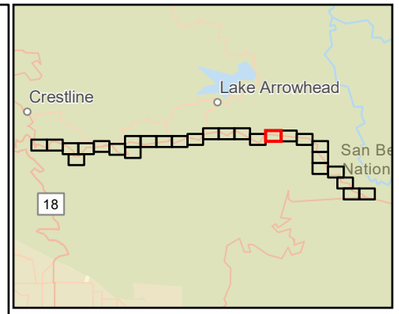
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Figure 1-3, Sheet 17 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

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- Project Footprint
- Existing Culvert
- Existing Guardrail
- Guardrail Upgrade
- Pavement Rehab Area

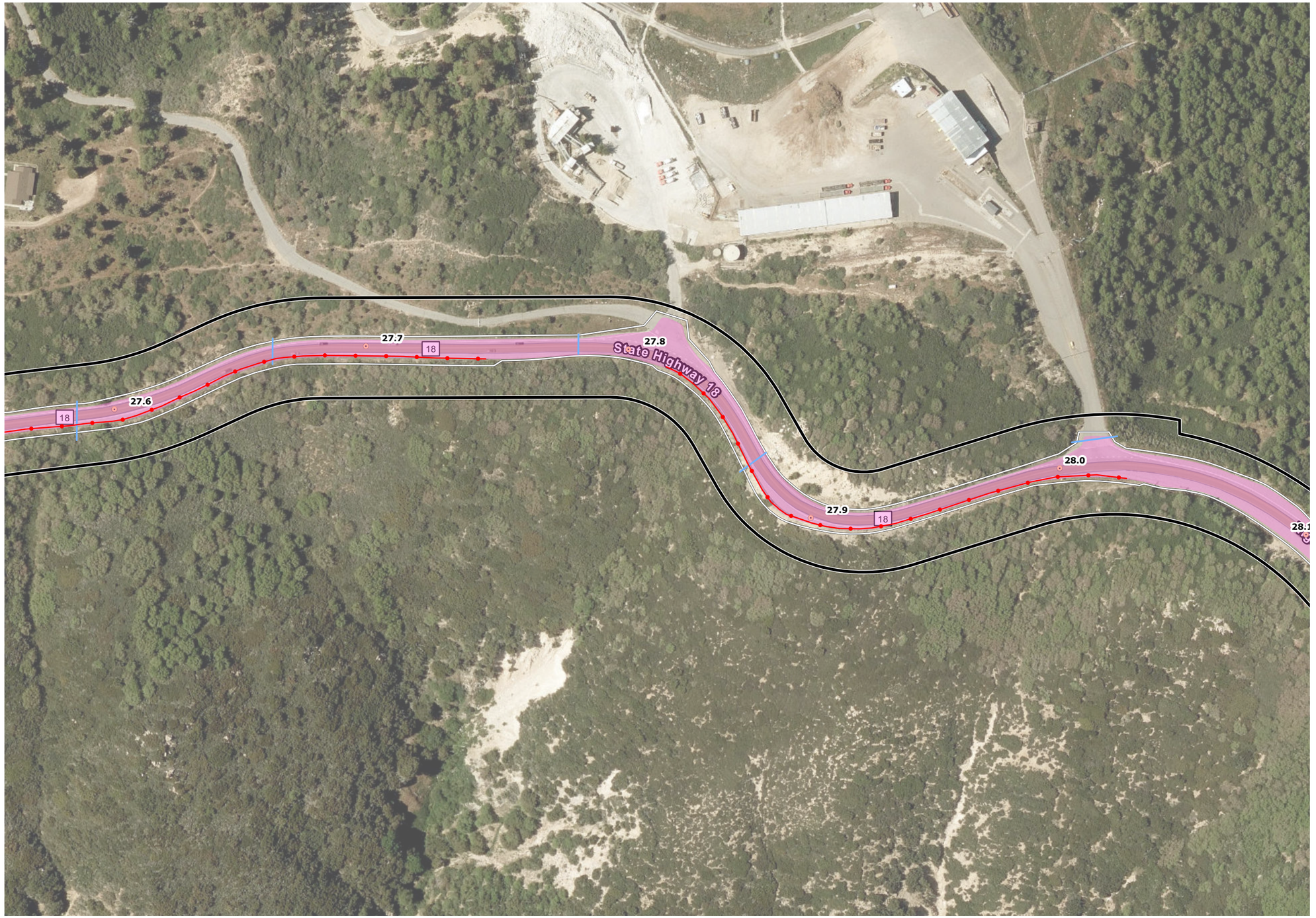
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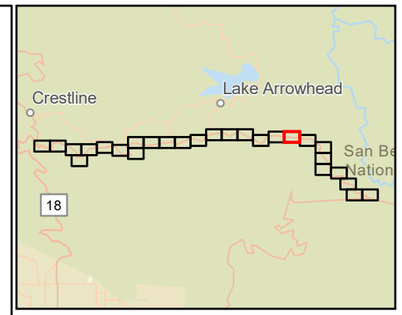
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Figure 1-3, Sheet 18 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

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- Project Footprint
- Existing Culvert
- Guardrail Upgrade
- Pavement Rehab Area

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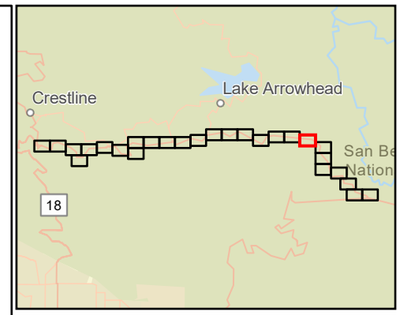
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Figure 1-3, Sheet 19 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Existing Guardrail
- Pavement Rehab Area

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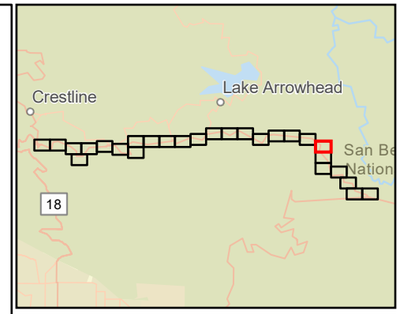
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Figure 1-3, Sheet 20 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Replace Existing Culvert
- Install Inlet/Outlet Enhancement
- Existing Guardrail
- Pavement Rehab Area

N

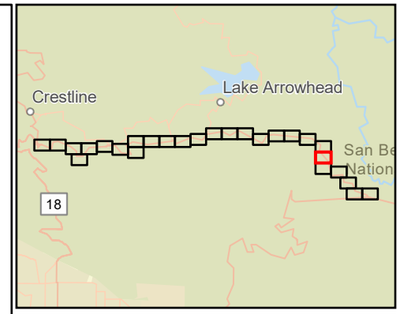
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Figure 1-3, Sheet 21 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project





Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Replace Existing Culvert
- Install Inlet/Outlet Enhancement
- Guardrail Upgrade
- Pavement Rehab Area

N

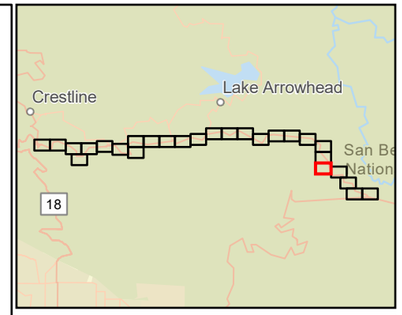
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Figure 1-3, Sheet 22 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

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Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Guardrail Upgrade
- Pavement Rehab Area

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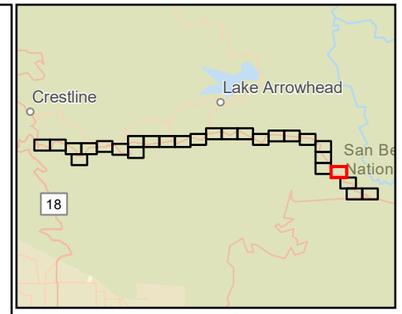
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Figure 1-3, Sheet 23 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project





Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Replace Existing Culvert
- Install Inlet/Outlet Enhancement
- Guardrail Upgrade
- Pavement Rehab Area

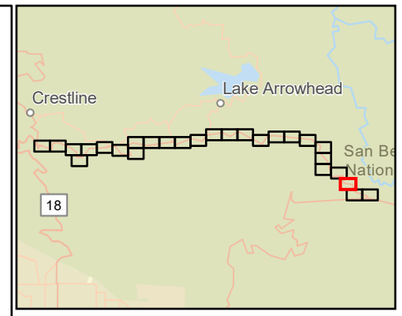
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0 150 300 US Feet

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Figure 1-3, Sheet 24 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project





Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Replace Existing Culvert
- Install Inlet/Outlet Enhancement
- Pavement Rehab Area

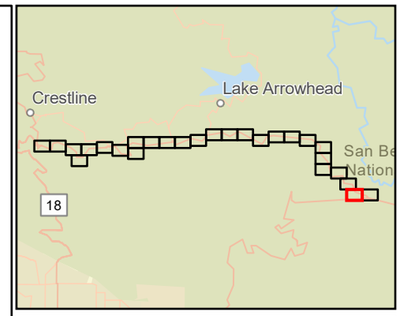
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Figure 1-3, Sheet 25 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project





Legend

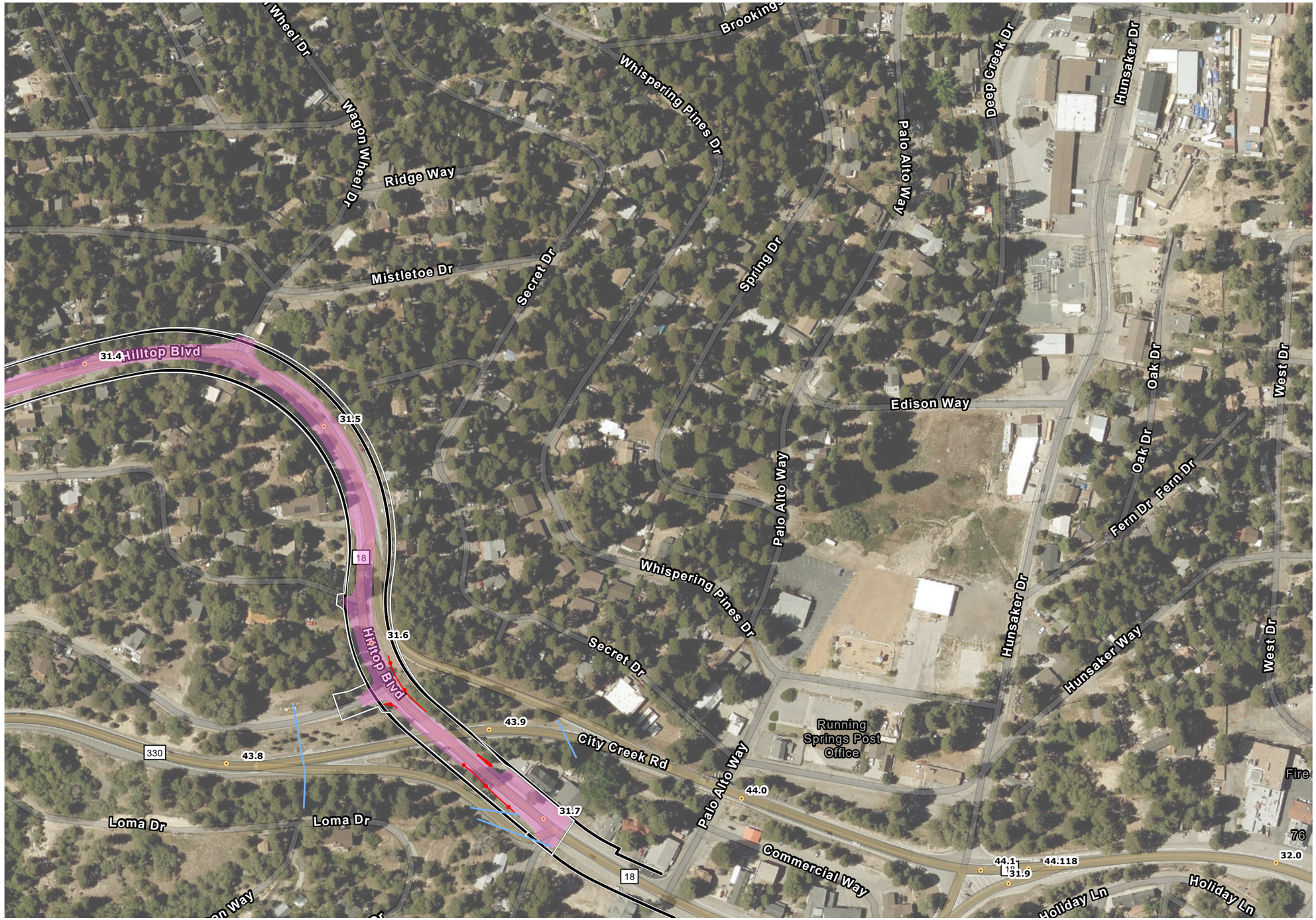
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- Project Footprint
- Replace Existing Culvert
- Install Inlet/Outlet Enhancement
- Pavement Rehab Area

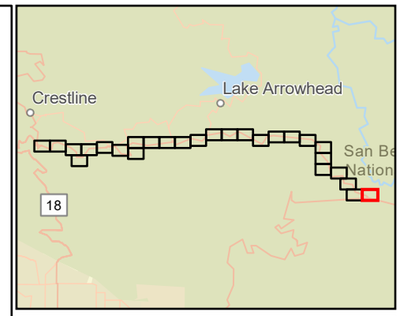
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Figure 1-3, Sheet 26 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project





Legend

- Postmile Markers
- Existing Right of Way
- Project Footprint
- Existing Culvert
- Guardrail Upgrade
- Pavement Rehab Area

N

0 150 300 US Feet

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Figure 1-3, Sheet 27 of 27
Project Layout
SR-18 Pavement and Culvert Replacement Project

1.4.3 Transportation System Management and Transportation Demand Management Alternatives

Transportation System Management (TSM) strategies increase the efficiency of existing facilities. Although TSM measures alone could not satisfy the purpose and need of the project, the following transportation system management measures are included in the Build Alternative for this project:

- The upgrade of TMS, including Extinguishable Message Signs (EMS), at PM 20.52 and PM 20.67.
- Implementation of a Class III bike route from PM 22.958 to PM 31.65 including signage, pavement markings, and bicycle friendly grates.

1.5 COMPARISON OF ALTERNATIVES

After the public circulation period, all comments would be considered, and Caltrans would select a preferred alternative and make the final determination of the project's effect on the environment.

Under CEQA, if no unmitigable adverse impacts are identified, Caltrans would prepare a Negative Declaration or Mitigated Negative Declaration.

If Caltrans, as assigned by the FHWA, determines the NEPA action does not significantly impact the environment, Caltrans would issue a Finding of No Significant Impact. If it is determined that the project is likely to have a significant effect on the environment, an Environmental Impact Statement would be prepared.

1.6 PERMITS AND APPROVALS NEEDED

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

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

Agency	Permit/Approval	Status
State Historic Preservation Office (SHPO)	SHPO Concurrence	SHPO Concurrence was obtained on February 10, 2026.
Regional Water Quality Control Board	Waste Discharge Requirement (WDR)	Coordination for the WDR permit application would occur during the Final Design phase.
California Department of Fish and Wildlife (CDFW)	Section 1602 Permit	Coordination for the 1602 permit application would occur during the Final Design phase.

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

2.1 RESOURCE TOPICS DISMISSED FROM ANALYSIS

As part of the scoping and environmental analysis carried out for the Project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

2.1.1 Coastal Zone

The Project is outside of the Coastal Zone and would not have any effects on coastal resources.

2.1.2 Wild and Scenic Rivers

According to the Federal Bureau of Land Management (BLM), there are no designated Wild and Scenic Rivers within or near the project limits (BLM 2025). Therefore, there would be no effects on wild and scenic rivers.

2.1.3 Farmlands/Timberlands

According to the Farmland Mapping and Monitoring Program, the Project is located within a forested area where there are no farmlands within or adjacent to the project area (California Department of Conservation 2025).

There are no timberland production areas within or adjacent to the project area. The project is not expected to conflict with existing zoning for, or cause rezoning of, or timberland zoned Timberland Production.

2.1.4 Growth

The proposed Project would preserve, repair, and extend the life of the roadway pavement, repair culverts and slopes, upgrade TMS elements and guardrails, and improve the overall ride quality and safety of SR-18 within the Project limits. These improvements would occur within existing facilities and would not induce growth.

2.1.5 Community Character and Cohesion

The proposed Project is not anticipated to permanently impact community services or the character or cohesion of the community, as a whole. All work would occur within the existing right of way, with the exception of a few areas that would require temporary construction easements and drainage easements. There would be no property acquisitions or displacements. SR-18 would remain open during construction and may result in temporary increased travel times and delays.

2.1.6 Hydrology and Floodplain

Per the Hydraulics Memorandum (October 13, 2025) prepared for the Project, the proposed Project is located within Zone D (areas where flood hazards are not determined, but possible) and does not encroach on any 100-year floodplains; therefore, no further study is warranted.

2.1.7 Air Quality

The scope of the project was evaluated and determined to be exempt under one or more of the following categories for projects listed under Table 1 of the Caltrans Carbon Monoxide Protocol or Table 2 of 40 Code of Federal Regulations (CFR) 93.126: “Safety projects – installation of guardrails, median barriers, crash cushions,” “resurfacing existing roads without capacity expansion,” “bicycle and pedestrian facilities,” and “maintenance of existing facilities.” All projects listed under Table 1 or Table 2 are exempt from all air emissions analysis and, therefore, do not require an air quality study. No impacts are anticipated.

2.1.8 Noise

The proposed Project is considered a Type III project under 23 CFR 772.7 in the Traffic Noise Analysis Protocol. As such, the Project is considered exempt from noise impact analysis requirements and does not require a noise analysis.

2.1.9 Energy

The one-time energy expenditure involved in constructing the Project, considered direct energy, would be minimal. The Project would not involve additional traffic lanes or roadway expansions leading to energy consumption. The Project would not result in excessive use of indirect energy that would result in long-term indirect energy consumption.

2.1.10 Paleontology

According to the Paleontological Memorandum, the proposed Project is located in a previously disturbed area; therefore, no paleontological resources are anticipated to be encountered, and no further paleontological studies are warranted.

2.2 HUMAN ENVIRONMENT

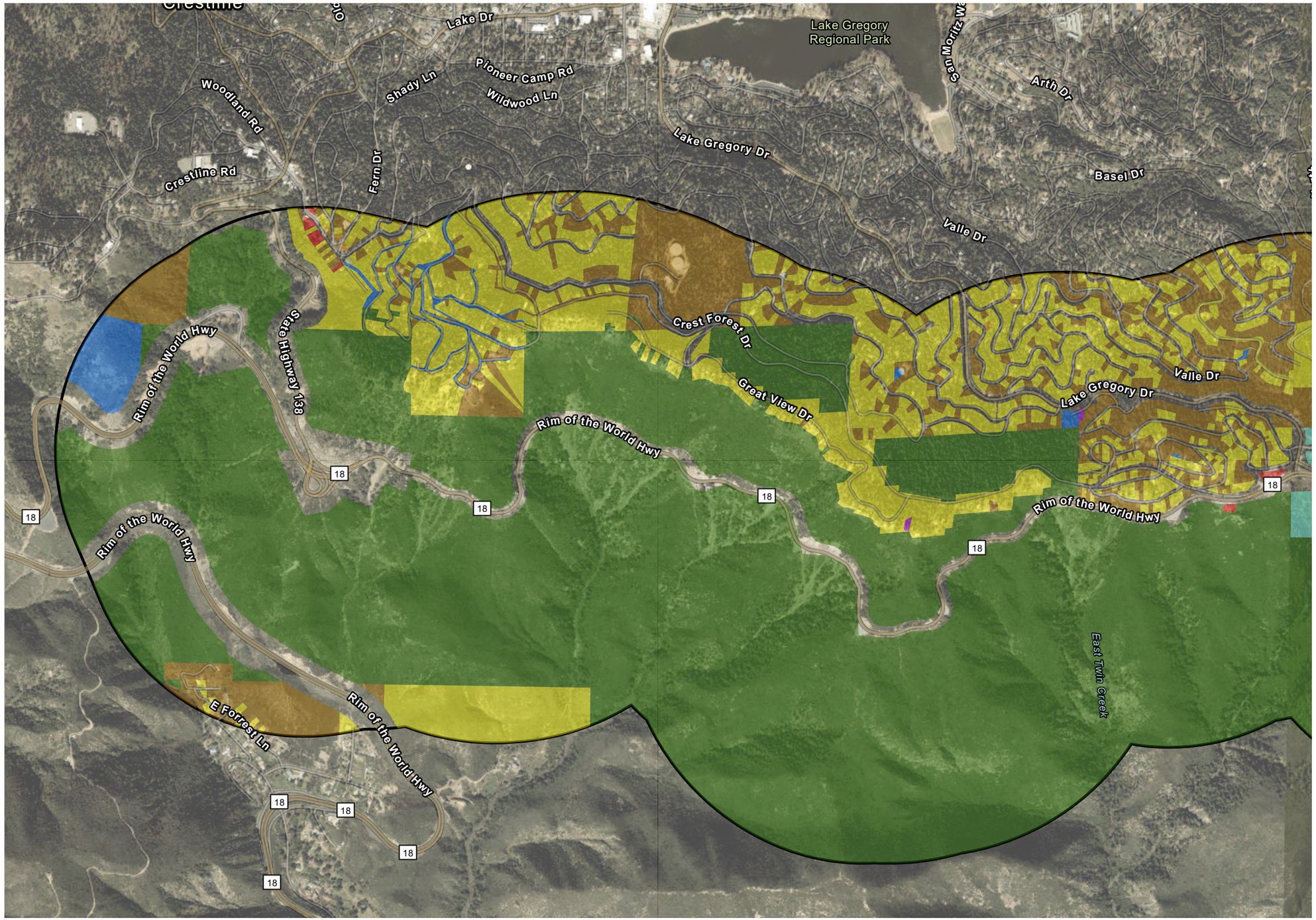
2.2.1 Existing and Future Land Use

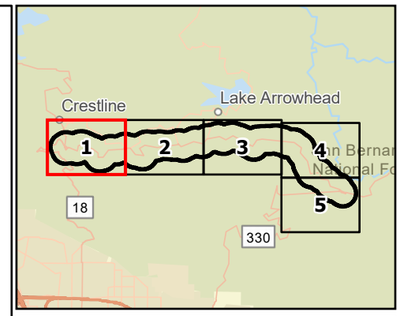
The entirety of the Project corridor traverses through unincorporated San Bernardino County and the mountain communities of Crest Park, Rimforest, Skyforest, Running Springs and the USFS Mountaintop District of the San Bernardino National Forest. The San Bernardino Countywide Plan, Land Use Element, and the Community Profiles and Community Action Guides for Lake Arrowhead Communities (Crest Park, Rimforest, and Skyforest) and Hilltop Communities (Running Springs) were reviewed.

2.2.1.1 Existing and Future Land Use

The primary existing land use along the Project corridor is open space and recreation, with other designated land uses comprised of low and medium density residential, commercial, public facility, limited industrial, and special development land uses (Figure 2.2.1-1, Existing Land Uses).

According to the Lake Arrowhead Communities Profile, the predominant land use types within the Lake Arrowhead community are 59 percent agriculture/resource conservation and 32 percent single-family residential. The remaining land use types include floodway; special development; multiple residential; institutional; rural, neighborhood, and general commercial; office, service, and highway commercial; and community industrial. The Hilltop Communities Profile indicates the land use within the Hilltop community is 86 percent agriculture/resource conservation and 6 percent single residential.





Legend

- Study Area (1/2-Mile Buffer)
- Commercial and Offices
- Facilities
- Industrial
- Mixed Residential
- Multi-Family Residential
- National Forest
- Low Density Residential
- Transportation, Communications, and Utilities
- Vacant

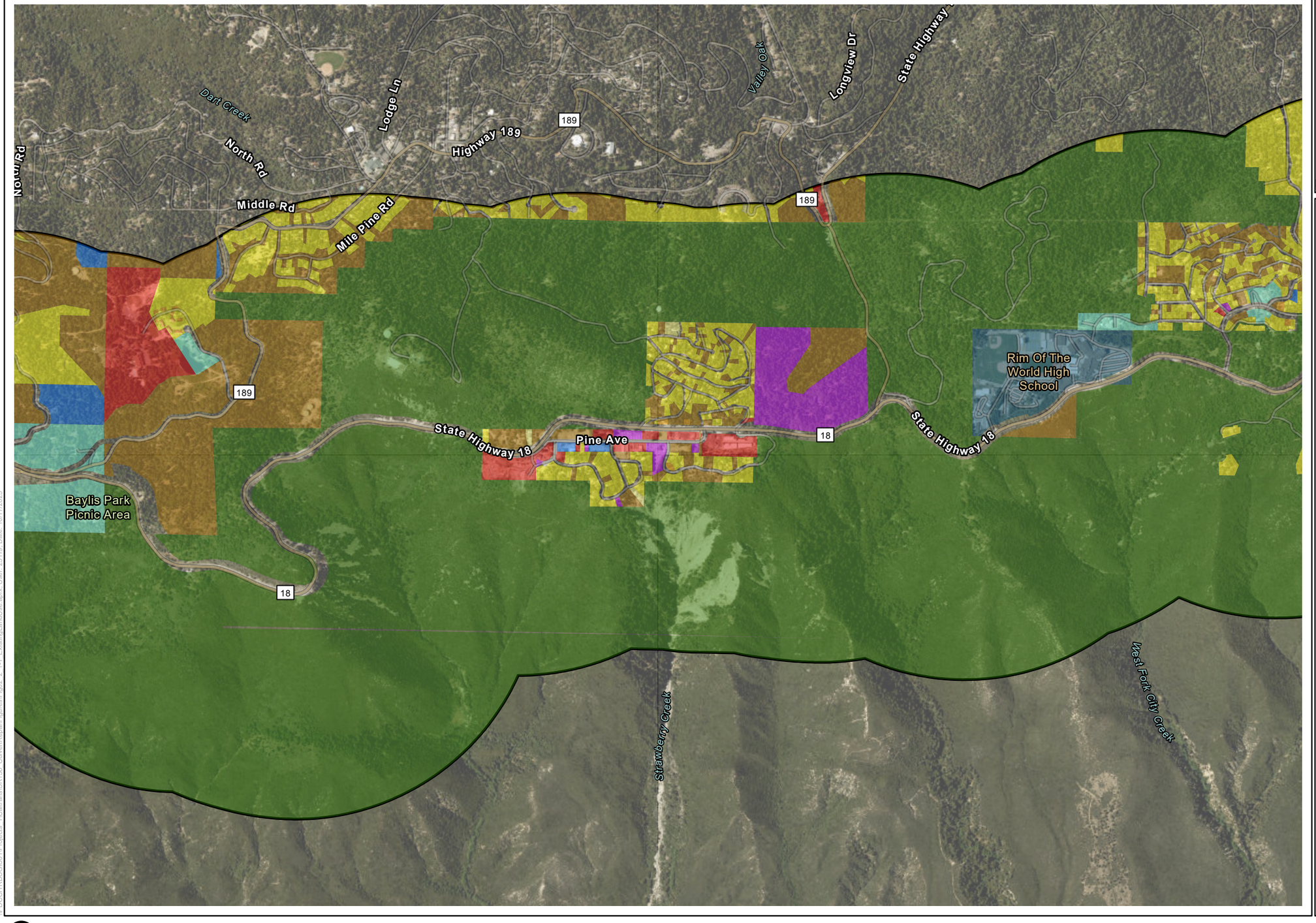
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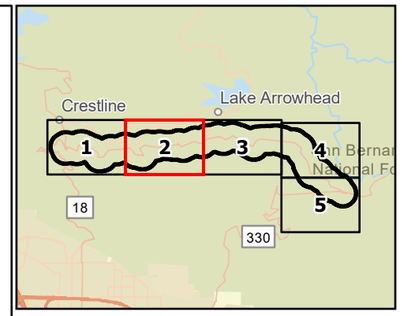
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Figure 2.2.1-1, Sheet 1 of 5
Existing Land Use
SR-18 Pavement and Culvert Replacement Project





Legend

- Study Area (1/2-Mile Buffer)
- Commercial and Offices
- Education
- Facilities
- Industrial
- Mixed Residential
- Multi-Family Residential
- National Forest
- Low Density Residential
- Transportation, Communications, and Utilities
- Vacant

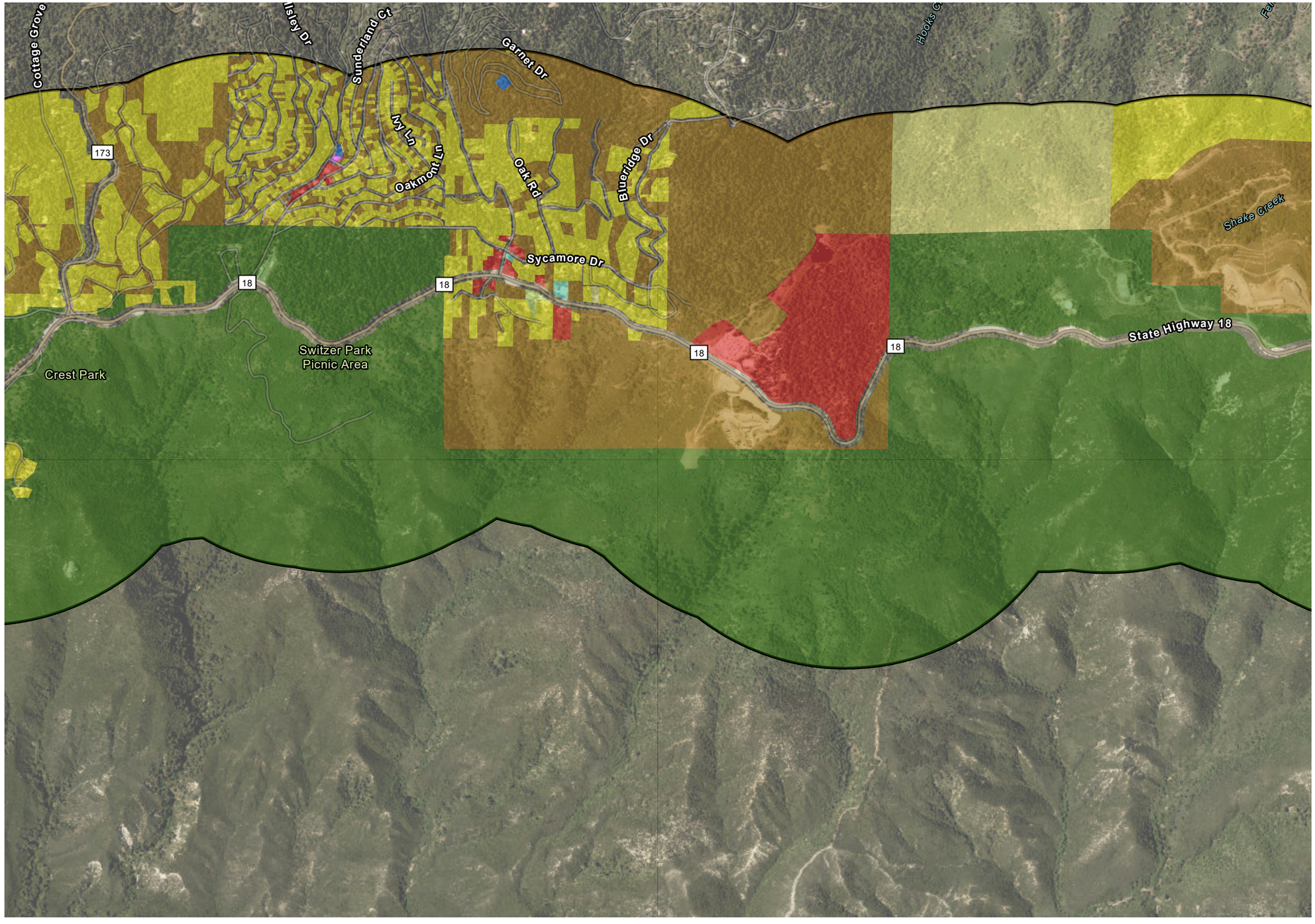
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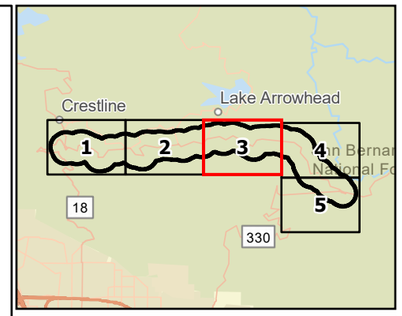
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Figure 2.2.1-1, Sheet 2 of 5
Existing Land Use
SR-18 Pavement and Culvert Replacement Project

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Legend

- Study Area (1/2-Mile Buffer)
- Agriculture
- Commercial and Offices
- Facilities
- Industrial
- Mixed Residential
- Multi-Family Residential
- National Forest
- Low Density Residential
- Transportation, Communications, and Utilities
- Vacant

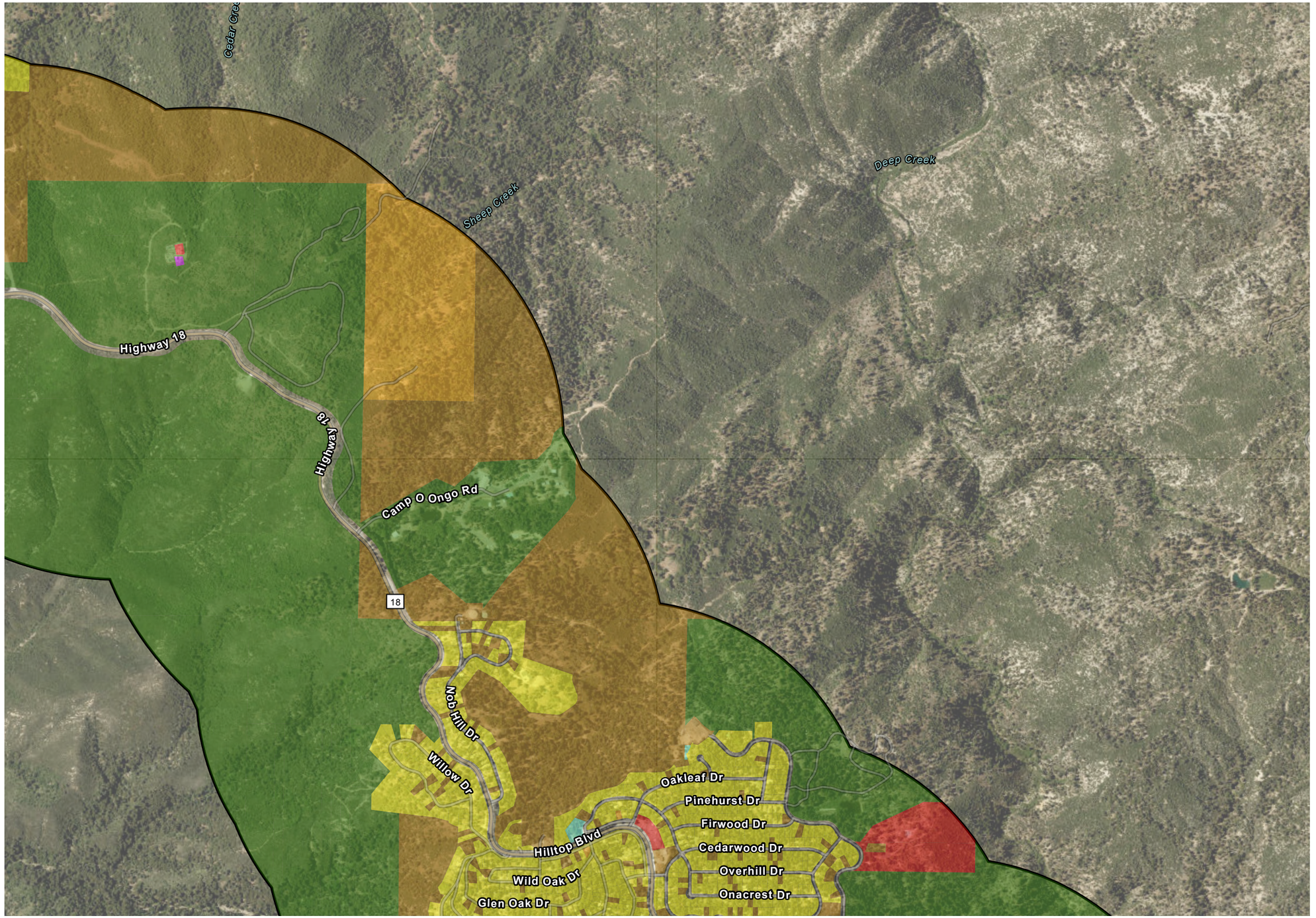
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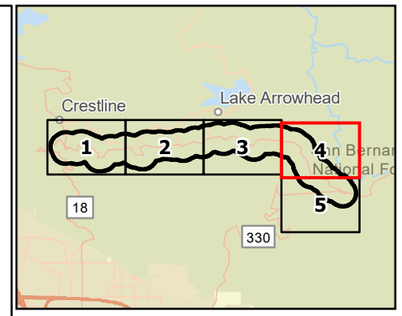
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Figure 2.2.1-1, Sheet 3 of 5
Existing Land Use
SR-18 Pavement and Culvert Replacement Project





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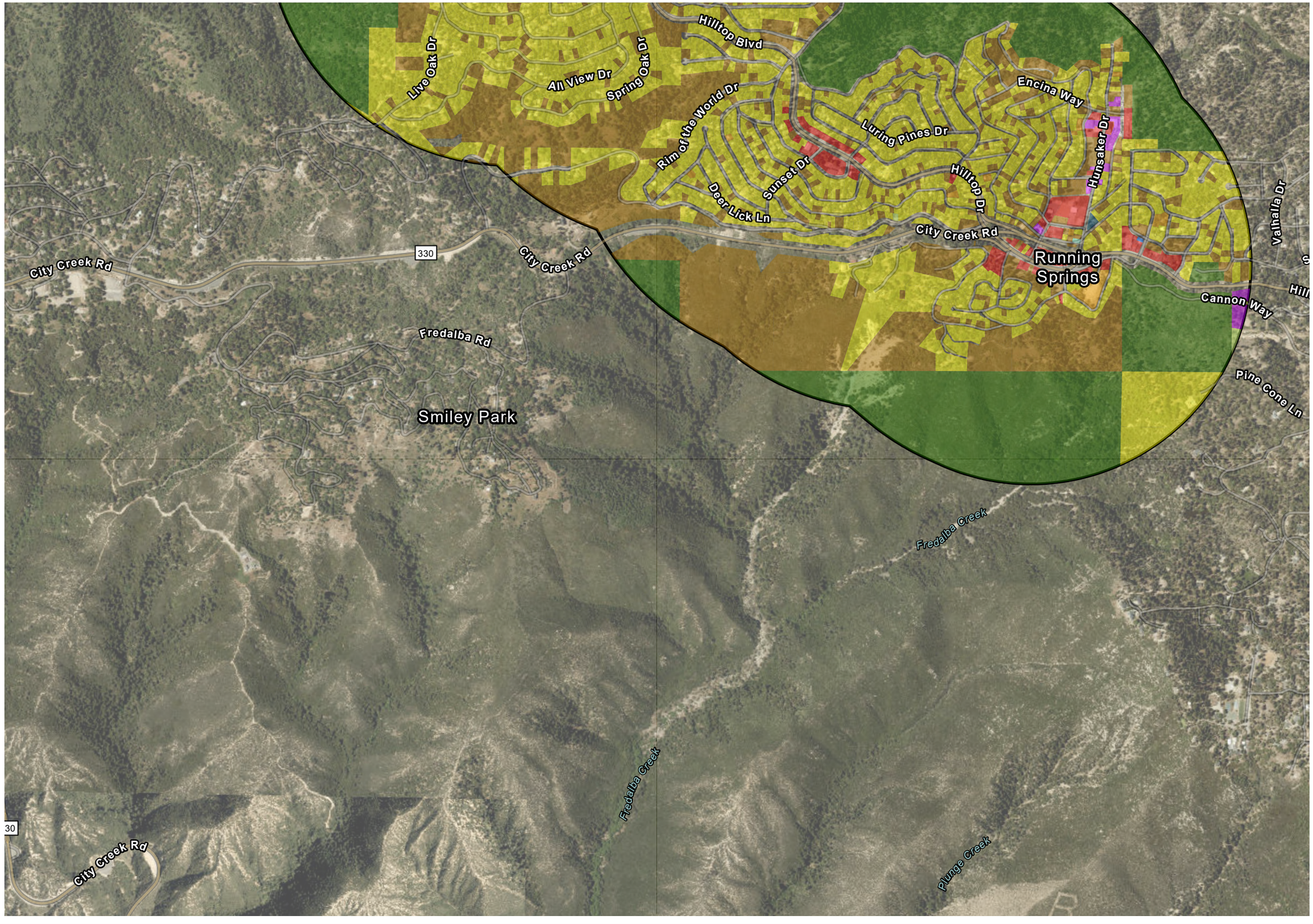
- Study Area (1/2-Mile Buffer)
- Commercial and Offices
- Facilities
- Industrial
- Multi-Family Residential
- National Forest
- Low Density Residential
- Vacant

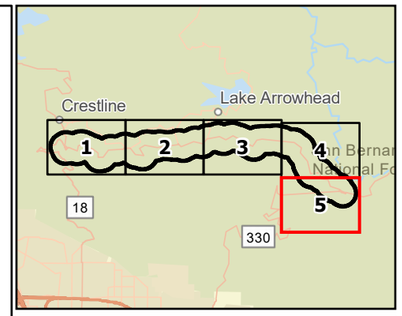
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Figure 2.2.1-1, Sheet 4 of 5
Existing Land Use
SR-18 Pavement and Culvert Replacement Project

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Legend

- Study Area (1/2-Mile Buffer)
- Agriculture
- Commercial and Offices
- Education
- Facilities
- Industrial
- Multi-Family Residential
- National Forest
- Low Density Residential
- Transportation, Communications, and Utilities
- Vacant

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Figure 2.2.1-1, Sheet 5 of 5
Existing Land Use
SR-18 Pavement and Culvert Replacement Project

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Planned area developments under consideration by the County in the vicinity of the project are listed in Table 2.2.1-1.

Table 2.2.1-1. Planned Land Use

Name	Jurisdiction	Description	Status	Distance	Land Use
Lake Arrowhead Village Renovations	Lake Arrowhead	Reimagining of common areas, new landscaping, new lighting, building exterior repairs, parking structure repairs and upgrades, and new exterior signage.	Start April 2025	Approx 1.15 mile north	Retail
Lake Gregory and Lake Drive Project	San Bernardino County Public Works	3.4 miles of pavement Rehab along 24057 Lake Drive and 500 Forest Shade Road in Crestline area, including mil and overlay, and curb ramps in accordance with current design standards and pursuant to ADA guidelines.	Complete July 2025	Approx 0.95 mile north	Local Roadway
SR-18 Roadway Improvements Project (EA 1M410)	Caltrans, District 8	Conduct roadway improvements and upgrades along SR-18 from post mile 31.7 to 49.3.	Environmental Document in progress	Adjacent to eastern terminus	State Highway

Sources: Caltrans 2025; County of San Bernardino Public Works 2025

2.2.1.2 Environmental Consequences

No-Build Alternative

Under the No Build Alternative, no upgrades or repairs would be made to SR-18 within the Project corridor; therefore, there would be no impacts on existing or future land uses.

Build Alternative

The Build Alternative would preserve, repair, and extend the life of the roadway pavement of SR-18; repair culverts and slopes; upgrade TMS elements and guardrails; add Class III bike lanes; and improve the overall ride quality and safety of SR-18 within the Project limits. These improvements would occur within existing facilities and would not result in impacts on any existing or future land use designation.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.2.2 Consistency with Federal, State, Tribal, Regional, and Local Plans and Programs

2.2.2.1 Affected Environment

The information in this section is based on a review of various state, regional, and local plans that apply to the project.

Regional Plans

Several of the regional plans and studies listed below do not include goals and policies related to the proposed project; however, these plans and studies are related through their conclusions that ultimately support portions or the entirety of the project's purpose and need.

2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

The 2024–2050 RTP/SCS, as adopted by SCAG, is a long-range plan that provides a vision for meeting future transportation and housing needs while balancing economic, environmental, and public health goals. The 2024–2050 RTP/SCS was prepared to address transportation needs in the SCAG region, which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

Federal Transportation Improvement Program

The FTIP is a four-year program that lists all transportation projects that would be receiving federal funding in the SCAG region. The FTIP is part of the region's strategy to improve the safety and efficiency of the transportation system. The projects listed in the FTIP are consistent with SCAG's 2024–2050 RTP/SCS. The project is included in the 2025 FTIP under FTIP ID SBDLS02 and consistent with the scope included.

Local Plans

General plans are comprehensive planning documents that municipalities develop to help form decisions regarding the ways in which their communities grow. They also help municipalities serve their existing populations. General plans typically include elements such as land use and transportation elements.

San Bernardino County Policy Plan

The San Bernardino County Policy Plan, adopted in 2022, serves as the County's comprehensive, long-term general plan. The Policy Plan is composed of 11 Elements that make up the framework for decision-making regarding growth and development in the county (County of San Bernardino 2022).

San Bernardino County Transportation Authority (SBCTA) San Bernardino County Long Range Multimodal Transportation Plan – Mountains Subarea Plan

The purpose of the Long-Range Multimodal Transportation Plan (LRMTP) is to ensure the safe and efficient management, operation, and development of a regional multimodal transportation system that would serve the mobility needs of San Bernardino County. The Mountains Subarea Plan of the LRMTP focuses specifically on the Mountain communities of San Bernardino County (SBCTA, 2025).

Rim of the World Active Transportation Plan

The Rim of the World Active Transportation Plan (ATP) is consistent with the California Active Transportation Program guidelines to establish eligibility for ATP funding. The ATP was designed as a way for the Rim of the World Recreation and Park District to collaborate with the County of San Bernardino and other agencies, including SBCTA, on the vision and goals of the District.

