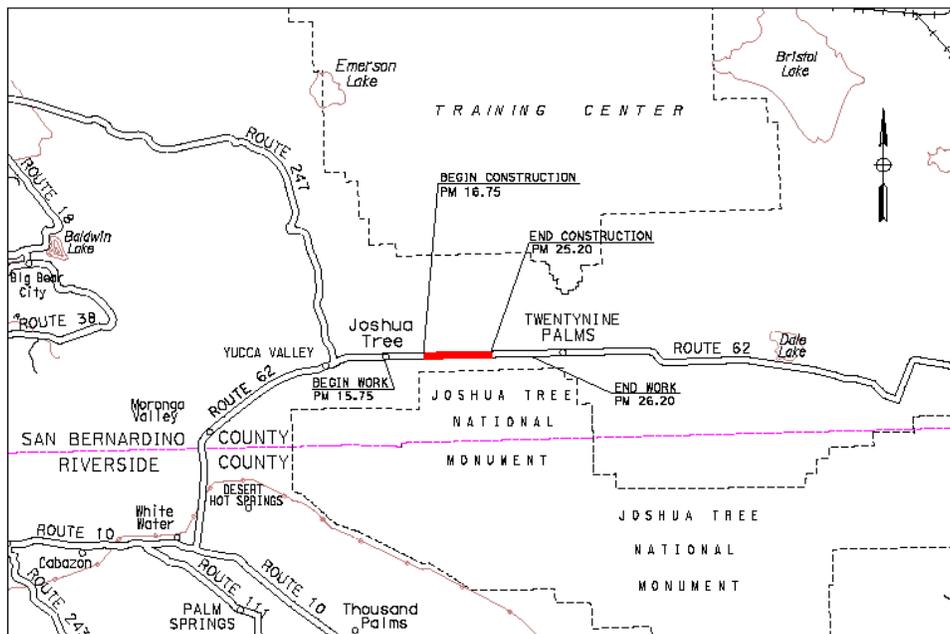


# STATE ROUTE 62 INSTALL TWO-WAY LEFT TURN LANES (TWLTL) AT FOUR LOCATIONS IN JOSHUA TREE LOCATED IN SAN BERNARDINO COUNTY

SAN BERNARDINO COUNTY, CALIFORNIA  
DISTRICT 08-SBd-62-PM 16.75/25.20  
PN 08-0812000027  
EA 0R130

Initial Study with Proposed Mitigated Negative Declaration

Prepared by the  
State of California Department of Transportation



December 2014

## GENERAL INFORMATION ABOUT THIS DOCUMENT

### **WHAT'S IN THIS DOCUMENT:**

The California Department of Transportation (Department) has prepared this Initial Study, which examines the potential environmental impacts of the alternatives being considered for the proposed project to provide two-way, left turn lanes at four locations on State Route 62 in Joshua Tree in San Bernardino County.

### **WHAT SHOULD YOU DO:**

- Please read this Initial Study. Additional copies of this document are available for review at the following locations:

#### **Caltrans District 8 Office Building**

Division of Environmental Planning  
464 W. 4th Street,  
San Bernardino, CA 92401

Please call Kerrie Hudson at (909) 383-5918

#### **Joshua Tree Library**

6465 Park Blvd  
Joshua Tree, CA 92252

Monday–Thursday 11am to 5pm/Saturday 9am to 5pm

We welcome your comments. Please send written comments regarding the proposed project to Caltrans by the deadline. Submit comments via postal mail to:

Kerrie Hudson, Office Chief  
Environmental Studies “A”  
Division of Environmental Planning  
California Department of Transportation  
464 W. 4th Street, 6<sup>th</sup> Floor, MS#823  
San Bernardino, CA 92401

Attention: SR-62 Two-way left turn lanes.

- This document may be downloaded at the following website <http://www.dot.ca.gov/dist8/>.
- Submit comments via email to [kerrie\\_hudson@dot.ca.gov](mailto:kerrie_hudson@dot.ca.gov)
- Please submit comments by the deadline: February 3, 2015

### **WHAT HAPPENS NEXT:**

After comments are received from the public and reviewing agencies, The Department may (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, Department could design and construct all or part of the project.

For individuals with sensory disabilities, this document is available in alternative formats or you may request assistive services by contacting Caltrans' EEO Office at (909) 383-4229 or use the California Relay Service TTY number (909) 383-6300.

SCH# \_\_\_\_\_  
08-SBd-62-  
PM 16.75/25.20  
PN 08-0812000027  
EA 0R130

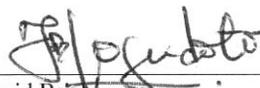
Provide Two-Way Left Turn Lanes on State Route 62 in four segments within post mile 16.75 to 25.20, in Joshua Tree  
in San Bernardino County

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

**INITIAL STUDY with Proposed Mitigated Negative Declaration**

THE STATE OF CALIFORNIA  
Department of Transportation

12-30-14  
Date of Approval

for   
\_\_\_\_\_  
David Bricker  
Deputy District Director  
District 8 Division of Environmental Planning  
California Department of Transportation

# PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

## Project Description:

The California Department of Transportation (Department) has prepared this Initial Study, to examine the potential environmental impacts of the alternatives being considered for the proposed project to provide two-way, left turn lanes (TWLTL) at four locations on State Route (SR-62) in Joshua Tree in San Bernardino County.