Lake Arrowhead Communities Action Guide

The Lake Arrowhead Communities Action Guide is a framework of actions identified by the communities of Agua Fria, Blue Jay, Cedar Glen, Crest Park, Deer Lodge Park, Lake Arrowhead, Rim Forest, Sky Forest and Twin Peaks, and supports implementation of the actions by the community.

Hilltop Communities Action Guide

The Lake Arrowhead Community Action Guide is a framework of actions identified by the communities of Arrowbear, Green Valley, and Running Springs, and supports implementation of the actions by the community.

2.2.2.2 Environmental Consequences

The SR-18 Culvert Repair Project would preserve, repair, and extend the life of the roadway pavement, repair culverts and slopes, upgrade TMS elements and guardrails, implement a Class III bike route, and improve the overall ride quality and safety of SR-18 within the Project limits. The Build Alternative would be consistent with applicable goals and policies that call for improved transportation systems and safety. Therefore, the project would not result in inconsistences with regional or local plans.

Table 2.2.2-1 describes the project's consistency with applicable goals and policies included in regional and local plans.

Table 2.2.2-1. Project Consistency with Applicable Goals, Policies, and Objectives

Plan or Program	Element or Chapter	Goal or Policy	Consistency
Southern California Association of Governments 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2024-2050 RTP/SCS)	Regional Planning Policies: Mobility-System Preservation and Resilience	**Goal 01:** Prioritize repair, maintenance and preservation of SCAG region's existing transportation assets, following a "Fix-It-First" principle.	**Build Alternative – Consistent.** The Build Alternative would preserve, repair, and extend the life of the roadway pavement, repair culverts and slopes, upgrade TMS elements and guardrails, add Class III bike route, and improve the overall ride quality and safety of SR-18 within the project limits. **No-Build Alternative – Inconsistent.** Under the No-Build Alternative, repairs and upgrades would not be made to the roadway pavement, culverts, slopes, TMS elements, and guardrails, which would continue to deteriorate.
SCAG 2024–2050 RTP/SCS	Regional Planning Policies: Mobility-Complete Streets	**Goal 03:** Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).	**Build Alternative– Consistent.** The Build Alternatives includes the addition of Class III bike route designation within the project limits. **No-Build Alternative – Inconsistent.** Under the No-Build Alternative, no Class III bike route designation would be implemented.
SCAG 2024–2050 RTP/SCS	Regional Planning Policies: Mobility-Transportation System Management	**Goal 12:** Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible.	**Build Alternative – Consistent.** The Build Alternative would upgrade and improve current TMS elements. **No-Build Alternative – Inconsistent.** Under the No-Build Alternative, TMS elements would not be upgraded and would continue to deteriorate and become outdated.
SCAG 2024–2050 RTP/SCS	Regional Planning Policies: Mobility-Safety	**Goal 22:** Eliminate transportation-related fatalities	**Build Alternative – Consistent.** The Build Alternative would upgrade existing guardrails, construct concrete

Plan or Program	Element or Chapter	Goal or Policy	Consistency
		and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system.	barriers and upgrade safety devices adjacent to Cedar Sidehill Viaduct and Route 18/330 Separation Bridge, as ell as implementing signage, pavement markings, and bicycle friendly grates as part of a new Class III bike route. **No-Build Alternative – Inconsistent.** Under the No-Build Alternative, these safety enhancements would not be made to SR-18.
Federal Transportation Improvement Program	The FTIP is a 4-year program that lists all transportation projects that would be receiving federal funding in the SCAG region.		**Build Alternatives – Consistent.** The project is included in the 2025 FTIP (FTIP ID SBDLS02) and therefore consistent with this regional plan. **No-Build Alternative – Inconsistent.** The No-Build Alternative is not consistent with the FTIP.
San Bernardino County Policy Plan	Transportation and Mobility	**Policy TM-4.7 Local bicycle and pedestrian networks**: We support local bike and pedestrian facilities that serve unincorporated areas, connect to facilities in adjacent incorporated areas, and connect to regional trails. We prioritize Bicycle and pedestrian network improvements that provide safe and continuous pedestrian and bicycle access to mobility focus areas, schools, parks and major transit stops.	**Build Alternative– Consistent.** The Build Alternatives includes the addition of Class III bike route designation within the project limits. **No-Build Alternative – Inconsistent.** Under the No-Build Alternative, no Class III bike route designation would be implemented.
San Bernardino County Policy Plan	Transportation and Mobility	**Goal TM-2 Road Design Standards**: Roads Designed and built to standards in the unincorporated areas that reflect the rural, suburban,	**Build Alternative – Consistent.** The Build Alternative would preserve, repair, and extend the life of the roadway pavement, repair culverts and slopes, upgrade TMS elements and guardrails, add Class III bike route, and improve the overall ride

Plan or Program	Element or Chapter	Goal or Policy	Consistency
		and urban context, as well as the regional (valley, mountain, and desert) context.	quality and safety of SR-18 within the project limits. **No-Build Alternative – Inconsistent.** Under the No-Build Alternative, repairs and upgrades would not be made to the roadway pavement, culverts, slopes, TMS elements, and guardrails, which would continue to deteriorate.
Rim of the World Active Transportation Plan	Rim of the World Recreation and Park District	Goal CF/LA/HT/CI 2: Ensure safe and efficient non-motorized traffic circulation within the community	**Build Alternative– Consistent.** The Build Alternatives includes the addition of Class III bike route designation within the project limits. **No-Build Alternative – Inconsistent.** Under the No-Build Alternative, no Class III bike route designation would be implemented.
Rim of the World Active Transportation Plan	Rim of the World Recreation and Park District	Goal CF/HT/CI 2.3: Encourage the addition of bicycle routes wherever existing highways are widened or significant length improved.	**Build Alternative– Consistent.** The Build Alternatives includes the addition of Class III bike route designation within the project limits. **No-Build Alternative – Inconsistent.** Under the No-Build Alternative, no Class III bike route designation would be implemented.
Lake Arrowhead Communities Plan	Transportation	Community Focus Statement H: Maintain roadway infrastructure and improve traffic flow and vehicle safety.	**Build Alternative – Consistent.** The Build Alternative would preserve, repair, and extend the life of the roadway pavement, repair culverts and slopes, upgrade TMS elements and guardrails, add Class III bike route, and improve the overall ride quality and safety of SR-18 within the project limits. **No-Build Alternative – Inconsistent.** Under the No-Build Alternative, repairs and upgrades would not be made to the roadway pavement, culverts, slopes, TMS elements, and guardrails, which would continue to deteriorate.
Lake Arrowhead Communities Plan	Transportation	Action Statement H4: Advocate with County and Caltrans to regularly maintain public roadways and drainage infrastructure.	**Build Alternative – Consistent.** The Build Alternative would preserve, repair, and extend the life of the roadway pavement, repair culverts and slopes, upgrade TMS elements and guardrails, add Class III bike route, and improve the overall ride quality and safety of SR-18 within the project limits. **No-Build Alternative – Inconsistent.** Under the No-Build Alternative,

Plan or Program	Element or Chapter	Goal or Policy	Consistency
			repairs and upgrades would not be made to the roadway pavement, culverts, slopes, TMS elements, and guardrails, which would continue to deteriorate.

2.2.2.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.2.3 Parks and Recreational Facilities

The Park Preservation Act (Public Resources Code Sections 5400-5409) prohibits local and state agencies from acquiring any property which is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land.

2.2.3.1 Affected Environment

There are five parks, two trails, one campground, and one historic district within 0.5 mile of the Project area. These facilities are listed and described in Table 2.2.3-1. (Refer to Appendix A Section 4(f) for maps).

Table 2.2.3-1. Public Parks, Trails, and Recreational Facilities within 0.5 Mile of Project

Name	Location	Distance from Project	Jurisdiction	Amenities
Baylis Park Picnic Area	Highway 18 east of Lake Gregory Drive	Adjacent to SR-18	USFS	Picnic Areas
Crest Park Picnic Area	Highway 18 west of Highway 173	Adjacent to SR-18	USFS	Picnic Tables
Switzer Park Picnic Area	Highway 18 west of Skyforest	Adjacent to SR-18	USFS	Picnic Tables
Heaps Park Arboretum Day Use Area	29358 Rim of the World Highway 18, Lake Arrowhead	Adjacent to SR-18	USFS	Arboretum, botanical gardens, and information booth.
Heaps Peak Arboretum Trail	29358 Rim of the World Highway 18, Lake Arrowhead	Adjacent to SR-18	USFS	Interpretive Trail
Firehouse Playground and Picnic Area	2646 Whispering Pines Drive, Running Springs	300 feet	Rim of the World Recreation and Park District	Large play structure, open space, covered picnic tables

Name	Location	Distance from Project	Jurisdiction	Amenities
Dogwood Family Campground	26898 Rim of the World Hwy, Rimforest	0.25 mile	USFS	87 reservable sites, camp host, dump station, RV hookups, fire rings, interpretive trails, picnic tables, showers, and restrooms.
Dogwood Trailhead	26898 Rim of the World Hwy, Rimforest	0.5 mile	USFS	Hiking and biking trail
Rim of the World Highway Historic District	SR-18, PM	Within Project Limits	State Historic Preservation Office	Historic district features includes vista points, rock pillars and chains, and rock walls constructed from native stone.

Section 4(f) Resources

Section 4(f) of the U.S. Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that "it is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project… "requiring use of the publicly owned land of a park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land of a historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). When historic sites are involved, then coordination with the State Historic Preservation Officer is also needed. The State Historic Preservation Officer concurrence was obtained on February 10, 2026.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

2.2.3.2 Environmental Consequences

No-Build Alternative

The No-Build Alternative would not result in changes to the project area; therefore, there would be no impact on parks and recreational facilities.

Build Alternative

There are parks and recreational facilities within the project vicinity that are protected by Section 4(f) of the Department of Transportation Act of 1966. However, this project would not "use" those facilities as defined by Section 4(f). See Appendix A Section 4(f) under the heading "Resources Evaluated Relative to the Requirements of Section 4(f)" for additional details.

The Build Alternative is not anticipated to result in the use of any park or recreation facility; however, a de minimis use of a historical resource is anticipated, as discussed further in Section 2.2.8, Cultural Resources, and Appendix A Section 4(f), *Section 4(f)*.

The Build Alternative could result in temporary impacts to parks adjacent to the SR-18 Project corridor during construction activities. Potential temporary impacts could include increased traffic, noise, and dust. These impacts would be temporary and would be addressed through Caltrans standard measures and implementation of measure **TRA-1** in Section 2.2.6. No permanent impacts on parks or recreation facilities would result from the Build Alternative.

2.2.3.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.2.4 Relocations and Real Property Acquisition

2.2.4.1 Regulatory Setting

Caltrans' Relocation Assistance Program is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), and 49 CFR 24. The purpose of the Relocation Assistance Program is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons would not suffer disproportionate injuries as a result of projects designed for the benefit of the public.

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. Please see Appendix B for a copy of Caltrans' Title VI/Non-Discrimination Policy Statement.

2.2.4.2 Affected Environment

As discussed in Section 2.2.1, *Existing and Future Land Use*, the Project corridor is primarily undeveloped, forested land owned by the U.S. Forest Service.

2.2.4.3 Environmental Consequences

No-Build Alternative

Under the No-Build Alternative, no improvements would be made to SR-18 pavement, culverts, slopes, and guardrails; therefore, there would be no impact related to the acquisition of easements and the current highway turnout at PM 20.11 would not be granted a permanent highway easement.

Build Alternative

Construction of the Build Alternative would require TCEs and Drainage Easements from land uses adjacent to the project right-of-way. Table 2.2.4-1 lists each property Assessor's Parcel Number (APN), the impact type, the type of work to be performed in the area, and the amount of area that would be impacted by the Build Alternative. TCEs would include the temporary use of adjacent properties for work associated with guardrail upgrades, culvert replacement, utility work, and staging. Drainage Easements would grant Caltrans permanent rights to the drainage for maintenance and repair. The Build Alternative would require three Temporary Construction Easements (TCEs), and ten Drainage Easements. APNs 0332-141-38 and 0332-141-26 each have two owners.

The Build Alternative would require a Permanent Highway Easement of 2,300 square feet from the U.S. Forest Service (USFS) at PM 20.11. This easement would be consistent with the existing Highway Easement Deed between USFS and Caltrans, in which USFS granted Caltrans a highway easement from PM 9.49 to 64.10 of SR-18 in February 2019. The proposed easement at PM 20.11 would be within the larger easement granted to Caltrans in 2019. Currently, the Caltrans right-of-way limits bisect the highway turnout at

PM 20.11 and the inclusion of this land to the current highway easement would allow Caltrans to provide necessary improvements to SR-18 facilities in this area.

Property owners would be compensated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act for the easements. No properties would be acquired, and no businesses or residences would be relocated as a result of the proposed Project.

Table 2.2.4-1. Build Alternative Easements

Postmile	APN	Impact Type	Work Type	Impact Area (Square Feet)
22.904	0336-091-50	Drainage Easement	Culvert Replacement	600
22.904	0336-091-46	Drainage Easement	Culvert Replacement	200
22.904	0336-091-52	Drainage Easement	Culvert Replacement	1100
25.796	0332-141-38	Temporary Construction Easement	Culvert Replacement	100
25.828	0332-141-26	Drainage Easement	Culvert Replacement	2800
29.455	0328-081-19	Drainage Easement	Culvert Replacement	4400
30.654	0328-371-18	Drainage Easement	Culvert Replacement	400
30.654	0328-371-17	Drainage Easement	Culvert Replacement	700
30.752	0328-371-12	Drainage Easement	Culvert Replacement	100
30.752	0328-371-11	Drainage Easement	Culvert Replacement	200
31.260	0295-061-68	Temporary Construction Easement	Culvert Replacement	100

2.2.4.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures beyond what is required by the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

2.2.5 Utilities/Emergency Services

2.2.5.1 Affected Environment

Utilities

There are potential utilities identified within the proposed Project corridor. Utility providers and utilities are listed below.

- Arrowbear Park Co Water District
- Arrowhead Villas Mutual Service Company
- Crestline Lake Arrowhead Water
- Crestline Sanitation District
- Crestline Village Water District
- Lake Arrowhead CSD
- Crown Castle
- Running Springs Water
- San Bernardino County Area 64
- SoCal Gas Distribution
- Sky Forest Mutual Water Company
- Spectrum
- SCE-distribution, transmission, telecom
- Frontier

Emergency Services

Fire

The nearest fire and emergency service providers to the Project are listed in Table 2.2.5-2 and provide the physical addresses of each service.

Table 2.2.5-2. Fire and Emergency Service Providers

Fire Service	Address	Distance from Project
Heaps Peak Helibase (USFS)	29536 Rim of the World Hwy ,Cedar Glen	0.06 mile
USFS Skyforest Station	28104 California Hwy 18, Skyforest	0 mile
Running Springs Fire Station 50	32151 Hunsaker Way, Running Springs	0.25 mile
Running Springs Fire Station 51	31250 Hilltop Blvd, Running Springs	0 mile
San Bernardino County Fire-Twin Peaks Station #25	23407 Crest Forest Dr, Crestline	0.70 mile
San Bernardino County Fire – Crestline Station #26	737 Grandview Rd, Twin Peaks	0.70 mile

Fire and emergency services within the project area are provided by San Bernardino County, Running Springs, and the US Forest Service.

Police

Police protection services within the Project area are provided by the San Bernardino County Sheriff's Department, located at 26010 Highway 189 in Twin Peaks, which is approximately 0.6 mile from the proposed Project.

The California Highway Patrol Arrowhead Office also provides police protection services and is located adjacent to the Project corridor at 31230 State Highway 18, Running Springs.

Hospitals

The nearest hospital to the Project site is Mountain Community Hospital located at 29101 Hospital Road, Lake Arrowhead, which is 9 miles from the project area.

2.2.5.2 Environmental Consequences

No-Build Alternative

The No-Build Alternative would not result in impacts on utilities or emergency services as there would be no construction within the Project corridor.

Build Alternative

Utilities

The potential for utility impacts would be related to the proposed culvert replacement that may affect underground utilities. However, the proposed culvert placement is in-kind replacement, and no profile changes or up-sizing of culverts is anticipated that would affect underground utilities. The Project would require coordination with utilities in the area in the Final Design phase of the project to determine if there are any utility conflicts within the excavation work areas. If any utility conflicts exist, early coordination with utility owners would be conducted.

Emergency Services

Continuous uninterrupted access to and through SR-18 would be provided throughout construction of the proposed Project. However, construction activities have the potential to result in temporary, localized disruptions in construction areas, which could result in increased response times during construction. Construction-related delays would be addressed in the Traffic Management Plan (TMP) prepared in coordination with a public information program prior to construction (see **TRA-1** in Section 2.2.6, Transportation). Implementation of the TMP would ensure that access is maintained for emergency services and providers are contacted prior to construction.

The Build Alternative would not permanently impact emergency service providers in the area by increasing demand for services or directly affecting facilities.

2.2.5.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.2.6 Transportation

2.2.6.1 Regulatory Setting

This section discusses effects on transportation and circulation resulting from the project, including single-occupancy vehicle traffic, high-occupancy vehicle traffic (if applicable), tolling (if applicable), mass transit, and active transportation opportunities, both during construction (construction impacts) and after completion of the project (long-term or operational impacts).

Effects on transportation are analyzed differently under NEPA and CEQA. This section of the document focuses on travel forecasting required by federal laws related to the general design of federal-aid highways and interstate facilities (23 USC 109), as well as regulations related to air quality conformity (40 CFR 93). The method of forecasting included in this section relies on travel demand models to predict future traffic data which includes vehicle speed, volume, and mix (e.g., passenger cars vs. light and heavy-duty trucks), which are then used as inputs to air quality conformity modeling required by the Federal Clean Air Act and FHWA's Traffic Noise Model for the noise analysis performed under 23 CFR 772.

The Caltrans CEQA analysis, however, may utilize a travel demand model and/or employ the use of the National Center for Sustainable Transportation induced travel calculator, depending upon the specifics of the project. For more information on the CEQA analysis, please see the CEQA Evaluation chapter of this document.

Please note that recreational trails, such as equestrian trails, are covered in the Parks and Recreational Facilities section of the document.

Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 USC 217). It further directs that the special needs of the elderly and the disabled must be considered in all Federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Accessibility in federally assisted programs is governed by the U.S. Department of Transportation regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 USC 794). FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act, including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the

Americans with Disabilities Act requirements to federal-aid projects, including Transportation Enhancement Activities.

2.2.6.2 Affected Environment

The segment within the Project limits is exhibiting several deficiencies including minor pavement distress and culverts, slopes, TMS element, and guardrails that are in poor condition or not in compliance with current standards.

Crash rates, as provided in Table 2.2.6-1, are used to exemplify the need for the proposed repairs and upgrades.

Table 2.2.6-1. TASAS Table B 36 months Crash Rates (01/01/2022 – 12/31/2024)

Location	TOTAL No. of Crashes	ACTUAL Rates (per million vehicles miles)			AVERAGE Rates (per million vehicles miles)		
		Fatal	Fatal+ Injury	Total (1)	Fatal	Fatal+ Injury	Total (1)
SBd SR-18 PM R17.80 to PM 31.70	144	0.026	0.66	1.24	0.021	0.36	0.88

Source: Caltrans, Traffic Accident Surveillance and Analysis System (TASAS). Data was retrieved on 04/27/2026.

As shown in Table 2.2.6-1, the actual total number of collisions for all segments within the Project limits is greater than the statewide average per million vehicle miles (MVM). In addition, fatal plus injury accidents are higher within the Project limits than the statewide average for all segments but one.

The primary collision factors for segment SR-18 PM R17.80 to PM 31.70 were, Improper Turn, Speeding, Failure to Yield, Other Violations, Influence Alcohol, and Other than Driver. The proposed work would include upgrading Metal Beam Guardrail to Midwest Guardrail Systems and upgrading end treatments at all guardrail locations within project limits, which is expected to reduce the severity of fixed object collisions.

Bicycle and Pedestrian Facilities

Bicycle and pedestrian access are permitted on the highway; however, there are no designated bicycle facilities or sidewalks present within the Project limits.

Transit Services

Transit service within the project area is provided by Mountain Transit, which is managed by Mountain Area Regional Transit Authority. Mountain Transit provides services throughout the mountain communities, including Big Bear Valley, Crestline, Lake Arrowhead, and Running Springs, connecting these communities to the San Bernardino Transit Center in the city of San Bernardino. Mountain Transit Routes 4 and 6, travel and have stops along SR-18 and intersecting roadways within the Project corridor.

2.2.6.3 Environmental Consequences

No-Build Alternative

Under the No-Build Alternative, no improvements to the roadway pavements or features would occur. As a result, the roadway pavement, culverts and slopes, TMS elements, and guardrails would continue to degrade and not conform to current standards, affecting the safety of the traveling public. Additionally, the roadway would not be improved to include a Class III bike route with signage, pavement markings, and bicycle friendly grates. The No-Build Alternative would not conform to the needs of the Project.

Build Alternative

Temporary Impacts

Construction activities have the potential to result in temporary, localized, and site-specific disruptions during the construction period, including temporary impacts on traffic circulation and access, which could cause delays. Continuous and uninterrupted access to SR-18 is expected to be provided throughout the duration of construction. Although access to some businesses and land uses adjacent to the corridor could be restricted during construction, construction activities would be staged to allow access.

Public transportation routes within the corridor could temporarily experience service delays or disruptions during construction, particularly to Mountain Transit Routes 4 and 6, which travel and stop along SR-18 and intersecting roadways. Prior to construction, Caltrans would coordinate with Mountain Transit on potential temporary rerouting information, including operating schedules.

The proposed Project would include the Caltrans Standard Measure for preparation and implementation of a traffic management plan (TMP) (measure **TRA-1,** below). As part of measure **TRA-1**, Caltrans would coordinate with local emergency providers and communicate with the surrounding community prior to construction to minimize construction-related impacts. As part of the TMP, a construction staging plan would be implemented, and detour routes would be planned to minimize hazards for bicyclists and pedestrians.

Permanent Impacts

The proposed Project would preserve, repair, and extend the life of the roadway pavement, repair culverts and slopes, upgrade TMS elements and guardrails, add Class III bike lanes, and improve the overall ride quality and safety of SR-18 within the Project limits. As the project is not adding additional lanes, there is no anticipated increase in vehicles served.

These improvements would improve the condition of the roadway and safety of the traveling public within the Project limits.

Bicycle and Pedestrian Facilities

The Build Alternative would implement a Class III bike route from PM 22.958 to PM 31.65 including signage, pavement markings, and bicycle friendly grates. These improvements would improve the safety of bicyclists using SR-18 within the Project limits.

Transit Services

The Build Alternative would not result in direct permanent impacts to transit services, such as a change in number of vehicles served/change in circulation as the Project isn't changing the current number of lanes. However, transit riders would indirectly experience the benefits of the roadway improvements through a smoother and safer ride.

2.2.6.4 Avoidance, Minimization, and/or Mitigation Measures

Measure **TRA-1**, which requires the development of a TMP, would be implemented to minimize traffic circulation impacts during construction.

TRA-1: Implement Traffic Management Plan: A traffic staging plan, as part of the traffic management plan (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 can be 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.

2.2.7 Visual/Aesthetics

2.2.7.1 Regulatory Setting

NEPA establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically (emphasis added) and culturally pleasing surroundings [42 USC 4331(b)(2)]. FHWA, in its implementation of NEPA [23 USC 109(h)], also directs that final decisions on projects are to be made in the best overall

public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

CEQA establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of aesthetic, natural, scenic and historic environmental qualities" [Public Resources Code Section 21001(b)].

California Streets and Highways Code Section 92.3 directs Caltrans to use drought resistant landscaping and recycled water when feasible and incorporate native wildflowers and native and climate-appropriate vegetation into the planting design when appropriate.

2.2.7.2 Affected Environment

Information in this section is based on the Visual Impact Assessment prepared for the Project (Caltrans 2026a).

The Project is within the San Bernardino National Forest with SR-18 being a winding two-lane east-west rural mountain highway through forested landscapes with narrow shoulders and occasional vehicle turn-out areas, vista points and scenic overlooks. Land uses within the Project corridor are primarily wilderness areas but also include some residential, commercial, and recreational uses. SR-18 is on the State Scenic Highway Eligibility list. Within the project limits is the Rim of the World Highway Historic District at post miles 17.93 to 21.72 with historic visual elements dating back to the construction of the first guardrail system on SR-18. This historic and visual resource consists of rock pillars linked by chains, and low rock walls at scenic over-look locations. All the rocks from this resource are locally sourced. Consideration was given to protecting the resource and not impacting it during project activities.

2.2.7.3 Environmental Consequences

No-Build Alternative

Under the No-Build Alternative, no improvements to the roadway pavements or features would occur. As a result, the roadway pavement, culverts and slopes, TMS elements, and guardrails would continue to degrade and not conform to current standards, affecting the safety of the traveling public. There would be no impact to the rock pillars, chains, and rock walls in the Rim of the World Highway Historic District. Additionally, the roadway would not be improved to include a Class III bike route with signage, pavement markings, and bicycle friendly grates.

Build Alternative

Temporary Impacts

The proposed Project would result in temporary visual impacts during construction from the presence of construction equipment, materials and workers associated with the

Project. No nighttime construction is proposed. The rock pillars and rock walls would be partially blocked during installation where guardrail upgrades overlap with the Historic District.

Permanent Impacts

The Project area along SR-18 is a unique naturalistic environment being a part of the San Bernardino National Forest and rich with visual resources. Although most of the repair work would have a low impact on the visual quality along the corridor, local residents, business owners, or people who frequent the area are more likely to notice the visible changes to the existing wall at the Scenic Overlook and would be moderately affected by the Project. However, through the proposed design and incorporation of aesthetic treatments such as using custom color staining of sculpted shotcrete and/or form lined concrete, the visual essence of the existing Red Rock Wall can be maintained and visual impact minimized. The new guardrail would be designed with cut outs to allow for viewing the rock pillars and chains in the Rim of the World Historic District.

2.2.7.4 Avoidance, Minimization, and/or Mitigation Measures

The following measure to avoid and minimize visual impacts would be incorporated.

VIS-1 Planting Mitigation throughout project limits - Landscape Architect shall determine if planting mitigation is needed post construction in areas where vegetation is damaged or removed during construction activities. Planting mitigation may consist of planting local native vegetation and/or hydroseeding with local native vegetation and/or hydroseeding with native vegetation and maintaining optimal soil health.

2.2.8 Cultural Resources

2.2.8.1 Regulatory Setting

The term "cultural resources," as used in this document, refers to the "built environment" (e.g., structures, bridges, railroads, water conveyance systems), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal law, cultural resources that meet certain criteria of significance are referred to as "historic properties," and "traditional cultural properties." Under state laws cultural resources that meet certain criteria of significance are referred to as "historical resources," and "tribal cultural resources." Laws and regulations dealing with cultural resources are described below.

The National Historic Preservation Act of 1966, as amended, sets forth national policy and procedures for historic properties that are, included in or eligible for listing in the National Register of Historic Places. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). Caltrans has entered into a Programmatic Agreement with FHWA, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the U.S. Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District which streamlines and delegates certain responsibilities for Section 106 compliance to Caltrans for projects with FHWA involvement. FHWA's responsibilities under the Programmatic Agreement have been further delegated to Caltrans under the NEPA Assignment Program.

The Archaeological Resources Protection Act applies when a project may involve archaeological resources located on federal or tribal land. The Archaeological Resources Protection Act requires that a permit be obtained before excavation of an archaeological resource on such land can take place.

CEQA requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as "unique" archaeological resources. Public Resources Code Section 5024.1 established the California Register of Historical Resources and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the California Register of Historical Resources and, therefore, a historical resource. In 2014, Assembly Bill 52 added the term "tribal cultural resources" to CEQA, and Assembly Bill 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources. Defined in Public Resources Code Section 21074(a), a tribal cultural resource is a California Register of Historical Resources or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource.

Public Resources Code Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the National Register of Historic Places listing criteria. It further requires Caltrans to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register of Historic Places or are registered or eligible for registration as California Historical Landmarks. Caltrans has entered into a Memorandum of Understanding with the California State Historic Preservation Officer which streamlines and delegates certain responsibilities for Public Resources Code 5024 compliance to Caltrans for projects involving state-owned resources.

2.2.8.2 Affected Environment

Information from this section comes from the Historic Property Survey Report (HPSR) (Caltrans 2025c) and Finding of No Adverse Effect (Caltrans 2025d) prepared for the Project.

The Area of Potential Effects (APE) for the Project was delineated to encompass the maximum extent of direct and indirect impacts within the Project's horizontal and vertical construction footprints. The horizontal component of the APE is 13.9 miles long and fluctuates from 34.0-feet wide in areas where only mainline pavement rehab is proposed to 184.0-feet wide to accommodate areas where both pavement rehab and turnout repaving is proposed. The maximum vertical limit of the APE is 10.0-ft above grade for construction equipment access and extend a max depth of 15.0-ft below grade in some areas where culvert replacement is proposed and to depths of 3.5-feet for guardrail replacement. The vast majority of the depth along the project APE is less than 1.0 foot below grade for pavement rehabilitation.

The California Native American Heritage Commission (NAHC) was contacted, and a request was made to perform a Sacred Lands File (SLF) search on June 11, 2025. The NAHC responded June 18, 2025, with positive results, and provided a contact list of the following tribes: Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Quechan Indian Tribe of the Fort Yuma Reservation, Serrano Nation of Mission Indians, and the Yuhaaviatam of San Manuel Nation. Two responses were received. July 24, 2025, from Quechan Indian Tribe of the Fort Yuma Reservation and July 28, 2025 from Agua Caliente Band of Cahuilla Indians. Both tribes deferred to Tribes in closer proximity to the project. Follow-up letters were sent out August 29, 2025, and October 3, 2025. No further responses have been received to date.

Consultation initiation letters were also sent to the following groups: Rim of the World Highway Historical Society, and the San Bernardino Historical Society. Follow-up letters were sent out September 23, 2025. A "no comment" response was received from San Bernardino Historical Society, on September 25, 2025. No further responses have been received to date.

Section 4(f) resources are located within the project boundaries and all considerations and determinations of use are documented in Appendix A.

No-Build Alternative

Under the No-Build Alternative, no modifications to existing structures or the land would occur, therefore, no effects on historical or archaeological cultural resources would result from Project construction or operation.

Build Alternative

Based on the HPSR prepared for the Project, the Caltrans Cultural Resources Database (CCRD) identified 202 resources within a ¼-mile radius of the Project. Thirteen of these resources appear to overlap into the APE. Of the 13 resources, 10 are resources that are exempt from evaluation per the Section 106 Programmatic Agreement Appendix 4 as Type 1 Properties. One resource (P-36-000929: lithic scatter) was updated 2011 and 2015 as no longer extant in the Caltrans ROW. The remaining resource in the APE is The Rim of the World Highway Historic District. The Rim of the World Highway Historic District (P-36-007049) was determined eligible for the National Register of Historic Places on October 5, 2001, under Criterion A and C. Its noteworthy contributing features include the general alignment and a series of rock piers and chain guardrail and masonry stone curbs and gutters, masonry features that are associated with small pull outs and a picnic area. This portion of SR-18 is also designated as a National Forest Service Scenic Byway (listed 1990); it is a segment of an eligible California State Scenic Highway (listed 1963); and it is a segment of a San Bernardino County Scenic Highway (listed 1980). As such, there is one Historic Property in the APE. The undertaking is proposed and would take place within the previously disturbed portions of SR-18. SR-18 has experienced continual disturbances via construction and maintenance of the highway and its facilities; thus, the project is unlikely to disturb or encounter significant intact subsurface cultural deposits.

While the project improvements would cause physical destruction to roadway elements within the historic district, there would be no physical destruction of any of the salient character defining features such as the contributing masonry rock pier and chain roadside barriers and low masonry rock walls. Project improvements propose maintenance and upgrades to the roadway guardrail, and culverts, and these are not character defining features of the road. The only potential effect would be indirect from the installation the project features such as guardrail adjacent to the masonry rock pier and chain roadside barriers and low masonry rock walls. The scale of the proposed improvements would fit within the existing transportation corridor. The new work including upgrading existing metal beam guardrail to MGS, occurring in locations in front of existing historic masonry rock pier and chain roadside barriers and low masonry rock walls, would be easily differentiated from the old and would be generally compatible with the size, scale and proportion of the historic property.

With implementation of conditions **CR-3** through **CR-7** consistent with Secretary of the Interior's Standards (SOIS) these effects would not rise to the level of being considered adverse. Therefore, there are no adverse effects to character defining features nor P-36-

007049 as a whole. Caltrans has determined a Finding of No Adverse Effect (without Standard Conditions) is appropriate for the undertaking and SHPO concurrence was received on February 10, 2026.

If archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately:

1. Stop all work within a 60-foot radius of the discovery
2. Secure the area
3. Notify the Engineer

Caltrans investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized.

If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work.

If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner would notify the Native American Heritage Commission, who, pursuant to Public Resources Code Section 5097.98, would then notify the most likely descendent. At this time, the person who discovered the remains would contact Gabrielle Duff, District Environmental Branch Chief [(909) 501-5142] or Julie Scrivner, District Native American Coordinator [(909) 260-8265] so that they may work with the most likely descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.

2.2.8.3 Avoidance, Minimization, and/or Mitigation Measures

Measures **CR-1** through **CR-7** are included to ensure that potential effects on cultural resources and human remains, should they be discovered during construction, would be avoided.

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

CR-2 If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains would contact Gabrielle Duff, District Environmental Branch Chief

[(909) 501-5142] or Julie Scrivner, District Native American Coordinator [(909) 260-8265] so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

CR-3 A “Natina Steel” stain would be applied to the MGS galvanized surfaces, to create a permanent rusty appearance consistent with the existing scenic and rural route.

CR-4 A Caltrans approved PQS Architectural Historian would be invited to the Preconstruction Meeting and notified at least five (5) days in advance before any construction activities begin.

CR-5 If masonry features are damaged, all work shall stop, and the Caltrans approved PQS Architectural Historian would be contacted. All repairs to damaged masonry would need to be repaired in-kind with locally sourced stone and per the SOIS, approved by Architectural Historian PQS.

CR-6 Construction monitoring of the project would be done by a Caltrans approved PQS/equivalent Architectural Historian and would be intermittent.

CR-7 Cultural Sensitivity Training would be provided to the Caltrans Project Manager (PM), Resident Engineer and Contractor by a Caltrans approved PQS Architectural Historian prior to any construction activities. The Cultural Sensitivity Training would provide the historical significance of the Rim-of-the-World Highway Historic District (ROWHHD), its National Register of Historic Places (NRHP) eligibility status and detailed information on the CDFs to be protected by the ESAs.

2.3 PHYSICAL ENVIRONMENT

2.3.1 Water Quality and Stormwater Runoff

2.3.1.1 Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the Waters of the U.S. from any point source (a discrete conveyance such as a pipe or a man-made ditch) unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System permit. This act and its amendments are known today as the Clean Water Act. The goal of the Clean Water Act is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." The following are important Clean Water Act sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to Waters of the U.S. to obtain certification from the state that the discharge would comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request.
- Section 402 establishes the National Pollutant Discharge Elimination System, a permitting system for the discharges (except for dredge or fill material) of any pollutant into Waters of the U.S. The State Water Resources Control Board and the Regional Water Quality Control Boards administer this permitting program in California. Section 402(p) requires permits for discharges of stormwater from industrial/construction and municipal separate storm sewer systems.
- Section 404 establishes a permit program for the discharge of dredge or fill material into Waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers. For more information, please see the Wetlands and Other Waters section.

State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. It predates the Clean Water Act and regulates discharges to Waters of the state. Waters of the state include more than just Waters of the U.S., like groundwater and surface waters not considered Waters of the U.S. Additionally, it prohibits discharges of "waste" the definition of which is broader than the Clean Water Act definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by waste discharge requirements and may be required even when the discharge is already permitted or exempt under the Clean Water Act.

The State Water Resources Control Board and Regional Water Quality Control Boards are responsible for establishing the water quality standards (objectives and beneficial

uses) required by the Clean Water Act and regulating discharges to ensure compliance with the water quality standards. In California, Regional Water Quality Control Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. In addition, the State Water Resources Control Board identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with the Clean Water Act Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (National Pollutant Discharge Elimination System permits or waste discharge requirements), the Clean Water Act requires the establishment of Total Maximum Daily Loads. Total Maximum Daily Loads specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The State Water Resources Control Board administers water rights, sets water pollution control policy, issues water board orders on matters of statewide application, oversees water quality functions throughout the state by approving Basin Plans, Total Maximum Daily Loads, National Pollutant Discharge Elimination System permits, and regulates projects spanning more than one water board region. Regional Water Quality Control Boards are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- ***National Pollutant Discharge Elimination System Program***

Municipal Separate Storm Sewer Systems

Section 402(p) of the Clean Water Act requires the issuance of National Pollutant Discharge Elimination System permits for five categories of stormwater discharges, including separate municipal storm sewer systems. A municipal separate storm sewer system is defined as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over stormwater, that is designed or used for collecting or conveying stormwater.” The State Water Resources Control Board has identified Caltrans as an owner/operator of a municipal separate storm sewer systems under federal regulations.

To comply with the permit, Caltrans developed a statewide Stormwater Management Plan to address stormwater pollution controls related to highway planning, design, construction, and maintenance activities throughout California.

Construction General Permit

The State Water Board has also issued a statewide Construction General Permit that regulates stormwater discharges from construction sites that result in a disturbed soil area of one acre or greater, and/or are smaller sites that are part of a larger common

plan of development. By law, all stormwater discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the Construction General Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the Regional Water Quality Control Board. Operators of regulated construction sites are required to develop Stormwater Pollution Prevention Plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit. In accordance with Caltrans' Stormwater Management Plan and Standard Specifications, a Water Pollution Control Program is necessary for projects with a disturbed soil area of less than one acre.

2.3.1.2 Affected Environment

The primary source used in the preparation of this section is the Stormwater Data Report (Caltrans 2021a) prepared for the Project.

The proposed Project corridor is located within both the Santa Ana and Lahontan Water Quality Board Regions. SR-18 is primarily located within the South Ana Region, but small sections of the highway occasionally traverse north into the Lahontan Region. Within the Santa Ana Region, the proposed Project is in the Upper Santa Ana River Hydrologic Area (HA) (801.50) and Bunker Hill Hydrologic Subarea (HSA) (801.52), while within the Lahontan Region it is in the Upper Mojave HA (628.20) and an undefined HSA (SWRCB, 2025). Based on the current Caltrans permit (dated January 1, 2023), the Project would result in an increase of 10,000 square feet or more of new impervious surfaces and would implement treatment BMPs and trash capture devices.

The Project occurs within the Upper Santa Ana River watershed (Hydrologic Unit Code 18070203). In the majority of the Project area, the site slopes steeply from north to south and drainages generally flow down steep slopes southward toward the Santa Ana River. All of these flows eventually drain into the Santa Ana River, the Prado Basin, and ultimately the Pacific Ocean. A small portion of the Project area is within the West Fork Mojave River watershed (Hydrologic Unit Code 18090208). This watershed drains north, down the north-facing slopes of the San Bernardino Mountains and into the headwaters of the Mojave River.

2.3.1.3 Environmental Consequences

No-Build Alternative

No construction is proposed under the No-Build Alternative; therefore, no improvements would be made to the culverts and drainage system along the Project corridor. As a result, the culverts would continue to degrade and would not provide the necessary drainage for the project area, which could result in increased erosion and water quality impacts.

Build Alternative

Temporary Impacts

Under the Build Alternative, short-term temporary impacts on water quality, such as erosion, could occur during construction activities, including grading, land disturbances, and equipment use. However, temporary impacts would be minimized with implementation of construction BMPs to minimize construction runoff and protect water quality.

Permanent Impacts

The Build Alternative proposes to replace 14 drainage culverts and place Rock Slope Protection (RSP) pads at the outlet sides of culverts. To distribute water flow before reaching the RSP pads, flared end treatment installation would be proposed. Drainage inlets and traction sand traps would also be installed, where feasible. The configuration of the drainage devices would depend on existing site conditions and would be designed to prevent entrapment of small animals. Table 2.3.1-1 identifies the drainage improvements that are planned as part of the Build Alternative.

Table 2.3.1-1. Culverts and Drainage Features

Postmile	Culvert System Number (54018400-)	Existing Diameter (in)	Proposed Diameter (in)	Length (ft)	RSP	Drainage Inlet	Traction Sand Trap
19.827	-1980	18	24	69	Yes	Yes	Yes
22.760	-2266	18	24	83	No	Yes	Yes
22.904	-2293	18	24	125	No	Yes	Yes
25.434	-2534	18	24	46	Yes	Yes	Yes
25.638	-2553	18	24	86	Yes	Yes	Yes
25.796	-2572	18	24	81	Yes	Yes	Yes
25.828	-2574	18	24	120	Yes	Yes	Yes
26.972	-2688	18	24	51	Yes	Yes	Yes
28.774	-2876	18	24	51	Yes	Yes	Yes
29.455	-2945	18	24	67	Yes	Yes	No
30.408	-3040	18	24	50	Yes	Yes	Yes
30.654	-3064	18	24	80	Yes	No	No
30.752	-3074	18	24	52	Yes	No	No
31.260	-3134	18	18	42	No	Yes	Yes

Source: Environmental Study Request (Caltrans, 2025)

Based on the Stormwater Data Report, the replaced impervious surface (RIS) area is approximately 8.00 acres, with the net new impervious (NNI) area approximately 3.00 acres, with the post construction treatment area (PCTA) of 11.00 acres.

The proposed Project is not anticipated to cause or contribute to a violation of water quality objectives. Consistent with all Caltrans projects with a soil disturbance area greater than 1 acre, the Build Alternative would be required to conform to the

requirements of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Storm Water Permit, Order No. 2022-0033-DWQ, NPDES No. CAS000003, adopted on June 22, 2022 and effective on July 1, 2023), and any subsequent permit in effect at the time of construction. In addition, the Build Alternative would be required to comply with the requirements of the NPDES Permit for Construction Activities, Order No. 2022-0057-DWQ, adopted on September 8, 2022, and effective on September 1, 2023, as well as implementation of the best management practices (BMPs) specified in Caltrans' Storm Water Management Plan.

The Project contractor would also be required to develop a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the requirements stated in the NPDES General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities (Construction General Permit, Order No. 2022-0057-DWQ), or subsequent permits in effect at the time of construction. The SWPPP would address all construction-related activities, equipment, and materials that have the potential to affect water quality. The SWPPP would include BMPs to control pollutants, sediment from erosion, storm water runoff, and other construction-related impacts.

2.3.1.4 Avoidance, Minimization, and/or Mitigation Measures

WQ-1 A Storm Water Pollution Prevention Plan (SWPPP) is required for the construction phase. All applicable construction activities would be reviewed in the development and preparation of the SWPPP.

2.3.2 Geology/Soils/Seismic/Topography

2.3.2.1 Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under CEQA.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using Caltrans' Seismic Design Criteria. The Seismic Design Criteria provides the minimum seismic requirements for highway bridges designed in California. A bridge's category and classification would determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities.

Local Regulations

San Bernardino County Code

The California Buildings Standards Code (CBC) (California Code of Regulations, Title 24) is a compilation of codes and standards that is updated every three years with the latest advances in building technology and practices recommended by the International Code Council. Every local government is required by State law to adopt the CBC within 180 days of publication. State law permits local jurisdictions to amend state building codes to address local geographic, topographic, or climatic conditions. The County amended the CBC for administrative provisions and included excavation and grading requirements that were not in the original CBC (County of San Bernardino 2019).

The County has designated County Fault Hazard Zones for faults that are not addressed by the State. The County Fault Hazard Zones average about a quarter mile in width around the surface traces of County-recognized active faults. Construction within a County Fault Hazard Zones requires a fault investigation regarding the issuance of grading or building permits (County of San Bernardino 2019).

2.3.2.2 Affected Environment

The primary sources used in the preparation of this section are the San Bernardino Countywide General Plan (County of San Bernardino 2025a), San Bernardino Countywide General Plan Draft EIR (County of San Bernardino 2019), and the California Department of Conservation website.

Regional Topography, Physiography and Geology

The Project is within the Mountain Region of San Bernardino County, which includes the San Bernardino Mountains and eastern San Gabriel Mountains. The San Bernardino Mountains, where the Project is located, are part of the east-west trending Transverse

Range geomorphic province of California and consist of steep mountainous terrain, incised by streams. The two highest peaks are Mount San Gorgonio and Mount San Bernardino, ranging in height between 10,000 and 11,500 feet above mean sea level (amsl). The mountains consist of Mesozoic granitic rocks and Precambrian to Paleozoic metamorphic rocks, overlain by alluvium in canyon bottoms and alluvial valleys (County of San Bernardino 2019).

A number of large, prominent faults extend along the base of the San Bernardino Mountains, most notably, the San Andreas Fault, which consists of multiple strands. These strands include the northern branch consisting of the Mill Creek and Mission Creek Faults and the southern branch consisting of the San Bernardino Strand.

Site Geology

Subsurface Soil Conditions

A search of the USDA Web Soil Survey was conducted to determine the types of soils predominantly found along the project corridor. The results primarily yielded two types of soil associations: Springdale family-Lithic Xerorthents and Cedarpines-Stargazer complex. The Springdale family-Lithic Xerorthents association is a very gravelly, coarse and well-drained soil, while the Cedarpines-Stargazer complex is a coarse-loamy and fine-loamy well-drained soil (USDA 2025).

Surface Water

Numerous creeks incise the canyons along the project corridor; however, no surface waters are within the project area. Several drainages are diverted through culverts within the project area.

Groundwater Conditions

Portions of the Mountain region of San Bernardino County are underlain by the Bear Valley, Big Meadows Valley, and Seven Oaks Valley groundwater basins. The project area is not located within these or any groundwater basin. No groundwater information for the project area was available from the California Geologic Survey online borehole database.