## Determination

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

The Department 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 the risk of earthquake damage, farmland, timber resources, land use growth, local or regional air quality, water quality, local emergency services, utilities/ service systems, community facilities, traffic levels, or pedestrian facilities in the project vicinity.

The proposed project would have no effect on regulatory floodplains, regional hydrology, hazardous waste, noise, cultural resources, mineral resources, population/housing, recreation, paleontological resources, geological or topographical features.

In addition, the proposed project would have no significant effects to aesthetics or visual environment and biological resources with the following avoidance and minimization measures incorporated to address potential impacts:

## Aesthetics/Visual Resources:

**VIA-1:** The four (4) Desert Willows located just east of Center Avenue will need to be removed and will be replaced at a 2:1 replacement ratio. There will be a plant establishment period with truck watering.

## Biological Resources:

**BIO-1 Bird Protection:** The Migratory Bird Treaty Act (MBTA), protects migratory birds, their nests, and their eggs. As a result timing of construction activities will consider construction windows for seasonal requirements of breeding birds and migratory non-resident species. Habitat

clearing will be avoided during species active breeding season defined as February 15<sup>th</sup> to August 31<sup>st</sup>.

- A Burrowing Owl pre-construction survey will take place prior to project construction on SR-62. If Burrowing owl are found, work will stop and resume only after the site is cleared by the project biologist.
- No mitigation is required for the borrowing owl as no active burrows were discovered in the proposed project area.

**BIO-2 Species Protection:** The project footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

**BIO-3 Invasive Species:** Executive Order 13112 requires that each federal agency whose actions may affect the status of invasive species shall, to the extent practicable, prevent the introduction of invasive species. In addition, the agency shall provide for the control of invasive species to minimize the economic, ecological, and human health impacts.

**BIO-4 Tortoise Protection:** A Desert Tortoise pre-construction survey will take place by the Department biologist or a contractor supplied biologist prior to project construction on SR-62.

Due to the potential presence of listed and sensitive species within the habitat surrounding the project limits, temporary desert tortoise exclusionary fencing shall be installed surrounding contractor yards, water tanks, staging and storage areas, vehicle and equipment parking and maintenance areas and both onsite and offsite batch plants, prior to the onset of construction activities.

All staging areas will be located on previously disturbed areas and will be approved by the Department construction biological monitoring unit.

All personnel involved in the construction project shall receive desert tortoise protection training by the Department supplied biologist or a contractor supplied biologist. Training shall include discussion of the fragility of desert habitats, the importance of the desert tortoise to the environment, the protections afforded to the desert tortoise by the California and Federal Endangered Species Act, and the correct protocol to follow should a desert tortoise be encountered.

Project personnel shall carefully check under parked vehicles or equipment for desert tortoises. Desert tortoises found within the staging or construction areas will be allowed to move out of the construction area, on their own accord. Project activities within such area shall re-commence only once the desert tortoise is safely outside of the project area.

Beyond the project boundaries, no vegetation disturbance will be allowed. Litter control measures will be implemented. Litter will be contained in containers to prevent attracting common ravens or other potential predators of the desert tortoise. Workers are prohibited from feeding all wildlife.

If project vehicles or equipment are required to park or stage off pavement, they are restricted to disturbed areas in the right of way only, including the shoulders.

The Department has coordinated with California Department of Fish and Wildlife (CDFW) regarding the desert tortoise (DT) fencing and the need for a 2081 permit. In lieu of obtaining a 2081 permit the Department will install temporary DT fencing within each of the four (4) project segments. Becky Jones of CDFW recommended about 1/4 mile extension to the fencing but that 'special care' will need to be taken where the fence is left open for roads, especially on the eastern end of the project where tortoise densities are highest. The Department will therefore, install a fence in each segment and loop off the ends, where it finds appropriate, to ensure the protection of DT. The Department will also ensure that a biologist is present during fence installation, should a tortoise be encountered.

**BIO-5 Resource Protection:** No equipment maintenance/parking or fueling shall be done within or near any stream, harbor or channel margin, including drainages and washes, where petroleum products or other pollutants from equipment shall enter these areas under any flow condition.

Excess materials, debris and trash shall be controlled on site and removed as soon as possible.

No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete or washings thereof, oil or petroleum products or other organic or earthen material from any construction or associated activity of whatever nature shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into washes or culverts that cross the project area.

Attention is directed to "Water Pollution Control" of these special provisions. Grindings and asphaltic-concrete waste shall be stored only within previously disturbed areas, in accordance with the requirements of the Best Practices Management (BMP) manual, except that Grindings and asphaltic-concrete waste shall not be stored within 76 meters of any culvert, wash, or stream crossing.

**BIO-6 Biological Monitor:** The Department biologists or contractor supplied biologist will monitor the project daily for compliance with the avoidance and minimization measures listed above.

*Draft*

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Date of Approval

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David Bricker  
Deputy District Director  
Division of Environmental Planning

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### 1.1 Project Location/Introduction

The California Department of Transportation (Department) has prepared this Initial Study, which examines the potential environmental impacts of the alternatives being considered for the proposed project to provide two-way, left turn lanes (TWLTL) at four locations on SR-62 in Joshua Tree in San Bernardino County.