Geologic Hazards

Faulting, Seismic Hazards, and Surface Rupture

The Project is in a seismically active region of southern California that is subject to substantial hazards from moderate to large earthquakes. Ground shaking due to nearby and distant earthquakes should be anticipated during the life of the facilities that are proposed as part of the Project. In addition to the larger regional faults discussed above, there are a number of potentially active faults that traverse the San Bernardino Mountains and are near the Project area. The closest is the Waterman Canyon Fault Zone, which runs easterly, south of the project area and crosses SR-330 in the vicinity of SR-18 and the Project limits, near Running Springs. The Arrowhead Fault also runs south of the Project and just south of the Waterman Canyon Fault. This fault connects to the Santa Ana Fault, which is located southeast of the Project. The Waterman Canyon Fault is a

north-dipping reverse fault, the Arrowhead Fault is also a reverse fault, and the Santa Ana Fault is a north-dipping thrust fault.

The potential for surface rupture is evaluated based on the Project's distance to an active earthquake fault where there is evidence of surface rupture in the last 11,700 years. The locations of potentially active faults are zoned and mapped under the Alquist-Priolo Act by the state of California. There are no Alquist-Priolo fault zones within or near the Project (CGS 2025). In addition to Alquist Priolo Fault Zones, the County of San Bernardino has designated County Fault Hazard Zones for faults that are not addressed by the State. The County Fault Hazard Zones average about a quarter mile in width around the surface traces of County-recognized active faults. This fault zone extends from Lake Gregory westward past Crestline, slightly less than one mile north of the west end of the Project (County of San Bernardino 2025b).

Liquefaction and Seismically Induced Settlement

Liquefaction is the sudden loss in strength of a saturated, cohesionless soil caused by the buildup of pore water pressure during cyclic loading, such as that produced by an earthquake. The effects of liquefaction can include lateral and vertical ground displacements, slope instability and lateral spreading, and bearing failure.

For liquefaction to occur, all of the following must be present:

- Liquefaction-susceptible soils (loose to medium dense cohesionless soils)
- Groundwater within 50 feet of the surface
- Strong shaking, such as that caused by an earthquake

According to the County of San Bernardino HZ-2 Liquefaction and Landslides Map, the Project area is not within an area susceptible to liquefaction (County of San Bernardino 2025c).

Landslides

Landslides commonly occur in connection with other natural disasters such as earthquakes, volcanoes, wildfires, and floods. Steep, bare slopes; deposits of stream or river sediment; clay-rich rock; and heavy rains can also cause landslides. The Project is located in mountainous terrain with steep slopes. According to the County of San Bernardino HZ-2 Liquefaction and Landslides Map, the Project corridor traverses through areas varying from low to moderate and moderate to high susceptibility to landslides, as well as areas of existing landslides (County of San Bernardino 2025b).

Other Seismic Hazards

Subsidence is the sinking of the ground surface in response to geologic or human-induced causes, such as the removal of water, oil, or natural gas. The Project area has no known history of subsidence.

A tsunami is a large ocean wave that is caused by sudden movement on the ocean floor, such as from an earthquake, a volcanic eruption, or an underwater landslide. The Project

area is in the San Bernardino Mountains which is approximately 50 miles to the coastline of the Pacific Ocean. Therefore, the proposed project is not located within a coastal zone.

A seiche is a standing wave that forms in an enclosed or partially enclosed body of water. The effect is caused by resonances in the confined water body. Most often, they are caused by wind and are imperceptible. However, in the event of an earthquake, the ground movement can be enough to create a large standing wave (seiche) that causes the "slosh" of the waterbody onto its shores at levels higher than expected. There are no major water bodies within or near the Project limits. The nearest water body is Lake Gregory, approximately one mile north of the Project.

There are no active, potentially active, or inactive volcanoes in San Bernardino County.

2.3.2.3 Environmental Consequences

No-Build Alternative

No construction is proposed under the No-Build Alternative; therefore, no short-term or long-term temporary or permanent impacts related to geological, or soil resources would occur. The existing topography and soil would not be affected; however, sedimentation, erosion of existing slopes, and exposure to hazards associated with seismic activity would still exist.

Build Alternative

Temporary Impacts

Potential temporary impacts on the geological environment are expected to occur as a result of the Build Alternative. Activities such as cut and fill, disposal and borrow sites, and vegetation removal could result in the risk of soil erosion and siltation. During construction, excavated soil would be exposed, increasing the potential for soil erosion. Additionally, during a storm event, unprotected soils would be subject to erosion. Construction activities may also temporarily disturb soil outside the Project footprint and within the Project right of way, primarily in work areas, staging areas, and equipment traffic areas.

Consistent with all Caltrans projects with a soil disturbance area greater than 1 acre, the Build Alternative would be required to conform to the requirements of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Storm Water Permit, Order No. 2022-0033-DWQ, NPDES No. CAS000003, adopted on June 22, 2022 and effective on July 1, 2023), and any subsequent permit in effect at the time of construction.

The Project contractor would also be required to develop a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the requirements stated in the NPDES General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities (Construction General Permit, Order No. 2022-0057-DWQ), or subsequent permits in effect at the time of construction. The SWPPP would address all construction-related activities, equipment, and materials that have the

potential to affect water quality. The SWPPP would include BMPs to control pollutants, sediment from erosion, storm water runoff, and other construction-related impacts.

With adherence to all requirements set forth in the NPDES permit required for construction activities, including erosion control BMPs, and implementation of Caltrans' standard measures no short-term direct or indirect adverse impacts related to soil erosion or seismic shaking are expected to occur during Project construction.

Permanent Impacts

Regional Geology and Topography

The Build Alternative is not anticipated to adversely affect geologic or topographic conditions within the Project limits as improvements would be constructed at or close to the same grade as the existing facility.

Faulting, Seismicity, and Surface Fault Rupture

The Build Alternative is located in a seismically active area surrounded by faults. The Waterman Canyon Fault is the nearest, located adjacent to the eastern limits of the Build Alternative. While the Build Alternative is not within an Alquist-Priolo or County-designated Fault Zone, it would be subject to strong seismic shaking due to its proximity to many active faults. As such, the Build Alternative would be designed and constructed in accordance with Caltrans' current highway and structure seismic design standards, which would minimize potential impacts. With implementation of these standard measures, no direct or indirect adverse long-term impacts due to seismic shaking would occur as a result of the Build Alternative.

Liquefaction, Landslides and Seismically Induced Settlements

As previously discussed, the Project is not within an area susceptible to liquefaction. However, the Build Alternative is located entirely within areas that are identified as having low to moderate and moderate to high susceptibility to landslides, as well as areas that are historically landslide areas. The Build Alternative proposes to repair slopes at three locations (PM 18.50, PM 25.20, and PM 26.49) and would follow Caltrans' latest seismic procedures and design requirements to minimize any potential effects related to liquefaction and seismically induced settlement. With implementation of these standards, no direct or indirect adverse long-term impacts are expected to occur as a result of the Build Alternative.

Other Seismic Hazards

As the proposed project is not within a coastal zone, there is no predicted risk of tsunami within the Project limits. The Build Alternative would be located approximately one mile south of Lake Gregory, the nearest waterbody, and as a result there is no predicted risk due to seiche. There is also no risk of volcanic activity, as there are no active, potentially active, or inactive volcanoes in the San Bernardino Mountains.

2.3.2.4 Avoidance, Minimization, and/or Mitigation Measures

With adherence to Caltrans' standard design and construction practices, which are required on all State Highway System projects, impacts related to geology, soils, seismicity, and topography would be avoided or minimized. No additional measures are required.

2.3.3 Hazardous Waste/Materials

2.3.3.1 Regulatory Setting

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 and the Resource Conservation and Recovery Act of 1976. The purpose of the Comprehensive Environmental Response, Compensation and Liability Act, often referred to as "Superfund," is to identify and cleanup abandoned contaminated sites so that public health and welfare are not compromised. The Resource Conservation and Recovery Act provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Executive Order 12088 *Federal Compliance with Pollution Control Standards*

Section 121(d) of the Comprehensive Environmental Response, Compensation and Liability Act requires that remedial action plans include consideration of more stringent state environmental "Applicable or Relevant and Appropriate Requirements." The 1990 National Oil and Hazardous Substances Pollution Contingency Plan also requires compliance with Applicable or Relevant and Appropriate Requirements during remedial actions and during removal actions to the extent practicable. As a result, state laws pertaining to hazardous waste management and cleanup of contamination are also pertinent.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement the Resource Conservation and Recovery Act in the state. The Porter-Cologne Water Quality Control Act restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

2.3.3.2 Affected Environment

According to the Initial Site Assessment (ISA) Checklist prepared for this Project, (Caltrans, 11/14/25), the Project area is not included on a list of hazardous materials sites and has an overall low risk for hazardous waste involvement. An aerially deposited lead (ADL) and hazardous materials survey were also conducted as part of the ISA Checklist Update.

ADL is a regional condition common along roadways constructed prior to 1996 that resulted from the combustion of leaded gasoline. SR-18 was constructed in the early twentieth century and has undergone upgrades since that time. As such, ADL is a Recognized Environmental Condition linked to the proposed Project. Thermoplastic paint and yellow-painted traffic stripes/pavement markings contain lead chromate, which may produce toxic fumes when heated. Yellow thermoplastic paint is assumed to have been used for markings within the Project corridor.

2.3.3.3 Environmental Consequences

No-Build Alternative

Under the No-Build Alternative, no improvements would be made to the SR-18 pavement, culverts, slopes, TMS elements, or guardrails. As such, there would be no effects related to hazardous waste or materials.

Build Alternative

Temporary Impacts

Construction of the Build Alternative would involve the routine handling of hazardous materials such as fuels, solvents, paints, and oils. There is the potential for spills or inadvertent release of hazardous materials that could result in impacts on workers, the general public, and the environment. The handling of hazardous materials would be in compliance with applicable regulations, such as the Resource Conservation and Recovery Act (RCRA) and Occupational Safety and Health Act. Compliance with the aforementioned regulations, in combination with construction BMPs developed as part of a site-specific SWPPP, would ensure that all hazardous materials would be handled properly. Furthermore, hazardous materials that are handled during construction are materials typically used in construction projects and do not include acutely hazardous materials.

Aerially deposited lead from the historical use of leaded gasoline, exists along roadways throughout California. There is the likely presence of soils with elevated concentrations of lead as a result of aerially deposited lead on the state highway system right of way within the limits of the project alternatives. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, Aerially Deposited Lead Agreement (Agreement) between Caltrans and the California Department of Toxic Substances Control. This Agreement allows such soils to be safely reused within the project limits as long as all requirements of the Agreement are met.

Based on the ISA Checklist, ADL, and Hazardous Materials survey conducted for the Project, a Recognized Environmental Condition (REC) associated with the presence of ADL was identified within the construction area of the Project. As such, an ADL site investigation was conducted which concluded that ADL is present in near surface soils at non-hazardous concentrations. Additionally, Asbestos Containing Materials (ACM) and Lead Based Paint (LBP) surveys of the Cedar Sidehill Viaduct bridge (Bridges No. 54-0686) were conducted. The final report concluded that asbestos minerals were not identified in any of the samples. Moreover, the paints sampled at this bridge did not meet the definition of LBP.

Permanent Impacts

Following construction, operations are not expected to result in the creation of any new health hazards or expose people to potential new health hazards. As such, the Build Alternative would not result in permanent impacts associated with hazardous waste.

2.3.3.4 Avoidance, Minimization, and/or Mitigation Measures

The proposed Project would employ the use of Caltrans standard measures which would avoid or minimize effects related to hazardous wastes if any are found. In addition, the avoidance and minimization measures below would ensure that potential construction-related impacts would be avoided:

HAZ-1 Project would be performed in accordance with Caltrans Standard Special Provisions Section 6-1.03 conditions for use of local materials from non-commercial source.

HAZ-2 Project would be performed in accordance with Caltrans Standard Special Provisions Section 14-9.02 for asbestos National Emissions Standards for Hazardous Air Pollutants (NESHAP) notification.

HAZ-3 Project would be performed in accordance with Caltrans Standard Special Provisions Section 14-11.14 for management of treated wood waste.

HAZ-4 Project would be performed in accordance with Caltrans Standard Special Provisions Section 7-1.02K(6)(j)(iii) for unregulated earth materials containing lead.

HAZ-5 Project would be performed in accordance with Caltrans Standard Special Provisions Section 36-4 for residue containing non-hazardous levels of lead from paint and thermoplastic.

HAZ-6 Project would be performed in accordance with Caltrans Standard Special Provisions Section 84-9.03B for separate removal of yellow traffic stripes and pavement marking with non-hazardous residue.

2.4 BIOLOGICAL ENVIRONMENT

2.4.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors, and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value. Wetlands and other waters are discussed below.

2.4.1.1 Affected Environment

Information in this section is based on the Natural Environment Study (Minimal Impacts) [NES(MI)] (Caltrans 2026b) prepared for the Project with the surveys to be completed in springtime 2026.

The Biological Study Area (BSA) includes all areas that could potentially be impacted by the Project, plus a 500-foot buffer to account for any changes to the Project limits and design that may occur during Project development. The Project Impact Area (PIA) is limited to the Project footprint of the pavement repair, slope repair, guardrail end treatment locations, traction sand trap locations, culvert locations, and TMS elements, including a buffer of approximately 30 - 60 feet at most off-pavement locations to allow for construction machinery, and workspace.

Riversidian Alluvial Fan Sage Scrub, Southern Mixed Riparian Forest, and Southern Sycamore Alder Riparian Woodland natural communities were identified in the literature review for this Project. No sensitive natural communities have been identified as present within the BSA. The Riversidian Alluvial Fan Sage Scrub community has been identified within the San Bernardino North quad; however, the location does not overlap the Project site. The Southern Mixed Riparian Forest community has been identified within the Harrison Mountain quad; however, the location is along State Route 330, and therefore does not overlap the Project site. The Southern Sycamore Alder Riparian Woodland community has been identified within the San Bernardino North and Harrison Mountain quads; however, these locations do not overlap the Project site.

With the implementation of standard Best Management Practices and avoidance and minimization measures, Caltrans anticipates “No Effect” on Federally-listed under FESA special-status plant species ash-grey paintbrush, Cushenbury buckwheat, marsh sandwort, Nevin's barberry, pedate checker-mallow, Santa Ana River woollystar, salt marsh bird's-beak, Santa Ana River woollystar, slender-horned spineflower, southern mountain wild-buckwheat, and thread-leaved brodiaea, due to unsuitable habitat, the Project site being outside of the species geographic range and/or elevation range, lack of species presence within the Project Impact Area, or with implementation of the avoidance and minimization measures specified in this document.

2.4.1.2 Environmental Consequences

No-Build Alternative

Under the No-Build alternative, no impacts to natural communities would occur.

Build Alternative

Based on the current estimated Project Impact Area and the survey results for Sensitive Natural Communities, the Project would have no permanent or temporary impacts on the Riversidian Alluvial Fan Sage Scrub, Southern Mixed Riparian Forest, and Southern Sycamore Alder Riparian Woodland natural communities. The Project work involving cold plane and overlay, drainage culvert replacement, slope repair, guardrail upgrade, TMS, bike route implementation, and traction sand trap placement would not result in permanent or temporary impacts to these communities. To ensure the Project would avoid and minimize potential impacts to habitat in general, Caltrans would implement the most current BMP's during construction.

2.4.1.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required for Natural Communities.

2.4.2 Wetlands and Other Waters

2.4.2.1 Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (33 USC 1344), is the primary law regulating wetlands and surface waters. One purpose of the Clean Water Act is to regulate the discharge of dredged or fill material into Waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce.

Section 404 of the Clean Water Act establishes a regulatory program which is run by the U.S. Army Corps of Engineers with oversight by the U.S. Environmental Protection Agency. Certain permits require the identification of a “least environmentally damaging practicable alternative” to the proposed discharge that would have lesser effects on Waters of the U.S. and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, Executive Order 11990 states that a federal agency, such as FHWA and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Alternative Finding must be made.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board, the Regional Water Quality Control Boards and the California Department of Fish and Wildlife. Water Board definitions of Waters of the State are also outlined in the State Water Resources Control Board Procedures for Discharges of Dredge or Fill Material to Waters of the State. Waters of the U.S. are a subset of Waters of the State. In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that would substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify the California Department of Fish and Wildlife before beginning construction. If the California Department of Fish and Wildlife determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement would be required.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by waste discharge requirements and may be required even when the discharge is already permitted or exempt under the Clean Water Act. In compliance with

Section 401 of the Clean Water Act, the State Water Resources Control Board (for projects that span more than one Water Board region) and Regional Water Quality Control Boards also issue water quality certifications for activities which may result in a discharge to Waters of the U.S. This is most frequently required in tandem with a Section 404 permit request.

2.4.2.2 Affected Environment

Based on the information provided in the Preliminary Jurisdictional Delineation Report, produced by Dudek, November 2025, there were no streams that qualified as Waters of the US (WoTUS) and therefore, consultation with US Army Corps of Engineers was not required. No impacts to WoTUS.

The Project occurs within the Upper Santa Ana River watershed (Hydrologic Unit Code 18070203). In the majority of the Project area, the site slopes steeply from north to south and drainages generally flow down steep slopes southward toward the Santa Ana River. All of these flows eventually drain into the Santa Ana River, the Prado Basin, and ultimately the Pacific Ocean. A small portion of the Project area is within the West Fork Mojave River watershed (Hydrologic Unit Code 18090208). This watershed drains north, down the north-facing slopes of the San Bernardino Mountains and into the headwaters of the Mojave River.

The results from the jurisdictional delineation conducted for the Project identified potentially jurisdictional non-wetland waters within the review area based on observable field indicators. Despite the presence of an observable ordinary high-water mark (OHWM) and downstream connectivity to regulated waters, no waters potentially regulated by USACE are present in the review area due to the ephemeral nature of the seven drainage features identified within the review area. Additionally, no wetlands potentially regulated by USACE are present due to the lack of all three wetland parameters (i.e. hydrophytic vegetation, hydric soils, and wetland hydrology).

Seven non-wetland water (NWW) features were identified within the review area as potentially subject to RWQCB jurisdiction. NWW 001, an ephemeral drainage which flows into Little Mill Creek, NWW 002, an ephemeral drainage which flows into Little Mill Creek, NWW 003, also an ephemeral drainage which flows into Little Mill Creek, NWW 004, an ephemeral drainage which flows into East Fork City Creek, NWW 005, an ephemeral drainage which flows into West Fork City Creek, NWW 006, an ephemeral drainage which also flows into West Fork City Creek, and NWW 007, an ephemeral drainage which flows into Hooks Creek.

Based on the field delineation results, a total of approximately 0.029 acres (831 linear feet) of non-wetland Waters of the State are present within the Project area that are potentially subject to regulations under Section 401 of the CWA. This determination was made due to the presence of an observable OHWM and continuous surface connectivity to downstream Waters of the State. Additionally, approximately 0.054 acres (831 linear feet) of ephemeral streambed was mapped during the field delineation that is potentially

subject to regulations under Section 1602 of the California Fish and Game Code, based on the presence of a defined bed and bank.

2.4.2.3 Environmental Consequences

No-Build Alternative

Under the no build alternative, no impacts would occur to wetlands or other waters, but the culverts would continue to deteriorate and require roadway rehabilitation. In addition, the condition of drainage culverts, slopes, guardrails, and TMS elements would continue to worsen and would not be compliant with current standards.

Build Alternative

The temporary impacts for the Project consists of the construction access points, staging areas, and temporary access ways. Permanent impacts assessed for the Project include areas where culverts would be modified or rock slope protection would be installed. As such, the Project would result in both permanent and temporary impacts to Waters of the State (WOS) as a result of culvert repair, slope modifications, and rock slope protection installation. The expected impacts to WOS would be determined during the Final Design phase of the Project, pending further field investigations and design review and refinement. Waters of the U.S. are not expected to be impacted by the proposed Project.

Permanent and temporary impacts to the seven drainages described above would require a Lake and Streambed Alteration Agreement (LSAA) from CDFW, pursuant to Section 1600 of the California Fish and Game Code. Additionally, the RWQCB regulates WOS impacts under the Porter Cologne Water Quality Control Act, within the seven drainages under RWQCB jurisdiction; a Waste Discharge Requirements (WDR) certification would therefore be required from the RWQCB. Additionally, these impacts may require mitigation to comply with the CDFW “no net loss” policy. On-site habitat restoration for 0.054 acres of temporary impacts to native communities through revegetation and reseeding with vegetation native to the impacted area would occur immediately following completion of maintenance activities, or, with written approval from CDFW, at the beginning of the next growing season after project completion. There would be 0.029-acres of permanent impacts to waters which would be mitigated for and decided upon with coordination from regulatory agencies.

Early agency coordination through the Assembly Bill (AB) 1282: State Transportation and Environmental Partnership for Permitting Efficiency is being utilized for this project. The initial agency coordination meeting occurred on April 7, 2026. Ongoing coordination and further determination for required permits would occur in the Final Design phase of the project.

2.4.2.4 Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard BMPs, the BMPs in the anticipated Water Pollution Control Plan (WPCP), and the 2024 Standard Specifications (or latest version) must be implemented

to minimize effects during construction. Proposed Project impacts to jurisdictional areas would be mitigated and coordinated with CDFW and RWQCB, during the permitting process. The features identified as aquatic features are regulated under the CWA, under Section 402(p) which established stormwater permit requirements and specifically discharges from a municipal separate storm sewer system (MS4). MS4 is defined as a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manufactured channels, or storm drains) owned or operated by a State [40 CFR, § 122.26(b)(8)]. The State Water Board considers all storm water discharges from all MS4's and activities under Caltrans' jurisdiction as one system. Therefore, the statewide Order is intended to cover all of the Caltrans's municipal storm water activities.

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

BIO-19: BIO-Waters-1: Habitat enhancement for temporary impacts, which entails exotic and/or invasive plant control immediately following the impact.

BIO-20: BIO-Waters-2: On-site habitat restoration for 0.054-acres of temporary impacts to native communities through revegetation and reseeding with vegetation native to the impacted area would occur immediately following completion of maintenance activities, or, with written approval from CDFW, at the beginning of the next growing season after project completion.

BIO-21: BIO-Waters-3: There would be 0.029-acres of permanent impacts to waters which would be mitigated for and decided upon with coordination from regulatory agencies.

2.4.3 Plant Species

2.4.3.1 Regulatory Setting

The U.S. Fish and Wildlife Service has regulatory responsibility for the protection of federally listed special-status plant species. “Special status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided with varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the federal Endangered Species Act.

At the state level, the California Department of Fish and Wildlife has regulatory responsibility for special-status plant species protected by the California Endangered Species Act.

Please see the Threatened and Endangered Species section in this document for detailed information about these species.

This section of the document discusses all other special-status plant species, including U.S. Fish and Wildlife Service candidate species, California Department of Fish and Wildlife species of special concern, and California Native Plant Society rare plants.

2.4.3.2 Affected Environment

The discussion below is based on the NES(MI), dated February 2026, prepared for the Project. The following special status plant species were identified in the literature reviews conducted for the Project. The Spring 2026 survey results would be incorporated into the Final Environmental Document (FED).

- Ash-grey paintbrush (*Castilleja cinerea*)
- Big Bear Valley sandwort (*Eremogone ursina*)
- Cushenbury oxytheca (*Acanthoscyphus parishii var. goodmaniana*)
- Hall's monardella (*Monardella macrantha ssp. Hallii*)
- Lemon lily (*Lilium parryi*)
- Mt. Pinos onion (*Allium howellii var. clokeyi*)
- Palmer’s mariposa lily (*Calochortus palmeri var. palmeri*)
- Parish's alumroot (*Heuchera parishii*)
- Parish’s daisy (*Erigeron parishii*)
- Parish’s yampah (*Perideridia parishii ssp. parishii*)
- Salt spring checkerbloom (*Sidalcea Neomexicana*)
- San Bernardino Mountains owl’s-clover (*Castilleja lasiorhyncha*)
- San Bernardino aster (*Symphyotrichum defoliatum*)
- San Bernardino ragwort (*Packera Bernardina*)
- Southern jewelflower (*Streptanthus campestris*)
- Southern Mountain wild-buckwheat (*Eriogonum kennedyi var. austromontanum*)

A habitat assessment of the Biological Study Area was conducted for the Project. The habitat assessment determined that suitable habitat for ash-grey paintbrush, Big Bear Valley sandwort, Cushenbury oxytheca, Hall's monardella, lemon lily, Palmer's mariposa lily, Parish's alumroot, Parish's daisy, Parish's yampah, San Bernardino aster, and salt spring checkerbloom, San Bernardino Mountain's owl clover, San Bernardino ragwort, Southern jewelflower, and southern mountain wild buckwheat is present within the Project Impact Area. No special-status plants were observed during the habitat assessment. Species not observed during the habitat assessment would be considered absent from the Project Impact Area pending completion of the springtime rare plant survey. Surveys will conclude in July 2026. Thus far, no positive findings of rare or threatened species have been observed which will confirm whether or not the need for delineation of environmentally sensitive areas.

2.4.3.3 Environmental Consequences

Special-status plant species could be impacted due to the nature of the work to be conducted, the presence of workers, vehicles and road maintenance/construction machinery, construction at the Project location, and the presence of suitable habitat for these species within the PIA. Caltrans standard BMP's, and avoidance and minimization measures would be implemented to avoid impacts to special-status species; these would include but would not necessarily be limited to pre-construction surveys, measures for invasive species control, guidelines for construction staging and storage, and Environmentally Sensitive Area delineation where necessary.

With the implementation of standard BMPs and avoidance and minimization measures, Caltrans anticipates "No Effect" on Federally-listed under FESA special-status plant species ash-grey paintbrush, Cushenbury buckwheat, marsh sandwort, Nevin's barberry, pedate checker-mallow, Santa Ana River woollystar, salt marsh bird's-beak, Santa Ana River woollystar, slender-horned spineflower, southern mountain wild-buckwheat, and thread-leaved brodiaea, due to unsuitable habitat, the Project site being outside of the species geographic range and/or elevation range, lack of species presence within the Project Impact Area, or with implementation of the avoidance and minimization measures specified in this document. The Project would not result in an FESA special-status plant species trending toward a Federal-listed status.

Furthermore, special-status plant species observed within the PIA during the springtime rare plant survey or pre-construction survey have the potential to be directly affected by the Project due to their proximity to Project activities, such as construction of rock slope protection, installation of replacement culverts, slope stabilization, or installation of traction sand trap devices. Impacts to habitat and rare plants observed would be avoided with the implementation of Caltrans standard BMPs, and implementation of the avoidance and minimization measures.

2.4.3.4 Avoidance, Minimization, and/or Mitigation Measures

BIO-1: BIO-General-1 - Equipment Staging, Storing & Borrow Sites: Caltrans would confine all equipment maintenance, storage, and parking during construction activities to

the designated construction area or to previously disturbed graded or paved areas, or level areas where grading and vegetation clearing are not required and that are not habitat for listed species, as determined in coordination with the Approved Biologist (BIO-General-8). All staging areas would be located at least 150 feet from sensitive habitat areas, including streams/drainages and other aquatic habitat.

BIO-4: BIO-General-7 - Worker Environmental Awareness Program (WEAP): A qualified biologist must present a Caltrans-approved biological resource information program/WEAP for special-status mammal, avian, reptile, amphibian, invertebrate and rare plants prior to Project activities, to all personnel that would be present within the Project limits for longer than 30 minutes at any given time. Caltrans would require all construction personnel to participate in the WEAP training prior to participating in work activities. The training would be led by an approved biologist and delivered to all construction personnel and new field-based personnel before engaging in construction activities.

BIO-5: BIO-General-8 - Biological Monitor: A USFWS and CDFW (if appropriate) approved biologist must monitor Project activities weekly to ensure that measures are being implemented and documented to avoid or minimize impacts to Southern Mixed Riparian Forest and Southern Sycamore Alder Riparian Woodland sensitive natural communities, and special-status mammal, avian, reptile, amphibian, invertebrate and rare plant species. The approved biologist would be onsite during all vegetation management or ground-disturbing activities and would monitor active nests and burrows, and/or suitable nesting habitat and burrow buffers for potential disturbance.

BIO-6: BIO-General-9 - Environmentally Sensitive Area (ESA): To address potential impacts to the Southern Mixed Riparian Forest and Southern Sycamore Alder Riparian Woodland sensitive natural communities, and special-status mammal, avian, reptile, amphibian, invertebrate, and rare plant habitats, delineate the habitat areas for these communities and habitat as an ESA as shown on the plans and/or described in the specifications.

BIO-7: BIO-General-10 - Environmentally Sensitive Area (ESA) Fence Monitoring: Integrity inspections of Sensitive Natural Community ESA fencing and enclosures must occur throughout the duration of the project, 3 days prior to commencing Project activities and weekly during Project activities. If during construction the fence fails, work must stop until it is repaired, and the qualified biologist inspects (and clears) the job site.

BIO-8: BIO-General-11 - Environmentally Sensitive Area (ESA) Fence Removal: All fencing must be removed as a last order of work. During removal, a qualified biologist must be present.

BIO-9: BIO-General - PSM-1 - Environmentally Sensitive Areas and Ground Disturbance: No ground disturbing or fill activity of any type would be permitted within environmentally sensitive areas outside the Project footprint. All construction equipment shall be operated in a manner to prevent accidental damage to nearby preserved areas outside the PIA. No structure of any kind, or incidental storage of equipment or supplies,

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

BIO-10: BIO-Plant-2 - Rare Plant Pre-Construction Surveys: Within 1 week prior to construction, a preconstruction survey must be conducted by a qualified biologist for special-status plants within the Project Impact Area. Any rare plant species identified must be flagged for visual identification to construction personnel for work avoidance. Rare plant species detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.

2.4.4 Animal Species

2.4.4.1 Regulatory Setting

Federal laws and regulations relevant to wildlife include the following:

- NEPA
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

The U.S. Fish and Wildlife Service and NOAA Fisheries are responsible for implementing these laws.

State laws and regulations relevant to wildlife include the following:

- CEQA
- Sections 1600–1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

The California Department of Fish and Wildlife is responsible for implementing these laws.

This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal Endangered Species Act or the California Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species Section. All other special-status animal species are discussed here, including U.S. Fish and Wildlife Service or NOAA Fisheries candidate species and California Department of Fish and Wildlife fully protected species and species of special concern.

2.4.4.2 Affected Environment

The following invertebrate special status species have been identified in the NES(MI), dated February 2026. Survey results from Spring 2026 are currently ongoing and would be incorporated into the Final Environmental Document (FED).

- Crotch's bumble bee (*Bombus crotchii*)
- Monarch Butterfly (*Danaus Plexippus*)
- Quino checkerspot butterfly (*Euphydryas editha quino)*

Crotch's bumble bee

The PIA contains potentially suitable habitat for Crotch's bumblebee throughout the Project limits, including annual wildflowers and abandoned rodent burrows. The species preferred habitat requirements of warm dry sites, open scrub habitats, and flowering plants on which to forage are more prevalent at the west end of the Project limits, between approximately PM 17.8 to PM 19.5. Flora within the BSA in this area includes many native

flowering plants such as California buckwheat, chaparral whitethorn, chaparral yucca, coast brittlebush, common phacelia, and cryptantha.

Although no Crotch's bumblebees were observed during the habitat assessment, there have been seven recorded observations of the species in the San Bernardino North and Harrison Mountain quads between 1971 (approximately 0.5 mile from the Project site near Lake Arrowhead) and 2023 (approximately 2.5 miles from the Project site near Running Springs). There was also an observation 0.9 mile from the Project site near Crestline. Considering the recent sightings near the PIA, and the species high mobility potential, it is reasonable to assume the species is extant and potentially present in the BSA.

Monarch Butterfly

The habitat assessments and rare plant survey did not identify any milkweed, the Monarch Butterfly larval host plant, as present in the BSA, however there are milkweed mapper points at and near PM 25.6. Milkweed is required for monarch habitat for egg laying and to provide food for larvae. The Monarch Habitat Suitability Model indicates suitable habitat at PM 20.65, 20.85, 21.1, 21.2, 21.9, and at numerous locations from PM 22.5 to PM 30.0. Though the BSA does not contain any agricultural fields, pastureland, or prairie remnants, (the Monarch's preferred habitat types), there are some residential areas and gardens within the BSA which are also habitat the monarch may frequent. There are no overwintering sites for Monarch in the general Project area. There are no recorded occurrences of Monarch in the Project area, and there were no observations of the species during the habitat assessment. It is therefore considered unlikely that Monarch butterfly would occur on-site. Any presence would be transitory.

Quino checkerspot butterfly

The topographically diverse open canopy landscapes preferred by Quino checkerspot butterfly, such as open chaparral, juniper and oak woodland, and rocky outcrops are present toward the western part of the BSA along the south-facing mountainsides, from PM 17.8 to PM 19.5. The disturbed areas also preferred by the species, where there are sufficient larval food plants and/or nectar sources, such as California buckwheat, chaparral whitethorn, chaparral yucca, coast brittlebush, common phacelia, and cryptantha are also present in this area, along the disturbed areas of the roadside.

Although suitable habitat is present for Quino checkerspot butterfly, the species is believed extirpated from the Project area; the last recorded observation was in 1958. The species is therefore considered absent from the BSA.

The following special status reptiles were identified in literature reviews for the Project:

- Southern California legless lizard (*Anniella stebbinsi*)
- California glossy snake (*Arizona elegans occidentalis*)
- Coastal western whiptail (*Aspidoscelis tigris stejnegeri*)
- Southern rubber boa (*Charina umbratical*)
- Coast horned lizard (*Phrynosoma blainvillii*)

Southern California legless lizard

Appropriate habitat for Southern California legless lizard is present in the BSA in the form of chaparral and moist warm loose soil in pine-oak woodlands. There have been 10 occurrences of the species in the Project area between 1937 and 2014, a sighting in the 1950's near Lake Arrowhead, and a sighting in 2005 in Waterman Canyon, 1.25 miles from the Project site. Although the habitat assessment did not identify any Southern California legless lizard, due to the presence of suitable habitat and the number of sightings in the Project area, the species is presumed extant and potentially present in the PIA.

California glossy snake

The BSA contains potentially suitable chaparral habitat for California glossy snake at the western end of the Project site (PM 17.8 to PM 19.5). There have been five recorded occurrences between 1939 and 2016. The nearest, in 1958, was 1.6 miles from the PIA; the most recent, in 2016, was 5 ¼ miles from the PIA. Although the species is presumed extant, encountering this species is considered unlikely due to the relative lack of recent proximate sightings.

Coastal western whiptail

The BSA contains suitable habitat for coastal western whiptail in the form of pine and oak woodlands. Three occurrences have been documented between 2014 and 2016, the nearest of which was in the Harrison Mountain quad in 2015, 2.5 miles from the Project site. The habitat assessment did not identify any coastal western whiptail individuals; however the species is considered extant. Its presence is considered possible due to the recent sightings in the Project area.

Southern rubber boa

The BSA contains suitable habitat for southern rubber boa, in the form of oak-conifer and mixed-conifer forests, with rocks, logs and other debris for shelter. These conditions exist within the culvert, RSP, slope stabilization, and traction sand trap work locations for this Project. The Project would not involve night work. Therefore, although the possibility of encountering southern rubber boa exists, the likelihood of encountering the species is considered low, given their nocturnal behavior pattern. Nevertheless, they can be active in daytime, and it is possible this species may enter the work area to access habitat. Even so, this species is unlikely to occupy the work area for prolonged amounts of time. Although the habitat assessment did not identify any southern rubber boa individuals, due to the presence of suitable habitat and the number of past sightings in the Project area, this species is considered extant and potentially present in the PIA.

Coast horned lizard

Appropriate habitat for Coast horned lizard in the form of low vegetation including chaparral and pine and juniper woodlands is present in the western portion of the BSA between PM 17.8 and PM 19.5. There have been six recorded occurrences of the species

between 1954 and 2008. The nearest observation was 0.8 miles from the PIA, in 1954 at Keller Peak. A more recent observation was at the Santa Ana River in 1997, 4.75 miles from the PIA. The remaining observations were in the alluvial fan areas at the base of the mountains. The species presence in the BSA is therefore considered unlikely due to the lack of recent sightings and the distance from the PIA of what sightings have occurred.

The following special status birds were identified in literature reviews conducted for the Project:

- Golden eagle (*Aquila chrysaetos*)
- Southwestern willow flycatcher (*Empidonax traillii extimus*)
- California spotted owl *(Strix occidentalis occidentalis*)

The BSA consists of mixed coniferous/oak forest, isolated pockets of riparian habitat, and chaparral habitat at lower elevations, providing suitable nesting and foraging habitat for a large variety of avian species. As such, nesting and migratory birds may occur throughout the Project limits.

Golden eagle

Suitable foraging habitat for golden eagle is present within the BSA in the form of upper and lower montane coniferous forest, pine & juniper woodlands, and canyonlands. Suitable nesting habitat is also present, in the form of tall ponderosa, Jeffrey, and Coulter pines, incense cedar, white fir trees, cliffs and bluffs. This species was not observed during the habitat assessment, however its presence has been documented in two observations near Arrowhead springs, approximately 2 miles from the Project site. This is considered relatively close for a raptor, particularly golden eagle, which has a very large home range territory that generally ranges from 7.7 to 11.6 square miles. This species is therefore considered extant and potentially present in the Project area.

Southwestern willow flycatcher

Suitable but limited riparian foraging habitat for southwestern willow flycatcher is present in pockets throughout the BSA, typically where a drainage intersects the roadway. These pockets of riparian woodlands generally do not possess the physical and biological features required by this species for nesting, the principal component of which is dense riparian vegetation with thickets of trees and shrubs. The relative lack of recent documented occurrences of the species, one observation in the Harrison Mountain quad in 2005, 4 ¼ miles from the Project site, confirms the relative lack of suitable nesting habitat in the BSA. Additionally, the species was not observed during the habitat assessment. Southwestern willow flycatcher is therefore considered absent from the PIA.

California spotted owl

The BSA contains California spotted owl (CSOW) preferred habitat, consisting of broadleaved upland forest, lower montane coniferous forest, upper montane coniferous forest, and mixed conifer forest, with an understory of black oaks and other deciduous hardwoods with canopy closure of greater than 40%. The BSA also contains the deep-

shaded canyons preferred by the species. Although California spotted owl was not observed during the habitat assessment, the species is nocturnal; its observation in daytime would not be expected. The frequent past documented observations of the species, and presence of known territories indicate that the species is present.

Special Status Mammals

The following special status mammals were identified in the literature reviews conducted for the Project:

- Townsend's big-eared bat (*Corynorhinus townsendii*)
- Western mastiff bat (*Eumops perotis californicus*)
- San Bernardino flying squirrel (*Glaucomys oregonensis californicus*)
- Western yellow bat (*Lasiurus xanthinus*)
- San Diego desert woodrat (*Neotoma lepida intermedia*)
- White-eared pocket mouse (*Perognathus alticolus alticolus*)
- American badger (*Taxidea taxus*)

Townsend's big-eared bat/Western mastiff bat/Western yellow bat

The BSA contains Jeffrey pine, ponderosa pine, bigcone Douglas fir, Coulter pine, sugar pine, and white fir overstory required by Townsend's big-eared bat. There are no documented occurrences of the species in the Project area however. Western mastiff bat can be found in similar habitats, conifer and deciduous woodlands and chaparral, cliff faces, and tall trees, which are present in the Project area. There is one recorded occurrence of the species in the Project area, in 1992, 4 miles from the PIA. Potentially suitable habitat for Western yellow bat is also present in the BSA, in the form of conifer and deciduous woodland habitat, including foraging and roosting habitat on cliff faces, and in trees. There are three recorded occurrences of the species in the Project area; in 1998 and 1992.

None of the Project culverts are considered to be potentially suitable for bats based on a size of 30 inches or larger. All of the culverts are 18" – 24" diameter, considered too small for bat roosting. However, bat roosting in trees by western mastiff bat and western yellow bat is possible.

San Bernardino flying squirrel

The BSA contains the broadleaf forest and lower montane coniferous forest, black oak and white fir-dominated woodlands between 5,200 and 8,500 feet in elevation that are suitable for San Bernardino flying squirrel. The species requires cavities in trees/snags for nests, which are present in the Project area. There has been 5 recorded occurrences of San Bernardino flying squirrel in the Project area, with the closest individual identified near lake Arrowhead in 2001, approximately ½ mile from the Project site. The species is considered extant and should be assumed present pending springtime surveys.

San Diego desert woodrat

Suitable habitat for San Diego desert woodrat in the form of moderate to dense canopies, rock outcrops, rocky cliffs, and slopes up to 8,500 feet in elevation is present within the BSA. The species is common in pine-juniper and chaparral habitats, which is present in the BSA between approximately PM 17.8 and PM 19.5. The last recorded observations of San Diego desert woodrat in the Project area were in 1993 and 1994, 3 miles from the Project site. The species is presumed extant. Its presence is therefore considered possible between PM 17.8 and PM 19.5, but unlikely outside these limits.

White-eared pocket mouse

The BSA contains suitable habitat for white-eared pocket mouse in the form of ponderosa and Jeffrey pine, and mixed chaparral habitats preferred by this species, within the species known elevation range. There are three recorded occurrences of the species in the Project area, between 1920 and 1934. CNDDB reports that the species may be extirpated.

American badger

The Project site is within the known distribution range and predicted habitat for American badger, and it passes through some of the species preferred habitat type, woodland and forest habitats with drier open stages of shrub, forest, and herbaceous habitats. Additionally, the Project site is within the known geographic and elevation range of this species. Furthermore, friable soil is available for digging burrows throughout most of the Project limits. There is a documented occurrence in the Lake Arrowhead area not far from the Project site. It is known that the species is somewhat tolerant of human activities which are common near the Project site along SR-18. Although no individuals or sign such as burrows large enough to accommodate badgers were observed during the habitat assessment, the species is considered extant in the Project area; its presence near the Project site is therefore possible.

2.4.4.3 Environmental Consequences

Special Status Invertebrates

Crotch's bumblebee is considered extant and potentially present in the BSA. Project activities could therefore result in direct impacts to this special-status invertebrate species where culvert repair, RSP installation, slope repair, and traction sand trap device installation could impact areas of currently undisturbed habitat. The Project has the potential to directly impact this species by crushing or other direct injury from construction equipment, vehicles, or workers. Additionally, temporary indirect impacts to this species may include disturbance related to increased noise, light, vibration, and dust generation. A pre-construction survey and other appropriate avoidance and minimization measures would be implemented in order to avoid impacts to Crotch's bumblebee. With implementation of these measures, the Project would result in "No Take" of this Candidate Endangered species, and the species would not trend towards State listing status.

Monarch butterfly is considered absent from the Project area, due to lack of recorded occurrences of the species and its larval host plant, milkweed, and the lack of overwintering sites. The Project would therefore have “No Effect” on monarch butterfly due to lack of species presence. Quino checkerspot butterfly is considered extirpated from the Project area, with the last recorded CNDDB/BIOS observation in 1958. The Project would therefore have “No Effect” and “No Take” of Quino checkerspot butterfly due to lack of species presence.

Special Status Reptiles

California glossy snake and coast horned lizard are considered absent from the PIA and BSA due to lack of recent sightings within the Project area. The Project would therefore have “No Impact” on these species, and they would not trend towards State or Federal listing status.

Direct impacts from Project activities may occur to special-status reptile species Southern California legless lizard, coastal western whiptail, and southern rubber boa, including direct injury from construction equipment, vehicles, or personnel. Culvert repair, RSP installation, slope repair, and traction sand trap installation could impact areas of currently undisturbed native habitat. The Project has the potential to directly impact these terrestrial reptile species by crushing or other direct injury from construction equipment, vehicles, or personnel.

Temporary indirect impacts to Southern California legless lizard, coastal western whiptail, and southern rubber boa may include disturbance related to increased noise, light, vibration, and dust generation. A pre-construction survey and other appropriate avoidance and minimization measures as discussed below would be implemented in order to avoid temporary indirect impacts to these species.

The Project would therefore not result in “Take” of southern rubber boa, a State-listed Threatened species. No California Fish & Game Code (CFGC) Section 2081 Incidental Take Permit is anticipated. Southern California legless lizard and coastal western whiptail, both Species of Special Concern, would not trend toward State-listed status as a result of Project activities.

Special Status Bird Species

Based on the results of the habitat assessment and research into documented occurrences from sources such as CDFW/CNDDB, USFWS, and USFS, special status bird species have the potential to occur within the BSA and in the Project vicinity. Additionally, migratory bird species (including songbirds and raptors) have the potential to nest in trees, within the rocky cliffside areas, in shrubs and other vegetation, and in bridges and structures throughout the BSA. The Project could potentially impact these special status avian species and nesting bird habitat.

Although golden eagle has been observed in the Project area, the probability of the species occurring within the BSA is relatively low due to the high level of anthropogenic disturbance near the road. During Project activities, the Project would not directly impact

suitable nesting or hunting habitat for golden eagle, since the tall trees and cliffs within the upper and lower montane coniferous forest of Jeffrey pine, ponderosa pine, bigcone Douglas fir, and Coulter pine preferred by the species for nesting and hunting would not be impacted by the proposed Project. During staging efforts the likelihood of impacts to golden eagle would also be low, again due to the high level of human disturbance near the road. Impacts to nesting golden eagle would be avoided through the implementation of avoidance and minimization measures.

The relative lack of recent documented occurrences of southwestern willow flycatcher in the Project area, and the lack of suitable nesting habitat in the BSA indicates that this species is not present; Southwestern willow flycatcher is therefore considered absent from the PIA; there would therefore be “No Effect” and “No Take” of southwestern willow flycatcher as a result of Project activities.

The database records search contains records of nine known California spotted owl territories near the Project site. Several of these territories have CSOW activity centers within approximately 1,200 feet or less of the PIA. Active nests have been observed within these activity centers during the nesting season (from January through August). Avoidance and minimization measures would therefore be required to avoid impacts to this species. With implementation of these measures there would be “No Effect” to California spotted owl.

Direct impacts to the Federally-listed, State-listed, and Fully protected bird species are not anticipated with the implementation of the avoidance and minimization measures. Indirect impacts caused by increased noise, dust, and lighting could potentially occur. These potential indirect impacts would be avoided or minimized with the implementation of the avoidance and minimization measures described below and with implementation of Caltrans BMPs. With implementation of these measures and practices, the Project anticipates “No Effect” and “No Take” of federal- and State-listed bird species. The Project would not cause other special-status species to trend towards becoming listed.

Special Status Mammals

There would be no impact on Townsend's big-eared bat, and the Project would not result in this Species of Special Concern to trend towards becoming State-listed, as there are no documented occurrences of the species in the Project area. There would also be no impact on white-eared pocket mouse, as the species has not been recorded in the Project area since 1934, and is believed to be extirpated.

Direct impacts from Project activities may occur to special-status bat species western mastiff bat and western yellow bat, including impacts resulting from harassment or direct injury from construction equipment, vehicles, or workers. Project-related activities could deter individuals from typical flight paths or movements. Furthermore, indirect impacts to bats may occur from Project activities, lighting, noise and vibrations that may cause roost abandonment, potentially resulting in the mortality of flightless immature bats. In addition, Project activities conducted outside of the maternity season that cause bats to leave a roost during daytime hours pose a mortality risk to individual bats. A pre-construction

survey and other appropriate avoidance and minimization measures as discussed below would therefore be implemented to avoid possible impacts to these species at locations where there are mature trees suitable for bat roosting within the PIA. With implementation of these measures the Project would result in no impact on these special-status bat species, and they would not trend towards State or Federal listing status.

Project activities could also result in direct impacts to special-status mammal species San Bernardino flying squirrel, San Diego desert woodrat, and American badger, where culvert repair, RSP installation, slope repair work, and installation of traction sand trap devices could impact areas of currently undisturbed native habitat or directly impact individuals by crushing or other direct injury from construction equipment, vehicles, or workers. Additionally, temporary indirect impacts to these species may include disturbance related to increased noise, light, vibration, and dust generation.

As there have been five documented occurrences of San Bernardino flying squirrel in the Project area, the species should be assumed present throughout the Project limits, and appropriate avoidance and minimization measures as discussed below would be implemented in order to reduce potential impacts to this Species of Special Concern.

San Diego desert woodrat may be present between approximately PM 17.8 and PM 19.5, where pine-juniper and chaparral habitats are present. This species was recorded in 1993, 1994, indicating possible presence in this area. Appropriate avoidance and minimization measures as discussed below would be implemented in order to reduce potential impacts to this Species of Special Concern.

American badger is considered extant in the Project area, as the Project site is within the known geographic and elevation range of this species, appropriate habitat is present, and there is a documented occurrence of the species in the Project area. Its presence near the Project site is therefore possible. As this species can be highly mobile, its presence should be assumed throughout the Project limits in areas of appropriate habitat. Appropriate avoidance and minimization measures as discussed below would therefore be implemented to ensure there would be “No Impact” to this Species of Special Concern, and it would not trend towards State or Federal listing status.

2.4.4.4 Avoidance, Minimization, and/or Mitigation Measures

Along with previously mentioned measures in 2.4.3.4 Avoidance, Minimization, and/or Mitigation Measures, **BIO-1: BIO-General-1 Equipment Staging, Storing & Borrow Sites, BIO-4: BIO-General-7 Worker Environmental Awareness Program (WEAP), BIO-5: BIO-General-8 Biological Monitor, BIO-6: BIO-General-9 Environmentally Sensitive Area (ESA), BIO-7: BIO-General-10 Environmentally Sensitive Area (ESA) Fence Monitoring, BIO-8: BIO-General-11 Environmentally Sensitive Area (ESA) Fence Removal**, **BIO-9: BIO-General - PSM-1-Environmentally Sensitive Areas and Ground Disturbance,** the following measures would also be implemented:

BIO-11: BIO-Invertebrate-1-PSM-2 Preconstruction Invertebrate Species Survey: Prior to any ground disturbance, a qualified biologist shall survey for potential habitat

suitability and presence of Crotch's bumble bee. The habitat assessment for Crotch's bumble bee shall be performed according to the 2023 CDFW Survey Considerations for Candidate Bumble Bee (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150). The preconstruction invertebrate survey must be conducted by a qualified biologist no more than 1 week prior to Project activities within the Biological Study Area in areas of appropriate habitat and within Caltrans right of way. The surveys shall include 100 percent visual coverage and include a minimum 500-foot buffer in adjacent habitat. If a Crotch's bumble bee or bumble bee nest is located within the Project Impact Area, the Resident Engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination would be required.

BIO-12: BIO-Reptile-3-PSM-3 Special Status Reptile Survey: Prior to any construction activities, known Southern California legless lizard, coastal western whiptail, and southern rubber boa habitat in the Biological Study Area and within Caltrans right of way would be surveyed at all off-pavement work locations. Any special status reptile habitat area determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using established CDFW Survey Protocols. If special status reptile individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the optimal survey period (April 15 to July 15). To avoid excessive delays to the Project when special status reptiles are active near a Project location, work at other Project locations should be done first; any site near an active special status reptile area should be done last. The special status reptile presence/ absence survey should be conducted when air temperature is between 77 F and 95 F. (Tollestrup 1976; USFWS 1985, 1998). Surveys must be conducted when the air temperature falls within the optimal range (CDFW 2019).

BIO-2: BIO-General-5 Work Avoidance: To address potential impacts to San Bernardino flying squirrel, San Diego desert woodrat, American badger, golden eagle, California spotted owl, Southern California legless lizard, coastal western whiptail, southern rubber boa, and Crotch's bumblebee, avoid construction activities within suitable habitat for these species, as identified by the Project biologist.

BIO-3: BIO-General-6 Species Avoidance: During Project activities, if a San Bernardino flying squirrel, San Diego desert woodrat, American badger, golden eagle, California spotted owl, Southern California legless lizard, coastal western whiptail, southern rubber boa, or Crotch's bumblebee is discovered within the Project site, all construction activities must stop, and the Caltrans Biologist and Resident Engineer must be notified. Coordination with appropriate agencies may be required prior to restarting activities.

BIO-13: BIO-Avian-1 Pre-Construction Nesting Bird Survey: If Project activities cannot avoid the nesting bird season, February 1 – September 30, then preconstruction nesting bird surveys shall be conducted by a qualified biologist in areas of suitable habitat within the Project limits and up to the limit of the BSA, no more than 3 days prior to construction to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer (100 feet for non-passerine, 300 feet for passerine, and 500 feet for raptors) shall be established and monitored by a qualified biologist.

BIO-14: BIO-Avian-PSM-4 California Spotted Owl Surveys: Prior to any construction activities, known California spotted owl activity centers near the Biological Study Area, including territories SBD0011, SBD0013, SBD0073, SBD0088, SBD0089, SBD0091, SBD0148, SBD0153, and SBD0157, would be surveyed. Any CSOW activity center determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using the 2012 Revision of the 2011 NSO Survey Protocol (US Fish and Wildlife Service, 2012). If CSOW individuals are detected during the preconstruction owl surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the nesting season, February 1 to August 31. Additionally, all construction activities within 500 feet of any known activity center shall occur only during daylight hours; construction days should be lengthened in these areas. To avoid excessive delays to the Project when a CSOW activity center is located near a Project site, work at other Project sites should be done first; any site near an active CSOW activity center should be done last. All construction activities should account for the timing of the nesting season.

BIO-15: BIO-Mammal-2-PSM-5 Special Status Mammal Survey: Prior to any construction activities, suitable special-status mammal (San Bernardino flying squirrel, San Diego desert woodrat, American badger) habitat in the Biological Study Area and within Caltrans right of way would be surveyed at all off-pavement work locations. Any special-status mammal habitat area determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using established USFWS Survey Protocols. If special-status mammal individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the optimal survey season, from June 1 to September 30. To avoid excessive delays to the Project when special-status mammals are active near a Project location, work at other Project locations should be done first; any site near an active special-status mammal area should be done last. The special-status mammal presence/absence survey should be done over 5 consecutive nights when ambient air temperatures exceed 50º F. All construction activities should account for the timing of the breeding season and surveys.

BIO-16: BIO-Bat-1-PSM-6 Bat Pre-Construction Surveys: Prior to work activities, a pre-construction survey at all off-pavement work locations where mature trees are in or adjacent to the PIA, and an appropriate survey buffer shall be surveyed for the presence of bat roosts by a qualified bat biologist. Initial surveys are recommended to be conducted at least 6 months prior to the initiation of work, ideally during the bat maternity season (typically April 1 to August 31), to allow time to prepare mitigation, and/or exclusion plans if needed in accordance with CDFW guidelines. If the pre-construction survey determines that no active roosts are present, then work activities shall commence within two weeks following the pre-construction survey.

BIO-17: BIO-Bat-2-PSM-7 Work Restriction Hours: Work activities should be restricted to daylight hours at work locations with suitable bat habitat (off-pavement work locations where mature trees are in or adjacent to the PIA). This would reduce the potential of direct or indirect impacts to bat species that may be foraging in the vicinity of the BSA. Should work activities be required at night, night lighting should be focused on the direct area of work. Mature trees were identified in the vicinity of the PIA at the various culvert and other off-pavement work locations; these trees may provide suitable roosting habitat for foliage-

roosting bats. Tree removal is an anticipated activity for the Project; each affected tree must be assessed individually and additional measures may be required to prevent impacts to special status species.

BIO-18: BIO-Bat-3-PSM-8 Bat Mitigation and Exclusion Plan: If special-status bat species or a maternity roost of any bat species is present and direct removal of habitat (roost location) would occur, then a qualified bat biologist experienced in developing bat mitigation and exclusion plans shall develop a mitigation plan to compensate for the lost roost site. Removal of the roost shall only occur when the mitigation plan has been approved by CDFW and only when bats are not present in the roost. The mitigation plan shall detail the methods of excluding bats from the roost and the plans for a replacement roost in the vicinity of the Project site. The mitigation plan shall be submitted to the CDFW for approval prior to implementation. The plan shall include: (1) a description of the species targeted for mitigation; (2) a description of the existing roost or roost sites; (3) methods to be used to exclude the bats if necessary; (4) methods to be used to secure the existing roost site to prevent its reuse prior to removal; (5) the location for a replacement roost structure; (6) design details for the construction of the replacement roost; (7) monitoring protocols for assessing replacement roost use; (8) a schedule for excluding bats, demolishing of the existing roost, and construction of the replacement roost; and (9) contingency measures to be implemented if the replacement roosts do not function as designed.

2.4.5 Threatened and Endangered Species

2.4.5.1 Regulatory Setting

The primary federal law protecting threatened and endangered species is the federal Endangered Species Act. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies are required to consult with the U.S. Fish and Wildlife Service and NOAA Fisheries to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species.

California has enacted a similar law at the state level, the California Endangered Species Act, California Fish and Game Code Section 2050, et seq. The California Endangered Species Act emphasizes early consultation to avoid potential impacts on rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the U.S.

2.4.5.2 Affected Environment

Based on literature database records searches from December 2025, NES(MI) dated February 2, 2026, Species lists dated May 26, 2026, and field surveys, the Project would result in a determination of “No Effect” on the following federally-listed as Endangered (FE), Threatened (FT), Candidate (FC), or Proposed (FPT) species due to the lack of species presence, lack of suitable habitat within the PIA and BSA, or with implementation of the avoidance and minimization measures: Marsh sandwort (*Arenaria paludicola*), Nevin’s barberry (*Berberis n*evinii), thread-leaved brodiaea (*Brodiaea filifolia*), Ash-grey paintbrush (*Castilleja cinerea*), salt marsh bird's-beak (*Chloropyron maritimum* ssp*. Maritimum*), slender-horned spineflower (*Dodecahema leptoceras*), Santa Ana River woolly-star (*Eriastrum densifolium* ssp*. Sanctorum*), Southern Mountain Wild-buckwheat (*Eriogonum kennedyi* var. *austromontanum*), Cushenbury Buckwheat (*Eriogonum ovalifolium* var*. vineum*), Pedate Checker-mallow (*Sidalcea pedate*), monarch butterfly-California overwintering population (*Danaus plexippus* pop. 1), Quino checkerspot butterfly (*Euphydryas editha quino*), Santa Ana sucker (*Catostomus santaanae*), unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*), steelhead - southern California DPS (*Oncorhynchus mykiss irideus* pop. 10), Santa Ana speckled dace (*Rhinichthys Gabrielino*), arroyo toad (*Anaxyrus californicus*), California red-legged frog (*Rana draytonii*), southern mountain yellow-legged frog (*Rana muscosa*), Western spadefoot (*Spea hammondii*), southwestern pond turtle (*Actinemys pallida*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), southwestern willow flycatcher

(*Empidonax traillii extimus*), California condor (*Gymnogyps californianus*), coastal California gnatcatcher (*Polioptila californica californica*), California spotted owl (*Strix occidentalis occidentalis*), least Bell's vireo (*Vireo bellii pusillus*), and San Bernardino Merriam's kangaroo rat (*Dipodomys merriami parvus*).

Caltrans has determined, in accordance with the California Endangered Species Act species list from May 26, 2026, the proposed Project would result in "No Take" on the following State-listed as Threatened (ST), Endangered (SE), or Candidate Endangered (SCE) species:

Marsh sandwort (*Arenaria paludicola*), Nevin's barberry (*Berberis nevinii*), thread-leaved brodiaea (*Brodiaea filifolia*), salt marsh bird's-beak (*Chloropyron maritimum* ssp*. Maritimum*), slender-horned spineflower (*Dodecahema leptoceras*), Santa Ana River woolly-star (*Eriastrum densifolium* ssp*. Sanctorum*), pedate checker-mallow (*Sidalcea pedate*), Crotch's bumble bee (*Bombus crotchii*), Quino checkerspot butterfly (*Euphydryas editha quino*), steelhead - southern California DPS (*Oncorhynchus mykiss irideus* pop. 10), southern mountain yellow-legged frog (*Rana muscosa*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), southwestern willow flycatcher (*Empidonax traillii extimus*), bald eagle (*Haliaeetus leucocephalus*), least Bell's vireo (*Vireo bellii pusillus*), and San Bernardino Merriam's kangaroo rat (*Dipodomys merriami parvus*), due to the lack of species presence or suitable habitat within the PIA and BSA, or with implementation of the avoidance and minimization measures specified in this document.

A species list for the Project area was obtained from the California Department of Fish and Wildlife California Natural Diversity Database (CNDDB) on May 26, 2026.

Due to the limited impacts of the project, no USFWS section 7 consultation was required for this project. Early Engagement agency coordination with CDFW, USFS, and USFWS occurred on April 7, 2026.

2.4.5.3 Environmental Consequences

The Project would result in no impact to golden eagle (*Aquila chrysaetos*) and bald eagle (*Haliaeetus leucocephalus*), species federally protected under the Bald and Golden Eagle Protection Act, due to lack of suitable nesting habitat within the PIA.

The Project would result in no impact to USFS Sensitive Species or Watch List species, due to lack of suitable habitat within the PIA, lack of species presence within the PIA, or with implementation of the avoidance and minimization measures.

The Project would not cause any State Species of Special Concern (SSC) to trend toward a State-listed status. No California Fish & Game Code (CFGC) Section 2081 Incidental Take Permit is anticipated.

2.4.5.4 Avoidance, Minimization, and/or Mitigation Measures

No additional avoidance and minimization efforts or compensatory mitigation measures specific to threatened and endangered species are required, aside from those mentioned previously.

2.4.6 Invasive Species

2.4.6.1 Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the U.S. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” FHWA guidance issued August 10, 1999, directs the use of the State’s invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the NEPA analysis for a proposed project.

2.4.6.2 Affected Environment

Seeds of invasive species can be transported to natural open space areas through a variety of mechanisms, including vehicles. Recurring fires can encourage the establishment of invasive species and so can some forms of routine land maintenance (e.g., disking). The impact that invasive species have on southern California native vegetation communities, as well as plants and animals that are found within these areas, is catastrophic. Therefore, a need exists to identify and recommend measures that reduce and/or avoid further transport of invasive species into natural open space areas. Because this project is federalized, EO 13112 is triggered, which states that federal agencies are required to combat the introduction or spread of invasive species in the United States.

2.4.6.3 Environmental Consequences

This Project has the potential to spread invasive species through construction personnel entering and exiting construction with contaminated equipment, the inclusion of invasive species in seed mixtures and mulch, and the improper removal and disposal of invasive species such that seed is spread along the highway. To minimize the potential for invasive species to spread into the BSA, all actions related to this Project are required to be conducted in accordance with EO 13112. As such, the Project would not contribute to the propagation of invasive plant species.

2.4.6.4 Avoidance, Minimization, and/or Mitigation Measures

BIO-19: BIO-Waters 1: Habitat enhancement for temporary impacts, which entails exotic and/or invasive plant control immediately following the impact.

Chapter 3 CEQA Evaluation

3.1 DETERMINING SIGNIFICANCE UNDER CEQA

The proposed Project is a joint project by Caltrans and the FHWA and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans. Caltrans is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement, or a lower level of documentation, would be required. NEPA requires that an Environmental Impact Statement be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an Environmental Impact Statement, it is the magnitude of the impact that is evaluated, and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require 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. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.2 CLIMATE CHANGE

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred

gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

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

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

3.2.1 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.

3.2.1.1 Federal

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

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

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

manufacturers, and also sets related GHG emissions standards for vehicles under the Clean Air Act (U.S. EPA 2021). These standards are periodically updated and published through the federal rulemaking process.

3.2.1.2 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.

3.2.2 Environmental Setting

The proposed project is in a rural, mountainous area, with a primarily natural resources-based tourism economy. SR-18 is one of the main transportation routes to and through the area for both passenger and commercial vehicles. The nearest alternate route is SR-38, approximately eight miles to the south. Traffic counts are low. A regional transportation plan/sustainable communities strategy (SCS) by the Southern California Association of Governments (SCAG) guides transportation development in the Project area. The San Bernardino Countywide Plan, Infrastructure and Utilities and Natural Resources Elements address GHGs in the project area.

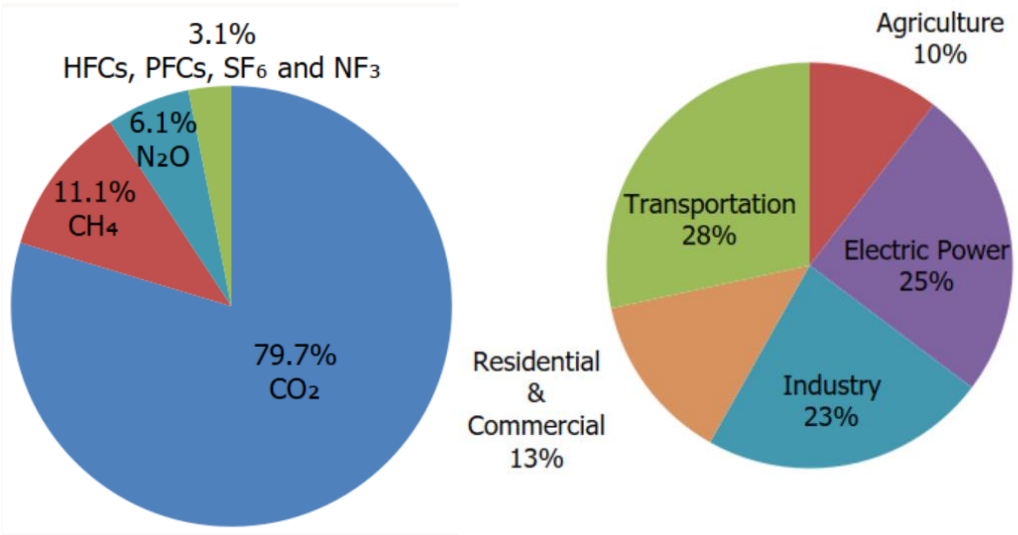
3.2.2.1 GHG Inventories

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 (Figure 3-1). 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).

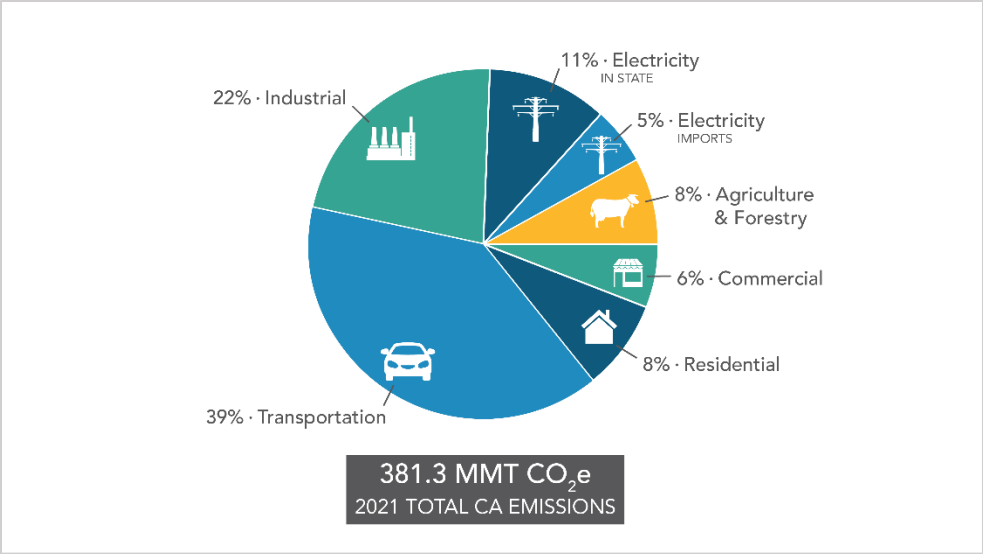


Source: U.S. EPA 2024b.

Figure 3-1. U.S. 2022 Greenhouse Gas Emissions

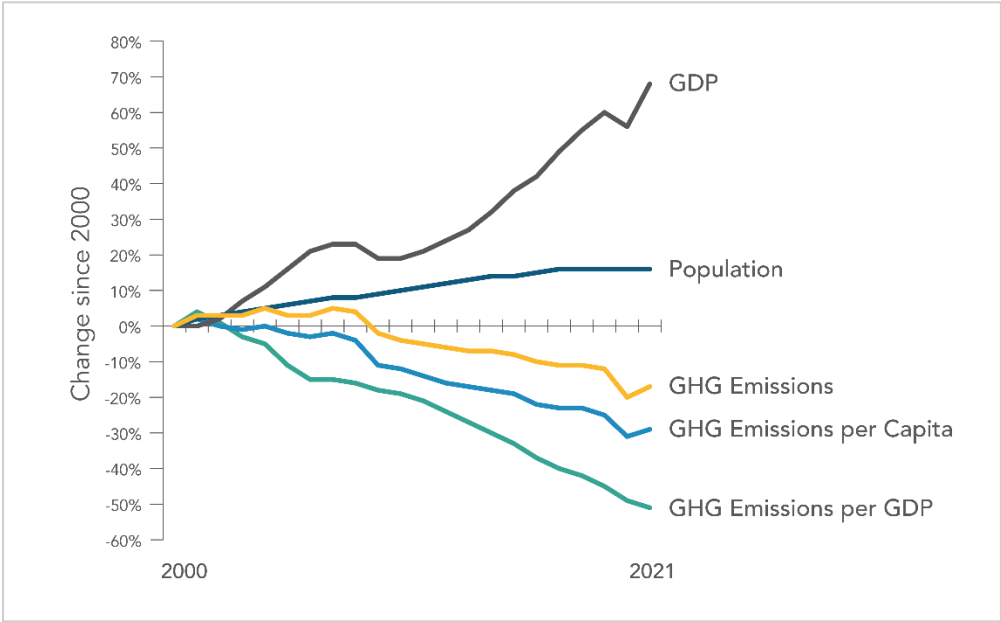
State GHG Inventory

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2021 despite growth in population and state economic output (Figure 3-3) (ARB 2023). Transportation emissions remain the largest contributor to GHG emissions in the state (Figure 3-2)(ARB 2023).



Source: ARB 2023.

Figure 3-2. California 2020 Greenhouse Gas Emissions by Economic Sector



Source: ARB 2023.

Figure 3-3. 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).

3.2.2.2 Regional Plans

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

Table 3-1. Regional GHG Reduction Policies

Title	GHG Reduction Policies, Goals, or Strategies
Southern California Association of Governments 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (adopted May 10, 2024)	• 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: o Policy TM-3.1 VMT reduction o Policy TM-3.2 Trip reduction strategies o Policy TM-3.3 First mile/last mile connectivity • Goal TM-4 Complete Streets, Transit & Active Transportation o Policy TM-4.1 Complete streets network o Policy TM-4.5 Transit access to job centers and tourist destinations o Policy TM-4.7 Regional bicycle network o Policy TM-4.8 Local bicycle and pedestrian networks

3.2.3 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 is also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent", or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.)

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

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

3.2.3.1 Operational Emissions

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

3.2.3.2 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 greenhouse gas (GHG) emissions. Construction of the Project would produce 689 metric tons CO_2e over the approximately 300-day construction period.

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7-1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and 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.

3.2.3.3 CEQA Conclusion

The purpose of the Project is to preserve, repair, and extend the service life of the existing pavement and improve the ride quality of the roadway. Construction GHG emissions would result during the construction phase at different levels, with total construction GHG emissions of 689 metric tons CO_2e. Furthermore, as this project would not increase the number of travel lanes on SR-18, no increase in operational GHG emissions is expected to occur. Therefore, environmental impacts resulting from project GHG emissions are considered to be less than significant. The project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions.

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

3.2.4 Greenhouse Gas Reduction Strategies

3.2.4.1 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 green spaces, 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).

3.2.4.2 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 2024-2028 Strategic Plan outlines goals centered on safety, climate action, and stewardship. Climate-related strategies include implementing the Caltrans Climate Action Plan; expanding climate education, training, and outreach; strengthening partnerships to support climate resilience; promoting sustainable transportation solutions that reduce emissions; and continuing to engage underserved and disproportionately impacted communities in climate planning and implementation.

Caltrans Policy Directives and Other Initiatives

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

3.2.4.3 Project-Level GHG Reduction Strategies

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

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

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

3.2.5 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 that a facility be relocated or redesigned. Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

3.2.5.1 Federal Efforts

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

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

The National Oceanic and Atmospheric Administration (NOAA) 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).

3.2.5.2 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).

3.2.5.3 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).

3.2.5.4 Project Adaptation Analysis

Sea Level Rise

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

Precipitation and Flooding

Based on the Federal Emergency Management Agency Flood Insurance Rate Maps (Map Numbers: 06071C7935H, 06071C7955H, 06071C7956H, 06071C7960H, and 06071C8000H), the proposed Project is located within Zone D (areas where flood hazards are not determined, but possible). Based on Caltrans District 8 Vulnerability Assessment Map (Caltrans 2025), the 100-year storm precipitation depth in the Project area is expected to increase by up to 13.1% by 2055 and by up to 11.5% by 2085.

Wildfire

Based on the Caltrans District 8 Vulnerability Assessment Map (Caltrans 2025), the proposed Project is located in the High and Very High Fire Hazard Severity Zones for the 2010 to 2070 wildfire exposures. Based on the CalFire Fire Hazard Severity Zones map, the Project corridor and adjacent areas are located in a Very High Fire Hazard Severity Zone in the State Responsibility Area (SRA) (CAL FIRE 2025).

Temperature

Based on the Caltrans District 8 Vulnerability Assessment Map (Caltrans 2025), the average minimum air temperature in the project area is projected to increase by up to 4.2 degrees Fahrenheit by 2055, and by up to 7.7 degrees Fahrenheit by 2085. The average maximum temperature over seven consecutive days in the project area would increase up to 6.09 degrees Fahrenheit by 2055, and by up to 9.7 degrees Fahrenheit by 2085. As such, the climate specific to the proposed Project's location would be taken into consideration for selection of roadway pavement and structural materials in order to select the materials most appropriate for the Project as required during design.

3.3 SENATE BILL 743/INDUCED DEMAND ANALYSIS

Senate Bill 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 28th, 2018, the Office of Administrative Law approved the amendments to the CEQA Guidelines including changes related to Senate Bill 743. The amended 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 Senate Bill 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 is a pavement rehabilitation project, which 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. This project consists of pavement rehabilitation only and would not make any changes to traffic speed or volume. Therefore, an induced demand analysis is not required.

3.4 WILDFIRE

3.4.1 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 on lands classified as very high fire hazard severity zones. The 2018

updates to the State CEQA Guidelines expanded this to include projects “near” these very high fire hazard severity zones.

3.4.2 Affected Environment

The Project corridor is located within an area designated as a High Fire Severity Zone (County of San Bernardino 2020). According to CAL FIRE Fire Severity Maps, much of the western and middle portion of the Project corridor traverses land designated as Federal responsibility Areas (FRA), meaning federal agencies have the primary and financial responsibility of preventing and suppressing wildfires in these areas. SR-18 also traverses land designated as State Responsibility Areas (SRA) in the western and middle portions of the Project corridor. The eastern portion of the Project corridor, through Running Springs, is also primarily designated SRA land. SRA land through this area is designated as a Very High Fire Severity Zone and is managed by CAL FIRE (CAL FIRE 2025).

3.4.3 Environmental Consequences

Although portions of the Project corridor are within a Very High Fire SRA, the proposed Project is not anticipated to exacerbate wildfire risk, or the uncontrolled spread of a wildfire. The proposed Project would preserve, repair, and extend the life of the roadway pavement, repair culverts and slopes, upgrade TMS elements and guardrails, and improve the overall ride quality and safety of SR-18 within the Project limits, and would not impair an adopted emergency response plan or emergency evacuation plan. During construction, a Traffic Management Plan (TMP), as included in measure **TRA-1**, would be implemented to minimize these delays and help to ensure continued emergency access to the Project area. There would be no installation or maintenance of infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts on the environment as the Project would primarily be within existing right of way. Furthermore, the proposed Project is not anticipated to expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire instability, or drainage changes. In fact, the Project proposes to repair existing culverts and slopes, which would reduce the risk of these events occurring within the Project area. Changeable Message Signs can provide critical information during an emergency and can be used to alert the public during times of high fire danger.

3.4.4 Avoidance, Minimization, and/or Mitigation Measures

No additional avoidance, minimization, and/or mitigation measures are required for wildfire.

3.5 CUMULATIVE IMPACTS

3.5.1 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 to 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.

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 and Caltrans District 8 website was conducted to compile a list of past, present, and reasonably foreseeable future projects. The projects are listed in Table 3-2.

Table 3-2. Cumulative Projects List

Name	Jurisdiction	Description	Status	Distance
Lake Arrowhead Village Renovations	Lake Arrowhead	Reimagining of common areas, new landscaping, new lighting, building exterior repairs, parking structure repairs and upgrades, and new exterior signage	Start April 2025	Approx 1.15 mile north
Lake Gregory and Lake Drive Project	San Bernardino County Public Works	Pavement rehabilitation of 3.4 miles, including mil and overlay, and curb ramps in accordance with current design standards and pursuant to ADA guidelines.	Complete July 2025	Approximately 0.95 mile north

Name	Jurisdiction	Description	Status	Distance
SR-18 Roadway Improvements Project	Caltrans, District 8	Conduct roadway improvements and upgrades along SR-18 from post mile 31.7 to 49.3.	Environmental Document in progress	Adjacent to eastern terminus

Sources: Caltrans 2025; County of San Bernardino Public Works 2025

3.5.2 Resources Considered for Cumulative Impact Analysis

The following environmental resources have not been carried forward for a detailed cumulative impact analysis: agriculture and forestry resources, air quality, energy, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire. The potential for the Project to result in cumulative impacts that would be considered significant in the above-mentioned resource areas is considered low because no impacts are anticipated from the Project on these resources, and the proposed Project does not have the potential to result in cumulative impacts that would affect the health or sustainability of any of these resource areas.

For resources identified as having a less than significant impact or a less than significant impact with mitigation, a preliminary review of the potential impacts identified was conducted to determine if a reasonably foreseeable cumulative impact could occur. A cumulative evaluation for aesthetics, biology, cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, and transportation are provided below.

3.5.3 Resource-by-Resource Cumulative Impact Analysis

As the proposed Project would have less than significant impacts on aesthetics, biological resources, cultural resources, geology and soils, GHG emissions, hazards and hazardous materials and transportation, the resources are analyzed and discussed below.

3.5.3.1 Aesthetics

The Project is located within the San Bernardino National Forest along a stretch of SR-18 within a winding two-lane east-west rural mountain highway through forested landscapes, narrow shoulders and occasional vehicle turn-outs and overlooks. SR-18 is on the State Scenic Highway Eligibility list. The study area for evaluating cumulative visual impacts is a 0.5-mile radius from the Project improvements. Other projects in the area include transportation projects that, like the Project, would be largely consistent with the existing land uses. While there may be temporary impacts from construction, long-term impacts would be less than significant, because projects would comply with policies and goals of the County of San Bernardino. Most of the repair work would have a low impact on the visual quality along the corridor. The implementation of avoidance and minimization measure **VIS-1** would minimize visual impacts. Therefore, while the Project could contribute to a cumulative visual impact, the contribution would not be considerable.

3.5.3.2 Biological Resources

The study area for the assessment of reasonably foreseeable effects on biological resources is a one-mile radius of the Project area. The Project would have "No Effect" on any federally listed Threatened, Endangered, or Protected species under the Federal Endangered Species Act (FESA) with the implementation of the Avoidance and Minimization measures.

Caltrans anticipates "No Take" of any State-listed special status species pursuant to CESA. The Project is not anticipated to cause any Species of Special Concern to trend toward a State-listed status. Whether cumulative projects result in impacts to biological resources would depend on the location of the project and the nature of construction. Measures related to timing of construction and pre-construction surveys would be implemented for the Project. To comply with federal and state laws, other projects would have similar measures, if impacts were to be identified. Because these impacts would be minimized in accordance with regulations, there would not be a cumulative impact related to biological resources for the species that could potential occur in the Project area.

3.5.3.3 Cultural Resources

Given the limited number of other cumulative projects in the vicinity of the Project, the potential for reasonably foreseeable effects resulting from the Project and cumulative projects on cultural resources would not be substantial. Impacts on cultural resources related to potential unanticipated discovery of buried resources would be reduced with implementation of measure **CR-1** and **CR-2**. In compliance with CEQA and, where applicable, Section 106 of the NHPA, the cumulative projects would include similar measures to reduce impacts. The Project would result in alterations to a historic property (Rim of the World Highway Historic District), however, these alterations would not change the overall use of the property, the overall character of the property would be preserved distinctive features of the property would be preserved, and new additions would not destroy historic materials, features, and spatial relationships that characterize the property. Cumulative impacts would be avoided through monitoring and/or replacement in kind of character defining features as indicated in measures **CR-4, CR-6**, and **CR-7**. As such, impacts resulting from the Project, in combination with cumulative projects, would not result in a cumulative impact related to cultural resources.

3.5.3.4 Geology and Soils

The project area resides within several fault zones, which creates additional considerations during construction such as increased potential for landslides, erosion, or liquefaction when removing topsoil on slopes, or soil disturbance during culvert repair or replacement. Due to the small footprint of soil disturbance at each location, the cumulative impact to the area for soil disturbance is considered minimal and is not anticipated to increase these risks. The soil disturbance would not result in a cumulative impact on geology and soils.

3.5.3.5 GHG Emissions

There would be no increase in vehicles miles traveled in the project limits, and construction emissions were determined to be temporary during construction. The proposed project would not result in a cumulative impact relate to GHG emissions.

3.5.3.6 Hazards and Hazardous Materials

Caltrans would adhere to the Occupational Safety and Health Administration (OSHA) approved handling methods for hazardous materials used in construction activities, any impacts from the handling of hazardous materials would not contribute to a cumulative impact.

3.5.3.7 Transportation

The proposed project would not conflict with any local plans or ordinances and does not involve any capacity increasing elements. As the route is already existing, the proposed project would not contribute to any cumulative impacts in relation to transportation.

3.6 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 to 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, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

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

3.6.1 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?	Less Than Significant Impact

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

3.6.1.1 CEQA Significance Determinations for Aesthetics

a), b), c) Less Than Significant Impact

Based on the Visual Impact Assessment prepared for the Project, SR-18 is on the State Scenic Highway Eligibility list. The Project is located within the San Bernardino National Forest, and this stretch of SR-18 consists of a two-lane winding east-west rural mountain highway through forested landscape with narrow shoulders and occasional vehicle turn-outs. The land uses within the Project corridor are primarily wilderness areas that includes some residential, commercial, and recreational use areas. Most of the repair work would have a low impact on the visual quality along the corridor. The Rim of the World Highway Historic District, consisting of Red Rock Walls, pillars and chains, would be protected in place to the fullest possible extent to preserve the resources. It is anticipated that several trees would be removed due to the adjacent scope of work. The trees would be replaced at a 5:1 ratio and would require 1 year of plant establishment. Less than significant impacts are anticipated.

d) No Impact

The Project proposes to cold plane and overlay pavement, localized digouts, upgrade existing guardrail system, replace culverts, repair slope erosion, upgrade the traffic management system, and repair or replace the existing retaining wall. There would be no new source of substantial light or glare that would affect day or nighttime views in the area. Furthermore, no nighttime construction is involved. No impacts are anticipated in this regard.

3.6.1.2 Avoidance, Minimization, and/or Mitigation Measures

VIS-1 Planting Mitigation throughout project limits: Landscape Architect shall determine if planting mitigation is needed post construction in areas where vegetation is damaged or removed during construction activities. Planting mitigation may consist of planting local native vegetation and/or hydroseeding with local native vegetation and/or hydroseeding with native vegetation and maintaining optimal soil health.

3.6.2 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

3.6.2.1 CEQA Significance Determinations for Agriculture and Forestry Resources

a), b) No Impact

The project is within a primarily forested area with sparse rural development along SR-18. According to the California Department of Conservation Farmland Mapping and Monitoring Program, there are no farmlands or vacant land designated as farmland within or adjacent to the project area. No parcels within the project area are under a Williamson Act contract (California Department of Conservation 2025). Additionally, there are no agricultural lands in the project area.

c), d), e) No Impact

There are no timberland production areas within or adjacent to the project area. The project is not expected to conflict with existing zoning for, or cause rezoning of timberland, or timberland zoned Timberland Production.

The proposed project would not involve other changes that would result in the conversion of farmland into non-agricultural uses or forest land into non-forest use. There would be no loss of forest land from conversion to non-forest use.

3.6.2.2 Avoidance, Minimization, and/or Mitigation Measures

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

3.6.3 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

3.6.3.1 CEQA Significance Determinations for Air Quality

a), b), c) No Impact

The proposed Project is located in the South Coast Air Basin (Basin) which is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As of 2025, the Basin is classified as extreme nonattainment for the federal 8-hour ozone (O_3) standard and serious nonattainment for the federal particulate matter 2.5 micrometers or less in diameter ($PM_{2.5}$) standard. The proposed project is also located in an area that is classified as nonattainment for state O_3, $PM_{2.5}$, and particulate matter 10 micrometers of less in diameter (PM_{10}) standards.

The proposed Project is not anticipated to conflict with or obstruct with air quality plans because it would not increase capacity or result in the addition of traffic lanes that would result in long-term air quality impacts. The project proposes rehabilitating the existing roadway, improving culverts, slopes, TMS elements, and guardrails, as well as adding Class III bike lanes within the project corridor. None of these improvements are expected to conflict with air quality plans.

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

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

The California Air Resources Board (CARB) identifies sensitive receptors as children, elderly, and asthmatics. These locations may include hospitals, schools, and day care centers. There are several schools and childcare facilities within the project area (see Table 3-3). The nearest hospital is 9 miles away and would not be impacted. As construction emissions are considered minimal, no impacts are anticipated to sensitive receptors.

d) No Impact

Some phases of construction, such as asphalt paving, are expected to result in short-term odors in the immediate paving site. Such odors are anticipated to be quickly dispersed below detectable thresholds as distance from the site increases. Operation of the proposed project is not anticipated to result in objectionable odors; therefore, no long-term impacts would occur.

3.6.3.2 Avoidance, Minimization, and/or Mitigation Measures

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

3.6.4 Biological Resources

Would the project:

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

Question	CEQA Determination
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

3.6.4.1 CEQA Significance Determinations for Biological Resources

a) Less Than Significant Impact

As indicated in the NES(MI) prepared for the Project, Caltrans anticipates "No Take" of any State-listed special status species pursuant to CESA. The Project is not anticipated to cause any California Department of Fish and Wildlife Species of Special Concern to trend toward a State-listed status.

The Project would have "No Effect" on any federally-listed Threatened, Endangered, or Protected species under the Federal Endangered Species Act (FESA) with the implementation of the avoidance and minimization measures. No formal Section 7 consultation with the USFWS nor a 2081 permit from the CDFW would be required. The Project is within NOAA/NMFS jurisdiction, however the Project would have "No Effect" on any NOAA/NMFS listed species, Anadromous Fish Critical Habitat, or Essential Fish Habitat. The Project is anticipated to have less than significant impacts.

b) Less Than Significant Impact

Based on the NES(MI) prepared for the Project and the survey results for Sensitive Natural Communities, the Project would have no permanent or temporary impacts on the Riversidian Alluvial Fan Sage Scrub, Southern Mixed Riparian Forest, and Southern Sycamore Alder Riparian Woodland natural communities. The Project work involving cold plane and overlay, drainage culvert replacement, slope repair, guardrail upgrade, TMS, bike route implementation, and traction sand trap placement would not result in permanent or temporary impacts to these communities. To ensure the Project would avoid and minimize potential impacts to habitat in general, Caltrans would implement the most current BMP's during construction. Any tree removal would be replaced in a 5:1 ratio. The Project anticipates less than significant impacts to habitats.

c) Less Than Significant with Mitigation Incorporated

It is expected that there may be both permanent and temporary impacts to Waters of the State (WOS) as a result of culvert repair, slope modification, and rock slope protection installation for the Project. There would be 0.029 acres of permanent impacts to waters, and 0.054 temporary impacts to native wetland communities. Permanent and temporary impacts to the seven drainages would require a Lake and Streambed Alteration Agreement (LSAA) from CDFW, pursuant to Section 1600 of the California Fish and Game Code. Additionally, the RWQCB regulates WOS impacts under the Porter Cologne Water Quality Control Act, within the seven drainages under RWQCB jurisdiction; a Waste Discharge Requirements (WDR) certification would therefore be required from the RWQCB. Additionally, these impacts may require mitigation to comply with the CDFW

"no net loss" policy. Anticipated mitigation requirements include permanent protection and restoration of compensatory habitat within the watershed associated with the Project area. Compensatory mitigation measures intended to satisfy CDFW and RWQCB requirements for anticipated Project impacts to WOS are included as **BIO-19: BIO-Waters-1** through **BIO-21: BIO-Waters-3**.

d) No Impact

The Project area is within several connectivity hexagons, within the Southern California Mountains and Valleys Ecoregion. Depending on specific location, it has connectivity ranks of 3 - Connections with Implementation Flexibility, and 4 - Conservation Planning Linkages. Conservation planning linkages are important, and this structure offers flexibility for conservation action (i.e. land acquisition or restoration) to maintain wildlife movement and is crucial for species' long-term survival against fragmentation from roads and development.

The function and connectivity of the Southern California Mountains and Valleys Ecoregion, particularly the conservation planning linkages within the Santa Ana River watershed, as well as the linkage functionality of this Essential Connectivity Area, would not be affected by the Project along SR-18 from PM 17.8 to PM 31.7 with implementation of standard Caltrans BMP's. The Project scope would have no impact on habitat connectivity of the Project area and surrounding BSA.

e), f) No Impact

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

3.6.4.2 Avoidance, Minimization, and/or Mitigation Measures

Refer to measures in section 2.4 Biological Environment.

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

3.6.5.1 CEQA Significance Determinations for Cultural Resources

a) Less Than Significant Impact

The Rim of the World Highway Historic District (P-36-007049) was determined eligible for the National Register of Historic Places on October 5, 2001, under Criterion A and C. Its contributing features include: the general alignment; a series of masonry rock piers; chain guardrail; masonry stone curbs; and gutters. Masonry features are also associated with small pull outs and a picnic area. While the project improvements would cause physical destruction to roadway elements within the historic district, there would be no physical destruction of any of the salient character defining features such as the contributing masonry rock pier and chain roadside barriers and low masonry rock walls. Project improvements are proposed to the roadway guardrail, and culverts, and these are not character defining features of the road. Potential effects would be indirect due to the installation of project features such as guardrail adjacent to the masonry rock pier and chain roadside barriers and low masonry rock walls. The scale of the proposed improvements would fit within the existing transportation corridor. The new work includes metal beam guardrail upgrades to MGS, located in front of existing historic masonry rock pier and chain roadside barriers and low masonry rock walls. These changes from the old work would be generally compatible with the size, scale and proportion of the historic property.

With implementation of conditions **CR-3** through **CR-7** consistent with Secretary of the Interior's (SOIS) these effects would not rise to the level of being considered adverse. Therefore, there are no adverse effects to character defining features nor P-36-007049 as a whole. Caltrans has determined a Finding of No Adverse Effect (without Standard Conditions) is appropriate for the undertaking and Caltrans received SHPO's concurrence in this determination on February 10, 2026.

b) Less Than Significant Impact

The Project would occur within the previously disturbed portions of SR-18 and this portion of SR-18 has experienced continual disturbances related to construction and maintenance of the highway and its facilities. As such, the Project is unlikely to disturb or encounter intact subsurface cultural deposits. As such, less than significant impacts are anticipated for archaeological resources.

c) No Impact

The Project is not anticipated to disturb human remains and would occur on previously disturbed areas. If buried cultural materials, including human remains, are encountered during construction, it is Caltrans' policy that work stops in that area until a qualified archaeologist can evaluate the nature and significance of the find. If human remains are discovered, California Health and Safety Code Section 7050.5 would be followed. If the remains are thought to be Native American, the coroner would notify the NAHC, who would then notify the Most Likely Descendant (MLD), as further detailed in measure **CR-2**.

3.6.5.2 Avoidance, Minimization, and/or Mitigation Measures

Caltrans 2024 Standard Specifications (or most recent), Best Management Practices (BMPs), and the measure **CR-1** through **CR-7** would be implemented for Cultural Resources. Avoidance and minimization measures can be found in Section 2.2.8.

3.6.6 Energy

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.