### 1.2 Project Description

The California Department of Transportation (Department) has prepared this Initial Study to examine the potential environmental impacts of the alternatives being considered for the proposed project to provide two-way, left turn lanes (TWLTL) at four locations along SR-62 in Joshua Tree in San Bernardino County. There are four segments of the project. They are Segment 1 Postmiles (PM 16.75 to PM 16.95) (Sherwood Ave. to Torres Ave.), Segment 2 (PM 19.05 to PM 20.15) (Border Ave. to Rice Ave.), Segment 3 (PM 22.15 to PM 23.15) (Coyote Valley Road to Cascade Road) and Segment 4 (PM 24.2 to PM 25.2) (Copper Mesa Road to Lee Drive). The work limits will begin at PM 15.75 and end at PM 26.20. It is necessary to widen the existing roadbed an additional 12 feet to accommodate this extra lane. This is accomplished by removing the shoulders and adding new pavement on one or both sides of the highway. Existing 3 to 5-foot shoulders will be replaced with standard 8-foot shoulders. A completed cross-section of the highway consists of five 12 foot travel lanes (four through lanes divided by a TWLTL in the median) and 8 foot outside shoulders.

The estimated construction cost for this project is \$5,562,000 and this project will be funded by the State Highway Operation and Safety Protection Program (SHOPP), under the Safety Improvements Program (201.010-HB1) in the 2014/15 fiscal year and is expected to go to construction in May 2016. Pre-construction and construction activities are expected to last for 18 months.

### 1.3 Purpose and Need

#### Purpose:

The purpose of this project is to reduce the number and severity of collision accidents, provide continuity of the TWLTL on SR-62 throughout the project limits and bring the existing shoulder to current standard. Providing a continuous TWLTL is expected to facilitate traffic movement and enhance traffic safety and the operational efficiency of the highway.

#### Need:

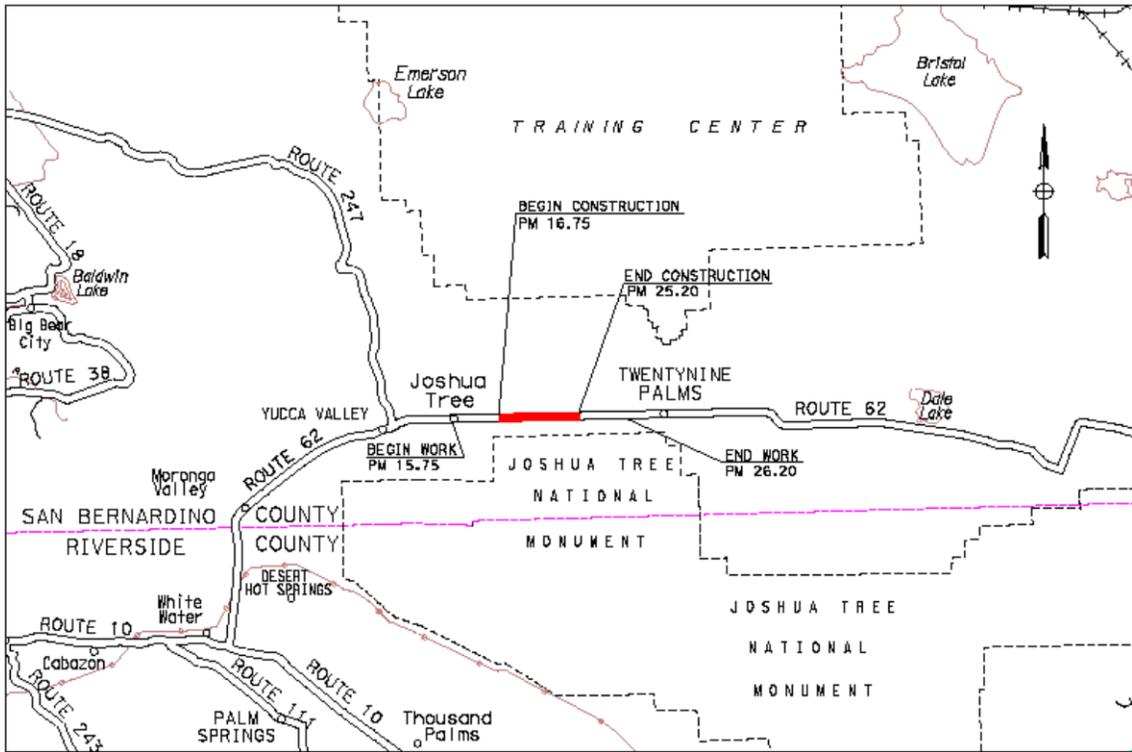
This segment was identified in the 2008 Median Barrier Monitoring Report. Based on TASAS data (1/1/2003 - 12/31/2007), the fatal collision rate at this location is 0.13, which exceeds the Median Barrier Monitoring Report Warrant Table C of 0.12 fatal cross-median collisions, per mile per year, in a five year period involving opposing vehicles.

# Chapter 1 – PROPOSED PROJECT

## 1.4 Project Maps

### 1.4.1 Project Location Map

Figure 1: Project Location Map





## Chapter 1 – PROPOSED PROJECT

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### 1.5 Alternatives

Two alternatives have been identified for the proposed project. The No-Build Alternative and an alternative proposing to provide two-way, left turn lanes (TWLTL) at four locations along SR-62 in Joshua Tree, San Bernardino County, California.

#### 1.5.1. Alternative 1: No-Build Alternative

The “No-Build” Alternative proposed no further improvements to the existing facility is rejected. This alternative would not address the operational problems currently present at this location and would not meet the need and purpose of the project at this time. No capital costs would be associated with this alternative.

#### 1.5.2. Alternative 2: Build Alternative

The build alternative being considered for the proposed project is to provide TWLTL at four locations along SR-62 in Joshua Tree in San Bernardino County. There are four segment of the project. They are Segment 1 Post Miles (PM 16.75-PM 16.95) (Sherwood Ave. To Torres Ave.), Segment 2 (PM 19.05-PM 20.15) (Border Ave To Rice Ave.) , Segment 3 (PM 22.15-PM 23.15) (Coyote Valley Road to Cascade Road.), and Segment 4 (PM 24.2-PM 25.2) (Copper Mesa Road to Lee Drive.). It is necessary to widen the existing roadbed to accommodate the 12 feet TWLTL. This is accomplished by removing the shoulders and adding new pavement on one or both sides of the highway. Existing 3 to 8 foot shoulders will be replaced with standard 8 foot shoulders.

### 1.6 Permits and Approvals Needed

**Table 1 Permits, Review, and Approvals**

Agency	Permit/Review/Approval
Per the NESMI No Permits Required.	

## Chapter 2 – CEQA Checklist

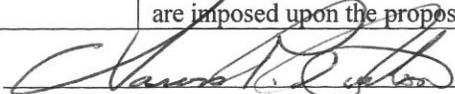
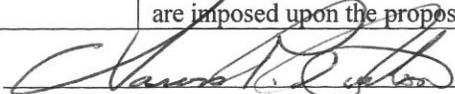
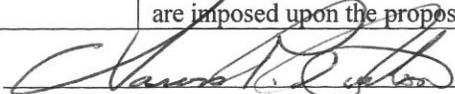
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics           | <input type="checkbox"/> Agriculture Resources              | <input type="checkbox"/> Air Quality            |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology /Soils         |
| <input type="checkbox"/> Hazards & Hazardous Materials   | <input type="checkbox"/> Hydrology / Water Quality          | <input type="checkbox"/> Land Use / Planning    |
| <input type="checkbox"/> Mineral Resources               | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population / Housing   |
| <input type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems     | <input type="checkbox"/> Mandatory Findings of Significance |   |

This CEQA checklist identifies physical, biological, social and economic factors of the human environment that might be affected by the proposed project. The checklist achieves the important statutory goal of integrating the requirements of CEQA with the environmental requirements of other laws.

In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included directly after the cited environmental resource. The words “significant” and “significance” used throughout the following checklist are related to CEQA, not NEPA, impacts.

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.		
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.		
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.		
<input type="checkbox"/>	I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.		
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.		
<table border="0" style="width: 100%;"> <tr> <td style="width: 70%; vertical-align: bottom;">             Signature            Kerrie Hudson, Senior Environmental Planner            Caltrans District 8, Division of Environmental Planning         </td> <td style="width: 30%; vertical-align: bottom;">           12-30-2014            Date         </td> </tr> </table>		 Signature Kerrie Hudson, Senior Environmental Planner Caltrans District 8, Division of Environmental Planning	12-30-2014 Date
 Signature Kerrie Hudson, Senior Environmental Planner Caltrans District 8, Division of Environmental Planning	12-30-2014 Date		

## Chapter 2 – CEQA Checklist

### 2.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.1.2 Discussion of Environmental Evaluation Question 2.1- Aesthetics

**Less Than Significant Impact:** This portion of SR-62 is eligible for Designation as State Scenic Highway within the proposed project limits (District 8 District System Management Plan, 2011). SR-62 is designated as a Blue Star Memorial Highway from Interstate 10 to Adobe Road in Twentynine Palms. The project would not include any work that would impact any scenic vistas, scenic resources, cause degradation of the existing visual character, or creation of a new source of a new source of substantial light or glare. On September 9, 2014, the questionnaire to determine Visual Impact Assessment (VIA) level determined “A brief Memorandum addressing visual issues and providing a rationale for why no formal analysis is required”.

On September 9, 2014, Ray Desselle, District Landscape Architect issued a memo indicating this project has been reviewed for potential impacts to visual resources. The project limits are classified as an Eligible State Scenic Highway. The proposed project is in proximity to Joshua Tree National Park and is considered a sensitive corridor regarding visual resource issues. Views are available from the highway along most of the length of the proposed project. Review of the proposed project site and photo log indicate that the proposed project would not result in substantial adverse impacts to the visual environment. The proposed widening would protect native shrubs and other amenities such that desert views would be preserved. Re-vegetation with native plants will restore the site to a natural condition, keeping it consistent with the indigenous aesthetic of the area; furthermore, the design is appropriate for the rural visual character of this location. This review indicates that the proposed project would not adversely affect any “Designated Scenic Resource: as defined by CEQA statutes or guidelines, or by the Department policy.

### 2.1.3 Avoidance, Minimization, and/or Mitigation Measures

**VIA-1:** The four (4) Desert Willows located just east of Center Avenue will need to be removed and will be replaced at a 2:1 replacement ratio. There will be a plant establishment period with truck watering.