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

3.6.6.1 CEQA Significance Determinations for Energy

a), b) No Impact

The proposed Project is anticipated to use a minimal amount of energy during construction activities, such as roadway repaving, culvert and slope repair, guardrail replacement, and other construction activities. Construction activities are expected to be short-term in duration and, therefore, not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction. There would be no conflict with or obstruction of a state or local plan for renewable energy or energy efficiency. As such, no impacts are anticipated.

3.6.6.2 Avoidance, Minimization, and/or Mitigation Measures

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

3.6.7 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?	Less Than Significant Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant 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?	Less Than Significant 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

3.6.7.1 CEQA Significance Determinations for Geology and Soils

a i) No Impact

There are no Alquist-Priolo fault zones within or near the Project (CGS 2025). In addition to Alquist Priolo Fault Zones, the County of San Bernardino has designated County Fault Hazard Zones for faults that are not addressed by the State. The Project is not at risk of fault rupture as it is not within an Alquist-Priolo Fault Zone or County-designated Fault Zone.

a ii) No Impact

Earthquake faults closest to the Project limits include the Waterman Canyon Fault, The Arrowhead Fault also runs south of the Project and just south of the Waterman Canyon Fault. This fault connects to the Santa Ana Fault, which is located southeast of the Project.

The Project proposes improvements to existing facilities that would be designed and constructed in accordance with Caltrans' current highway and structure seismic design standards, which would minimize potential impacts. With implementation of these

standard measures, the proposed Project would not directly or indirectly cause potential substantial adverse effects due to strong seismic shaking.

a iii) No Impact

Liquefaction is the sudden loss in strength of a saturated, cohesionless soil caused by the buildup of pore water pressure during cyclic loading, such as that produced by an earthquake. According to the County of San Bernardino HZ-2 Liquefaction and Landslides Map, the proposed Project is not within an area susceptible to liquefaction; therefore. No impacts are anticipated (County of San Bernardino 2025c).

a iv), c) Less Than Significant Impact

According to the County of San Bernardino HZ-2 Liquefaction and Landslides Map, the Project corridor traverses through areas varying from low to moderate and moderate to high susceptibility to landslides, as well as areas of existing landslides (County of San Bernardino 2025b). The Project proposes to repair slopes at three locations (PM 18.50, PM 25.20, and PM 26.49) and would follow Caltrans' latest seismic procedures and design requirements to minimize any potential effects related to liquefaction and seismically induced settlement. The proposed Project is anticipated to result in less than significant impacts associated with potential landslides.

b) Less Than Significant Impact

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

d) No Impact

The proposed Project corridor is predominantly comprised of soils that are gravelly, coarse, and well-drained, as well as those that are coarse-loamy and fine-loamy well-drained soils. Therefore, it is not anticipated that expansive soils would be present within the proposed Project corridor.

e) No Impact

The proposed Project would preserve, repair, and extend the life of the roadway pavement, repair culverts and slopes, upgrade TMS elements and guardrails, and improve the overall ride quality and safety of SR-18 within the project limits; as such, it is not expected to affect existing or proposed septic tanks or alternate wastewater disposal

systems, nor would the use of septic tanks be involved during construction. Therefore, no impacts are anticipated.

f) No Impact

According to the Paleontological Memorandum, because the proposed Project is located in a previously disturbed area, no paleontological resources are anticipated to be encountered, and no further paleontological studies are warranted. Additionally, there are no unique geological features that are expected to be affected by the proposed Project.

3.6.7.2 Avoidance, Minimization, and/or Mitigation Measures

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

3.6.8 GHG Emissions

Would the project:

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

3.6.8.1 CEQA Significance Determinations for GHG Emissions

a) Less Than Significant Impact

As the Project would not increase the number of travel lanes on SR-18, no increase in operational GHG emissions is expected to occur. CAL-CET was used to calculate construction GHG emissions for a period of 300 working days. Construction GHG emissions would result during the construction phase at total construction GHG emissions of 689 metric tons CO_2e. Therefore, environmental impacts resulting from project GHG emissions are considered to be less than significant.

b) No Impact

The project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions, including Southern California Association of Governments (SCAG) 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), San Bernardino County Regional Greenhouse Gas Reduction Plan, or the San Bernardino County, Countywide Plan adopted for the purpose of reducing greenhouse gas emissions.

3.6.8.2 Avoidance, Minimization, and/or Mitigation Measures

Caltrans 2024 Standard Specifications (or most recent), Best Management Practices (BMPs), and the measures below would be implemented to minimize construction GHG emissions.

The following avoidance/minimization measure(s) would be implemented to address construction GHG emissions:

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

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

3.6.9 Hazards and Hazardous Materials

Would the project:

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

3.6.9.1 CEQA Significance Determinations for Hazards and Hazardous Materials

a), b) No Impact

Implementation of the proposed Project is not anticipated to create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions

involving the release of hazardous materials into the environment. Compliance with federal, state, and local regulations would ensure that all hazardous materials are used, stored, and disposed of properly, which is anticipated to minimize potential impacts related to hazardous materials release during the construction phase of the proposed project.

Any transport of hazardous materials to the site and removal of hazardous wastes from the site would comply with State and Federal regulations and therefore anticipated to result in no impact.

c) Less Than Significant Impact

The nearest schools are adjacent to the proposed Project and include Rim of the World High School, Mt. Calvary Lutheran Kids Corner Preschool, and Mountain High School. Additionally, Pali Adventures Kids Camp, which operates during the summer months from June to August, is also located adjacent to the Project site. Table 3-3 lists the schools, addresses, and approximate distances to the proposed Project.

Table 3-3. Schools within 0.25 Mile of Project

School	Address	Distance from Project
Rim of the World High School	27400 Highway 18, Lake Arrowhead	0 mile
Mountain High School	27380 State Highway 18, Lake Arrowhead	0 mile
Pali Adventures Kids Camp	30778 CA 18, Running Springs	0 mile
Mt Calvary Lutheran Kids Corner Preschool	32054 Hunsaker Way, Running Springs	0.15 mile
Mountain Montessori	26577 State HWY 18, Rimforest	0 mile

Impacts due to exposure to or disturbance of hazardous materials or wastes are limited to the Project site. Less than significant impacts are anticipated.

d) No Impact

According to the Initial Site Assessment Checklist (Caltrans, 2025), the proposed Project is not within an area included on a list of hazardous materials sites and has an overall low risk for hazardous waste involvement. No impacts are anticipated.

e), f) No Impact

The proposed Project is located approximately 500 feet south of the Heaps Peak Helibase. The Heaps Peak Helibase is only in operation from May 15 to November 15 each year and is used only by the U.S. Forest Service for fire suppression helicopters. The proposed Project does not include any features that would interfere with air traffic flight paths or other activities at the helibase.

The proposed Project is not expected to interfere with emergency response or evacuation plans. A Traffic Management Plan, included as **TRA-1**, would be implemented to minimize delays and help ensure continued emergency access to the Project area. The Project would not impact the helibase or any emergency response plans.

g) No Impact

The Project corridor is located within an area designated as a High Fire Severity Zone (County of San Bernardino 2020). According to CAL FIRE Fire Severity Maps, much of the western and middle portion of the Project corridor traverses land designated as Federal responsibility Areas (FRA), meaning federal agencies have the primary and financial responsibility of preventing and suppressing wildfires in these areas. SR-18 also traverses land designated as State Responsibility Areas (SRA) in the western and middle portions of the Project corridor. The eastern portion of the Project corridor, through Running Springs, is also primarily designated SRA land. SRA land through this area is designated as a Very High Fire Severity Zone and is managed by CAL FIRE (CAL FIRE 2025). Portions of the Project corridor are within a Very High SRA. There would be no impacts expected to expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

3.6.9.2 Avoidance, Minimization, and/or Mitigation Measures

The following Standard Special Provisions (SSP) apply to the project:

HAZ-1: Conditions for use of local materials from non-commercial source (SSP 6-1.03).

HAZ-2: Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP) notification (SSP 14-9.02).

HAZ-3: Management of treated wood waste (SSP 14-11.14).

HAZ-4: Unregulated earth material containing lead (SSP 7-1.02 K(6)(j)(iii)).

HAZ-5: Residue containing non-hazardous levels of Lead from Paint and Thermoplastic (SSP 36-4).

HAZ-6: Separate removal of yellow traffic stripes and pavement marking with non-hazardous residue (SSP 84-9.03B)

3.6.10 Hydrology and Water Quality

Would the project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No Impact

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

3.6.10.1 CEQA Significance Determinations for Hydrology and Water Quality

a) No Impact

The Project would be constructed entirely within existing State ROW; temporary construction easements and drainage easements would be required for some culvert replacements, as indicated in Section 2.2.4, *Relocations and Real Property Acquisitions*. Therefore, the following two National Pollutant Discharge Elimination System (NPDES) permits would be required: California Statewide Order No. 2022-0033-DWQ, NPDES Permit No. CAS000003, and NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activities Order no. 2022-0057-DWQ, NPDES Permit No. CAS000002.

Temporary impacts are anticipated to be minimized with the implementation of construction Best Management Practices (BMPs) to minimize construction runoff and protect water quality.

The Santa Ana River also has minor tributary drainages in the Project area which may be impacted by the proposed Project. A review of State water quality/hydrography maps indicates the presence of several features in the Project area. These include (west to east): East Twin Creek, Strawberry Creek, West Fork City Creek, East Fork City Creek, and Little Mill Creek. The Santa Ana River is classified as Waters of the U.S. (WUS) under the jurisdiction of the U.S. Army Corps of Engineers (USACE), and Waters of the State (WOS) under the jurisdiction of the California Department of Fish & Wildlife (CDFW) and the Santa Ana River Regional Water Quality Control Board (RWQCB). The tributary drainages are also classified as Waters of the State, but they are not Waters of the U.S. as their flow regime is ephemeral.

Compliance with the NPDES requirements would further reduce such polluting impacts during construction. Projects within State ROW are obligated to comply with the latest Caltrans and RWQCB water quality standards relative to the treatment of post-construction stormwater runoff. Determination and implementation of BMPs within the ROW are defined based on the evaluation of existing site constraints, constituents of concern at the receiving waters, soil conditions, and hydraulic conditions. Therefore, water quality impacts are not anticipated.

b) No Impact

The project area is not located within any groundwater basins. The California Geologic Survey online borehole database did not indicate any groundwater information for the Project area. Therefore, it is anticipated that the Project would have no impact on groundwater supplies, groundwater recharge, or groundwater management.

c) (i), (ii), (iii), and (iv) No Impact

The Project would not alter existing drainage patterns. Erosion control and stormwater BMPs would be incorporated as part of the Project to reduce storm water impacts. A SWPPP would be prepared and approved prior to construction in order to protect any disturbed surface areas. Furthermore, BMPs would be designed and implemented to reduce the discharge of pollutants from the Caltrans storm drain system to the maximum extent practicable. Erosion control measures would also be used to address site soil stabilization and reduce deposition of sediments into adjacent surface waters. Temporary water pollution control and permanent erosion control plans would be prepared during the Final Design phase of the Project. No impacts are expected to occur with regards to runoff, drainage patterns, and water quality.

d) No Impact

Based on the Federal Emergency Management Agency Flood Insurance Rate Maps (Map Numbers: 06071C7935H, 06071C7955H, 06071C7956H, 06071C7960H, and 06071C8000H), the proposed Project is located within Zone D (areas where flood hazards are not determined, but possible) and does not encroach on any 100-year floodplains; therefore, the is no risk of a flood hazard. The Project area is in the San Bernardino Mountains which is approximately 50 miles from the coastline of the Pacific Ocean; therefore, there is no risk of inundation by tsunami. In addition, there are no major water bodies within or near the Project limits. The nearest water body is Lake Gregory, approximately one mile north of the Project; therefore, there is no risk of inundation by a seiche. No impact due to flood, tsunami, or seiche are anticipated.

e) No impact

The proposed Project would not conflict with or obstruct implementation of the Water Quality Control Plan for the Santa Ana River Basin or the Lahontan Region. There are no municipal or domestic water supply reservoirs or recharge facilities within the project limits. The proposed improvements to SR-18 would not result in impacts to groundwater. Therefore, no impacts are anticipated.

3.6.10.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures for Hydrology and Water Quality are required.

3.6.11 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

3.6.11.1 CEQA Significance Determinations for Land Use and Planning

a) No Impact

The proposed Project would improve existing facilities and would not physically divide an established community. No impact on established communities would occur.

b) No Impact

The Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

3.6.11.2 Avoidance, Minimization, and/or Mitigation Measures

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

3.6.12 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

3.6.12.1 CEQA Significance Determinations for Mineral Resources

a), b) No Impact

According to the San Bernardino Countywide Plan (County of San Bernardino 2020), the proposed Project is not located within a designated Mineral Resource Zone and there are no known mineral or construction quality aggregate deposits that may qualify as mineral resources. Therefore, the proposed Project would not result in the loss of a known mineral resource and there would be no impact to mineral resources.

3.6.12.2 Avoidance, Minimization, and/or Mitigation Measures

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

3.6.13 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

3.6.13.1 CEQA Significance Determinations for Noise

a), b), c) No Impact

The proposed Project is considered a Type III project under 23 CFR 772.7 in the Traffic Noise Analysis Protocol. As such, the Project is considered exempt from noise impact analysis requirements and does not require a noise analysis. The project would not generate excessive groundbourne vibrations or noises. Due to the mountainous terrain, there would be no noise exposure within the vicinity of an airstrip, or airport land use plan. There would be no impact from noise.

3.6.13.2 Avoidance, Minimization, and/or Mitigation Measures

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

3.6.14 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

3.6.14.1 CEQA Significance Determinations for Population and Housing

a) No Impact

The Project improvements would not result in the construction of new homes or businesses, nor would there be a need for roads or other infrastructure that would induce unplanned population growth.

b) No Impact

The proposed Project would also require three Temporary Construction Easements (TCEs) and nine Drainage Easements from land uses adjacent to the Project right of way. TCEs and Drainage Easements would include the temporary use of adjacent properties for work associated with guardrail upgrades, culvert replacement, utility work, and staging.

No residents or businesses would need to be relocated as a result of the proposed Project, nor would any existing developments or people. There would be no impact to population or housing.

3.6.14.2 Avoidance, Minimization, and/or Mitigation Measures

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

3.6.15 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

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

3.6.15.1 CEQA Significance Determinations for Public Services

a) No Impact

Fire protection services within the proposed Project area are provided by the San Bernardino County Fire Department, Running Springs Fire Department, and the U.S. Forest Service. Refer to Table 2.2.5-2 for fire and emergency service providers.

The proposed Project would not require permanent or temporary acquisition from any fire facility. Continuous uninterrupted access to SR-18 would be provided throughout construction of the proposed Project. Construction activities have the potential to result in temporary, localized disruptions in construction areas, which could result in increased response times during construction. Construction-related delays would be addressed in the Traffic Management Plan (TMP) prepared in coordination with a public information program prior to construction (see **TRA-1** in Transportation). Implementation of the TMP would ensure that access is maintained for emergency services and fire service providers are contacted prior to construction.

The proposed Project is not expected to result in an increase in population or induce growth and as such would not cause an increase in demand for fire services beyond what was previously planned. Therefore, there would be no impact on fire services.

b) No Impact

The proposed Project would not require permanent or temporary acquisition from any police facilities. As discussed above, continuous, uninterrupted access to SR-18 would be provided throughout construction of the proposed Project. Construction activities have the potential to result in temporary, localized disruptions in construction areas, which could result in increased response times during construction. Construction-related delays would be addressed in the TMP prepared in coordination with a public information program prior to construction (see **TRA-1** in Section 3.6.17 Transportation). Implementation of the TMP would ensure that access is maintained for emergency services and police service providers are contacted prior to construction.

The proposed Project is not expected to result in an increase in population or induce growth and as such would not cause an increase in demand for police services beyond what was previously planned. Therefore, there would be no impact on police services.

c) No Impact

The nearest schools to the proposed Project include Rim of the World High School and Mountain High School, both operated by Rim of the World School District. Additionally, Pali Adventures Kids Camp, which operates during the summer months from June to August, is also located adjacent to the Project site. Table 3-3 lists the schools located within 0.25 miles of the proposed Project.

The proposed Project would not require permanent or temporary acquisition from any school. As discussed above, continuous, uninterrupted access to SR-18 would be provided throughout construction of the proposed Project. However, construction activities have the potential to result in temporary, localized disruptions in construction areas. Construction-related access and delays would be addressed in the TMP prepared in coordination with a public information program prior to construction (see **TRA-1** in Section 3.6.17, *Transportation*). Implementation of the TMP would ensure that access is maintained to the school and that the school district and schools are contacted prior to construction.

The proposed Project is not expected to result in an increase in population or induce growth and as such would not cause an increase in demand for schools beyond what was previously planned. Therefore, there would be no impact on schools.

d) No Impact

Table 2.2.3-1 lists the parks located within 0.5 mile of the proposed Project. Most of the parks located adjacent to SR-18 are managed by the U.S. Forest Service. The proposed Project would not directly impact any park. As discussed above, continuous, uninterrupted access to SR-18 would be provided throughout construction of the proposed Project. However, construction activities have the potential to result in temporary, localized disruptions in construction areas. Construction-related access would be addressed in the TMP prepared in coordination with a public information program prior to construction (see **TRA-1** in Section 3.6.17, *Transportation*). Implementation of the TMP would ensure that access is maintained to the parks.

The proposed Project is not expected to result in an increase in population or induce growth, and as such would not cause an increase in demand for parks beyond what was previously planned. There would be no impact to public parks.

e) No Impact

No other public facilities would be affected by the proposed Project.

3.6.15.2 Avoidance, Minimization, and/or Mitigation Measures

No additional avoidance, minimization, and/or mitigation measures are required.

3.6.16 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

3.6.16.1 CEQA Significance Determinations for Recreation

a), b) No Impact

Implementation of the proposed Project would not generate a substantial increase in the use of any existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration could occur, nor would it require the construction or expansion of existing recreational facilities.

3.6.16.2 Avoidance, Minimization, and/or Mitigation Measures

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

3.6.17 Transportation

Would the project:

Question	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?	Less Than Significant 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?	Less Than Significant Impact

3.6.17.1 CEQA Significance Determinations for Transportation

a) No Impact

The proposed project would not conflict with the San Bernardino County Policy Plan, Transportation & Mobility Element (County of San Bernardino 2020a); the Rim of the World Active Transportation Plan (Rim of the World Park and Recreation District 2018); Lake Arrowhead Community Action Guide (County of San Bernardino 2020c), or Hilltop Community Action Guide (County of San Bernardino 2020b). There would be no impact.

b) Less Than Significant Impact

The proposed project does not involve any capacity increasing elements and therefore, the proposed Project is unlikely to induce measurable and substantial increases in VMT and a VMT analysis is not required. As indicated in Section 15064.3(b)(2) transportation projects that reduce, or have no impact on vehicle miles traveled, should be presumed to cause less than significant transportation impact.

c) No Impact

The proposed project would not substantially increase hazards because of design features or incompatible uses. In general, the proposed project would preserve, repair, and extend the life of the roadway pavement, repair culverts and slopes, upgrade TMS elements and guardrails, and improve the overall ride quality and safety of SR-18 within the project limits. No impacts are anticipated.

d) Less Than Significant Impact

Construction activities have the potential to result in temporary, localized, and site-specific disruptions during the construction period. This could lead to an increase in delay times for emergency response vehicles during construction; however, the proposed project would include the Caltrans Standard Measure for preparation and implementation of a TMP (measure **TRA-1,** below), which would avoid or minimize any potential impacts. The proposed project is expected to also provide continuous and uninterrupted access to SR-18 throughout the duration of construction. Less than significant impacts are anticipated during the construction period.

3.6.17.2 Avoidance, Minimization, and/or Mitigation Measures

Caltrans 2024 Standard Specifications (or most recent), Best Management Practices (BMPs), and the measure below would be implemented to avoid, minimize, and/or mitigate any potential impacts to Transportation:

TRA-1: Implement Traffic Management Plan.

3.6.18 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

Question	CEQA Determination
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

3.6.18.1 CEQA Significance Determinations for Tribal Cultural Resources

a), b) No Impact

As mentioned in Section 2.2.8, Cultural Resources, the NAHC was contacted, and a request was made to perform a Sacred Lands File (SLF) search on June 11, 2025. The NAHC responded June 18, 2025, with positive results, and provided a contact list of the following tribes: Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Quechan Indian Tribe of the Fort Yuma Reservation, Serrano Nation of Mission Indians, and the Yuhaaviatam of San Manuel Nation. Two responses were received. July 24, 2025, from Quechan Indian Tribe of the Fort Yuma Reservation and July 28, 2025, from Agua Caliente Band of Cahuilla Indians. Both tribes deferred to Tribes in closer proximity to the project. Follow-up letters were sent out August 29, 2025, and October 3, 2025. No further responses from Native American tribes have been received to date. As the Project would take place within the previously disturbed portions of SR-18, which has experienced continuous disturbances from construction and maintenance activities of the highway, the Project would have no impact on tribal cultural resources.

3.6.18.2 Avoidance, Minimization, and/or Mitigation Measures

Avoidance and minimization measures **CR-1** and **CR-2** would be implemented, as mentioned in Section 2.2.8, Cultural Resources.

3.6.19 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?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact

Question	CEQA Determination
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

3.6.19.1 CEQA Significance Determinations for Utilities and Service Systems

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

The culvert repairs and replacements are proposed to be in-kind and not result in any up sizing from current conditions. If there is a change, Caltrans would coordinate with the appropriate utility companies that would be impacted. As such, the proposed Project would not require water supplies to serve future development or result in the need for additional capacity for wastewater treatment. Caltrans standard measures would be taken to ensure proper disposal of construction materials are done in an environmentally sensitive manner. It is Caltrans policy to recycle materials whenever possible. The proposed Project would be in compliance with all federal, state, and local solid waste statutes and regulations; therefore, no impacts are anticipated.

3.6.19.2 Avoidance, Minimization, and/or Mitigation Measures

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

3.6.20 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

3.6.20.1 CEQA Significance Determinations for Wildfire

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

The Project corridor traverses areas that are designated as State Responsibility (SRA) High Fire Severity Zones (CAL FIRE 2025). Although portions of the Project corridor are within a Very High Fire SRA, the proposed Project is not anticipated to exacerbate wildfire risk as there are no structures proposed that would expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The proposed Project would not impair an adopted emergency response plan or emergency evacuation plan. There would be no installation or maintenance of infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts on the environment. Furthermore, the proposed Project is not anticipated to expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire instability, or drainage changes. The project is anticipated to result in no impacts to wildfire.

3.6.20.2 Avoidance, Minimization, and/or Mitigation Measures

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

3.6.21 Mandatory Findings of Significance

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

3.6.21.1 CEQA Significance Determinations for Mandatory Findings of Significance

a) Less Than Significant Impact with Mitigation Incorporated

The project may result in “Take” of California Endangered Species Act (CESA) listed as Threatened species southern rubber boa (*Charina umbratica*). This would require a California Fish & Game Code (CFGC) Section 2081 Incidental Take Permit. Caltrans

anticipates “No Take” of any other State-listed special status species pursuant to CESA. Southern California legless lizard, coastal western whiptail, San Bernardino flying squirrel, and San Diego desert woodrat, all Species of Special Concern, could trend toward a State-listed status.

It is expected that there would be both permanent and temporary impacts to Waters of the State was a result of culvert repair, slope modification, and rock slope protection installation for the Project. On-site habitat restoration for 0.054 temporary impacts for native communities and there would be 0.029 acre of permanent impacts to waters which would be mitigated for and decided upon with coordination from regulatory agencies. These impacts would require mitigation (**BIO-19: BIO-Waters-1** through **BIO-21: BIO-Waters-3**) to comply with the CDFW “no net loss” policy. Anticipated mitigation requirements include permanent protection and restoration of compensatory habitat within the watershed associated with the Project area.

While the project improvements would cause physical destruction to roadway elements within the Rim of the World Highway Historic District (P-36-007049), there would be no physical destruction of any of the salient character defining features such as the contributing masonry rock pier and chain roadside barriers and low masonry rock walls. Project improvements are proposed to the roadway guardrail and culverts. These are not character defining features of the road. Potential effect would be indirect from the installation of the project features such as guardrail adjacent to the masonry rock pier and chain roadside barriers and low masonry rock walls. The scale of the proposed improvements would fit within the existing transportation corridor. With implementation of conditions **CR-3** through **CR-7** consistent with Secretary of the Interior’s Standards (SOIS) these effects would not rise to the level of being considered adverse.

b) Less Than Significant Impact

Based on the HPSR prepared for the Project, the records search identified 202 resources within a ¼ -mile radius of the project. Thirteen of these resources appear to overlap into the APE. Of the 13 resources, 10 are resources that are exempt from evaluation per the Section 106 Programmatic Agreement Appendix 4 as Type 1 Properties. One resource (P-36-000929: lithic scatter) was updated in 2011 and 2015 as no longer extant in the Caltrans ROW. This site’s status was confirmed as no longer extant in 2019 and 2023. The remaining resource in the APE is The Rim of the World Highway Historic District. The Rim of the World Highway Historic District (P-36-007049) was determined eligible for the National Register of Historic Places. Its contributing features include the general alignment and a series of rock piers and chain guardrail and masonry stone curbs and gutters, masonry features that are associated with small pull outs and a picnic area. The project improvements would cause physical destruction to roadway elements within the historic district there would be no physical destruction of any of the salient character defining features such as the contributing masonry rock pier and chain roadside barriers and low masonry rock walls. Project improvements are proposed to the roadway guardrail, and culverts, and these are not character defining features of the road. The only potential effect would be indirect from the installation the project features such as guardrail adjacent to the masonry rock pier and chain roadside barriers and low masonry

rock walls. Within implementation of measures **CR-4**, **CR-6**, and **CR-7**, cumulative impacts would be avoided.

Furthermore, based on the NES(MI) prepared for the Project, there would be both permanent and temporary impacts to Waters of the State was a result of culvert repair, slope modification, and rock slope protection installation for the Project. Measure **BIO-19: BIO-Waters-1** through **BIO-21: BIO-Waters-3** would be implemented to avoid and reduce potential impacts. The Project is not anticipated to have an adverse cumulative effect to jurisdictional waters or riparian vegetation. Cumulatively considerable impacts to natural communities of concern, jurisdictional resources, and special-status plant and animal species are not anticipated. Impacts would be less than significant.

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 4 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 to 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.

4.1 AGENCY COORDINATION

Letters were sent to the County of San Bernardino, City of San Bernardino, City of Big Bear Lake, and San Bernardino County Transportation Authority on August 2, 2021, and April 13, 2022. The letters notified the agencies of the scope of the project as well as requested their input. An email correspondence was sent to USFS on April 17, 2025, describing the project scope and requesting information. A virtual meeting was held with CDFW on August 14, 2025, to discuss the Project. Early agency coordination through the Assembly Bill (AB) 1282: State Transportation and Environmental Partnership for Permitting Efficiency is being utilized for this project. The initial agency coordination meeting occurred on April 7, 2026, with Caltrans, USFWS, USFS, and CDFW. Ongoing coordination and further determination for required permits would occur in the Final Design phase of the project.

4.2 NATIVE AMERICAN COORDINATION

The NAHC was contacted on June 11, 2025, and received a response on June 18, 2025, with a positive Sacred Lands File search and provided a contact of Native American tribes. Consultation initiation letters were sent to the following tribes: Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Quechan Indian Tribe of the Fort Yuma Reservation, Serrano Nation of Mission Indians, and Yuhaaviatam of San Manuel Nation. Two responses were received. July 24, 2025, from Quechan Indian Tribe of the Fort Yuma Reservation and July 28, 2025, from Agua Caliente Band of Cahuilla Indians. Both tribes deferred to Tribes in closer proximity to the project. Follow-up letters were sent out August 29, 2025, and October 3, 2025. Caltrans has received no further responses to date.

4.3 LOCAL HISTORICAL GROUPS

Consultation initiation letters were sent on August 28, 2025, to the Rim of the World Highway Historical Society and the San Bernardino Historical Society to inform them of the Project and request any information or input regarding the Project. Follow-up letters were sent out September 23, 2025. Caltrans received a "no comment" response from San Bernardino Historical Society on September 25, 2025. No further responses have been received to date.

4.4 PUBLIC PARTICIPATION

This Draft Initial Study/Environmental Assessment would be circulated and made available for public review and comment during the public review period. The public notice and opportunity to request a public hearing would be distributed to the state, regional, and local agencies and elected officials, as well as interested groups, organizations, individuals, and applicable federal agencies as listed in Distribution List.

Chapter 5 List of Preparers

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

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- Jenelle Mountain-Castro, Senior Publications Specialist
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- Saadia Byram, Editing
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Chapter 6 Distribution List

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

PUBLIC AGENCIES AND ELECTED OFFICIALS

US DEPT OF AGRICULTURE
FOREST SERVICE
SAN BERNARDINO NATL FOREST
602 S. TIPPECANOE AVE
SAN BERNARDINO, CA 92408

CALIFORNIA DEPT. OF FISH & WILDLIFE (REGION 6)
3602 INLAND EMPIRE BVLD, #C-220
ONTARIO, CA 91764

FEDERAL HIGHWAY ADMINISTRATION
888 S. FIGUEROA STREET, #1850
LOS ANGELES, CA 90017-5467

CALIFORNIA TRANSPORTATION COMMISSION
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SACRAMENTO, CA 95814-5605

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3737 MAIN ST, STE 500
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SACRAMENTO, CA 95814

SBCTA
DIRECTOR OF PLANNING
1170 W. 3RD ST, 2ND FLR SAN BERNARDINO, CA 92410

CALIFORNIA AIR RESOURCES BOARD AIR QUALITY & TRANSPORTATION PLANNING BRANCH
1001 “I” STREET, 7TH FLOOR
SACRAMENTO, CA 95814

SOUTH COAST AQMD
21865 COPLEY DRIVE
DIAMOND BAR, CA 91765

SAN BERNARDINO COUNTY
CLERK OF THE BOARD
385 N. ARROWHEAD AVE
SAN BERNARDINO, CA 92415

CA HIGHWAY PATROL
PO BOX 942898
SACRAMENTO, CA 94298-0001

CALIFORNIA HIGHWAY PATROL
31230 CA-HWY 18
RUNNING SPRINGS, CA 92382

HEAPS PEAK HELIBASE
29536 RIM OF THE WORLD HWY
CEDAR GLEN, CA 923321

USFS, SKY FOREST STATION
28104 CALIFORNIA 18
SKYFOREST, CA 92385

SAN BERNARDINO COUNTY
SHERIFFS DEPT
26010 HIGHWAY 189
TWIN PEAKS, CA 92391

SAN BERNARDINO COUNTY
LAND USE SERVICES-PLANNING
385 N. ARROWHEAD AVE
SAN BERNARDINO, CA 92415

SAN BERNARDINO COUNTY
FIRE
23407 CREST FOREST DR
CRESTLINE, CA 92325

RIM OF THE WORLD UNIFIED SCHOOL DISTRICT
24740 SAN MORITZ WAY
CRESTLINE, CA 92325

RUNNING SPRINGS FIRE STATION 50
32151 HUNSAKER WAY
RUNNING SPRINGS, CA 92382

LAKE ARROWHEAD CSD
27307 CA-189
BLUE JAY, CA 92317

RUNNING SPRINGS FIRE STATION 51
31250 HILLTOP BLVD
RUNNING SPRINGS, CA 92382

SAN BERNARDINO COUNTY FIRE- CRESTLINE STATION
737 GRANDVIEW ROAD TWIN PEAKS, CA 92391

CALIFORNIA DEPT. OF CONSERVATION
888 FIGUEROA STREET, #475
LOS ANGELES, CA 90017

SAN BERNARDINO COUNTY FIRE- TWIN PEAKS
23407 CREST FOREST DR
CRESTLINE, CA 92325

CAL FIRE SOUTHERN REGION
3800 N. SIERRA WAY
SAN BERNARDINO, CA 92405

PUBLIC UTILITIES DISTRIBUTION LIST

FRONTIER
1307 E CITRUS AVE,
REDLANDS, CA 92374

SPECTRUM
28200 CA-189
LAKE ARROWHEAD, CA 92352

SKYFOREST MUTUAL WATER CO
28677 CA-18
SKYFOREST, CA 92385

SOCAL GAS DISTRIBUTION
1136 N MOUNT VERNON AVE,
STE 305
SAN BERNARDINO, CA 92411

SAN BERNARDINO COUNTY
PUBLIC WORKS
825 EAST THIRD STREET
SAN BERNARDINO, CA 92415

ARROWBEAR PARK CO WATER
DISTRICT
2365 FIR DR
ARROWBEAR LAKE, CA 92382

RUNNING SPRINGS WATER
31242 HILLTOP BLVD
RUNNING SPRINGS, CA 92382

CRESTLINE VILLAGE WATER
DISTRICT
777 COTTONWOOD DR
CRESTLINE, CA 92325

CRESTLINE SANITATION
DISTRICT
24116 CREST FOREST DR
CRESTLINE, CA 92325

CRESTLINE LAKE ARROWHEAD
WATER
24116 CREST FOREST DR
CRESTLINE, CA 92325

SOUTHERN CALIFORNIA EDISON
513 STUART AVE
REDLANDS, CA 92374

INTERESTED PARTIES, PROPERTY OWNERS, AND MEMBERS OF THE PUBLIC

GUTIERREZ, GUILLERMINA
32768 BLAKE ST
LUCERNE VALLEY, CA 92356-7669

ROSE, FREDDA L
4205 MESA ST
TORRANCE, CA 90505-6313

PION, CHRISTOPHER
35653 YELLOWSTONE ST
WINCHESTER, CA 92596-8767

PODSAKOFF, KYLIE EILEEN
101 E CAMERON PL
LONG BEACH, CA 90807-3819

SOUTHERN CALIFORNIA EDISON COMPANY
1209 NEVADA ST
REDLANDS, CA 92374

SCHERBA, DONALD C & LINDA 1995 FAM T
785 HILL VIEW WAY
CHICO, CA 95926

SIELING, MARK J
326 S MOUNTAIN AVE
CLAREMONT, CA 91711-5101

ALKARAISHA, MAJED M
3272 BLACK HAWK CIR
RIVERSIDE, CA 92503-5474

ZUERN, AARON
17980 SPRING VIEW LN
RIVERSIDE, CA 92503

ANZALONE, CHARLIES PHILIP
6502 E WARDLOW RD
LONG BEACH, CA 90808-4137

SHIVELY FAMILY TRUST DTD 4-2-99
1211 REBECCA DR
LA HABRA, CA 90631-2612

EVANS, EVA
2 SANGUNTO
ALISO VIEJO, CA 92656

KHALIL, MANHAL
3313 BROOKSHIRE CT
BURBANK, CA 91504-1671

FRIEDLANDER, HERBERT TR - EST OF
2901 W COAST HWY STE 200
NEWPORT BEACH, CA 92663

LAKE ARROWHEAD CREST ESTATES INC
42635 MELANIE PL STE 103
PALM DESERT, CA 92211

SWENSON, DOROTHY LIVING TRUST 10/31
1674 W 256TH ST
HARBOR CITY, CA 90710

PYTLINSKI, MICHAEL ANTHONY
1915 W 9TH ST
UPLAND, CA 91786-5608

BRADFIELD FAMILY TRUST 6-11-12
4011 HEFFRON DR
BURBANK, CA 91505

DUNN, ROBIN E
857 W ARROW HWY
UPLAND, CA 91786-4517

KURKA, INGA
3116 CLOUDCREST RD
LA CRESCENTA, CA 91214-1306

PULMANO, JESSE
2743 W LA MORADA DR
RIALTO, CA 92377

IMRAN SHARIEF MD DEFINED BENEFIT PEN
5114 E CRESCENT DR
ANAHEIM, CA 92807-3629

BLUE CUBE VENTURE LLC
13089 PEYTON DR #C473
CHINO HILLS, CA 91709

ARGUETA, HEATHER S
3721 HOWARD AVE
LOS ALAMITOS, CA 90720-3617

FARLEY TRUST 2/26/14
139 CARLIN LN
RIVERSIDE, CA 92507-1206

MEINKEN, JOHN ROBERT II
10952 EVANS ST
LOMA LINDA, CA 92354-2752

FERNANDES, MARGARET N
2000 S FOUR WHEEL DR
NORCO, CA 92860-2676

HINRICHS, GUY & ALICE REV TR 5/3/18
1439 E BROCKTON AVE
REDLANDS, CA 92374-4000

BARRERA, SUSSY H
5938 MALABAR ST UNIT F
HUNTINGTON PARK, CA 90255

CHURCH OF SPIRITUAL TECHNOLOGY
7051 HOLLYWOOD BLVD STE 100
LOS ANGELES, CA 90028

MAIMONE, LILLIAN C FAMILY TRUST 9/21
1390 E PALM ST
ALTADENA, CA 91001-2042

KEY FAMILY TRUST 2006
29221 WAVERLY DR
MENIFEE, CA 92586-2802

KIRKER, JASON
633 MELWOOD AVE
PITTSBURGH, PA 15213-1139

HEMPSTEAD, STEPHEN R
2508 S 6TH AVE
YUMA, AZ 85364-7204

SONG, BENJAMIN LIVING TRUST 4/6/23
1103 TULARE DR
COSTA MESA, CA 92626-2114

BAGHERI, SHAWN & SHABNAM LIV TR 7-6-
44 EDENBROOK
IRVINE, CA 92620-1277

VOCK, GARY L
68 MAZARRON DR
HOT SPRINGS VILLAGE, AR 71909

CALDERON, JOSE A
5207 RAPHAEL ST
LOS ANGELES, CA 90042-3236

PETERSON, P C
25745 BARTON RD STE 514
LOMA LINDA, CA 92354

HANDLER, FRANKLIN & FRANCINE TR-SURV
38180 DEL WEBB BLVD PMB 164
PALM DESERT, CA 92211-1256

FOTOOHI, MIKE
795 HASTINGS RANCH DR
PASADENA, CA 91107-2244

WALLACE, JOHN IRA
2250 CAMINO LARGO DR
CHINO HILLS, CA 91709-1043

SHELLY, TRENT
25316 CHASE ST
STEVENSON RANCH, CA 91381-1662

MERLAN, ALANNA
27811 PORTAL WAY
MENIFEE, CA 92585-9075

MESSER, MARLO
6435 GREEN VALLEY CIR UNIT 316
CULVER CITY, CA 90230

FRITZ, BORIS & JEANNINE FAMILY TR 3
252 VIA LOS MIRADORES
REDONDO BEACH, CA 90277-6760

FURUSAWA LIVING TRUST
2461 WINDMILL CREEK RD
CHINO HILLS, CA 91709-4353

LORENZI FAMILY TRUST 10/19/16
5361 CIRCA DE LOMA
FALLBROOK, CA 92028-8646

JACKALOPE RIDGE LLC
6502 E WARDLOW RD
LONG BEACH, CA 90808-4137

GRIMALDI FAMILY TRUST 12/15/99 -EST
9005 SERANATA DR
WHITTIER, CA 90603-1103

BERTUMEN, PAUL ARTHUR MONTINOLA
32485 BEECHWOOD LN
LAKE ELSINORE, CA 92530-6370

DAVIS, LINDA C
5575 MISTRIDGE DR
RANCHO PALOS VERDES, CA 90275-4917

BACHOFER, TAMARA L
32292 DUNCAN TER
VALLEY CENTER, CA 92082-3909

VEITIA, DEANNA FAMILY TRUST 6/25/24
8 VIA CASTILLA UNIT G
LAGUNA WOODS, CA 92637

URIBE, ANGELICA EVELYN
3035 LEMON ST
RIVERSIDE, CA 92501-2509

OEHLER, ROBERT J TR
2115 S TENAYA WAY
LAS VEGAS, NV 89117-2008

BAKER, PAUL W
1720 E ERIE ST
LONG BEACH, CA 90802-3736

WEBER, JOSEPH C SR & LE T RV LV TR
43351 LAKE HUGHES RD
LAKE HUGHES, CA 93532-1015

WILSON, MAYNARD E TR
1241 SUMMERSHADE
LA HABRA, CA 90631

PATE, KATHLEEN RENEE
1319 BREWSTER DR
POMONA, CA 91767-5149

IINO, EVA
15303 VENTURA BLVD #900
SHERMAN OAKS, CA 91403

REIHER, ROBERT H
746 SAINT KATHERINE DR
LA CANADA, CA 91011-4119

SY, LOH JEN REVOCABLE TRUST 3/17/07
564 ELLIOTT DR
PASADENA, CA 91106-4449

PERALTA, ROBERT
1204 BEAR SPRINGS RD
RIM FOREST, CA 92378

ENTZEL, LORI
9914 WORKMAN AVE
TEMPLE CITY, CA 91780-2230

WIEST, DAVID LATHROP LIVING TRUST
17425 DAUBY CT
RIVERSIDE, CA 92508-9588

LONG, DAVID & CARMEN TRUST 08/08/12
16835 MORNING GLORY CT
CHINO HILLS, CA 91709-6530

COFFEY, MICHELLE E
33315 SWEETWATER CANYON RD
MENIFEE, CA 92584-9519

GONZALEZ, ALBERTO L
10106 WOODBRIDGE LN
RIVERSIDE, CA 92509-8819

FITZGIBBON, DARIN EUGENE
13104 GLEN CT UNIT 9
CHINO HILLS, CA 91709

WAGNER, MARK A & PATRICIA E TRS
13281 NEVADA ST
WESTMINSTER, CA 92683-2341

DO, HOANG DINH
11825 THE WYE ST
EL MONTE, CA 91732-1449

BELLO, FERNANDO ENRIQUE
5578 NORWOOD AVE
RIVERSIDE, CA 92505-1328

TIFFANY BUILDERS LLC
8949 BUFFALO AVE
RANCHO CUCAMONGA, CA 91730-5534

ADZOVICH FAMILY TRUST 8/8/02
370 W VIA VAQUERO
SAN DIMAS, CA 91773

SUMMERS, JEANNE N 2002 TRUST
17604 ROSCOE BLVD
NORTHRIDGE, CA 91325-3908

VALLIN, ISIDRO
207 E HARCOURT ST
LONG BEACH, CA 90805-2248

ANZALONE, CHARLES PHILIP
6502 E WARDLOW RD
LONG BEACH, CA 90808-4137

KRUSE, TORSTEN
15 CALLE CANGREJO
SAN CLEMENTE, CA 92673-6840

HOOD, ALAN EDWARD
1 ENSUENO W
IRVINE, CA 92620-1845

INDIGO TRUST 6/10/22
2556 EMERALD AVE
LAS VEGAS, NV 89120-3339

RUCKER, SCOTT W
970 POINT RD #363
BLUE JAY, CA 92317

DIAZ, MARIA
2116 LA VERNE AVE
HIGHLAND, CA 92346-2464

LOMELI, JIMMY
3744 N VERDUGO
MONTROSE, CA 91020

AGAPE CAPITAL CORP
10275 HOLE AVE STE 7815
RIVERSIDE, CA 92513

ALFORD, CRAIG W
31441 VALLEY RIDGE DR
RUNNING SPRINGS, CA 92382

SLATER FAMILY TRUST 06/18/21
8182 KINLOCK AVE
RANCHO CUCAMONGA, CA 91730-3737

HUNDT, PHUONG
11174 MCCABE RIVER CIR
FOUNTAIN VALLEY, CA 92708

THOMAS BUSINESS SERVICES LLC
25821 WHITE WOOD CIR
MORENO VALLEY, CA 92553-4957

MENDOZA, ROBERTO
329 CLARADAY ST
GLENDORA, CA 91740-5617

HOYT, JOHN & SHERRILL REVOCABLE LIV
17845 BALFERN AVE
BELLFLOWER, CA 90706-7154

MUDNICH REVOCABLE LIVING TR- SURV TR
2508 ALBERT WAY
ARCADIA, CA 91007-8439

VUONG, HUONG MAI
2355 W 239TH ST
TORRANCE, CA 90501-5924

POWERS, AARON J
31131 ALL VIEW DR
RUNNING SPRINGS, CA 92382

CASTILLO, SERGIO
5447 VIA CAMPO ST
LOS ANGELES, CA 90022-2205

FRITTS, R E
2222 ROCKWELL
RIVERSIDE, CA 92506

JACKSON, BRYANT
8155 ORCHARD ST
ALTA LOMA, CA 91701-1813

DOERING, JIM
1849 ELEVADO AVE
ARCADIA, CA 91006-1710

DOWE, DESIREE
7728 W 85TH ST
RAY, CA 90293

GROUSE, BRUCE
3729 BENNINGTON CT
CARLSBAD, CA 92010-6558

SKYFOREST RANCH LLC
12348 VENTURA BLVD STE 365
STUDIO CITY, CA 91604

FIGUEROA, CARLOS J
3505 REYNARD WAY APT 16
SAN DIEGO, CA 92103

IBANEZ, ISRAEL A
27701 MURRIETA RD SPC 214
MENIFEE, CA 92586

BUDZIK, MICHAEL & TACOMA, SARAH TR 9
1547 FAIRFIELD ST
GLENDALE, CA 91201-2739

SAN BERNARDINO COUNTY FLOOD CONTROL
825 E THIRD ST RM140
SAN BERNARDINO, CA 92415-0835

GONZALES, ADELFO A
502 S PARTON
SANTA ANA, CA 92701

JABRE, JOE F & HELEN A FAM TR 6-2-15
167 N POINSETTIA PL
LOS ANGELES, CA 90036-2805

WALLACE, JOHN J LIVING TRUST 11/15/2
26900 DE BERRY DR
CALABASAS, CA 91301-2315

WESTERN POSTAL REALTY HOLDINGS LLC
75 COLUMBIA AVE
CEDARHURST, NY 11516-2011

MENDOZA, MICHAEL DANIEL
1138 MARINE VIEW DR
VISTA, CA 92081-7533

STANDISH, JULIE
14395 PINEBROOK DR
TUSTIN, CA 92780-6340

RABIE, ARMON
27 GLEN ECHO
TRABUCO CANYON, CA 92679-3507

SMITH, ANDREW JOSEPH
182 S LIME ST
ORANGE, CA 92686

BESTEN, CRAIG DEN
645 LA SIESTA CT
TURLOCK, CA 95380-4438

RODRIGUEZ, ANTHONY
2212 SPRING OAK DR
RUNNING SPRINGS, CA 92382

JACKSON, BEATRICE B
26552 GRANVIA DR
MISSION VIEJO, CA 92691-5156

VU, JOHN GIAO
1211 COLONY DR
UPLAND, CA 91784-1030

BAXTER, TONY W FAMILY TRUST 8/20/10
7635 SILVER DOLLAR LN
ANAHEIM, CA 92808

PADUA, ANGELA
8720 ORION AVE #9
NORTH HILLS, CA 91343

ZIMMERMAN FAMILY TRUST 7/9/18
554 RANCHO DEL CERRO
FALLBROOK, CA 92028-9475

BULLIS, KEITH R
13629 KANSAS AVE
PARAMOUNT, CA 90723-7146

BPF LAKE ARROWHEAD CONSERVATION LAND
3727 BUCHANAN ST FL 4
SAN FRANCISCO, CA 94123

ADDIS, ETHAN MCKENNA
4900 LEMONA AVE
SHERMAN OAKS, CA 91403-1343

FARASSATI FAMILY TRUST
5639 COMO CIR
WOODLAND HILLS, CA 91367-6259

GONZALEZ, MIGUEL ANGEL
9287 63RD ST
JURUPA VALLEY, CA 92509-5906

ONG, JESSIE K REVOCABLE LIVING TR 8
34161 CRYSTAL LANTERN ST
DANA POINT, CA 92629-2663

HESLIP, DARRIAN
15921 WICKLOW LN
HUNTINGTON BEACH, CA 92647-3150

SKY VIEW INN LLC
13973 CARRIAGE RD
POWAY, CA 92064-3837

DANG, HENRY
13238 MICHAEL RAINFORD CIR
GARDEN GROVE, CA 92843-2541

ANDERSON-WELLS LLC
573 HAWTHORNE AVE
ATHENS, GA 30606-2505

LAWENDA, MATTISON S
27461 SCHOOL DR
LAKE ARROWHEAD, CA 92352

STEWART, JOHN
12841 CRAFTSMAN LN
SANTA ANA, CA 92705-1257

TROFILO, ALICIA B
119 PALOMA AVE #B
VENICE, CA 90291

GONZALEZ, JOSE O
1050 DOVERFIELD AVE
HACIENDA HEIGHTS, CA 91745-1248

FAGERHOLM, JOHN
5757 WILSHIRE BLVD PH-3
LOS ANGELES, CA 90036

ROACH, ERIKA L
365 N EMERALD DR 55
VISTA, CA 92083

SCANTLIN, MARK & DEBRA LIVING TR 09
5110 SHANNON VIEW RD
ACTON, CA 93510-1106

ANDERSON, STANLEY C LIVING TR 12/23
509 DESERT LAKES CIR
PALM SPRINGS, CA 92264-5524

PATRICK, KENNETH
5578 NEWMAN ST
CYPRESS, CA 90630-3119

PICKARD, J B & C A FAMILY TR (4-26-0
4087 HARE AVE
RIVERSIDE, CA 92509-5839

JONES, DONOVAN C
408 MALLORY CIR
LOGANVILLE, GA 30052-6707

DELMURO, RAYMOND C
27828 HOLLY LN #239
LAKE ARROWHEAD, CA 92352

MARTIS, DAVID & JOANNE ROWDEN LIVING
4955 CENTRAL AVE
RIVERSIDE, CA 92504-1803

MARTINEZ, OSCAR DANIEL
2713 W HILL AVE
FULLERTON, CA 92833-3520

TORRES, ELY
2701 CANON WAY
RUNNING SPRINGS, CA 92382-7427

ANDERSEN-WELLS LLC
573 HAWTHORNE AVE
ATHENS, GA 30606-2505

NISSEN FAMILY REVOCABLE TR 4-29-04
3255 BENNETT LN
CALISTOGA, CA 94515-9725

KASUMYAN, ARTHUR CHRISTOPHER
11421 CLYBOURN AVE
SYLMAR, CA 91342-6707

MANNING FAMILY TRUST 10/05/11
3309 CALLE GRANDE VIS
SAN CLEMENTE, CA 92672-3545

HULTZ, TIMO-REI
6765 GAVIOTA AVE
LONG BEACH, CA 90805-1633

ACOSTA, ALAN
5053 COTTONTAIL WAY
FONTANA, CA 92336-0762

RAMIREZ, ROSEMARY
3925 OBSIDIAN RD
SAN BERNARDINO, CA 92407-0402

HULTERSTROM LIVING TRUST 07/08/14
12296 GREENS EAST RD
SAN DIEGO, CA 92128-2155

TRINH-KEO, CYNDY
3458 ANGWIN DR
SAN DIEGO, CA 92123-2606

STEINER FAMILY TRUST 4/15/03
15070 ROBYN CT
LAKE ELSINORE, CA 92530-7418

LOPEZ, CHRISTIAN R
956 BAYFIELD DR
SAN DIMAS, CA 91773-1527

LOBECK, WALTER G III
8645 QUEENS BROOK CT
LAS VEGAS, NV 89129-2229

SMITH, JAMES E
3989 MT VERNON AVE
RIVERSIDE, CA 92507-4801

PINEDA, OSCAR FERNANDO
3003 S ORANGE DR
LOS ANGELES, CA 90016-3805

CIMINO, JIM RETIREMENT PLAN TR 1/00
27255 MESSINA ST
HIGHLAND, CA 92346-3129

CARROLL, JEREMY D
7242 MELOTTE ST
SAN DIEGO, CA 92119-1613

ASTON, THERESA I INDIVIDUAL LIV TR 9
1123 RIVER BIRCH CT
SANTA MARIA, CA 93455

MODICA, JASON WAYNE
2042 N VERMONT AVE
LOS ANGELES, CA 90027-1920

LOWER CREST ROAD TRACT ASSN INC
29861 CABO DEL OESTE
HIGHLAND, CA 92346-5968

GADSON, FREDERICK
2546 E 10TH ST
LONG BEACH, CA 90804-4642

ZENK, KARIN E
19181 BECKWITH TER
IRVINE, CA 92603-3502

RENNEBAUM, RAYMOND GEORGE JR LIVING
6487 SAN MARCO CIR
LOS ANGELES, CA 90068-2731

SANCHEZ FAMILY TRUST 11/9/21
3994 MENNES AVE
RIVERSIDE, CA 92509-6779

MIRANDA, DAVID
924 BLUECREST ST
CORONA, CA 92882-4072

BRISCOE, JAMES R
38079 BEL AIR DR
CATHEDRAL CITY, CA 92234-2201

HOWARD REVOCABLE TRUST 9/28/20
1865 NOB HILL DR
RUNNING SPRINGS, CA 92382

ADEVA, BENIGNO
1283 ABILENE PL
NORCO, CA 92860-3841

CARLSON, SCOTT
465 N CANYON BLVD
MONROVIA, CA 91016-2373

SOLIS, ARTURO R
3629 POMEROY ST
LOS ANGELES, CA 90063-3714

BABURYAN, MAT REVOCABLE TR 02/17
718 E SANTA ANITA AVE
BURBANK, CA 91501

CIRRITO, ROBERT LIVING TRUST
336 W CHESTNUT AVE
MONROVIA, CA 91016-3318

LEE, JOSHUA A
1716 CRENSHAW BLVD #105
LOS ANGELES, CA 90019

CASCONE, ANTHONY
619 YAVAPAI HILLS DR
PRESCOTT, AZ 86301-5790

MORSCHAUSER, WILLIAM G
10790 CIVIC CENTER DR STE 203
RANCHO CUCAMONGA, CA 91730

MARTINEZ FAMILY TRUST 12/6/16
14404 GALE AVE
HACIENDA HEIGHTS, CA 91745-1915

MAALOUF, HENRY
23659 RIDGEWAY
MISSION VIEJO, CA 92692-1890

WILLIAMS, BRANDON MICHAEL
6483 CANYONLANDS DR
JURUPA VALLEY, CA 92509

VERNON FAMILY TRUST 5/11/90
BYPASS
1001 RICHMAN KNOLL
FULLERTON, CA 92835

SEPULVEDA, SAM
2611 EL DORADO AVE
OXNARD, CA 93033-4823

ARCEGA, RAMON M & JOCELYN
JOY L LIV
5996 MAYCREST AVE
EASTVALE, CA 92880-8618

TSOI, LOUISE
1800 S GLADYS AVE
SAN GABRIEL, CA 91776-3922

GREYSTONE MANOR LLC
9903 SANTA MONICA BLVD #411
BEVERLY HILLS, CA 90212

HUTTON, FAMILY TRUST 2-4-99
211 N ST CRISPEN AVE
BREA, CA 92821

MILITONYAN, SARKIS
18758 WILLOWTREE LN
PORTER RANCH, CA 91326-3900

STAMBAUGH, ROBERT A
MARITAL TRUST 7
12 VIA SANTA MARIA
SAN CLEMENTE, CA 92672

CHAN FAMILY TRUST 5-27-11
2461 RIDGEGATE ROW
LA JOLLA, CA 92307

SAINT EMMA GLORIA LLC
3180 MAIN ST
COTTONWOOD, CA 96022-9785

REED, JONATHAN CHRISTOPHER
2734 CIRCLE DR
RUNNING SPRINGS, CA 92382

OHANA V TRUST
4730 S FORT APACHE RD STE
300
LAS VEGAS, NV 89147

POZOS, RICARDO
4080 PEDLEY RD SPC 123
JURUPA VALLEY, CA 92509

3125 TS LLC
11222 GARDEN GROVE BLVD
GARDEN GROVE, CA 92843-1338

STEVENSON, MARY IRA
2001 SPRING RD STE 700
OAK BROOK, IL 60523

REID, BRENT LIVING TRUST 11/15/23
13002 WOODLAWN AVE
TUSTIN, CA 92780-3545

BORMANN, STEFFI C
REVOCABLE TR 9/16
13 SANDSTONE WAY
AZUSA, CA 91702-6272

PIZZA PLUS PROPERTIES INC
330 N SIXTH 3103
REDLANDS, CA 92374

SMITH, STEVE R
18150 FIRESTONE CT
FOUNTAIN VALLEY, CA 92708-5929

VINTI LLC
16148 TALBOT CT
CHINO HILLS, CA 91709-7909

HILLESLAND, SUSAN L
1317 N SAN FERNANDO BLVD
BURBANK, CA 91504-4236

LEADBETTER FAMILY REVOCABLE
LIV TR 6
2131 RAMONA AVE
LA HABRA, CA 90631-4234

1954 NOBHILL DR LLC
3522 THOR AVE
LOS ALAMITOS, CA 90720-3969

HARDY, JASON LEE
4454 DEEBOYAR AVE
LAKEWOOD, CA 90712-3766

MAE INVESTMENT GROUP LLC
6300 VARIEL AVE APT 320
WOODLAND HILLS, CA 91367

DE SANTIAGO, WILLIAM
9254 51ST ST
RIVERSIDE, CA 92509-3828

HERZOG KAUFMANN TRUST
4/26/23
1725 E 2ND ST
LONG BEACH, CA 90802-5917

SCAVIA, BRANDON
10300 FUERTE DR
LA MESA, CA 91941-4388

LANDEROS, DERICK B
2013 WILLOW DR
RUNNING SPRINGS, CA 92383

LUNA FAMILY TRUST 12/16/21
23661 MEADCLIFF PL
DIAMOND BAR, CA 97165

DEER PARK SPRING WATER INCORPORATED
900 LONG RIDGE RD BLDG 2
STAMFORD, CT 06902-1138

WEST, SAMUEL DELOY
1973 WILLOW DR
RUNNING SPRINGS, CA 92382

KOCH, LARRY
660 W FRANKLIN AVE
POMONA, CA 91766-5119

POWERS, BRENDAN
16732 E MAIN ST
ORANGE, CA 92865-1937

MARTINEZ, JESSE MICHAEL
1823 NOB HILL CIR
RUNNING SPRINGS, CA 92382

FRANCO FAMILY TRUST 9/10/21
3831 ROBERTA ST
LOS ANGELES, CA 90031-1647

PERRY, JAMES EDWARD
4552 TORREY PINES DR
CHINO HILLS, CA 91709-3389

LOPEZ, DIANA SUAREZ
13619 HANWELL AVE
BELLFLOWER, CA 90706-2015

MAD DOG TRUST 6/1/96
673 CORTE RAQUEL
SAN MARCOS, CA 92069-7320

KILE, DELORIS A
1026 E PALM AVE
REDLANDS, CA 92374-6253

SATORIUS, HELEN &
MCLAUGHLIN, ANNE T
3046 E THERESA ST
LONG BEACH, CA 90814-1342

BRAM, MEIR
1863 SALEROSO DR
ROWLAND HEIGHTS, CA 91748-4119

VASQUEZ, RONALD & O'LAUGHLIN, MARY A
26474 APACHE TR
RIM FOREST, CA 92378

SVG CAPITAL LLC
901 N MARKET ST STE 100
WILMINGTON, DE 19801

LAWRENCE TRUST 5/27/05
27710 MARIPOSA LN
CASTAIC, CA 91384-4112

S M ANDERSON REVOCABLE LIV TR 10/10
20210 SHOSHONE RD
APPLE VALLEY, CA 92307

ANDERSEN-WELLS
573 HAWTHORNE AVE
ATHENS, GA 30606-2505

WISSMAN, CHRIS
4502 PROSPECT AVE
YORBA LINDA, CA 92886-2120

MATIAN, ARASH DAVID
287 BELL CANYON RD
BELL CANYON, CA 91307-1113

GARCIA, DANETTE
6610 MELBA AVE
WEST HILLS, CA 91307-3409

SAUCEDO, NOEL & TORRES-SAUCEDO, YVET
2105 SALTO DR
HACIENDA HEIGHTS, CA 91745-4909

TORREZ, JOSEPH M
511 VENTURA AVE
CORONA, CA 92879-1135

ROMO, DUANE
6899 VALINDA AVE
RANCHO CUCAMONGA, CA 91701-5323

WAGNER REVOCABLE LIVING TRUST 4/4/89
13281 NEVADA ST
WESTMINSTER, CA 92683-2341

STEIDEL, MARK W
4301 NW 21ST TER
GAINESVILLE, FL 32605-1728

SIERRA, MARCO ANTONIO URIAS
2835 N H ST
SAN BERNARDINO, CA 92405-2803

YTURRALDE, CATHY
26025 NEWPORT RD STE A134
MENIFEE, CA 92584

LABRADA, CLARA ELIZABETH
4705 MITCHELL AVE #A
RIVERSIDE, CA 92505

WESTBROOK, TERRYN JENNINGS
1959 ESCARPA DR
LOS ANGELES, CA 90041-3014

FRANCIS, JEANNINE
31523 HILLTOP DR
RUNNING SPRINGS, CA 92382

FIRST BUSINESS INTERNATIONAL INC
2242 N SAN FERNANDO RD
LOS ANGELES, CA 90065-1232

STERLING, LESLIE
34 MORRO BAY DR
CORONA DEL MAR, CA 92625-1021

TSOY, SERGEY
21692 OCEAN VISTA DR UNIT B
LAGUNA BEACH, CA 92651

SANCHEZ, SHANE
6112 FOXFIELD LN
YORBA LINDA, CA 92886-5825

TAVARES, ANTONIO DE JESUS
5803 MISSION BLVD SPC #49
RIVERSIDE, CA 92509

YOON, YOHAN
102 VISTA DEL MAR APT A
REDONDO BEACH, CA 90277

PIROZZI, ALESSANDRO
234 FOREST AVE
LAGUNA BEACH, CA 92651-2114

1218 BRIDAL PATH LLC
435 S LA FAYETTE PARK PL #203
LOS ANGELES, CA 90057

MURPHY, JAMES P
15242 CHERBOURG AVE
IRVINE, CA 92604-3121

PATEL, BHUPENDRA C
22851 BURTON ST
WEST HILLS, CA 91304-3607

GRILLO, MILES
5400 7TH AVE UNIT 2
LOS ANGELES, CA 90043

AVINA, FELICIANO JR
1255 BEAR SPRINGS RD
RIMFOREST, CA 92378

BERTKA FAMILY TRUST 3/6/14
1917 PINE ST
HUNTINGTON BEACH, CA 92648-2762

VIENI, JEANNINE
8356 OCEAN VIEW AVE
WHITTIER, CA 90602-2845

RUBIO, ABRAHAM
903 E 43RD ST
LOS ANGELES, CA 90011

GIESLER, LAWRENCE D
11619 JERRY ST
CERRITOS, CA 90703-7418

SAENZ, LUIS FRANK
15607 GARD AVE
NORWALK, CA 90650-6307

LENTZ, MICHAEL
13555 CANYON CREST RD
YUCAIPA, CA 92399-5825

PINK, CHRISTOPHER SADLER
4124 PALM AVE
YUCCA VALLEY, CA 92284-5069

FREY, HELEN G TR
1611 NEW YORK DR
ALTADENA, CA 91001-3239

ELLIOTT, BRADY DEAN
13646 SILVER LAKE DR
POWAY, CA 92064-3719

SURBER, JULIE JORDAN & GUY L LIV TR
7403 MUIR CT
HIGHLAND, CA 92346-7744

GEISSLER, BETTINA
31217 OUTER HIGHWAY 18
RUNNING SPRINGS, CA 93282

DHILLON FAMILY TRUST 01/29/04
6421 E LOOKOUT LN
ANAHEIM, CA 92807-4827

PANOPIO, NED ANDREW C & VIRGINIA M L
2460 W CROCUS DR
PHOENIX, AZ 89023

GABRIEL, PAMELA
6757 BLUEFIELD CT
SAN DIEGO, CA 92120-3203

PLESS, KATHARINA - EST OF
17848 VIA LA CRESTA
CHINO HILLS, CA 91709

BEAN, SUSAN MARIE
245 S REDWOOD AVE UNIT I
BREA, CA 92821

HANCOCK FAMILY TRUST
12/19/23
5452 E BROCKWOOD ST
LONG BEACH, CA 90808-1908

GONZALES, SAMANTHA MICHELLE
2622 SECRET DR
RUNNING SPRINGS, CA 92382

TORRES, AVELARDO
14502 ORANGE ACRES LN
IRVINE, CA 92604-2337

HARDIN, THOMAS GARFIELD JR
2065 STANLEY AVE
SIGNAL HILL, CA 90755-6017

KLEIN FAMILY REVOCABLE LIV TR
12/30
10543 AYRES AVE
LOS ANGELES, CA 90064-3309

DEL BOSQUE, CRISTIAN DAVID
2616 N SAN CARLO AVE
SAN BERNARDINO, CA 92407

LV TRUST 05/18/20
2603 SEA PINE LN
LA CRESCENTA, CA 91214-1443

OLIVARES, DIANA HILDA ARANA
1223 W 81ST PL
LOS ANGELES, CA 90044

ROMAN, DAVID I ALDAMA
1617 SIERRA VISTA AVE
PLACENTIA, CA 92870-6610

GATES, GEORGE
14519 APPLETON ST
HESPERIA, CA 92345-2201

CANDO, BRANDDON
1255 W 91ST ST
LOS ANGELES, CA 90044-2005

GREER, CHERYL A
4524 EVART ST
MONTCLAIR, CA 91763-3603

KNAPP, SUE E
3552 CROWELL AVE
RIVERSIDE, CA 92504-3505

CAMMARELLO, TINA M
4980 N HARBOR DR
SAN DIEGO, CA 92106

NORBRYHN, CHARLES R
31141 ALL VIEW BOX 1573
RUNNING SPRINGS, CA 92382

CUELLAR, GARY S
41456 YANKEE RUN CT
TEMECULA, CA 92591-1530

HEARN, CHARLES E & MARIA C FAMILY TR
21072 AVENIDA ALBERCON
LAKE FOREST, CA 92630-2205

CVEJKUS, JOANNA
3822 FERN
IRVINE, CA 92606-2134

LINCOLN, LISA K
2918 OCEAN AVE
VENICE BEACH, CA 90291

BROWN, TERRA
25664 CEDAR RIVER CT
SUN CITY, CA 92585-8972

ALMAGUER, CAMILO
22011 E SNOW CREEK DR
WALNUT, CA 91789-1496

REYES, GABRIEL S
4636 LAURENS AVE
BALDWIN PARK, CA 91706-2545

LANHAM, ANN E
1408 CORONADO DR
BOULDER CITY, NV 89005-2201

BROWN, LORI LYNN
1022 STINSON ST
ST PAUL, MN 55103

O'CAIN, ROBERT CASEY
2115 W 235TH ST
TORRANCE, CA 90501

ANDARA, DONAIRE
29216 DEER CREEK CIR
MENIFEE, CA 92584-9062

BJORGUM, ERIC
330 RAYFORD RD #816
SPRING, TX 77386

MCKAUGHAN, JEFFREY ANDREW
27118 RED ROCK CT
MENIFEE, CA 92585-3300

FOTIA, JOSEPH SAMUEL III
16772 MOOD CIR APT C
HUNTINGTON BEACH, CA 92649

HOLTZ, DAWNA
7637 E VIA DEL PLACITO
SCOTTSDALE, AZ 85258-4205

BROWN, ROBERT G
17254 SEAFORTH ST
HESPERIA, CA 92345-7286

HARRINGTON, SULEMA VELA
1793 KINGS RD
VISTA, CA 92084-3640

BALLESTEROS, LUIS
6858 JOHN DR
JURUPA VALLEY, CA 92509-5531

GARCIA, GILBERT JR
1745 W MARIN AVE #4
GARDENA, CA 90247

COUSINO, JORDAN EMERSON
1086 STRAIGHTAWAY CT
OCEANSIDE, CA 92057-1949

CARMONA, MARY KATHERINE
6168 HILLARY CT
RIVERSIDE, CA 92506-2139

WHITE, AMY
693 FOX HOUND DR
CLARKSVILLE, TN 37040-1401

MENCHIN, CRAIG SMITH
425 W BEECH ST #1252
SAN DIEGO, CA 92101

BAIDA 2003 TRUST
34860 CALLE ARNAZ
TEMECULA, CA 92592-9513

UNBEHAND, ELISABETH TR
26842 CALLE MARIA
CAPISTRANO BEACH, CA 92624-1530

MARSHALL, CLAUDIA N
24347 GROVEN LN
MORENO VALLEY, CA 92557-6334

PITITTO, MARI A
837 E OLIVE AVE
BURBANK, CA 91501-1425

FITZGIBBON, DARIN E
13104 GLEN CT #9
CHINO HILLS, CA 91709

GUNTHER, MICHAEL THOMAS
615 VIA VISTA DR
REDLANDS, CA 92373-7333

AUSTIN FAMILY TRUST 5/25/01
17851 CABALLO DR
YORBA LINDA, CA 92886-5106

ARANAS, JAI AR REYES
3827 GRANT ST UNIT #10
CORONA, CA 92879

HUGHEY, TERRILEE R
31705 SILVER SPRUCE DR
RUNNING SPRINGS, CA 92382

WRIGHT, WILLIAM
1435 ARMSLEY SQ
ONTARIO, CA 91762-1007

AMLAND FAMILY TRUST 2-2-04
27702 MILANO WAY
MISSION VIEJO, CA 92692-4139

FRANCO, JUSTIN
31855 WAGON WHEEL DR
RUNNING SPRINGS, CA 92382

CORCORAN, ROBERT ANTHONY
REV TR 3/23
5626 CAROL AVE
RANCHO CUCAMONGA, CA 91701-1807

SELTAM LLC
3705 SAN ANTONIO RD
YORBA LINDA, CA 92886-6977

MUDD, BENJAMIN BLINOFF
5125 BRIGGS AVE
LA CRESCENTA, CA 91214-3002

SPRINGBOARD CDFI 2023-2 LP
2140 HOOVER AVE STE 115
NATIONAL CITY, CA 91950

TIONGSON, JOHN & LOURMA
FAM TR
5052 CALLE ARQUERO
OCEANSIDE, CA 92057-2732

BATCHELDER FAMILY TRUST
40657 CALLE KATERINE
TEMECULA, CA 92591-6938

MCMAHAN FAMILY LIVING TRUST
2570 WHISPERING PINES DR
RUNNING SPRINGS, CA 92382

MATHEWS, LANCE
12302 FALLINGLEAF ST
GARDEN GROVE, CA 92840-4211

ADEVA, BENIGNO C
1283 ABILENE PL
NORCO, CA 92860-3841

SWEENEY, KENDRA MICHELLE
454 W AVE L
CALIMESA, CA 92320

ROVEDA, JAY
603 SEAGAZE DR # 872
OCEANSIDE, CA 92054

RAMIREZ, VICENTE RUVALCABA
1049 FLINT AVE
WILMINGTON, CA 90744-3707

ROTELIUK, LUCHY P TR
23603 PINEFOREST LN
HARBOR CITY, CA 90710-1233

SOTO, CARLOS ORTIZ
26218 OZONE AVE
HARBOR CITY, CA 90710-3628

BEEMAN, TELPHER
217 W 118TH PL
LOS ANGELES, CA 90061

SANTONIL, DENNIS & CLAIRE FAM TR 5/3
35042 ORCHARD CREST CT
WINCHESTER, CA 92596-8418

MORAN, MAURICIO JOSE
31760 SILVER SPRUCE DR
RUNNING SPRINGS, CA 92382

GONZALEZ, ROBERT D
31578 SILVER SPRUCE DR
RUNNING SPRINGS, CA 92382

CORTES, JAVIER
1360 MONROE ST
RIVERSIDE, CA 92504-5502

SHELLY, LISA M
25933 STAFFORD CANYON RD
UNIT D
STEVENSON RANCH, CA 91381

HILL, TRAVIS WAYNE
3544 E LINWOOD DR
SPRINGFIELD, MO 65809-2130

FISHER, TIMOTHY MARTIN
33260 LORIMER ST
LAKE ELSINORE, CA 92530-6033

LAFRANCHI, LYNN M
39 N LIMA ST #B
SIERRA MADRE, CA 91024

SANCHEZ, ALONDRA
31533 HILLTOP DR
RUNNING SPRINGS, CA 92382

BANDERA, ROCIO
381 N 7TH ST APT G
COLTON, CA 92324

BIGELOW, WITTNEY M
2 ENTERPRISE #7116
ALISO VIEJO, CA 92656

GONZALEZ, RICARDO
322 E EVERETT PL
ORANGE, CA 92867-6708

LAWSON FAMILY 2014 LIVING TRUST 11/0
16865 MCKEEVER ST
GRANADA HILLS, CA 91344-4240

MITCHNICK, GORDEN E TRUST 12/1/21
34311 HEATHER RIDGE RD
LAKE ELSINORE, CA 92532-2923

VASQUEZ, JOSE LUIS
1009 S HILLBORN AVE
WEST COVINA, CA 91791-3631

SWANSON, SHELBY
35028 GAIL AVE
YUCAIPA, CA 92399-2832

LOPEZ, EDGAR
1226 W CHATEAU AVE
ANAHEIM, CA 92802-1722

CALLACI, CJ TRUST 11/27/23
8234 EASTWOOD AVE
RANCHO CUCAMONGA, CA 91730-3431

CHEW, EUGENE & LORRAINE TRUST 1/30/2
5325 CRESTFIELD CT
CASTRO VALLEY, CA 94552-5538

NAYLORS', MICHAEL HOWARD & WENDY E T
5890 E APPIAN WAY
LONG BEACH, CA 90803-5051

ARELLANO, LENIN OCTAVIO PARTIDA
505 SEARS AVE
SAN DIEGO, CA 92114-4935

PLAXCO, BENJAMIN PAUL & TONETTE A FA
1832 NOVA GLN
ESCONDIDO, CA 92026-3329

VILLASENOR, FERNANDO
1227 W BARBARA AVE
WEST COVINA, CA 91790-3509

HERRERA, PRECIOUS A
31752 CITY CREEK RD
RUNNING SPRINGS, CA 92382

CONKLIN, ROSS A
833 N GENESEE AVE
LOS ANGELES, CA 90046-7313

SELLEN, DUSTIN L
6101 BANNOCK RD
WESTMINSTER, CA 92683-1923

MC CARTHY, KAREN JO TRUST
1027 W CLARION DR
TORRANCE, CA 90502

GARCIA FAMILY TRUST 10/1/03
10131 PHELAN DR
VILLA PARK, CA 92861-4108

TURCIOS FAMILY TRUST 7/1/24
7801 ENCINO AVE
NORTHRIDGE, CA 91325-4335

ADAMS, EDWARD D
26426 FAIRGATE AVE
NEWHALL, CA 91321-2209

MIHIR, DAVE
2272 MARY CLARE ST
CORONA, CA 92882-6972

YU, DAVID U
1912 W MACARTHUR ST
RANCHO PALOS VERDES, CA 90275-1111

JURAS, SHERRIE A
954 W MARSHALL BLVD
SAN BERNARDINO, CA 92405-2848

VAN VLAENDEREN, EMIL C AND IRENE
38951 VISTA DAWN CT
TEMECULA, CA 92592

STEHSEL & MCGEE-STEHSEL FAMILY TR
556 S E ST
ANAHEIM, CA 92805-4831

FRANCO, ALBERTO
18668 10TH ST
BLOOMINGTON, CA 92316-3643

OHANYAN, GERASIM
8053 ALLOTT AVE
LOS ANGELES, CA 91402

YOUMANS, ELEANOR H TRUST
156 NYES PL
LAGUNA BEACH, CA 92651-3943

LIVESEY, DANIEL JO
4832 OLIVE ST
MONTCLAIR, CA 91763-1428

ZAMPINO, JORDAN R
128 1/2 E CANADA
SAN CLEMENTE, CA 92672-3905

CORNWELL FAMILY LIVING TR
1123 MARYSVILLE AVE
CHULA VISTA, CA 91913-1428

LOVE, LYNETTE A
14184 PLUMAS CT
FONTANA, CA 92336-3558

BENAVIDEZ, RALPH L
19106 LEMAY ST
RESEDA, CA 91335-5005

LAUDERBACK, FREDERICK W
33342 OAK GLEN RD
YUCAIPA, CA 92399-2059

PUGH, THOMAS
4968 GODDARDS FORD RD
GAINESVILLE, GA 30504-5149

TAPIA FAMILY TRUST
5933 STEEPLECHASE RD
BONITA, CA 91902-3041

QUIROZ, ERIC
3657 OXFORD CIR
LA VERNE, CA 91750-3425

COLBURN, STANLEY H
31532 INSPIRATION DR
RUNNING SPRINGS, CA 92392

ZHU, RAYMOND
7800 SPINDRIFT COVE ST
LAS VEGAS, NV 89139-6106

MURRY FAMILY TRUST
940 CAMBERT ST
LA VERNE, CA 91750-4102

JOYA, ALEXANDER
200 E NEWBY AVE
SAN GABRIEL, CA 91776-3343

MURPHY, NATHANAEL J
120 E HARVARD PL
ONTARIO, CA 91764-2745

MOJICA GOMEZ FAMILY TRUST
32107 TEHACHAPI DR
CORONA, CA 92879

NGUYEN, LOC
1275 BEAR SPRINGS RD
RIM FOREST, CA 92378

RUSCH FAMILY TRUST
12702 GIBRALTAR DR
SAN DIEGO, CA 92128-2336

MUNOZ, EDGAR
2373 RIM OF THE WORLD DR
RUNNING SPRINGS, CA 92382

DUARDO FAMILY TRUST
2136 CAMORILLO DR
LOS ANGELES, CA 90065

1245 BEAR SPRINGS TRUST
918 ZENON WAY
ARROYO GRANDE, CA 93420-5807

PARK FAMILY TRUST 05/29/08
23018 ANZA AVE
TORRANCE, CA 90505-3427

AMANTIA, LANCE
23671 SILVERHAWK PL
VALENCIA, CA 91354

MONTIEL, MARIA S
1001 COLUMBIA ST
REDLANDS, CA 92374-3113

SCHENEWARK-MOSES, DARYL N
6111 FULCHER AVE
NORTH HOLLYWOOD, CA 91606-4927

DAVIS, PAULETTE G
10 JENNY LYNNE DR
SEARCY, AR 72143-7111

DONATONI, THOMAS
13698 AMBERVIEW PL
EASTVALE, CA 92880-5527

HITT, PEARL L
31246 VALLEY CENTER RD
VALLEY CENTER, CA 92082-6757

MCCONAUGHY, KRISTINE
14881 LANDERWOOD DR
EASTVALE, CA 92880-3992

MCINTYRE FAMILY TRUST
4258 EDGEWOOD PL
RIVERSIDE, CA 92506-1746

BAHENA, VICTOR DANIEL
6557 ASA WAY
RIVERSIDE, CA 92509-7283

CARPENTER, JOHN W
5132 DALEVIEW AVE
TEMPLE CITY, CA 91780-3521

FONTANALS, JORGE A DIMAS
31687 LURING PINES DR
RUNNING SPRINGS, CA 92382

CALDERON, SAMUEL
5207 RAPHAEL ST
LOS ANGELES, CA 90042-3236

SALVADOR FAMILY TRUST 8/11/22
3144 N STUDEBAKER RD
LONG BEACH, CA 90808-4244

KELLEY, PATRICK DANE
13195 EASTEND AVE
CHINO, CA 91710-4763

ELMS, DONAL CHESTER
10395 PRINCESS MARCIE DR
SANTEE, CA 92071-1244

GARCIA, MARLEEN J
31599 SILVER SPRUCE DR
RUNNING SPRINGS, CA 92382

FISK, DAVID
144 LISA LN UNIT B
COSTA MESA, CA 92627

ORTON, KERSEY LAURA
1739 NOB HILL DR
RUNNING SPRINGS, CA 92382

NAK, CLAHAN TITH
2329 MAGNOLIA AVE
LONG BEACH, CA 90806-4221

VASADI, VASILE & MELANIA FAMILY TR
2089 W FOOTHILL BLVD
SAN BERNARDINO, CA 92410

SILER, THOMAS J JR
2608 SECRET DR
RUNNING SPRINGS, CA 92382

PULIDO, GREGORIO
370 N 1ST AVE
UPLAND, CA 91786-6045

NGUYEN FAMILY REVOCABLE TR 8/2/19
353 COMMONS PARK DR
CAMARILLO, CA 93012-7727

MOZINGO, MATTHEW
36016 KIEL CT
WINCHESTER, CA 92596-9173

JPC & JC FAMILY TRUST
5801 CAMERFORD AVE #306
LOS ANGELES, CA 90038

NOTT, SHARI DAWN REV
950 S FLOWER ST #1111
LOS ANGELES, CA 90015

27766 RIM OF THE WORLD DR LLC
2407 SOLAR LOOP RD
CHEWELAH, WA 99109-9423

DEPAULA, BETTY JANE REVOCABLE TRUST
11825 APPLE VALLEY RD #122
APPLE VALLEY, CA 92308

SERRATOS, STEVE
273 E 2ND ST
SAN BERNARDINO, CA 92408-1110

CARDENAS, FRANKIE
11902 EAGAN DR
WHITTIER, CA 90604-2930

MULLIN TRUST 06/02/89 SUB-TR B
2412 PALM AVE
MANHATTAN BEACH, CA 90266-2648

LAFOSSE FAMILY TRUST 01/08/10
4211 E FERNWOOD AVE
ORANGE, CA 92869-5418

WALKER, RICHARD
13708 RUETTE LE PARC
DEL MAR, CA 92014

MATHEWS, LANCE EDWARD
12302 FALLINGLEAF ST
GARDEN GROVE, CA 92840-4211

JORDAN, PENELOPY
823 W SEPULVEDA ST
SAN PEDRO, CA 90731-1943

ROMAN, TIANNA
4754 DUNROBIN AVE
LAKEWOOD, CA 90713-2320

FARLEY TRUST 2-26-14
139 CARLIN LN
RIVERSIDE, CA 92507-1206

MANNING FAMILY TRUST 2011
3309 CALLE GRANDE VIS
SAN CLEMENTE, CA 92672-3545

FORSSE, HAROLD E
6341 STOVER AVE
RIVERSIDE, CA 92505-1147

REYES, MIGUEL
2090 N SAN ANTONIO AVE
POMONA, CA 91767-3313

REIDE, GREGORY E TR
811 OLIVIA DR
OXNARD, CA 93003

PETERSEN, LENA
123 N KODIAK ST #C
ANAHEIM, CA 92807

JATA ESTATES LLC
109 N MACLAY AVE
SAN FERNANDO, CA 91340-2906

SMITH, MARK ADAM
1444 S SALTAIR AVE #210
LOS ANGELES, CA 90025

RELPH, STEVE P
6139 GRANITE CT
RANCHO CUCAMONGA, CA 91737-3550

SOLIS, HECTOR M
7842 ALHAMBRA DR APT A
HUNTINGTON BEACH, CA 92647

REDDOCH, GINA TRUST
2286 GRAND AVE
LONG BEACH, CA 90815-2504

OSBORN, PATRICIA A SEP PROP TR 9/17
139 BRENDAN WOODS LN
CONROE, TX 77384-3734

ROGERS, JEAN ANN
31778 SILVER SPRUCE DR
RUNNING SPRINGS, CA 92382

MALI, NASIM
645 WHITE MOUNTAIN CIR
CORONA, CA 92881-8499

POSH PROPERTIES
26501 WICKERD RD
MENIFEE, CA 92584-9544

TRAN, TOAN
13461 GILBERT ST
GARDEN GROVE, CA 92844-2345

HEZEL, AARON DREW
5479 34TH ST # 4
RIVERSIDE, CA 92509

LA TOURETTE FAMILY SURVIVORS TRUST
1391 AVION DR
MONTEREY PARK, CA 91754-2353

SOMES TRUST 9/21/21
410 S MOUNTAIN GLEN RD
ANAHEIM, CA 92807-3502

DANENHAUER FAMILY TRUST 12/17/14
25241 VESPUCCI RD
LAGUNA HILLS, CA 92653-5230

CASTANEDA, ENGELBERTO ALEJANDRO
4441 N LARK ELLEN AVE
COVINA, CA 91722

RASMUSSEN, DAVID
14584 WOODWORTH WAY
VICTORVILLE, CA 92394-0834

OROSQUIETA, JOSE
8555 GRAY MARE DR
RIVERSIDE, CA 92509-5172

CALI RUNNING SPRINGS LLC
500 S DIXIE HWY STE 202
CORAL GABLES, FL 33146

SAMPANIS, DAVID
7225 GOBERNADOR CANYON RD
CARPINTERIA, CA 93013-3128

GONZALEZ, ERNESTO B
3945 MICHAEL AVE
LOS ANGELES, CA 90066-4115

ROLLISON, SHERRI
1530 W PALM LN
PHOENIX, AZ 85007-1417

FOSTER, MICHAEL
123 W BADILLO ST
COVINA, CA 91723

DUNN, EDWARD J
1916 WILLOW GLEN RD
FALLBROOK, CA 92028-8396

CHO, SUNG LE
12304 COHASSET ST
NORTH HOLLYWOOD, CA 91605-3005

GEVERGIZ, MATTHEW
1506 BORDER AVE UNIT G
CORONA, CA 92882

MALLOUH, JOHNNY
221 E SOUTH AVE
REDLANDS, CA 92373-7151

DELLA DONNA, KADEE
26 COVINA AVE
LONG BEACH, CA 90803-3319

YLZ INVESTMENT LLC
26050 ACERO DR STE 309
MISSION VIEJO, CA 92691

MAGLIONE-NICHOLSON, FRANCISCO F
1124 BROADWAY BLVD
READING, PA 19607-1706

ENRIQUEZ, BENJAMIN H III
280 DE BERRY ST
COLTON, CA 92324-4404

VILLALOBOS, REYMUNDO
14519 APPLETON ST
HESPERIA, CA 92345-2201

GKBAM INVESTMENTS LP
9226 BELCHER ST
DOWNEY, CA 90242-4604

BAUTISTA, SALVADOR TRUST 7/25/23
1822 W MOSSBERG AVE
WEST COVINA, CA 91790-2611

ROBERTS FAMILY TRUST
1530 NELSON AVE
MANHATTAN BEACH, CA 90266-7117

MPH PROPERTY GROUP LLC
3765 MOUNTAIN VIEW AVE
LOS ANGELES, CA 90066-3111

HOPPING, CHRISTINE
427 N MINNESOTA AVE
GLENDORA, CA 91741-6921

BENAVIDEZ, RALPH L & MARY C LIVING T
19106 LEMAY ST
RESEDA, CA 91335-5005

MORENO, JOSE L - EST OF
20351 IRVINE AVE STE C3
NEWPORT BEACH, CA 92660

GROTEWOLD, RODNEY LIVING TRUST
27486 SCHOOL RD
LAKE ARROWHEAD, CA 92352

NAGLE FAMILY TRUST 11/18/15
5517 ENCINITA AVE
TEMPLE CITY, CA 91780-2308

LAY, AARON R
11481 ANDERSON ST
LOMA LINDA, CA 92354-3408

YOUNG, EILEEN LIVING TRUST
4431 E VISTA ST
LONG BEACH, CA 90803-1648

ROGERS, PHILLIP MARTIN
12831 MIRADERO PL
REDLANDS, CA 92373-7431

SEPULVEDA, SAMUEL
2611 EL DORADO AVE
OXNARD, CA 93033-4823

DVA INVESTMENT LLC
108 QUARTZ LN
PERRIS, CA 92570-7268

JOHNSON, JANET E
8081 MICKELSON WAY
HEMET, CA 92545-9302

FEE, GAYLE
14161 NEWPORT AVE G
TUSTIN, CA 92780

HANSON, CHRISTOPHER M
538 EATON CIR
SUPERIOR, CO 80027-8322

LENDINGXPRESS INC
17785 SKY PARK CIR #E
IRVINE, CA 92614

SANTANA, JULIO CARRANZA
3204 FULTON RD
FULTON, CA 95439-8831

RAAB, LEE K
23532 LIPARI
LAGUNA HILLS, CA 92653-1830

KEMPPAINEN, ALICE M
REVOCABLE TR
177 GENOA WAY
UPLAND, CA 91786-6151

SMITH, DION
2003 BIRKBALE AVE
UPLAND, CA 91784

MENDOZA, RAYMOND L
14023 ROSETON
NORWALK, CA 90650

MAZZAPICA, LINDA A
33969 APPLECART CT
WILDOMAR, CA 92595-9411

TERUKINA MORGAN LIVING TRUST
161 N HUDSON AVE
LOS ANGELES, CA 90004-1031

HIGGINS, JAMIE MARIA
17622 CAMERON ST # 14
HUNTINGTON BEACH, CA 92647

BALFOUR FAMILY TRUST
52 OLD COURSE DR
NEWPORT BEACH, CA 92660-4274

ARELLANO, JUAN
808 N PINE ST
ANAHEIM, CA 92805-1852

TAYLOR, MAXINE ELIZABETH LV TR
3021 GLENHURST AVE
LOS ANGELES, CA 90039-2318

HAZELWOOD, DAWN
414 AUBURN AVE
SAN MARCOS, CA 92069-1884

HOPPER, BENJAMIN ANDREW & ELYSE C TR
1362 PEBBLE SPRINGS LN
GLENDORA, CA 91741-2352

MCMATH, MICHAEL J
12 FALCON RIDGE DR
POMONA, CA 91766-4721

NP REALTY GROUP LLC
649 PLUMER ST
COSTA MESA, CA 92627-2720

CHARLTON, LARRY
25120 CREST FOREST DR
CRESTLINE, CA 92325

STANTON FAM TR (SURV TRUST)
17180 CHICAGO AVE
YORBA LINDA, CA 92686

FEDERICO, LORI REVOCABLE TRUST 3/14
15650 MONREAL RD
MADERA, CA 93626

COOLEY, BEATRIS FAMILY TRUST 2/8/12
2755 LOYOLA ST
RIVERSIDE, CA 92503-6228

MELGERAI, TORYALAI
12245 GORHAM AVE
LOS ANGELES, CA 90049-5214