## Chapter 2 – CEQA Checklist

### 2.2 Agricultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**II. AGRICULTURE RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

#### 2.2.1 Discussion of Environmental Evaluation Question 2.2- Agricultural Resources

No Impact: This proposed project is located within Joshua Tree in the County of San Bernardino. According to the Joshua Tree Community Plan adopted March 13, 2007 effective April 12, 2007, Land Use Community Plan map the proposed project area is zoned Rural/Medium/Single Residential, General/Service/Office Commercial and Community Industrial. No agricultural resources or properties exist within the proposed project area; therefore, there are no impacts.

#### 2.2.2 Avoidance, Minimization, and/or Mitigation Measures

No impacts are identified or anticipated and no avoidance, minimization and or mitigation measures are required.

## Chapter 2 – CEQA Checklist

### 2.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY:</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.3.1 Discussion of Environmental Evaluation Question 2.3- Air Quality

**No Impacts:** The proposed project would have no permanent impact to air quality. Per the Air Quality Study memorandum dated August 29, 2014, this project with program code 201.010 falls under exempt category “Safety Improvement Program”. All projects listed in the Caltrans Carbon Monoxide Protocol Table 1 are exempt from all emissions analyses and transportation conformity requirements do not apply. Thus, no project-level Air Quality Analysis/Air Quality Report is required to be prepared for this exempt project.

#### 2.3.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required because there are no potentially significant impacts to air quality. The following measures will be followed to further reduce potential of generation of fugitive dust during construction:

- **Air-1:** AQMD Rule 403 and 403.2.
- **Air-2:** All clearing, grubbing, grading, earth moving, or excavation activities shall cease during periods of high winds to prevent excessive amounts of fugitive dust.
- **Air-3:** Construction equipment engines shall be maintained in good condition and in proper tune as per manufacturers’ specifications.
- **Air-4:** Implement and follow Erosion Control and Air Quality Best Management Practices (BMP’s)

## Chapter 2 – CEQA Checklist

### 2.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES:</b> Would the project:				
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.4.1 Discussion of Environmental Evaluation Question

Less Than Significant Impacts: The Department approved the Natural Environmental Study Minimal Impacts (NESMI) on November 14, 2014. A project map was used to locate the project site and assess the existing conditions. United States Fish and Wildlife species list from the Carlsbad office was compiled to determine federal species occurrences in the project area. Also a California Natural Diversity Data Base (CNDDDB) species list was obtained, covering the Joshua Tree North and Sunfair USGS Topographic 7.5–minute Quadrangles, to help determine State and federally listed species occurrences within the project area. CNDDDB Arc Geographical Information System (GIS) review was conducted to determine impacts (if any) to native plants, animals and sensitive native habitat.

Desert tortoise (*Gopherus agassizii*) and burrowing owl (*Athene cunicularia*) protocol surveys were completed in April 2014, in support of the proposed installation of turn lanes and widening of shoulders on State Route 62. Sapphos Environmental, Inc

## **Chapter 2 – CEQA Checklist**

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completed surveys for desert tortoise in accordance with the 2010 U.S. Fish and Wildlife Service (USFWS) protocols. Surveys for burrowing owl were completed, in conjunction with desert tortoise surveys, in accordance with the California Department of Fish and Wildlife (CDFW) recommendations and guidance provided by Caltrans.

Site visits to the work location were performed by Caltrans biologists Maggi Elgeziry, and Adam Compton on May 29, 2013 and on August 6, 2014.

Implementing this proposed project will not impact native habitat and/or sensitive native species. The Department has determined, in accordance with Section 7 of the Endangered Species Act, that there will be “no effect” to federally listed threatened or endangered species. There will be no ‘Take’ of any State listed species and their associated habitats

Environmental Setting: The proposed project area is located east of the foothills of the San Bernardino Mountains and north Joshua Tree National Park boundary. The surrounding area is characterized by mostly undeveloped, semirural land in the community of Joshua Tree, between the larger towns of Yucca Valley to the west and Twenty-nine Palms to the east. The site is located completely within Caltrans' existing ROW. This proposed project is located within the Joshua Tree North and Sunfair USGS 7.5-minute Topographic Quadrangle. The Project traverses the Morongo Basin Wildlife Linkage Design.

Per the CNDDDB results, there are two species of concern potentially present or near the project location. These species are the Burrowing owl (*Athene cunicularia*), and Le Conte's thrasher (*Toxostoma lecontei*). According to the USFWS Carlsbad and Ventura Offices, there is Final Critical Habitat for the desert tortoise located approximately 9.2 miles southeast of the project location. Surveys and knowledge of the work location determined the potential for the desert tortoise being present in the work location.

Vegetation: Joshua trees are present in the project vicinity. The project setting is developed freeway right-of-way that is surrounded by various land uses. There is native vegetation present on or near the project site. Sapphos Environmental, Inc. identified five native plant communities, excluding disturbed/developed areas, within the survey area. The vegetation was typically less than 7 feet, with the creosote-dominated communities being taller than other communities. Plant communities extend to the edge of survey area. These plant communities are:

- Creosote Bush Scrub, present only between PM 22.15 and 23.15
- Creosote Bush-White Burr Sage Scrub, at the project site this plant community integrated with Creosote Bush Scrub and Joshua Tree Woodland
- Cheese bush Scrub, found immediately adjacent to a channelized wash with manmade embankments.

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Creosote bush was absent from this area, diversity was reduced, and the interspaced area was dominated by low-growing herbaceous plants such as *Chamesyce spp.*, Joshua Tree Woodland, located more than 100 meters away from the road along the slopes within the areas of survey between PM 16.75 and 16.95, and Parish's Goldeneye Scrub, concentrated within a hill comprised of boulders at PM 20, which is at the very edge of the study area within the zone of influence transect. Furthermore, one "special status" plant species Little San Bernardino Mountains linthus (*Linthus maculatus*), has been documented within this area within the past 10 years based on CNDDDB and herbaria records. No individual plants were observed on the lower north-facing slope of the area. Joshua trees are present in the project area; however, no Joshua tree will be impacted by this project. No special-status plants or critical habitat exist within the project area and in the immediate surrounding area. Site visit by Caltrans biologists Maggi Elgeziry, and Adam Compton on May 29, 2013 confirms this finding.

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Animals: The desert tortoise is the only federal/state listed species to be identified as being potentially present within the project quadrangle. Desert tortoise critical habitat exists within the project area or immediate surrounding areas. Site visit by Caltrans biologists Maggi Elgeziry, and Adam Compton on May 29, 2013 confirmed that this species was absent from the work location. Loggerhead shrike, a California species of special concern by California Department of Fish and Wildlife (CDFW) was observed on the north side of SR-62 between PM 19.05 and 20.15. Loggerhead shrike occurs year-round in the proposed project study area. Species found within the four segments are focal species within the Joshua Tree-29 Palms Linkage Design.

Project Impacts: All construction-related impacts such as dust/debris to surrounding habitats will be temporary in nature. Joshua trees will be avoided during project work. Pre-construction surveys for nesting birds, burrowing owls, and desert tortoise will be performed to ensure that species are not present in the work area. Work will be within Caltrans ROW and no impacts to special-status species will occur from this project. The project will not impede or fragment the Linkage Design.

Provided that no “project description” activities are modified or omitted, Joshua trees and other biological resources will not be affected by the proposed project.

Implementing this proposed project will not impact native habitat and/or sensitive native species. Caltrans has determined, in accordance with Section 7 of the Endangered Species Act, that there will be “no effect” to federally listed threatened/ endangered species or critical habitats listed in NESMI Appendix A (FWS Endangered Species Act Species List). This project will be in accordance with the Programmatic Biological Opinion found in NESMI Appendix 1. There will be no ‘Take’ of any State listed species and their associated habitats because the work performed will not result in adverse impact to species of special concern.

Permits: No regulatory permits are required for this project as there are no culverts or washes that cross the project site.

### **2.4.2 Avoidance, Minimization, and/or Mitigation Measures**

The following avoidance and minimization protective measures are proposed to minimize potential impacts:

**BIO-1 Bird Protection:** The Migratory Bird Treaty Act (MBTA) protects migratory birds, their nests, and their eggs. As a result timing of construction activities will consider construction windows for seasonal requirements of breeding birds and migratory non-resident species. Habitat clearing will be avoided during species active breeding season defined as February 15<sup>th</sup> to August 31<sup>st</sup>.

- A Burrowing Owl pre-construction survey will take place prior to project construction on SR-62. If Burrowing owls are found, work will stop and resume only after the site is cleared by the project biologist.

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- No mitigation is required for the borrowing owl as no active burrows were discovered in the proposed project area.

**BIO-2 Species Protection:** The project footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

**BIO-3 Invasive Species:** Executive Order 13112 requires that each federal agency whose actions may affect the status of invasive species shall, to the extent practicable, prevent the introduction of invasive species. In addition, the agency shall provide for the control of invasive species to minimize the economic, ecological, and human health impacts. .

**BIO-4 Desert Tortoise Protection:** A Desert Tortoise pre-construction survey will take place by Department biologist or a contractor supplied biologist prior to project construction on SR-62.

- Due to the potential presence of listed and sensitive species within the habitat surrounding the project limits, temporary desert tortoise exclusionary fencing shall be installed surrounding contractor yards, water tanks, staging and storage areas, vehicle and equipment parking and maintenance areas and both onsite and offsite batch plants, prior to the onset of construction activities.
- All staging areas will be located on previously disturbed areas and will be approved by the Department construction biological monitoring unit.
- All personnel involved in the construction project shall receive desert tortoise protection training by Department supplied biologist or a contractor supplied biologist. Training shall include discussion of the fragility of desert habitats, the importance of the desert tortoise to the environment, the protections afforded to the desert tortoise by the California and Federal Endangered Species Act, and the correct protocol to follow should a desert tortoise be encountered.
- Project personnel shall carefully check under parked vehicles or equipment for desert tortoises. Desert tortoises found within the staging or construction areas will be allowed to move out of the construction area, on their own accord. Project activities within such area shall re-commence only once the desert tortoise is safely outside of the project area.
- Beyond the project boundaries, no vegetation disturbance will be allowed. Litter control measures will be implemented. Litter will be contained in containers to prevent attracting common ravens or other potential predators of the desert tortoise. Workers are prohibited from feeding all wildlife.
- If project vehicles or equipment are required to park or stage off pavement, they are restricted to disturbed areas in the right of way only, including the shoulders.

**BIO-5 Resource Protection:** No equipment maintenance/parking or fueling shall be done within or near any stream, harbor or channel margin, including drainages and

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washes, where petroleum products or other pollutants from equipment shall enter these areas under any flow condition.