COOPER DECLARATION TRUST 7/20/07
1114 MONSERATE AVE
CHULA VISTA, CA 91911-3602

ROSS, CHRISTOPHER A
6731 HUNTINGTON DR
SAN BERNARDINO, CA 92407-5114

ZEITUNE, GAD
6536 1/2 HAYES DR
LOS ANGELES, CA 90048-5320

COYNE, LINDA R REVOCABLE TRUST
611 E SUNSET DR
REDLANDS, CA 92373

UNGER, MATTHEW JOSEPH
3910 MADRONA WAY
CHINO HILLS, CA 91709-3338

AIDINOVA, LIANA
6731 LENNOX AVE
VAN NUYS, CA 91406

GARCIA-MARTINEZ FAMILY LIIVNG TR 08
700 RIDGEWAY LN APT 1
LA HABRA, CA 90631

NORDA, TUULA TR
14528 ROUND VALLEY DR
SHERMAN OAKS, CA 91403-4629

CLOWDUS, EMILY
1738 TURNPOST LN
HACIENDA HEIGHTS, CA 91745-3728

MEYER, DALE L
17087 ROLLING CREEK WAY
RIVERSIDE, CA 92504-8831

CALHOUN 401K PLAN TRUST AGMT 2/12/10
877 CORONADO CIR
SANTA PAULA, CA 93060-1666

ALVES, SUSAN L. LIVING TRUST 10/11/2
16747 CALABAN ST
SEPULVEDA, CA 91343

SALAS, MICHELLE A
11050 BRYANT ST #296
YUCAIPA, CA 92399

FERREE, DENNIS D
2437 HIGHLAND RD
UPLAND, CA 91784-1160

PAUL, DAVID & DEDEE FAM TR 02/15/06
4920 STONEHAVEN DR
YORBA LINDA, CA 92887-2625

BLUE VISION INVESTMENTS LLC
13027 PERRIS BLVD
MORENO VALLEY, CA 92553

BUENO, PORFIRIO
12440 MORNING AVE
DOWNEY, CA 90242-3438

TRINH, TOM D
10071 MCMICHAEL DR
GARDEN GROVE, CA 92840-1813

DONATONI FAMILY TRUST 5/13/2015
13698 AMBERVIEW PL
EASTVALE, CA 92880-5527

MERLO, JOHN P & KATHLEEN M LIVING TR
8872 JENNRICH AVE
WESTMINSTER, CA 92683-4620

FORAN FAMILY LIVING TRUST
39434 VIA IA MONSERATE
MURRIETA, CA 92563

QUINTO, HERMEST L
1238 SCENIC WAY
RIM FOREST, CA 92378

VARGAS, GLORIA A
24735 MORNING MIST DR
MORENO VALLEY, CA 92557-3203

REYNOLDS FAMILY TRUST
82346 LANCASTER WAY #125
INDIO, CA 92201

MACUTE, PATRICIA A LIV TR 6/29/07
2545 WINTHROP CT
SIMI VALLEY, CA 93065-5811

GARCIA, CARMEN R TRUST
9817 VANESSA AVE
BAKERSFIELD, CA 93312-2426

ONGLEY, CHRISTINA SUZANNE
CX POSTAL 524 T TINHOSAS
SILVES, 8300-048

MORALES, ARTURO
8939 GALLATIN RD #115
PICO RIVERA, CA 90660

LUEVANO TRUST
12634 OCASO AVE
LA MIRADA, CA 90638-2415

NAGLE FAMILY TRUST
5517 ENCINITA AVE
TEMPLE CITY, CA 91780-2308

LINGLE-ADAMS, BRANDON
610 E SAN JOSE AVE #104
BURBANK, CA 91501

ROBINSON, LAURA RICE
10 BASCOM
IRVINE, CA 92612

FEDERAL NATIONAL MORTGAGE ASSOCIATIO
1100 15TH ST NW
WASHINGTON, DC 20005

NAKANO MOUNTAIN TRUST 04/25/22
21650 OXNARD ST #350
HILL, CA 91367

PB TRUST
1942 HOMEWORTH DR
RANCHO PALOS VERDES, CA 90275-2028

JARBOE, DONALD KIM
10631 MONTE VISTA ST
ALTA LOMA, CA 91701-5354

BROOKS, MARK
318 E 22ND ST
CARSON, CA 90745

LU, ERIC TAO
7438 SILVER SADDLE CT
EASTVALE, CA 92880-1053

PALMER FAMILY TRUST 2/3/10 - EST OF
1000 WILSHIRE BLVD STE 1500
LOS ANGELES, CA 90017

FLORES REVOCABLE LIVING TRUST 10/20
1006 N ORANGE AVE
ONTARIO, CA 91764-3186

BUSATTO, THOMAS
31466 INSPIRATION DR
RUNNING SPRINGS, CA 92382

PITITTO, MARI ANGELA
837 E OLIVE AVE
BURBANK, CA 91501-1425

JAM CONCEPTS LLC
26792 LAS TUNAS DR
MISSION VIEJO, CA 92692-3939

ORTIZ, ALDO
1223 W 81ST PL
LOS ANGELES, CA 90044

JUSTIN, JOSEPH EUGENE FAMILY TRUST
2163 APPLEGATE DR
CORONA, CA 92882-3722

REBER, STEPHANIE
14216 RAMHURST DR
LA MIRADA, CA 90632

HIDALGO, VISSIA VANESSA
1835 S LA CIENEGA STE 255
LOS ANGELES, CA 90035

JAKEWAY, SPENCE & BONNIE LIV TR
1145 E SIERRA MADRE AVE
GLENDORA, CA 91741-2355

RODRIGUEZ, MARICAR G
1850 NOB HILL DR
RUNNING SPRINGS, CA 92382

SMITH, RYAN T
31732 PANORAMA DR #2559
RUNNING SPRINGS, CA 92382

ARROWHEAD PROPERTIES LTD
157 N RANCHO AVE
SAN BERNARDINO, CA 92410-1503

WAHL, BRIAN
375 BYRON CT
LEMOORE, CA 93245-2510

VEGA-CAMPOS, APRIL M
201 E 104TH ST
LOS ANGELES, CA 90003-4723

HUIDOR, OSCAR
5132 DALEVIEW AVE
TEMPLE CITY, CA 91780-3521

SAIDI, MANDANA
9354 TUJUNGA CANYON BLVD
TUJUNGA, CA 91042-3443

BLACK FOOT TRAIL LLC
1434 S OLEANDER
COMPTON, CA 90220

JONES, JERRY JAMES JR
1156 N ENCINA AVE
RIALTO, CA 92376-4488

ZAVRADYAN, GOHAR
7453 SHADYGLADE AVE UNIT 4
NORTH HOLLYWOOD, CA 91605

DURHAM, WAYNE L
41719 MISHA LN
PALMDALE, CA 93551-1621

RAGLAND FAMILY GRANTOR TRUST
39870 BROOKSIDE AVE
CHERRY VALLEY, CA 92223-4803

OROZCO, RAYMOND
31964 PINE CONE DR
RUNNING SPRINGS, CA 92382

SCHMITT, CAMERON
1674 LA GRANADA DR
THOUSAND OAKS, CA 91362-2145

CLAYTON, DESIREE
2547 LOOKOUT PT
NORCO, CA 92860-2428

VILLARINO, EDGAR
20453 SYLVANWOOD AVE
LAKEWOOD, CA 90715-1255

MOORE, MICHAEL S
26686 SWEETBERRY DR
WARSAW, MO 65355-4094

PAPACOULIS FAMILY TRUST
2244 SPRING OAK DR
RUNNING SPRINGS, CA 92879

OROZCO, RAQUEL
428 BANDON AVE
LA PUENTE, CA 91744-4602

LOZANO, CERES MARIBEL
417 S LA SERENA DR
WEST COVINA, CA 91791-2218

LEVY, MARCELLA JANE
17228 SANTA SUZANNE ST
FOUNTAIN VALLEY, CA 92708-3306

MCCOWIN, JOHN & MARIANNE
2002 TR SUR
16 LANDMARK PL
ALISO VIEJO, CA 92656-3329

CHAVEZ, JEANETTE MARIE
6082 SHERIDAN WAY
BUENA PARK, CA 90620-1425

FOREMAN, JON A
7231 BOULDER AVE #456
HIGHLAND, CA 92346

PLATT, HUCH
2127 1/2 GLENDALE AVE
MONTROSE, CA 91020

SMITH, VICKI L
30994 SCENIC WAY
RUNNING SPRINGS, CA 92382

GYGER-GILLER, JULIE K
28049 PARKRIDGE LN
CANYON COUNTRY, CA 91387-4266

COTRISS, DAVID CHARLES JR & SHELLI L
6110 OMEGA ST
RIVERSIDE, CA 92506-4748

CALDERON, OSCAR U
1907 CUMBERLAND DR
WEST COVINA, CA 91792-1521

HILLE, GILBERT C TR
9109 IRWINGROVE DR
DOWNEY, CA 90241-2739

CHIAPPINI FAMILY TRUST
1035 AQUINO CIR
CORONA, CA 92879-8255

DIAZ, HECTOR
2011 POPLAR DR
RUNNING SPRINGS, CA 92382

VK SUNSET TRUST
500 N SUNSET CANYON DR
BURBANK, CA 91501-1009

FLORES, AMANDO
8407 COLE ST
DOWNEY, CA 90242-2523

PINCZUK, FREDERICK
2918 GIBSON PL
REDONDO BEACH, CA 90278-1721

DURAN, JIM & OLGA REVOCABLE TRUST
2236 E WALNUT CREEK PKWY
WEST COVINA, CA 91791-2038

PONTEFRACT TRUST 2/23/99
901 GREGGS RD
NEWPORT, WA 99156-9190

DAVOSER-MUTTI INTERVIVOS TRUST
31356 CIRCLE VIEW DR #1534
RUNNING SPRINGS, CA 92382

RAMIREZ, MARCO ANTONIO
663 W TERRYLYNN PL
LONG BEACH, CA 90807-3121

MAR-STARR FAMILY TRUST 2/16/16
4353 CITRUS DR
FALLBROOK, CA 92028-8627

LUDLOW FAMILY LIVING TRUST
11461 SYLVANITE CIR
FOUNTAIN VALLEY, CA 92708-2523

LUC, HOI & TINH REVOCABLE TRUST
1823 N GARFIELD AVE
PASADENA, CA 91104-1032

MILLER, MIKAL CALDWELL
5261 BELLE AVE
CYPRESS, CA 90630-3620

RIVERA, JANAE
30920 GLEN OAK DR
RUNNING SPRINGS, CA 92382

JOHNSON, JAMES M
31274 CIRCLE VIEW DR
RUNNING SPRINGS, CA 92382

CASTILLO, RICK A
28522 WEDELIA ST
MENIFEE, CA 92584-3358

GARCIA, JAVIER
13165 SAYRE ST
SYLMAR, CA 91342-2535

HEMINGWAY, LORIANE EMILY ONG
871 KENWOOD
UPLAND, CA 91784

ULLOA, LYNETTE
1140 BEECH HILL AVE
HACIENDA HEIGHTS, CA 91745-1906

MILLER, ALEX
6507 OCEAN CREST DR
RANCHO PALOS VERDES, CA 90275

BUTLER, DYLAN
23791 NEW DELHI ST
MISSION VIEJO, CA 92691-3036

BAKER, DEBORAH REV TRUST
1675 UNION RIDGE RD
PLACERVILLE, CA 95667-3621

BAKER FAMILY TRUST 4/1/19
1720 E ERIE ST
LONG BEACH, CA 90802-3736

CORNEJO, BORIS & ROBERTA FAM TR
5597 SULPHUR DR
MIRA LOMA, CA 91752-1646

GARCIA, YOLANDA E REV LIV TR
710 OAKFORD DR
LOS ANGELES, CA 90022-3208

YASINOVYY, ALEKSANDR
430 NEW JERSEY LN
PLACENTIA, CA 92870-5028

JOHNSON, JASON TIMOTHY
4239 SERENA AVE
OCEANSIDE, CA 92056-5018

WICKLUND, STEVEN FAMILY TR
1925 WALLACE AVE APT D
COSTA MESA, CA 92627

HOVSEPIAN, SARAH
72815 DAVIS RD
PALM DESERT, CA 92260-6522

ZUETEL FAMILY TRUST 8/1/24
17336 HEIGHTS LN
RIVERSIDE, CA 92503-7092

BARBIERI, JOHN R
3903 W 147TH PL
HAWTHORNE, CA 90250

TOWNER, GEORGE & DIANA LIVING TR
312 W HASTINGS RD APT 143
SPOKANE, WA 99218

PROTESTANT EPISCOPAL CH/DIOCESE L A
840 ECHO PARK AVE
LOS ANGELES, CA 90026-4209

MILLER, SUZEE LIVING REV TR
8 PLEASANTON LN
LADERA RANCH, CA 92694-0222

WALKER, JEFFREY D
6315 DASHWOOD ST
LAKEWOOD, CA 90713-2019

AU, SAMUEL
6848 BOLLINGER RD
SAN JOSE, CA 95129-2846

JABRE, JOE F & HELEN A FMLY TR
167 N POINSETTIA PL
LOS ANGELES, CA 90036-2805

FD ESTATES LLC
1129 N POINSETTIA PL
WEST HOLLYWOOD, CA 90046

SULTAN, KATHLEEN
12309 8TH HELENA DR
LOS ANGELES, CA 90049-3933

JESOLVA, CATHY
14546 SAN BRUNO DR
LA MIRADA, CA 90638-4431

DEGRAVE FAMILY TRUST 2/25/09
18352 SERRANO AVE
VILLA PARK, CA 92861-2711

WOLFE, LIAM MICHAEL
26581 VALLEY VIEW DR
RIM FOREST, CA 92378

PINEDA-OCHOA, ANTONIO ENRIQUE
6428 COLD MOUNTAIN WAY
SAN BERNARDINO, CA 92407-5197

GOLDSMITH, LEWIS
4316 STEVELY AVE
LAKEWOOD, CA 90713-3307

ACEVES, ALEXA MARIE
1227 SANTA OLIVIA RD
CHULA VISTA, CA 91913

SEN RENTAL PROPERTIES LLC
10341 MIRA VISTA DR
SANTA ANA, CA 92705-2527

HAEFELE, PAUL
1230 BRIDAL PATH
RIM FOREST, CA 92378

GASCA, ERIBERTO
9338 GRACE AVE
FONTANA, CA 92335-6108

C LOGAN INCORPORATED
3870 LA SIERRA AVE #285
RIVERSIDE, CA 92505

NGUYEN, JACQUELYNE M
2900 BRISTOL ST A-208
COSTA MESA, CA 92626

DAVIS, TOM
1217 SE 51ST
OKLAHOMA CITY, OK 73129

JHONSON, BRIEN
27900 SHERIDAN RD
INDIO, CA 92241

MILLER, KAREN VICTORIA 2004 REVOC TR
73 RIVER COVE CIR
MORGAN, UT 84050-9518

HAMEL, DOUGLAS TIMOTHY
15790 SASSELLE ST UNIT P
MORENO VALLEY, CA 92551

EDWARDS, LAURA K
5036 WINDHILL DR
RIVERSIDE, CA 92507-5962

STEFFLRE FAMILY REVOCABLE TRUST
675 GREEN VIEW RD
LA HABRA, CA 90631-7823

PETERSON, BRIANNA
3519 FENELON ST
SAN DIEGO, CA 92106-2138

AMADOR, NATALIA
1272 SCENIC WAY
RIMFOREST, CA 92378

HIDDLESTON, ROGER L & KATHERINE L TR
44090 MOJAVE CT
INDIAN WELLS, CA 92210-7203

ANGELINE FAMILY TRUST
40163 CALLE TEPEYAC
INDIO, CA 92203-7543

NUNO, ABEL TORRES LIV TR
17906 GERRITT PL
CERRITOS, CA 90703-8939

DAVIS, STEVEN W & WRENCH, AMY C TR 1
1706 MACKINNON AVE
CARDIFF, CA 92004

MACIAS, GREGORY JOHN
1514 ROCKWOOD ST
LOS ANGELES, CA 90026-5520

SIMPSON, LONNIE
6074 SELMA AVE
LOS ANGELES, CA 90028-6415

KABARDYAN, OVANES
25126 CREST FOREST DR
CRESTLINE, CA 92325

SUMMERS, JEANNE N TRUST
17604 ROSCOE BLVD
NORTHRIDGE, CA 91325-3908

LESKY, SANFORD
33852 DEL OBISPO ST #43
DANA POINT, CA 92629

HAMILTON-RUGGIERO, KARAH
1221 EAST AVE R-4
PALMDALE, CA 93550

BEALS, DEBBIE ANN S
991 CAROLYN CT
COLTON, CA 92324-1141

MILLER, BILLIE
12621 WELLS PL
CHINO, CA 91710-3148

NARGAR LLC
2640 N KEYSTONE ST
BURBANK, CA 91504-2125

BROWN, CLEVELAND D
527 LESTERWEST WAY
GLENDORA, CA 91741-2753

LEON, FELIPA
715 E NORMAN RD
SAN BERNARDINO, CA 92408-2405

ALTAMIRANO, IRIS
6372 MULAN ST
EASTVALE, CA 92880-0791

GIBBONS, J & P FAMILY TRUST
18303 SANTA BELINDA
FOUNTAIN VALLEY, CA 92708-5626

MACIAS, GREGORY J
1514 ROCKWOOD ST
LOS ANGELES, CA 90026-5520

SHERBURNE, BRIAN D
16327 BLOSSOM TIME CT
RIVERSIDE, CA 92503-0544

MITCHNICK, GORDON E TRUST
34311 HEATHER RIDGE RD
LAKE ELSINORE, CA 92532-2923

AGUIRRE, MIGUEL
5213 SANTA ANA ST
CUDAHY, CA 90201-6023

WEICKS, NEHEMIAH
31621 CHRISTMAS TREE LN
RUNNING SPRINGS, CA 92382

PRADIN, RICHARD MARK
31430 FRONTIER DR
RUNNING SPRINGS, CA 92382

VINE, MICHELLE M
1310 PASEO FORTUNO
SAN DIMAS, CA 91773-4133

SHOPE, MICHELLE J
34621 AVENUE B
YUCAIPA, CA 92399-4184

JORDIN, MICHAEL TIMOTHY
9454 AMSDELL AVE
WHITTIER, CA 90605-2801

ISIDRO, BIANCA MARIE GUANLAO
1624 S BRIAR AVE
ONTARIO, CA 91762-5905

ALDRICH, ADRIAN ALAN
3516 CASTLE REAGH PL
RIVERSIDE, CA 92506-1215

SMITH, MICHAEL G
31470 WILLOWOOD WAY
MENIFEE, CA 92584-8728

CARTER, WILLIAM L & CHRISTAL G JT LI
12275 KEYS CREEK RD
VALLEY CENTER, CA 92082-4306

THOMPSON, VANESSA
31888 MISTLETOE DR
RUNNING SPRINGS, CA 92382

VELIZ, JORGE
3517 AUTUMN WALK DR
RIVERSIDE, CA 92503-0911

STUCKER, WENDELL DEE
5902 E BRYCE AVE
ORANGE, CA 92867-3305

MATTOR, STEVEN
31724 PANORAMA DR
RUNNING SPRINGS, CA 92382

NANSEN, REID & DEBRA 2008 TRUST
2111 SNOWDEN AVE
LONG BEACH, CA 90815-3346

PINEDA, STEPHANIE EDITH
4383 SUNNYSIDE DR
RIVERSIDE, CA 92506-2081

NIZINSKI, GISELA J
6921 VARNA AVE
VAN NUYS, CA 91405-4359

GRAMANN, JERALD & WENONA REV LIV TR
3414 COTTAGE THISTLE DR
LAUGHLIN, NV 89029-0194

SCHMIDT, RONALD D & JANICE R REV LIV
34661 CAPE COD CT
YUCAIPA, CA 92399-4535

REVILO HOLDINGS LLC
9568 ARCHIBALD AVE #110
RANCHO CUCAMONGA, CA 91730

HARDING TRUST 05/22/86 SUB-TRUST B
23821 WALNUT ST
TORRANCE, CA 90501-6138

PARDO, JUAN CARLOS
12638 DUTCH CT
CORONA, CA 92388

ROSS, DEWEY A TR
9121 TRAVELER DR
RANCHO CUCAMONGA, CA 91701-4898

VOGEN, CHRISTOPHER
2538 SECRET DR
RUNNING SPRINGS, CA 92382

WALKER FAMILY TRUST 2/27/17
23301 SANDALWOOD ST
WEST HILLS, CA 91307-1424

NGUYEN, THY
16148 TALBOT CT
CHINO HILLS, CA 91709-7909

WOODFILL FAMILY REV TRUST
306 N WEST EL NORTE PKWY STE 62
ESCONDIDO, CA 92026

LOPEZ, MELVIN F
10902 HULME AVE
LYNWOOD, CA 90262-2234

REZA, ROBERTO
5230 FLORINDA AVE
TEMPLE CITY, CA 91780-3649

FERRANTE, AL
1733 S PACIFIC AVE #3
SAN PEDRO, CA 90731

VOGE, JEFFREY & DIANE LIV TR
1634 WATERVIEW PL
NIPOMO, CA 93444-6633

SHERMAN FAMILY TRUST
30992 E SUNSET DR S
REDLANDS, CA 92373-7450

GHADERI INC
1301 W 19TH ST
UPLAND, CA 91784-7433

ACOSTA, OMAR
31728 SILVER SPRUCE DR
RUNNING SPRINGS, CA 92382

REED, GARY LIVING TRUST 7/2/13
19368 BARRETT LN
NORTH TUSTIN, CA 92705-6314

RUIZ, AIDA C
1631 W CONGRESS ST
SAN BERNARDINO, CA 92410-2207

EVERETT-ANGERSON, CORRINE
1906 HILLIARD AVE
SIMI VALLEY, CA 93063-4135

SJOSTROM LIVING TRUST
4190 TEMESCAL AVE
NORCO, CA 92860-1428

STROME TRUST 2/15/00
27725 MOTHERLODE CT
LAGUNA NIGUEL, CA 92677-4093

LUKER, DEBBIE LYNN SEPARATE PROP TR
10745 GRAYSON LN
BAKERSFIELD, CA 93308-9676

ROWE, PATRICIA M & CHRISTOPHER J LIV
6101 COSTA DEL REY
LONG BEACH, CA 90803-4809

MORALES, CYNTHIA
1022 PHILADELPHIA ST
POMONA, CA 91766-5531

PERSICO, CHRISTOPHER
888 HUDSPETH ST
SIMI VALLEY, CA 93065-5508

BOTTINI, JEFF
18681 BERT RD
RIVERSIDE, CA 92508-8906

NGUYEN, KHANH
23 MONTGOMERY
NEWPORT, CA 92660

CAMPBELL, CLYDE V
13185 GALBRETH ST
WHITEWATER, CA 92282-1565

ORTIZ FAMILY TRUST
2876 GARONA DR
HACIENDA HEIGHTS, CA 91745-6646

KRETSINGER FAM TR 7/92
24903 MOULTON PKWY APT 325
LAGUNA HILLS, CA 92653

LOPEZ, JUAN F
31240 OAKLEAF DR
RUNNING SPRINGS, CA 92382

ROSEN, DONALD
6230 WILSHIRE BLVD #2100
LOS ANGELES, CA 90048

SCHMITZ LIVING TRUST 10/22/04
572 S KENSINGTON RD
ORANGE, CA 92869-5148

PERALTA, HANNAH M
631 S HELENA ST
ANAHEIM, CA 92805-4513

GUTIERREZ, DENISE
1141 E PUENTE AVE
WEST COVINA, CA 91790-1357

GARCIA, SALVADOR
31306 CIRCLE VIEW DR
RUNNING SPRINGS, CA 92382

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REDLANDS, CA 92374

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6075 E LOST DUTCHMAN BLVD
APACHE JUNCTION, AZ 85119-9538

NISBET, RODNEY & SHIRLEY FAMILY TRUST
4350 OLIVE AVE
LONG BEACH, CA 90807-2444

AP182 LLC
7 COASTAL OAK
NEWPORT COAST, CA 92657-1655

RODRIGUEZ-PAGE FMLY LIV TRUST
26141 CAMINO ADELANTO
MISSION VIEJO, CA 92691-3243

MORALES, RONNIE
23702 COUNTRY VIEW DR
DIAMOND BAR, CA 91765-2615

MITCHELL, JAMES MERLIN
4258 S 3920 W
WEST VALLEY CITY, UT 84120-5441

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2166 HOLLYMONT DR
RUNNING SPRINGS, CA 92382

OSTERMAN FAMILY TRUST 9/22/16
4721 AVENIDA RIO DEL ORO
YORBA LINDA, CA 92886-3014

VIVAR, MATIAS OASIS MORA
27362 CYPRESS ST
HIGHLAND, CA 92346-3716

COLLINS, SUSAN ANN LIVING TR 08/22/1
1818 EUREKA ST
CORONA, CA 92882-3967

SCHOBEL, VINCENT W
11949 LIVERPOOL LN
MORENO VALLEY, CA 92557-6133

BRINE, ANTHONY EDWARD
17882 CARRANZA LN
HUNTINGTON BEACH, CA 92647-6664

ROY, MINATI
11340 STREAMHURST DR
RIVERSIDE, CA 92505-5124

REIL FAMILY TRUST 11/20/06
1245 W CIENEGA AVE SPC 217
SAN DIMAS, CA 91773

NALBANDIAN LIVING TRUST 2/2/23
1427 WINDSOR DR
SAN DIMAS, CA 91773-3855

AVILA, STEVE
31315 EASY DR
RUNNING SPRINGS, CA 92382

GOETT, STEVEN
7174 BOBHIRD DR
SAN DIEGO, CA 92119-1404

FOLTZ FAMILY TRUST 2/16/22
28645 SYCAMORE DR
SKY FOREST, CA 92385

HARRIS, JOEY
7777 MELROSE AVE
LOS ANGELES, CA 90046-7328

ASENIERO, RAMON & MARIKRISS TRUST
12584 LUNA RD
VICTORVILLE, CA 92379

HOTEL RIVER RESORTS LLC
18851 BARDEEN AVE STE 215
IRVINE, CA 92612

BENGGON, JENUS
17747 FAN PALM LN
RIVERSIDE, CA 92503-7045

STONE FAMILY TRUST
6043 WARWOOD RD
LAKEWOOD, CA 90713-3134

CLW PROPERTIES LLC
355 S SAN DIMAS AVE
SAN DIMAS, CA 91773-4035

ZEYTUNYAN, HOVSEP
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RIM FOREST, CA 92378

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12114 HERBERT ST
LOS ANGELES, CA 90066-5204

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CASTILLO, PRAGEDIS
8300 BROAD PEAK DR
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1029 ETHEL ST
GLENDALE, CA 91207-1819

WINCHEL FAMILY TRUST 5/1/24
12 DOWNFIELD WAY
COTO DE CAZA, CA 92679-5004

RAMIREZ, REUBEN
17805 BRAZIER DR
RIVERSIDE, CA 92508-9413

PENA, RAFAEL
1876 SEIGNEUR AVE
LOS ANGELES, CA 90032-4025

SHERMAN, GAL & AYELLET TRUST
5847 COLODNY DR
AGOURA HILLS, CA 91301-2221

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12464 HACIENDA AVE
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19124 WINDY LN
RIVERSIDE, CA 92508-6625

CHIROPRACTIC PROFESSIONAL CORP
8919 STEPHENSON LN
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WITZ, RANDALL J III REV LIV TR 07/01
1219 PARKVIEW CIR
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6895 COACHELLA AVE
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SAEIDI FAMILY LIVING TRUST 8/5/24
31910 CALLE ESPINOSA
TEMECULA, CA 92592-3744

COCHRAN, ROBERT KENNETH
417 COASTAL HILLS DR
CHULA VISTA, CA 91914-4308

STEINER, MARK A
15070 ROBYN CT
LAKE ELSINORE, CA 92530-7418

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9 ALISHA WAY
CASCADE, ID 83611-5093

MURPHY-THOMAS TRUST 9/13/24
2293 AUGUSTA ST
SAN LUIS OBISPO, CA 93401-4501

ISHIBASHI FAMILY LIVING TR
1120 VISCANO DR
GLENDALE, CA 91207-1840

HAMMER, RONALD JAMES III
2532 SUNSET DR
RUNNING SPRINGS, CA 92382

MUNOZ, LUIS MANUEL MALDONADO
7717 CHURCH AVE SPC 165
HIGHLAND, CA 92346

TRINH, TOM DUC
10071 MCMICHAEL DR
GARDEN GROVE, CA 92840-1813

CABIN QUALIFIED VACATION HOME TRUST
152 N ARDEN BLVD
LOS ANGELES, CA 90004-3713

KOZAK, PETER III
5999 RIDGE VIEW ST #B
CAMARILLO, CA 93012

LOAKES/STORZ FAM TR 8/29/06
1494 SOUTHVIEW DR
PRESCOTT, AZ 86305-6414

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NORCO, CA 92326

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JUILLET, PAMELA ELAINE
2707 SUNNYSLOPE RD
PINON HILLS, CA 92372-9527

DASTEEL, JEB & KENDRA FAMILY TRUST 5
13440 CRICKET HL
POWAY, CA 92064-1931

ELLISON, DENISE ANN LIVING TRUST 3/1
28715 SYCAMORE DR A-B
SKY FOREST, CA 92385

LANE, JOHN A III
2406 W ALHAMBRA RD
ALHAMBRA, CA 91801-1601

HINRICHS, GUY & ALICE REVOCABLE TRUST
1439 E BROCKTON AVE
REDLANDS, CA 92374-3870

TORRES, ROBERTO
22718 MENLO AVE
TORRANCE, CA 90502-2525

KREEGER FAMILY TRUST 3/22/91
18277 MIDBURY
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REYES, MIGUEL MAXIMILIANO
2090 N SAN ANTONIO AVE
POMONA, CA 91767-3313

MONFREDA, JONATHAN J
2209 SPRING OAK DR
RUNNING SPRINGS, CA 92382

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CORONA, CA 92881-3548

PARKER, CYNTHIA JEAN REV
LIV TR 02/0
615 S CENTER ST
REDLANDS, CA 92373-5831

HERNANDEZ, BERNICE
2595 SECRET DR
RUNNING SPRINGS, CA 92382

ALLEN, STEPHEN TROY
31722 CITY CREEK DR
RUNNING SPRINGS, CA 92382

GERBER, MARK A
4861 SCENARIO DR
HUNTINGTON BEACH, CA 92649-2319

OROCIO, AGUSTIN GARIBAY
31810 PANORAMA DR
RUNNING SPRINGS, CA 92382

HONG LIVING TRUST 10/29/24
2720 ROCKY TRAIL RD
DIAMOND BAR, CA 91765-3611

RODRIGUEZ, ALBERT
2185 S EASTERN AVE APT 6
COMMERCE, CA 90040-1497

LIVOLSI, LEONARD
12369 ORCHID LN
CHINO, CA 91710-2750

POLK, DENELLE
P O BOX 485
SKY FOREST, CA 92385

PHILLIPS, WILLA C. REV TR
8711 KNIGHTS CIR
HUNTINGTON BEACH, CA 92646-4520

GARCIA, MANUEL
854 W SCOTT ST
RIALTO, CA 92376-3157

VENEGAS, GUADALUPE
10961 MARKLEIN AVE
MISSION HILLS, CA 91345-1327

KIDDER, ANATOLY
2639 W 155TH ST
GARDEDNA, CA 90249

KDP FAMILY TRUST 7/10/18
15839 LOS REYES ST
FOUNTAIN VALLEY, CA 92708-1121

ENSZ, JOHN
1203 M ST
REEDLEY, CA 93654-3343

BUTLER LIVING TRUST 10/12/04
2416 FLORENCE AVE
ARCADIA, CA 91007-8328

TOAN, TRAN NGUYEN
13461 GILBERT ST
GARDEN GROVE, CA 92884

S D F PROPERTY MANAGEMENT LLC
12091 SAINT MARK ST
GARDEN GROVE, CA 92845-1614

DE LA TORRE, DAVID
REMBERTO-ATOCHA
628 W 31ST ST
LONG BEACH, CA 90806-1331

ESTRADA, ANDREW
14847 ANOLA ST
WHITTIER, CA 90604-2010

JACOBS, DANIEL J
2160 STEVELY AVE
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TORRES, MARIA DAVID CERVANTES
31772 SILVER SPRUCE DR
RUNNING SPRINGS, CA 92382

SAMUELSEN, N R
3203 N MAIN ST
LOS ANGELES, CA 90031

MC CLENDON FAMILY LIV TR (3-11-06)
16367 MURPHY RD
LA MIRADA, CA 90638-6215

LIVNAT, ORIAN
7141 E MEZZANINE WAY
LONG BEACH, CA 90808-4353

KURACHI, CARLA
2157 BIGELOW AVE
SIMI VALLEY, CA 93065-2411

ECKROTH, MICHAEL THOMAS
26241 LAS FLORES UNIT B
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MEBANA, TRISTAN EDWARD PACADA
4682 LINCOLN AVE
LOS ANGELES, CA 90041-3340

PARK, JUN HONG
25501 PINE CREEK LN
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NEHLSEN, BRUCE E TR
2485 E ORANGE GROVE BLVD
PASADENA, CA 91104-4917

GRAY FAMILY TRUST 10/7/20
18205 HOFFMAN AVE
CERRITOS, CA 90703-2611

WEISS, PAUL D
3006 N LAMER ST
BURBANK, CA 91504-1625

GRAY FAMILY TRUST 10/07/20
18205 HOFFMAN AVE
CERRITOS, CA 90703-2611

SHIRAZI, SINA HOSSEIN
365 E 16TH AVE APT #7
EUGENE, OR 97401

GALDAMEZ, NEHEMIAH
9879 MAIN ST
RANCHO CUCAMONGA, CA 91730-5223

INIGUEZ, MARCY SELENA
908 1/2 N VERDUGO RD
GLENDALE, CA 91206-1540

FLORES, ARTHUR
16321 BENBOW ST
COVINA, CA 91722

MORA FAMILY REVOCABLE LIV TR 4/12/11
24902 DELOS AVE
MISSION VIEJO, CA 92691-4629

RYBERT LLC
5818 OCEAN VIEW BLVD
LA CANADA, CA 91011-1225

JONES, CIARA NUALA MARY
510 MARIGOLD AVE
CORONA DEL MAR, CA 92625-2407

WRAGE, KENNETH & GERALDINE FAM TR 6
28144 BAY AVE
MORENO VALLEY, CA 92555-6121

VERBURG, BRIAN
7102 TIERRAS ATLAS
SAN CLEMENTE, CA 92673

PANE, MARK
6369 SAN MARTIN WAY
BUENA PARK, CA 90620

HARBOUR, SANDRA K
1977 POPLAR DR
RUNNING SPRINGS, CA 92382

BURLANDO TRUST 2/27/06
2055 HANSCOM DR
S PASADENA, CA 91030-4011

WADSWORTH, BRIAN T
2600 VALLEY MEADOW CT
OAK VIEW, CA 93022

RUIZ, IZAAK
1989 WILLOW DR
RUNNING SPRINGS, CA 92382

VOGEL, BARRY J
7079 VIA CANDREJO
CARLSBAD, CA 92009-6609

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PASADENA, CA 91101

MCCARTHY, MICHAEL C
2694 E HICKORY ST
GILBERT, AZ 85298-0576

SARRA IL LIVING TRUST 04/25/07
2085 IRON CLUB DR
LA VERNE, CA 91750-1415

VAN HOUTEN, DONALD G
5379 CRESTLINE PL
ETIWANDA, CA 91739-2145

TSUCHIYA FAMILY TRUST
350 TOYON RD
SIERRA MADRE, CA 91024-1147

DALY FAMILY TRUST
14959 AVENIDA ANITA
CHINO HILLS, CA 91709-6210

DARBY, MICHAEL KIYOSHI
1400 CRYSTAL COVE WAY
SEAL BEACH, CA 90740-6222

SAMSON, JENNIFER
4433 DON MIGUEL DR
LOS ANGELES, CA 90008-2827

MOISEIFF, JACK P TR
12631 E IMPERIAL HWY
SANTA FE SPRINGS, CA 90670

TEMBY, LEONARD E. & PATRICIA A
1110 EMILY ST
REDLANDS, CA 92374-3764

SHERMAN, JEFFREY DALE
2724 RUTGERS AVE
LONG BEACH, CA 90815-1227

GAINEY, PATRICK H TR
3038 CICERO CT
SIMI VALLEY, CA 93063-1607

HOROWITZ, JEREMY DANIEL
1205 BEVERY GREEN DR
BEVERLY HILLS, CA 90212

ROSE, FREDDA
4205 MESA ST
TORRANCE, CA 90505-6313

MILLER FAMILY REV. LIV TR 4/21
557 E JUANITA AVE
SAN DIMAS, CA 91773-2713

FLANAGAN, JOHN A TR
307 AVENIDA CERRITOS
NEWPORT BEACH, CA 92660

HUDDLESTON, MARK E & K REV TR 7/09/1
14434 GREENWOOD ST
HESPERIA, CA 92344-4848

YARAK, FRED GREGORY
6311 HILLSIDE DR
YORBA LINDA, CA 92886-6038

LANSDELL, LYLE M
25641 HAMPTON DR
LAGUNA NIGUEL, CA 92677-1467

POLISTER FAMILY TRUST 7/16/19
9035 ROSEWOOD AVE
WEST HOLLYWOOD, CA 90048-1722

REMENCHIK, JENNIFER
1219 SCENIC WAY
RIM FOREST, CA 92378

MATEO, SEBASTIAN FIDEL M & DAMIAN, A
2510 S SHELTON ST
SANTA ANA, CA 92707-3321

NAPILOY, MARIA THERESA
1685 E AVENIDA OLANCHA
PALM SPRINGS, CA 92264-8579

TSKHOVREBOV, ANNA
24 6TH PL UNIT 20
LONG BEACH, CA 90802

AAMAR FAMILY LIVING TRUST 2/3/22
1019 N EUCLID AVE
ONTARIO, CA 91762-1920

GLAVINICH, DENNIS & JAMIE TRUST
5629 PIMENTA AVE
LAKEWOOD, CA 90712-1739

YOUNG, TRACY L
24034 VIA ALISOL
MURRIETA, CA 92562-3456

GARCIA, CHRISTOPHER A.
31739 PANORAMA DR
RUNNING SPRINGS, CA 92382

COCHRAN ALLEN FAMILY TRUST
5112 CROWN AVE
LA CANADA FLINTRIDGE, CA 91011-2802

ESTRADA, JOSE
13992 CAROL LN
PERRIS, CA 92570-9142

BOTTAIOLI, VALERIE
2520 EUCLID ST APT B
SANTA MONICA, CA 90405

JBMRD FAMILY TRUST
5644 BUFFALO AVE
VALLEY GLEN, CA 91401-4505

MARTIROSYAN, HAYK
7930 ETHEL AVE
NORTH HOLLYWOOD, CA 91605-1942

CONNOLLY, FORREST E & LINDEE C REV T
8038 CIBOLO VALLEY
FAIR OAKS RANCH, TX 78015

JARAMILLO JESSE
551 EDGAR AVE, BEAUMONT, CA 92223

DAVID SHIMSHON TRUST
1171 S ROBERTSON BLVD # 366,
LOS ANGELES, CA 90035

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Appendix A Section 4(f)

SECTION 4(F) DE MINIMIS DETERMINATION

This section of the document discusses de minimis impact determinations under Section 4(f). The Section 4(f) statue and regulations allow for a simplified approval process for projects that have only de minimis impacts on lands protected by Section 4(f). Once it is determined that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a de minimis impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) de minimis findings is codified in 23 CFR 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including de minimis impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

DESCRIPTION OF SECTION 4(F) PROPERTY

During the historic property identification and evaluation efforts conducted for this Project, one historic property was identified: the Rim of the World Highway Historic District (P-36-007049). The section of SR-18 between PM 17.93/21.72 is known as the Rim of the World Historic District (ROWHD) and was determined eligible for the National Register of Historic Places (NRHP) and the California Register of Historical Resources in October of 2001. The entirety of the Historic District is State Owned and on the Master List. This portion of SR-18 is also designated as a National Forest Service Scenic Byway (listed 1990); it is a segment of an eligible California State Scenic Highway (listed 1963); and it is a segment of a San Bernardino County Scenic Highway (listed 1980).

The ROWHD is eligible for the NRHP at the local level of significance under Criteria A and C. Under criterion A, the district is significant for its association with important events in the history of recreation, tourism, and transportation in the San Bernardino Mountains and Southern California. Under criterion C, the district is significant as an outstanding Depression-era example of designing a road and its appurtenances to be compatible with the scenic and rustic character of the mountainous landscape of irregular granitic rock outcroppings, higher elevation, yellow pine forests and other vegetation. The period of significance is 1928-1936.

The ROWHD is a 3.70-mile segment of SR-18 near the crest of the San Bernardino Mountains in the San Bernardino National Forest. At this location, SR-18 is a two-lane highway with an asphalt-paved roadbed that has a 24-foot width with narrow shoulders. The Character Defining Features (CDF's) of the ROWHD are the highway's narrow width, curvilinear alignment, masonry rock pier and chain roadside barrier, low masonry rock walls, masonry curb & gutter, masonry culvert drop inlets, adjacent slopes, and scenic overlooks. The historic district is situated in a mountainous, forested landscape with

irregular granitic rock outcroppings. Non-contributing features of the district are the sections of modern MBGR, two retaining walls (PM 18.3 and 20.7), asphalt curbs, the Baylis Park roadside picnic area, and numerous sections of modern cribbing, cable net drapery, retaining walls and other safety and repair related features.

The curvilinear alignment of SR-18 (formerly designated SR-43) in the vicinity of the current Project has remained unchanged since the period of significance (1928-1936). However, previous repairs to the shoulder including installation of both asphalt and cement (AC) berm and dike have been installed in places to aid drainage and modern guardrail has also been installed in front of much of the original masonry pier and chain guardrail. Some segments in this same area have been moderately widened for operational reasons. Overall, the existing configuration of SR-18 allows motorists to view the dramatic, panoramic vistas of the San Bernardino Valley as it traverses the crest of the San Bernardino Mountains through rugged and rocky area popularly known as “the Narrows.”

The contributing features that are most directly affected by the Project include the following:

Masonry Rock Pier and Chain Roadside Barriers

The rock pier and chain elements were built as safety features to mark the edge of the narrow, mountainous highway. The rock piers, measuring 2' 8" at the base were constructed on a concrete foundation base, 3' below the surface of the road. The overall height of the structure was 2' 10." The rock pier was 2' 8" in height on a 6" rock curbing, connecting to a 2' 0" wide rock-lined gutter. In the core of the rock pier is a 4" heavy iron pipe to which eyebolts attached the 5/8" galvanized iron chain, which may have been surplus WWI anchor chain. It had a breaking strength of over 20 tons. A 5" cap rock was placed over the pipe, which could be removed to repair the anchor bolts. All the rock material used in the construction of the piers came from nearby sources.

Low Masonry Rock Walls

The rustic design of the roadside safety elements sought to be compatible with the picturesque landscape; low rock walls and the use of chains suspended between the stout rock piers offered the motorists scenic views with minimal obstruction. Low rock parapet wall segments were constructed as safety barriers on the shoulder of the highway. Similar to the rock piers, granitic rock from nearby sources was used to construct the rustic designed low parapet walls. Included in the overall improvement and beautification plans for the SR-43 (Rim of the World Drive) from 1928-1936 were twenty-one (21) parking areas, pullouts, and scenic overlooks in the project area. Some of these areas provided a place to stop and view the panoramic vistas of the San Bernardino Valley. Other smaller areas were utilized for safety or rest stops. The boundaries of these areas were delineated with the rustic rock pier and chain structures and low rock parapet walls, all constructed of nearby granitic rock.

PROPOSED USE

The Project improvements would cause physical destruction to roadway elements within the Rim of the World Highway Historic District; there would be no physical destruction of any of the salient character defining features such as the contributing masonry rock pier and chain roadside barriers and low masonry rock walls. Project improvements are proposed to the roadway guardrail, and culverts, and these are not character defining features of the road. The only potential effect would be indirect from the installation the project features such as guardrail adjacent to the masonry rock pier and chain roadside barriers and low masonry rock walls.

The Project proposes alterations to the historic property, but these alterations would not change the overall use of the property (as a transportation corridor or as a rural roadside community), the overall character of the property would be preserved (rural roadside community consisting of a two lane highway), distinctive features of the property would be preserved (general rural and mountainous setting as well as the adjacent contributing structures) and new additions would not destroy historic materials, features, and spatial relationships that characterize the property. The scale of the proposed improvements would fit within the existing transportation corridor. The new work including upgrading existing metal beam guardrail to MGS, occurring in locations in front of existing historic masonry rock pier and chain roadside barriers and low masonry rock walls, would be easily differentiated from the old and would be generally compatible with the size, scale and proportion of the historic property. A “Natina Steel” stain would be applied to the MGS galvanized surfaces, to create a permanent rusty appearance consistent with the existing scenic and rural route. While there is no change in the property’s use, there would be a minor change to the physical features within the setting. Changes to physical features within the setting of the historic property include changes to the existing highway (mill and overlay of pavement), the culverts, and guardrails. The proposed Project would include upgrading existing metal beam guardrail to a MGS. This MGS would be placed in several locations in front of existing historic masonry rock pier and chain roadside barriers and low masonry rock walls. Since an existing metal beam rail already exists in the same areas, the installation of the larger MGS would only be a minor change to the physical features within the setting. A “Natina Steel” stain would be applied to the MGS galvanized surfaces, to create a permanent rusty appearance consistent with the existing scenic and rural route.

The Project would also result in minor visual intrusion due to modifications to the roadway. A larger MGS would replace the existing 13,000 linear feet of metal beam guardrail and would result in a minor visual intrusion to the existing setting to the adjacent historic barriers and rock walls, by introducing taller new physical elements. The MGS would be at most 6 inches taller than the existing metal beam guardrail. The project would replace the existing guardrail within the historic district and does not include the installation of additional guardrail. If MGS cannot be installed in spot locations, an open concrete barrier would be installed instead. The openness of the concrete barrier would help maintain the scenic view of the historic district.

The project would result in a minor visual intrusion to the existing setting, including the 'contributing' masonry rock pier and chain roadside barriers and low masonry rock walls; however, with the implementation of measures these effects would not rise to the level of being considered adverse. Overall, these elements would not diminish the integrity of the property's contributing features, and the historic property would remain able to convey its sense of time and place and historical development.

MEASURES TO MINIMIZE HARM TO THE SECTION 4(F) PROPERTY

The following measures are proposed to reduce impacts from the Project to the Rim of the World Highway Historic District related to the removal of MBGR and installation of MGS adjacent to the existing historic masonry rock pier and chain roadside barriers and low masonry rock walls.

CR-3 A "Natina Steel" stain will be applied to the MGS galvanized surfaces, to create a permanent rusty appearance consistent with the existing scenic and rural route.

CR-4 A Caltrans approved PQS Architectural Historian will be invited to the Preconstruction Meeting and notified at least five (5) days in advance before any construction activities begin.

CR-5 If masonry features are damaged, all work shall stop and the Caltrans approved PQS Architectural Historian will be contacted. All repairs to damaged masonry will need to be repaired in-kind with locally sourced stone and per the SOIS, approved by Architectural Historian PQS.

CR-6 Construction monitoring of the project will be done by a Caltrans approved PQS/equivalent Architectural Historian and will be intermittent.

CR-7 Cultural Sensitivity Training will be provided to the Caltrans Project Manager (PM), Resident Engineer and Contractor by a Caltrans approved PQS Architectural Historian prior to any construction activities. The Cultural Sensitivity Training will provide the historical significance of the ROWHD, its NRHP eligibility status and detailed information on the CDFs to be protected by the ESAs.