- Excess materials, debris and trash shall be controlled on site and removed as soon as possible.
- No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete or washings thereof, oil or petroleum products or other organic or earthen material from any construction or associated activity of whatever nature shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into washes or culverts that cross the project area.
- Attention is directed to “Water Pollution Control” of these special provisions. Grindings and asphaltic-concrete waste shall be stored only within previously disturbed areas, in accordance with the requirements of the Best Practices Management (BMP) manual, except that Grindings and asphaltic-concrete waste shall not be stored within 76 meters of any culvert, wash, or stream crossing.

**BIO-6 Biological Monitor:** Department biologists or contractor supplied biologist will monitor the project for compliance with the avoidance and minimization measures listed above.

### **Cumulative Effects**

There are no cumulative effects anticipated from this project because no permanent impacts to any special status species or sensitive habitats are expected to result from the construction of the proposed project.

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### 2.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES:</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.5.1 Discussion of Environmental Evaluation Question 2.5- Cultural Resources

**No Impacts:** The Historic Property Survey Report (HPSR) dated October 3, 2014, prepared for the proposed project determined that the State-owned resources (built environment and archaeological resources) within the Area of Potential Effect (APE) do not require evaluation or are exempt from evaluation because they meet the criteria set forth in the Section 106 Programmatic Agreement Attachment 4 (Properties Exempt from Evaluation) or were previously determined not eligible for inclusion in the National Register of Historic Places and/or registration as a California Historical Landmark and that determination is still valid.

Caltrans, in accordance with Section 1206 Programmatic Agreement Stipulation IX.A. has determined a “Finding of No Historic Properties Affected” is appropriate for this undertaking.

#### 2.5.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required. However, the following standard measures will be followed to further avoid and/or minimize any potential impacts:

**CR-1:** If buried cultural resources are encountered during construction, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

**CR-2:** In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 50 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.

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### **Paleontology:**

Regulatory Setting: Paleontology is a natural science focused on the study of ancient animal and plant life as it is preserved in the geologic record as fossils. Under California law, paleontological resources are protected by the California Environmental Quality Act (CEQA).

No Impacts: Due to the nature of the project, a Paleontological Study is not required, September 2, 2014.

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### 2.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS:</b> Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.6.1 Discussion of Environmental Evaluation Question 2.6- Geology and Soils

**No Impacts:** The project would not cause seismic related ground failure, landslides, soil erosion, or loss of topsoil, or expose people or structures to risk relating to seismic activities.

**Soil Type and Land Use:** The U.S. Soil Conservation Service (SCS) performed a soil survey in 1970. The soil types in the tributary basins are B, C, and D. Type B covers in the western segment of the project, where the soil consists of well drained sandy-loam soils with moderately fine to moderately coarse textures. Type C has slow infiltration rate and consists of silty-loam soils which covers the eastern region of the project and along the proposed alignment. Type D has a slow infiltration rate and consists mostly of clay soils which exist at the higher elevations.

According to the SCS soil classification, type B is the most absorptive soil type, and type D is the least absorptive. The SBCHM includes maps prepared by the SCS for the entire county.

All the basins in the study were assumed to remain in their natural state and undeveloped poor ground cover; so, the land use characteristic reflected this assumption.

Topography: The highway traverses flat and rolling desert terrain. The general slope along the tributary areas to the project alignment is towards the north and northeast. The runoff generated from the various hydrologic basins flows north by northeasterly in a direction between normal and forty degrees northeast of normal to the proposed highway alignment.

Topography of the area is typical of desert areas. It varies from rugged rocky mountaintops in the Joshua Tree National Park area, surrounded by gravel laden alluvial fans and aprons, to sand and clay deposits in flat valley areas. Drainage flow lines are generally well defined in the higher elevations and on the steeper gradient alluvial fans. They lose definition as the gradient decreases, becoming wide and flat areas of shallow flow.

The elevation along the proposed alignment ranges from about 2800 feet above mean sea level in the west limit of the project to approximately 2500 feet above mean sea level in the east limit of the project. The highest elevation within the contributing watershed is approximately 5800 feet above mean sea level at Quail Mountain southerly of SR 62.

The USGS quad sheet (1:24000) used to delineate the drainage basins draining to the Route 62 alignment were: Joshua Tree South, East Deception Canyon, Indian Cove, Keys View, Queen Mountain, and Malapai Hill. No use of septic tanks or alternative wastewater disposal systems would be associated with the proposed project . (Floodplain Evaluation Report, October 5, 2014)(Location Hydraulic Study, October 5, 2014).

### **2.6.2 Avoidance, Minimization, and/or Mitigation Measures**

No mitigation measures are required. However, the following standard measures will be followed to further avoid and/or minimize any potential construction impacts:

- **Geo-1:** BMP's Soil stabilization - Preparing the soil surface and applying one of the following BMPs, or combination thereof, to disturbed soil areas or erodible slopes: compaction; wood mulch; hydraulic mulch; soil binders; straw mulch; geotextiles, mats/plastic covers, and erosion control blankets.
- **Geo-2:** Applicable BMP's shall be implemented to prevent impacts to the drainage in the project area.