DRAFT CONSTRUCTIVE USE ANALYSIS

As indicated above, the impacts of the proposed Project would not be so severe that they rise to the level of being considered adverse. As such, there are no adverse effects to the character defining feature to the Rim of the World Highway Historic District and a Finding of No Adverse Effect with Non-Standard Conditions is proposed. Pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) and its implementing regulations pursuant to Section 106 PA Stipulation X.B.2, a Finding of No Adverse Effect (FONAE) is appropriate for this undertaking, and SHPO's concurrence was obtained on February 10, 2026. Impacts on the features and attributes that qualify the resource for Section 4(f) protection would be avoided, minimized, or otherwise

mitigated through minimization and mitigation measures, as such, the Project is eligible to be considered as a de minimis impact. Caltrans anticipates making a de minimis finding following public review. When a Programmatic Agreement for Section 106 is in place between Caltrans, the State Historic Preservation Officer, and FHWA, the State Historic Preservation Officer must be informed in writing that a non-response for the purposes of a "no adverse effect" or a "no historic properties affected" determination would be treated as the written concurrence for the de minimis determination. Any impacts to the USFS recreational facilities would not be considered "use", and no further analysis is required.

RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(F): NO-USE DETERMINATION(S)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, or 4) the project does not permanently use the property and does not hinder the preservation of the property.

DESCRIPTION OF SECTION 4(F) PROPERTY

USFS Recreational Areas

The San Bernardino National Forest includes several hiking trails, picnic areas, campgrounds and day use areas that are protected under Section 4(f) of the Department of Transportation act of 1966. Several recreational areas are within the 0.5 miles of the project limits (See table 2.2.3-1).

PROPOSED USE

The project would not encroach into the USFS recreational areas. There is the potential for temporary delays to access these areas during construction, however, no recreational areas would be closed to traffic. Potential temporary impacts could include increased traffic, noise, and dust. These impacts would be temporary and would be addressed through Caltrans standard measures and implementation of measure **TRA-1**. Thus, the project would not "use" those facilities as defined by Section 4(f).

MEASURES TO MINIMIZE HARM TO THE SECTION 4(F) PROPERTY

TRA-1 Implement Traffic Management Plan. A traffic staging plan, as part of the traffic management plan (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 can be 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.

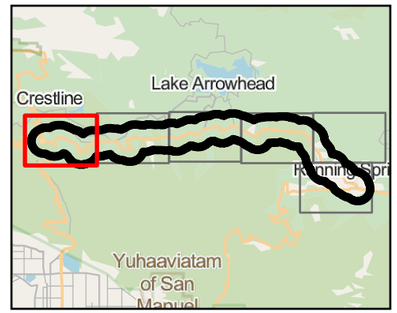
- Motorist Information: Provide information using changeable message signs and ground mounted signs.

- 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.

Although USFS recreational facilities can be classified as a Section 4(f) property, no “use” would occur. Therefore, the provisions of Section 4(f) do not apply.





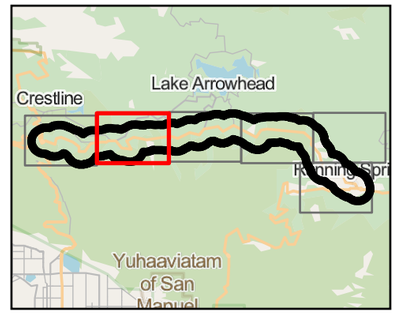
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Study Area (1/2-Mile Buffer)

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Appendix A Sheet 1 of 6
Parks and Recreation
SR-18 Pavement and Culvert Project





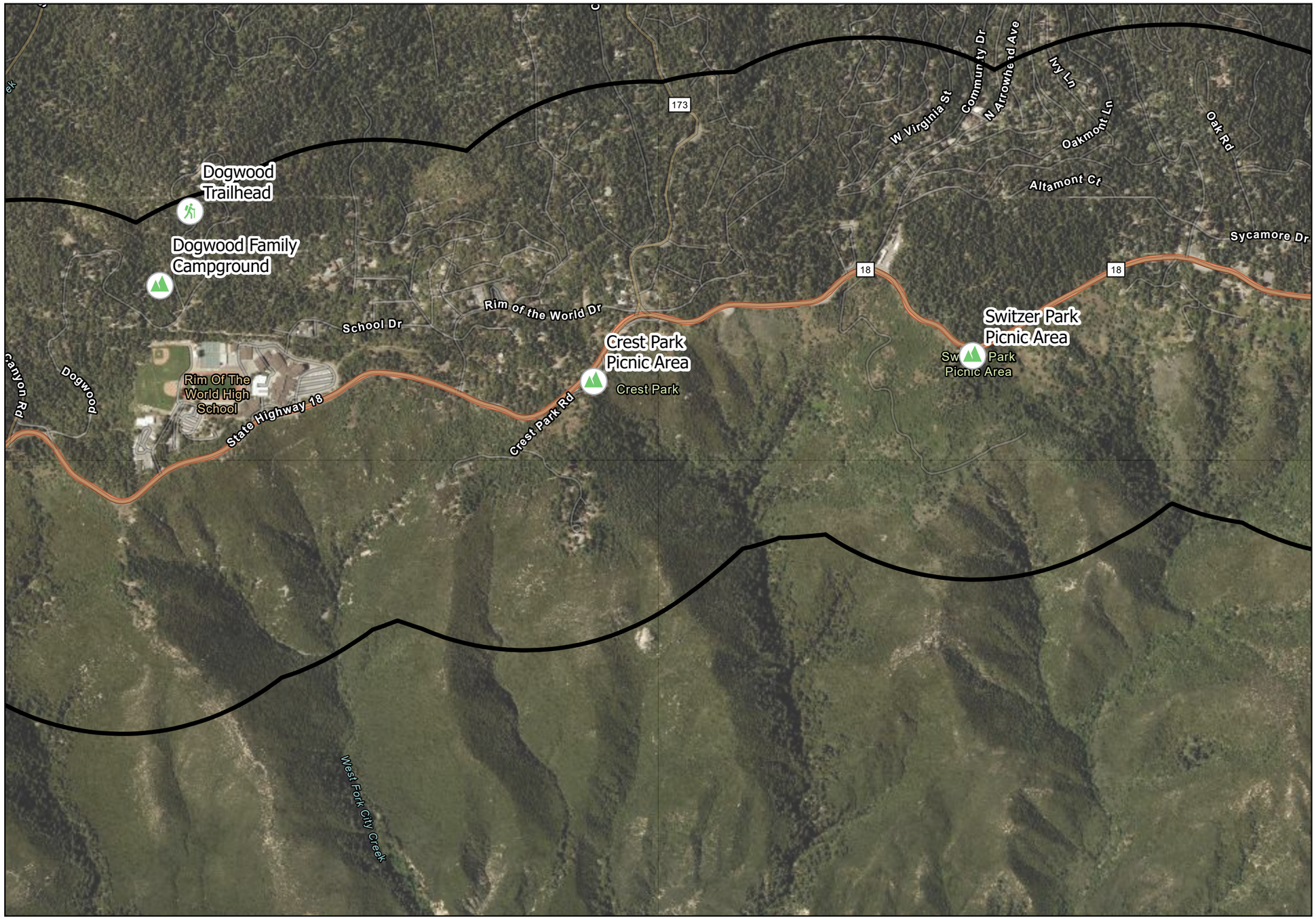
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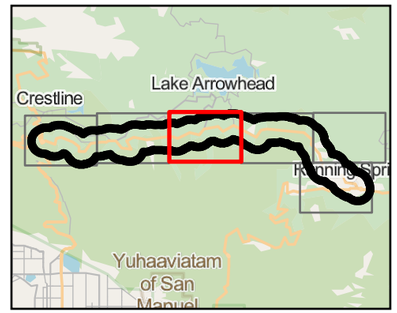
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- Study Area (1/2-Mile Buffer)

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Sheet 2 of 6
Parks and Recreation
SR-18 Pavement and Culvert Project





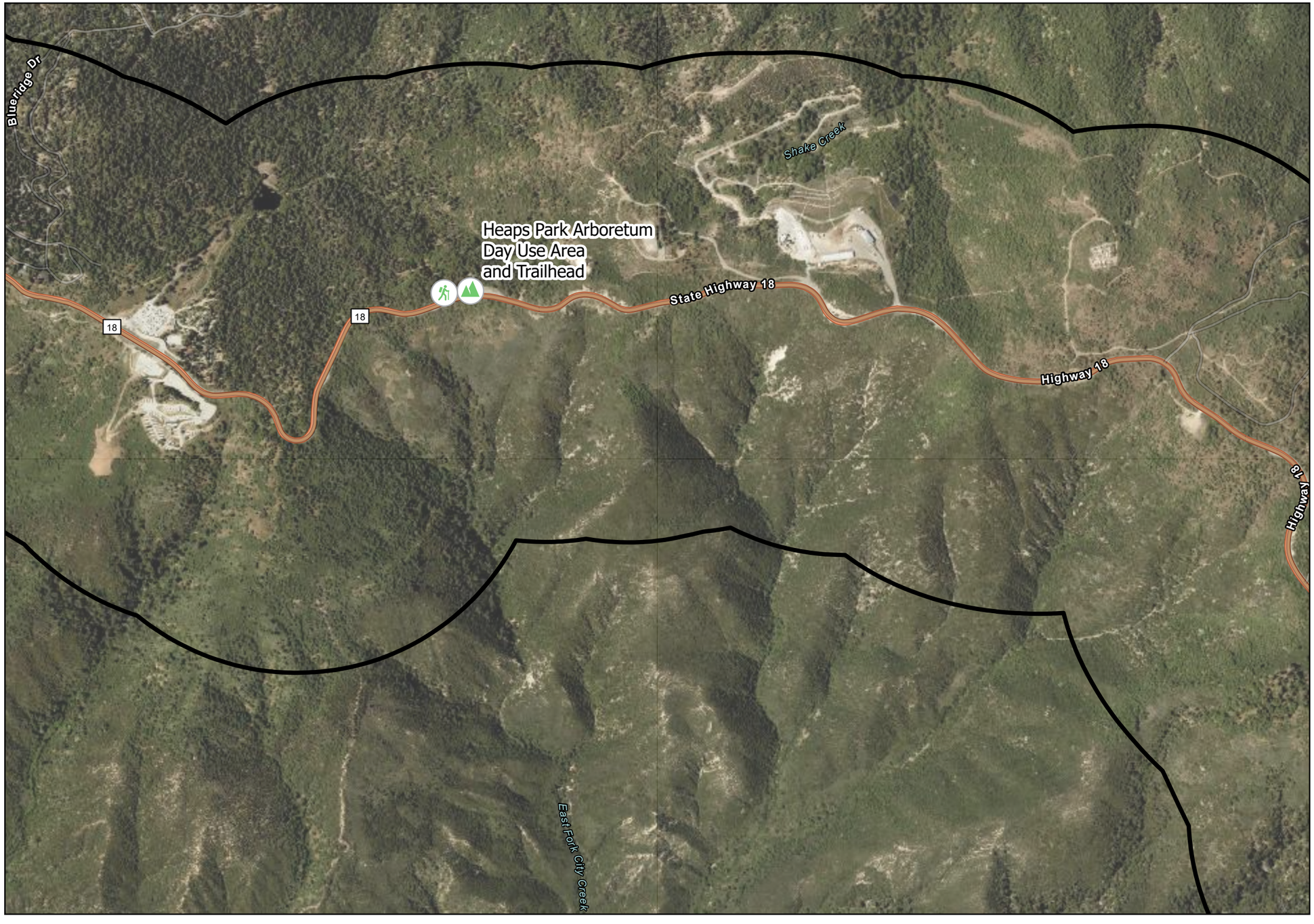
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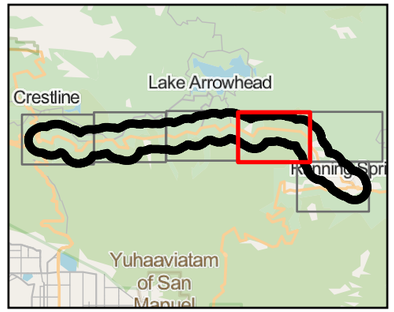
- Trailhead
- Parks/Recreation
- Study Area (1/2-Mile Buffer)

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Sheet 3 of 6
Parks and Recreation
SR-18 Pavement and Culvert Project





Legend

- Trailhead
- Parks/Recreation
- Study Area (1/2-Mile Buffer)

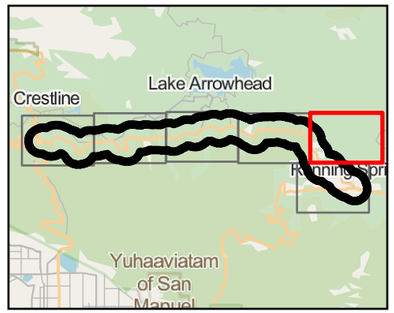
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Parks and Recreation

SR-18 Pavement and Culvert Project





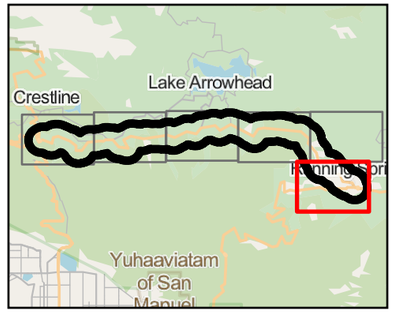
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Study Area (1/2-Mile Buffer)

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Sheet 5 of 6
Parks and Recreation
SR-18 Pavement and Culvert Project





Legend

- Parks/Recreation
- Study Area (1/2-Mile Buffer)

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Appendix B Title VI/Non-Discrimination 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 C Avoidance, Minimization, and/or Mitigation Summary

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

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

Date of ECR: June 2026

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

ENVIRONMENTAL COMMITMENTS RECORD
(SR-18 Pavement and Culvert Replacement Project)

08-SBd-18
PM R17.8/31.7

EA 08-1L110
PN 0819000151
Generalist:
ECL:

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	NO
CULTURAL RESOURCES									
CR-1: If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.	12	History Property Survey Report (HPSR) 12/29/25	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Design/ Construction					X
CR-2: If human remains are discovered, State Health and	12	HPSR	District Cultural	Final Design,					X

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Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact Gabrielle Duff, District Environmental Branch Chief [(909) 501-5142] or Julie Scrivner, District Native			Studies/ District Design/ Resident Engineer/ Contractor	Construction					

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							Date / Initials	YES	NO
American Coordinator [(909) 260-8265] so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.									
CR-3 A "Natina Steel" stain will be applied to the MGS galvanized surfaces, to create a permanent rusty appearance consistent with the existing scenic and rural route.	12	HPSR	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Final Design, Construction					X
CR-4 A Caltrans approved PQS Architectural Historian will be invited to the Preconstruction Meeting and notified at least five (5) days	12	HPSR	District Cultural Studies/ District Design/ Resident	Prior to Construction					X

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							Date / Initials	YES	NO
in advanced before any construction activities begin.			Engineer/ Contractor						
CR-5 If masonry features are damaged, all work shall stop and the Caltrans approved PQS Architectural Historian will be contacted. All repairs to damaged masonry will need to be repaired in-kind with locally sourced stone and per the SOIS, approved by Architectural Historian PQS.	12	HPSR	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Construction					X
CR-6 Construction monitoring of the project will be done by a Caltrans approved PQS/equivalent Architectural Historian and will be intermittent.	13	HPSR	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Construction					X

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							Date / Initials	YES	NO
CR-7 Cultural Sensitivity Training will be provided to the Caltrans Project Manager (PM), Resident Engineer and Contractor by a Caltrans approved PQS Architectural Historian prior to any construction activities. The Cultural Sensitivity Training will provide the historical significance of the Rim-of-the-World Highway Historic District (ROWHHD), its National Register of Historic Places (NRHP) eligibility status and detailed information on the CDFs to be protected by the ESAs.	13	HPSR	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Prior to Construction					X

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							Date / Initials	YES	NO
BIOLOGICAL RESOURCES									
BIO-1: BIO-General-1 - Equipment Staging, Storing & Borrow Sites: Caltrans will confine all equipment maintenance, storage, and parking during construction activities to the designated construction area or to previously disturbed graded or paved areas, or level areas where grading and vegetation clearing are not required and that are not habitat for listed species, as determined in coordination with the approved biologist, Bio-General-8 - Biological	App. E	Natural Environment Study (Minimal Impacts) [NES(MI)] 1/29/26	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction, Construction					X

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							Date / Initials	YES	NO
Monitor. All staging areas must be located at least 150 feet from sensitive habitat areas, including streams/drainages and other aquatic habitat.									
BIO-2: BIO-General-5 - Work avoidance: To address potential impacts to San Bernardino flying squirrel, San Diego desert woodrat, American badger, golden eagle, California spotted owl, Southern California legless lizard, coastal western whiptail, southern rubber boa, and Crotch's bumblebee, avoid construction activities	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X

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within suitable habitat for these species, as identified by the Project biologist.									
BIO-3: BIO-General-6 - Species Avoidance: During Project activities, if a San Bernardino flying squirrel, San Diego desert woodrat, American badger, golden eagle, California spotted owl, Southern California legless lizard, coastal western whiptail, southern rubber boa, or Crotch's bumblebee is discovered within the Project site, all construction activities must stop, and the Caltrans Biologist and Resident	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X

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							Date / Initials	YES	NO
Engineer must be notified. Coordination with appropriate agencies may be required prior to restarting activities.									
BIO-4: BIO-General-7 - Worker Environmental Awareness Program (WEAP): A qualified biologist must present a Caltrans-approved biological resource information program/WEAP for special-status mammal, avian, reptile, amphibian, invertebrate and rare plants prior to Project activities, to all personnel that will be present within the Project limits for longer than 30 minutes at any	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction					X

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given time. Caltrans will require all construction personnel to participate in the WEAP training prior to participating in work activities. The training will be led by an approved biologist and delivered to all construction personnel and new field-based personnel before engaging in construction activities.									
BIO-5: BIO-General-8 - Biological Monitor: A USFWS and CDFW (if appropriate) approved biologist must monitor Project activities weekly to ensure	App. E	NES(MI)	District Design / District Environmental Planning / Resident	Prior to Construction, Construction					X

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							Date / Initials	YES	NO
that measures are being implemented and documented to avoid or minimize impacts to Southern Mixed Riparian Forest and Southern Sycamore Alder Riparian Woodland sensitive natural communities, and special-status mammal, avian, reptile, amphibian, invertebrate and rare plant species. The approved biologist will be onsite during all vegetation management or ground-disturbing activities and will monitor active nests and burrows, and/or suitable nesting habitat and burrow			Engineer / Contractor						

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buffers for potential disturbance.									
BIO-6: BIO-General-9 - Environmentally Sensitive Area (ESA): To address potential impacts to the Southern Mixed Riparian Forest and Southern Sycamore Alder Riparian Woodland sensitive natural communities, and special-status mammal, avian, reptile, amphibian, invertebrate, and rare plant habitats, delineate the habitat areas for these communities and habitat as an ESA as shown on the	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

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							Date / Initials	YES	NO
plans and/or described in the specifications.									
BIO-7: BIO-General-10 - Environmentally Sensitive Area (ESA) Fence Monitoring: Integrity inspections of Sensitive Natural Community ESA fencing must occur throughout the duration of the Project, 3 days prior to commencing Project activities and weekly during Project activities. If during construction the fence fails, work must stop until it is repaired, and the qualified	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X

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							Date / Initials	YES	NO
biologist inspects (and clears) the job site.									
BIO-8: BIO-General-11 - Environmentally Sensitive Area (ESA) Fence Removal: All fencing must be removed as a last order of work. During removal, a qualified biologist must be present.	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Prior to Construction					X
BIO-9: BIO-General - PSM-1 - Environmentally Sensitive Areas and Ground Disturbance: No ground disturbing or fill activity of any type will be permitted within environmentally sensitive areas outside the Project	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction, Construction					X

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footprint. All construction equipment should be operated in a manner to prevent accidental damage to nearby preserved areas outside the PIA. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected areas. Where appropriate, temporary high visibility fence barriers will be installed at the environmentally sensitive area boundary to prevent accidental deposition of fill material in areas where vegetation is adjacent to									

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planned ground disturbing activities.									
BIO-10: BIO-Plant-2 - Rare Plant Pre-Construction Surveys: Within 1 week prior to construction, a preconstruction survey must be conducted by a qualified biologist for special-status plants within the Project Impact Area. Any rare plant species identified must be flagged for visual identification to construction personnel for work avoidance. Rare plant species detected that feature multiple plants in a single location must be fenced with	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X

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Environmentally Sensitive Area (ESA) temporary fencing.									
BIO-11: BIO-Invertebrate-1 - PSM-2 – Preconstruction Invertebrate Species Survey: Prior to any ground disturbance, a qualified biologist shall survey for potential habitat suitability and presence of Crotch's bumble bee. 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/FileHa	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Construction					X

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ndler.ashx?DocumentID=213150). The preconstruction invertebrate survey must be conducted by a qualified biologist no more than 1 week prior to Project activities within the Biological Study Area in areas of appropriate habitat and within Caltrans right of way. The surveys shall include 100 percent visual coverage and include a minimum 500-foot buffer in adjacent habitat. If a Crotch's bumble bee or bumble bee nest is located within the Project Impact Area, the Resident Engineer and Caltrans biologist must be									

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contacted and additional measures and/or agency coordination will be required.									
BIO-12: BIO-Reptile-3 - PSM-3 – Special Status Reptile Survey: Prior to any construction activities, known Southern California legless lizard, coastal western whiptail, and southern rubber boa habitat in the Biological Study Area and within Caltrans right of way will be surveyed at all off-pavement work locations. Any special status reptile habitat area determined to be active and within 500 feet from the PIA	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Post Construction					X

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shall be evaluated for breeding status using established CDFW Survey Protocols. If special status reptile individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the optimal survey period (April 15 to July 15). To avoid excessive delays to the Project when special status reptiles are active near a Project location, work at other Project locations should be done first; any site near an active special status reptile									

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area should be done last. The special status reptile presence/ absence survey should be conducted when air temperature is between 77 F and 95 F. (Tollestrup 1976; USFWS 1985, 1998). Surveys must be conducted when the air temperature falls within the optimal range (CDFW 2019).									
BIO-13: BIO-Avian-1 - Pre-Construction Nesting Bird Survey: If Project activities cannot avoid the nesting bird season, February 1 – September 30, then preconstruction nesting bird surveys shall be conducted by	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

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a qualified biologist in areas of suitable habitat within the Project limits and up to the limit of the BSA, no more than 3 days prior to construction to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer (100 feet for non-passerine, 300 feet for passerine, and 500 feet for raptors) shall be established and monitored by a qualified biologist.									
BIO-14: BIO-Avian - PSM-4 - California Spotted Owl Surveys: Prior to any construction activities, known	App. E	NES(MI)	District Design / District Environmental Planning /	Prior to Construction					X

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California spotted owl activity centers near the Biological Study Area, including territories SBD0011, SBD0013, SBD0073, SBD0088, SBD0089, SBD0091, SBD0148, SBD0153, and SBD0157, will be surveyed. Any CSOW activity center determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using the 2012 Revision of the 2011 NSO Survey Protocol (US Fish and Wildlife Service, 2012). If CSOW individuals are detected during the preconstruction owl			Resident Engineer / Contractor						

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							Date / Initials	YES	NO
surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the nesting season, February 1 to August 31. Additionally, all construction activities within 500 feet of any known activity center shall occur only during daylight hours; construction days should be lengthened in these areas. To avoid excessive delays to the Project when a CSOW activity center is located near a Project site, work at other Project sites should be done first; any site near an active CSOW activity center should									

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☐ Construction

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08-SBd-18
PM R17.8/31.7

EA 08-1L110
PN 0819000151
Generalist:
ECL:

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							Date / Initials	YES	NO
be done last. All construction activities should account for the timing of the nesting season.									
BIO-15: BIO-Mammal-2 - PSM-5 – Special-Status Mammal Survey: Prior to any construction activities, suitable special-status mammal (San Bernardino flying squirrel, San Diego desert woodrat, American badger) habitat in the Biological Study Area and within Caltrans right of way will be surveyed at all off-pavement work locations. Any special-status mammal	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

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							Date / Initials	YES	NO
habitat area determined to be active and within 500 feet from the PIA shall be evaluated for breeding status using established USFWS Survey Protocols. If special-status mammal individuals are detected during the preconstruction surveys within 500 feet of the PIA, construction activities shall be avoided in this area during the optimal survey season, from June 1 to September 30. To avoid excessive delays to the Project when special-status mammals are active near a Project location, work at other Project locations should be									

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							Date / Initials	YES	NO
done first; any site near an active special-status mammal area should be done last. The special-status mammal presence/absence survey should be done over 5 consecutive nights when ambient air temperatures exceed 50º F. All construction activities should account for the timing of the breeding season and surveys.									
BIO-16: BIO-Bat-1 - PSM-6: - Bat Preconstruction Surveys: Prior to work activities, a pre-construction survey at all off-pavement work locations where mature	App. E	NES(MI)	District Design / District Environmental Planning / Resident	Prior to Construction					X

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							Date / Initials	YES	NO
trees are in or adjacent to the PIA, and an appropriate survey buffer shall be surveyed for the presence of bat roosts by a qualified bat biologist. Initial surveys are recommended to be conducted at least 6 months prior to the initiation of work, ideally during the bat maternity season (typically April 1 to August 31), to allow time to prepare mitigation, and/or exclusion plans if needed in accordance with CDFW guidelines. If the pre-construction survey determines that no active roosts are present, then work			Engineer / Contractor						

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							Date / Initials	YES	NO
activities shall commence within two weeks following the pre-construction survey.									
BIO-17: BIO-Bat-2 - PSM-7 -: Work Restriction Hours: Work activities should be restricted to daylight hours at work locations with suitable bat habitat (off-pavement work locations where mature trees are in or adjacent to the PIA). This would reduce the potential of direct or indirect impacts to bat species that may be foraging in the vicinity of the BSA. Should work activities be required at night, night lighting should be	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

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							Date / Initials	YES	NO
focused on the direct area of work. Mature trees were identified in the vicinity of the PIA at the various culvert and other off-pavement work locations; these trees may provide suitable roosting habitat for foliage-roosting bats. Tree removal is an anticipated activity for the Project; each affected tree must be assessed individually and additional measures may be required to prevent impacts to special status species.									

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							Date / Initials	YES	NO
BIO-18: BIO-Bat-3 - PSM-8 -: Bat Mitigation and Exclusion Plan: If special-status bat species or a maternity roost of any bat species is present and direct removal of habitat (roost location) will occur, then a qualified bat biologist experienced in developing bat mitigation and exclusion plans shall develop a mitigation plan to compensate for the lost roost site. Removal of the roost shall only occur when the mitigation plan has been approved by CDFW and only when bats are not present in the roost. The mitigation plan	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Prior to Construction					X

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							Date / Initials	YES	NO
shall detail the methods of excluding bats from the roost and the plans for a replacement roost in the vicinity of the Project site. The mitigation plan shall be submitted to the CDFW for approval prior to implementation. The plan shall include: (1) a description of the species targeted for mitigation; (2) a description of the existing roost or roost sites; (3) methods to be used to exclude the bats if necessary; (4) methods to be used to secure the existing roost site to prevent its reuse prior to removal; (5) the									

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							Date / Initials	YES	NO
location for a replacement roost structure; (6) design details for the construction of the replacement roost; (7) monitoring protocols for assessing replacement roost use; (8) a schedule for excluding bats, demolishing of the existing roost, and construction of the replacement roost; and (9) contingency measures to be implemented if the replacement roosts do not function as designed.									
BIO-19: BIO-Waters-1: Habitat enhancement for temporary impacts, which	App. E	NES(MI)	District Design / District Environmental	Construction				X	

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							Date / Initials	YES	NO
entails exotic and/or invasive plant control immediately following the impact.			Planning / Resident Engineer / Contractor						
BIO-20: BIO-Waters-2: On-site habitat restoration for temporary impacts for native communities through revegetation and reseeding with vegetation native to the impacted area immediately following completion of maintenance activities, or, with written approval from CDFW, at the beginning of the next growing season after project completion.	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Post Construction				X	

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							Date / Initials	YES	NO
BIO-21: BIO-Waters-3: Permanent impacts will be mitigated for and decided upon with coordination from regulatory agencies.	App. E	NES(MI)	District Design / District Environmental Planning / Resident Engineer / Contractor	Design Phase				X	
TRANSPORTATION									
TRA-1: Implement Traffic Management Plan. A traffic staging plan, as part of the traffic management plan (TMP), will be implemented during project construction. The TMP will be prepared to minimize direct and	2-26	IS/EA	District Design / District Traffic Management / District Environmental Planning / Resident	Final Design, Prior to Construction					X

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							Date / Initials	YES	NO
cumulative construction impacts on the community. On completion, the final TMP will be available to the public and obtained by request from Caltrans. The TMP must be submitted with the construction plan to the police and fire departments of affected cities prior to commencement of construction activities. The TMP will include, but not be limited to, the following features: •Public Information: Provide updates to affected residents, businesses, the general			Engineer / Contractor						

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							Date / Initials	YES	NO
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									

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							Date / Initials	YES	NO
lane closure chart, detour route, pedestrian routes, and residential and commercial access routes.									
HAZARDOUS WASTE/MATERIALS									
HAZ-1: Project will be performed in accordance with Caltrans Standard Special Provisions Section 6-1.03 conditions for use of local materials from non-commercial source.	1	ISA Checklist 11/13/25	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design, Construction	SSP 6-1.03				X
HAZ-2: Project will be performed in accordance with Caltrans Standard Special Provisions Section 14-9.02 for asbestos National Emissions	1	ISA Checklist	District Design / District Environmental Engineering / Resident	Prior to Construction,	SSP 14-9.02				X

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							Date / Initials	YES	NO
Standards for Hazardous Air Pollutants (NESHAP) notification.				Construction					
HAZ-3: Project will be performed in accordance with Caltrans Standard Special Provisions Section 14-11.14 for management of treated wood waste.	1	ISA Checklist	District Design / District Environmental Engineering / Resident Engineer / Contractor	Construction	SSP 14-11.14				X
HAZ-4: Project will be performed in accordance with Caltrans Standard Special Provisions Section 7-1.02K(6)(j)(iii) for unregulated earth materials containing lead.	1	ISA Checklist	District Design / District Environmental Engineering / Resident Engineer / Contractor	Prior to Construction, Construction	SSP 7-1.02K (6)(j) (iii)				X

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							Date / Initials	YES	NO
HAZ-5: Project will be performed in accordance with Caltrans Standard Special Provisions Section 36-4 for residue containing non-hazardous levels of lead from paint and thermoplastic	1	ISA Checklist	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design	SSP 36-4				X
HAZ-6: Project will be performed in accordance with Caltrans Standard Special Provisions Section 84-9.03B for separate removal of yellow traffic stripes and pavement marking with non-hazardous residue**.**	1	ISA Checklist	District Design / District Environmental Engineering / Resident Engineer / Contractor	Final Design	SSP 84-9.03B				
GREENHOUSE GAS EMISSIONS									

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							Date / Initials	YES	NO
GHG-1: The contractor must comply with Standard Specification 7-1.02C (Emissions Reduction) which requires that the contractor certify awareness of CARB emissions reduction regulations and will comply with them.	3-11	ISEA	District Design / District Environmental Engineering / Resident Engineer / Contractor	Construction					X
GHG-2: The Project will maintain equipment in proper tune and working condition.	3-11	ISEA	Resident Engineer / Contractor	Construction					X
VISUAL/AESTHETICS									
VIS-1 Planting Mitigation throughout project limits - Landscape Architect shall determine if planting	9	VIA 3/2/26	Resident Engineer/ District	Final Design/ Construction					X

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							Date / Initials	YES	NO
mitigation is needed post construction in areas where vegetation is damaged or removed during construction activities. Planting mitigation may consist of planting local native vegetation and/or hydroseeding with local native vegetation and maintaining optimal soil health.			Landscape Architect						
Water Quality and Stormwater Runoff									
WQ-1 A Storm Water Pollution Prevention Plan (SWPPP) is required for the construction phase. All applicable construction activities will be reviewed in	2-38	ISEA	District Design / District Environmental Engineering / Resident	Prior to Construction					X

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							Date / Initials	YES	NO
the development and preparation of the SWPPP.			Engineer / Contractor						

Appendix D Federal Transportation Improvement Program

Appendix D Federal Transportation Improvement Program

SBDLS02	Exempt Grouped Projects for Pavement Resurfacing and/or Pavement Rehabilitation - SHOPP Roadway Preservation Program							2025 FTIP Amendment #25-22
Agency	**County**	**District EA**	**Notes**	**Project Description**	**Program Year (FFY)**	**Federal Funds**	**State Funds**	**Total Project Cost (in $1000's)**
Caltrans	SBd	1L110	NEW. 2024 SHOPP	On SR-18 near the city of San Bernardino, from Route 18/138 Separation to View Drive. Rehabilitate pavement and drainage systems, repair slope erosion, and upgrade guardrail and Transportation Management Systems (TMS) elements. PS&E and RW Sup Only.	2025/26	$4,224	$0	$4,224

Appendix E USFWS and CDFW Species List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901

In Reply Refer To: 05/26/2026 22:31:26 UTC
Project Code: 2025-0033522
Project Name: SBD-18 CAPM - 1L110

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A biological assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a biological assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a biological assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found at the Fish and Wildlife Service's Endangered Species Consultation website at:

https://www.fws.gov/service/esa-section-7-consultation

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
(760) 431-9440

PROJECT SUMMARY

Project Code: 2025-0033522
Project Name: SBD-18 CAPM - 1L110
Project Type: Road/Hwy - Maintenance/Modification
Project Description: This is a multi-asset project along State Route 18 (SR-18) in San Bernardino County, with minor pavement rehabilitation as the anchor asset. The project scope consists of mill and overlay pavement, localized digouts, replace culverts, repair slope erosion, implementation of Class III bike routes, placement of rock slope protection pads and
flared end treatments at culvert outlets, installation of drainage inlets, placement of
traction sand traps where feasible, construction of concrete barriers, and upgrade guardrail and Traffic Management System (TMS). The project limits are from 0.1 mile east of the Route 138/18 separation at Post Mile (PM) R17.8 to View Drive at PM 31.7. It is expected that the project will require three (3) temporary construction easements (TCE's), one (1) permanent highway easement, and nine (9) drainage easements. No temporary access roads are proposed as work will be from the State Highway. The project is a CAPM project in the 2024 SHOPP program. The project is scheduled to begin on 8/3/2028 and be completed by 1/4/2030.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@34.2200573,-117.12995713597132,14z



Counties: San Bernardino County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 14 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
San Bernardino Merriam's Kangaroo Rat *Dipodomys merriami parvus*	Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/2060

BIRDS

NAME	STATUS
California Condor *Gymnogyps californianus*	Endangered

Population: Wherever found, except where listed as an experimental population
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/8193
General project design guidelines:
https://ipac.ecosphere.fws.gov/project/5VDTQH5SVVCQ5BDPUMCM56LJOE/documents/generated/11337.pdf

California Spotted Owl *Strix occidentalis occidentalis*	Proposed Endangered

Population: Coastal-Southern California
No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/7266
General project design guidelines:
https://ipac.ecosphere.fws.gov/project/5VDTQH5SVVCQ5BDPUMCM56LJOE/documents/generated/11337.pdf

Coastal California Gnatcatcher *Polioptila californica californica*	Threatened

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/8178
General project design guidelines:
https://ipac.ecosphere.fws.gov/project/5VDTQH5SVVCQ5BDPUMCM56LJOE/documents/generated/11337.pdf

Least Bell's Vireo *Vireo bellii pusillus*	Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/5945
General project design guidelines:
https://ipac.ecosphere.fws.gov/project/5VDTQH5SVVCQ5BDPUMCM56LJOE/documents/generated/11337.pdf

Southwestern Willow Flycatcher *Empidonax traillii extimus*	Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/6749
General project design guidelines:
https://ipac.ecosphere.fws.gov/project/5VDTQH5SVVCQ5BDPUMCM56LJOE/documents/generated/11337.pdf

REPTILES

NAME	STATUS
Southwestern Pond Turtle *Actinemys pallida* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4768 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5VDTQH5SVVCQ5BDPUMCM56LJOE/documents/generated/11337.pdf	Proposed Threatened

AMPHIBIANS

NAME	STATUS
Mountain Yellow-legged Frog *Rana muscosa* Population: Southern California DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8037 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5VDTQH5SVVCQ5BDPUMCM56LJOE/documents/generated/11337.pdf	Endangered
Western Spadefoot *Spea hammondii* Population: Southern DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5425 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5VDTQH5SVVCQ5BDPUMCM56LJOE/documents/generated/11337.pdf	Proposed Threatened

FISHES

NAME	STATUS
Santa Ana Speckled Dace *Rhinichthys gabrielino* Population: Santa Ana No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4124	Proposed Threatened
Santa Ana Sucker *Catostomus santaanae* Population: 3 CA river basins There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3785 General project design guidelines: https://ipac.ecosphere.fws.gov/project/5VDTQH5SVVCQ5BDPUMCM56LJOE/documents/generated/11337.pdf	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

NAME	STATUS

General project design guidelines:
https://ipac.ecosphere.fws.gov/project/5VDTQH5SVVCQ5BDPUMCM56LJOE/documents/generated/11337.pdf

FLOWERING PLANTS

NAME	STATUS
Nevin's Barberry *Berberis nevinii*	Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/8025

Thread-leaved Brodiaea *Brodiaea filifolia*	Threatened

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/6087

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation
Name: Ronn Knox
Address: 464 W. 4th Street
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State: CA
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Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (San Bernardino North (3411723) OR Harrison Mtn. (3411722) OR Keller Peak (3411721))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Aimophila ruficeps canescens southern California rufous-crowned sparrow	ABPBX91091	None	None	G5T3	S4	WL
Allium howellii var. clokeyi Mt. Pinos onion	PMLIL02161	None	None	G3G4T2	S2	1B.3
Anniella stebbinsi Southern California legless lizard	ARACC01060	None	None	G3	S3	SSC
Arenaria paludicola marsh sandwort	PDCAR040L0	Endangered	Endangered	G1	S1	1B.1
Arizona elegans occidentalis California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
Aspidoscelis hyperythra orange-throated whiptail	ARACJ02060	None	None	G5	S2S3	WL
Aspidoscelis tigris stejnegeri coastal whiptail	ARACJ02143	None	None	G5T5	S3	SSC
Batrachoseps gabrieli San Gabriel slender salamander	AAAAD02110	None	None	G2G3	S2S3	
Berberis nevinii Nevin's barberry	PDBER060A0	Endangered	Endangered	G1	S1	1B.1
Bombus crotchii Crotch's bumble bee	IIHYM24480	None	Candidate Endangered	G2	S2	
Bombus morrisoni Morrison bumble bee	IIHYM24460	None	None	G3	S1S2	
Bombus pensylvanicus American bumble bee	IIHYM24260	None	None	G3G4	S2	
Brodiaea filifolia thread-leaved brodiaea	PMLIL0C050	Threatened	Endangered	G2	S2	1B.1
Callospermophilus lateralis bernardinus San Bernardino golden-mantled ground squirrel	AMAFB05174	None	None	G5T1	S1	
Calochortus palmeri var. palmeri Palmer's mariposa-lily	PMLIL0D122	None	None	G3T2	S2	1B.2
Calochortus plummerae Plummer's mariposa-lily	PMLIL0D150	None	None	G4	S4	4.2
Castilleja cinerea ash-gray paintbrush	PDSCR0D0H0	Threatened	None	G1G2	S1S2	1B.2
Castilleja lasiorhyncha San Bernardino Mountains owl's-clover	PDSCR0D410	None	None	G2?	S2?	1B.2
Centromadia pungens ssp. laevis smooth tarplant	PDAST4R0R4	None	None	G3G4T2	S2	1B.1

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Chaetodipus fallax fallax northwestern San Diego pocket mouse	AMAFD05031	None	None	G5T3T4	S3S4	
Charina bottae umbratica southern rubber boa	ARADA01011	None	Threatened	G4T2	S2	
Chloropyron maritimum ssp. maritimum salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	G4?T1	S1	1B.2
Chorizanthe parryi var. parryi Parry's spineflower	PDPGN040J2	None	None	G3T2	S2	1B.1
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Diadophis punctatus modestus San Bernardino ringneck snake	ARADB10015	None	None	G5T2T3	S2?	
Dipodomys merriami parvus San Bernardino kangaroo rat	AMAFD03143	Endangered	Endangered	G5T1	S1	SSC
Dodecahema leptoceras slender-horned spineflower	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
Empidonax traillii extimus southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	G5T2	S3	
Eremophila alpestris actia California horned lark	ABPAT02011	None	None	G5T4Q	S4	WL
Eriastrum densifolium ssp. sanctorum Santa Ana River woollystar	PDPLM03035	Endangered	Endangered	G4T1	S1	1B.1
Euchloe hyantis andrewsi Andrew's marble butterfly	IILEPA5032	None	None	G3G4T2	S2	
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC
Euphydryas editha quino quino checkerspot butterfly	IILEPK405L	Endangered	Candidate Endangered	G4G5T1T2	S1S2	
Falco columbarius merlin	ABNKD06030	None	None	G5	S3S4	WL
Fimbristylis thermalis hot springs fimbristylis	PMCYP0B0N0	None	None	G4	S1S2	2B.2
Glaucomys oregonensis californicus San Bernardino flying squirrel	AMAFB09021	None	None	G5T1T2	S1S2	SSC
Haliaeetus leucocephalus bald eagle	ABNKC10010	Delisted	Endangered	G5	S3	FP
Heuchera parishii Parish's alumroot	PDSAX0E1F0	None	None	G3	S3	1B.3
Imperata brevifolia California satintail	PMPOA3D020	None	None	G3	S3	2B.1
Ivesia argyrocoma var. argyrocoma silver-haired ivesia	PDROS0X021	None	None	G2T2	S2	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Lasiurus xanthinus western yellow bat	AMACC05070	None	None	G4G5	S3	SSC
Lepus californicus bennettii San Diego black-tailed jackrabbit	AMAEB03051	None	None	G5T3T4	S3S4	
Lilium parryi lemon lily	PMLIL1A0J0	None	None	G3	S3	1B.2
Lycium parishii Parish's desert-thorn	PDSOL0G0D0	None	None	G4	S1	2B.3
Malacothamnus parishii Parish's bushmallow	PDMAL0Q0C0	None	None	GXQ	SX	1A
Monardella macrantha ssp. hallii Hall's monardella	PDLAM180E1	None	None	G5T3	S3	1B.3
Neolarra alba white cuckoo bee	IIHYM81010	None	None	GH	SH	
Neotamias speciosus speciosus lodgepole chipmunk	AMAFB02172	None	None	G4T3T4	S2	
Neotoma lepida intermedia San Diego desert woodrat	AMAFF08041	None	None	G5T3T4	S3S4	
Nyctinomops femorosaccus pocketed free-tailed bat	AMACD04010	None	None	G5	S3	SSC
Oncorhynchus mykiss irideus pop. 10 steelhead - southern California DPS	AFCHA0209J	Endangered	Endangered	G5T1Q	S1	
Packera bernardina San Bernardino ragwort	PDAST8H0E0	None	None	G2	S2	1B.2
Pantosteus santaanae Santa Ana sucker	AFCJC02190	Threatened	None	G1	S1	SSC
Pelazoneuron puberulum var. sonorense Sonoran maiden fern	PPTHE05192	None	None	G5T4	S2	2B.2
Perideridia parishii ssp. parishii Parish's yampah	PDAPI1N0C2	None	None	G4T3T4	S2	2B.2
Perognathus alticolus alticolus white-eared pocket mouse	AMAFD01081	None	None	G2TH	SH	SSC
Perognathus longimembris brevinasus Los Angeles pocket mouse	AMAFD01041	None	None	G5T2	S1S2	SSC
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G4	S4	SSC
Polioptila californica californica coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T3Q	S2	SSC
Rana draytonii California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
Rana muscosa southern mountain yellow-legged frog	AAABH01330	Endangered	Endangered	G1	S2	WL

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Rhinichthys gabrielino Santa Ana speckled dace	AFCJB3705K	Proposed Threatened	None	G1	S1	SSC
Riversidian Alluvial Fan Sage Scrub Riversidian Alluvial Fan Sage Scrub	CTT32720CA	None	None	G1	S1.1	
Schoenus nigricans black bog-rush	PMCYP0P010	None	None	G4	S2	2B.2
Setophaga petechia yellow warbler	ABPBX03010	None	None	G5	S3	SSC
Sidalcea malviflora ssp. dolosa Bear Valley checkerbloom	PDMAL110FH	None	None	G4G5T2	S2	1B.2
Sidalcea neomexicana salt spring checkerbloom	PDMAL110J0	None	None	G4	S2	2B.2
Sidalcea pedata bird-foot checkerbloom	PDMAL110L0	Endangered	Endangered	G1	S1	1B.1
Southern Mixed Riparian Forest Southern Mixed Riparian Forest	CTT61340CA	None	None	G2	S2.1	
Southern Sycamore Alder Riparian Woodland Southern Sycamore Alder Riparian Woodland	CTT62400CA	None	None	G4	S4	
Spea hammondii western spadefoot	AAABF02020	Proposed Threatened	None	G2G3	S3S4	SSC
Streptanthus bernardinus Laguna Mountains jewelflower	PDBRA2G060	None	None	G3G4	S3S4	4.3
Streptanthus campestris southern jewelflower	PDBRA2G0B0	None	None	G3	S3	1B.3
Symphyotrichum defoliatum San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Thamnophis hammondii two-striped gartersnake	ARADB36160	None	None	G4	S3S4	SSC
Vireo bellii pusillus least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S3	

Record Count: 77

Appendix F List of Technical Studies

The studies listed below support the environmental analyses and determinations made in this document. They are hereby incorporated by reference into this environmental document and are publicly available at Caltrans District 8, 464 West 4th Street, San Bernardino, 92401.

- Stormwater Data Report, November 2021.
- Initial Site Assessment (ISA) Checklist Update. November 2025.
- Finding of No Adverse Effect for the State Route 18 CAPM Project, San Bernardino County, California. February 2026
- Historic Property Survey Report. February 2026.

  Please note, many state and federal laws limit the disclosure of sensitive cultural and tribal resource information to the public. Additional information regarding confidentiality of these resources can be found in the SER, Volume 2, Cultural Resources, in Section 3.4.13 and Section 5.3.6.
- Natural Environment Study (Minimal Impacts). February 2026.
- Visual Impact Assessment, SBD-18 CAPM from 138/18 Separation to City Creek Drive Overcrossing. March 2026.