**2.7 Greenhouse Gas Emissions:**

**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While The Department has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is The Department determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. The Department does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

**2.7.1 Discussion of Environmental Evaluation Question 2.7- Greenhouse Gas Emissions**

The proposed project will not increase the number of through lanes and is not expected to increase operational operational CO2 emissions. As stated above further discussion of the greenhouse gas emissions and climate change is included in the body of this environmental document in Chapter 3.

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**2.8 Hazards and Hazardous Materials**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS:</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.8.1 Discussion of Environmental Evaluation Question 2.7- Hazards and Hazardous Materials**

An Initial Site Assessment (ISA) Checklist was completed on May 22, 2014. The project was determined to be a low risk for hazardous waste involvement.

### **2.8.2 Avoidance, Minimization, and/or Mitigation Measures**

No mitigation measures are required. The following standard measures will be followed to further avoid and/or minimize potential impacts:

- **HW-1:** SSP 15-300 Removal of Thermoplastic Striping shall be included in the Project Specifications & Estimate package during Design.
- **HW-2:** SSP 7-1.02K Earth Material Containing Lead apply to this proposed project.
- **HW-3:** Excavated soils may be used onsite without restriction or released as surplus to the Contractor for disposition as non-hazardous waste.

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### 2.9 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY:</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.9.1 Discussion of Environmental Evaluation Question 2.8- Hydrology and Water Quality

State Regulations: The California Reclamation Board cooperates with various federal, state, and local agencies and governments in establishing, planning, constructing, operating, and maintaining flood control works. The board also maintains the integrity of the existing flood control system and designated floodways through its regulatory authority by issuing permits for encroachments.

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Local Regulation: San Bernardino County General Plan: The County General Plan includes goals and policies in both the Land Use Element and Safety Element intended to provide adequate flood protection to minimize hazards and structural damage in San Bernardino County.

No Impacts: Groundwater supplies and water percolation would not be impacted. Water flow would be maintained at all times if present during construction and operation. There would be no additional surface runoff generated by the project. The project area is located in the Colorado River Watershed, Sub basin Quail Wash Watershed. The topography is comprised of relatively flat desert land with occasional gently rolling hills and has a general drainage pattern of superficial flow from the southwest to the northeast.

Drainage generally occurs in washes and flood-flow channels during infrequent major rain events. There are numerous well-defined as well as undefined watercourses, which drain a substantial area of desert. Perennial and intermittent streams are rare in this area, and no major streams are located within or cross the project area.

This study was prepared to determine, for purposes of the Environmental Document and other preliminary studies, the existence or non-existence of flooding problems, especially as they might impact the project with respect to Federal Emergency Management Agency (FEMA) requirements. The segment subject of this study has the total length of about 8 miles between a point just westerly of Torres Road (PM 16.75), to approximately the City Limits Twenty-nine Palms (PM 25.173), actually extending to PM 25.20.

The project is within a number of FEMA-designated flood plains. Per FIRM (Flood Insurance Rate Map) 06071C8140H, the highway passes through a Zone A westerly of La Contenta Road, a Zone A affiliated with Cemetery Creek, a Zone A between Sherwood Road and Outpost Road (PM 17.646), and a Zone X and Zone AE near Sunset Road (PM 18.146).

Per FIRM 06071C8145H, the highway traverses a Zone X and a Zone AE from east of Sunburst Circle (PM 18.646) to West of Center Avenue (PM 19.651).

Per FIRM 06071C8175H, there is a Zone A north of highway, but this is well outside the construction area.

Finally, per FIRM 06071C8190H, the highway traverses a Zone X and Zone AO from the prolongation of Encelia Avenue to Mesquite Springs Road.

Numerous watercourses cross the highway, the largest of which is Quail Wash at Post Mile 18.6, with a drainage area of one hundred square miles. Presently, a triple 12'x9' reinforced concrete box (RCB) culvert crosses the wash, which is a graded trapezoidal channel.

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However, because this project is being constructed in segments and not the entire length of the proposed project limits. The proposed project was determined to be a low risk for impacts to hydrology and water quality. The project would not lead to substantial erosion, siltation, or flooding on-site or off-site. There would be no exposure of people or structures to flooding, seiche, tsunamis, or mudflows associated with the proposed project. With the implementation of the avoidance and minimization measures in this section there is a low risk to impact drainage. (Floodplain Evaluation Report, November 5, 2014)(Location Hydraulic Study, November 5, 2014).

### **2.9.2 Avoidance, Minimization, and/or Mitigation Measures**

No mitigation measures are required for this project. The following measures shall be implemented to avoid and/or minimize potential impacts:

- **WQ-1:** All appropriate construction BMP's will be used. Please see Section 2.6.2. Geology and Soils for BMP's.
- **WQ-2:** The contractor shall provide a Storm Water Pollution Prevention Plan (SWPPP) and erosion control plan. The plans must be approved by the Resident Engineer (RE) and submitted for approval to the Regional Water Quality Control Board (RWQCB).

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**2.10 Land Use and Planning**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>IX. LAND USE AND PLANNING:</b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.10.1 Discussion of Environmental Evaluation Question 2.9- Land Use and Planning**

No Impacts: All proposed work is within the Department right of way. The proposed project would not divide an established community, nor would it conflict with any applicable general plan; therefore, the proposed project would have no impact. This proposed project is located within Joshua Tree in the County of San Bernardino. According to the Joshua Tree Community Plan adopted March 13, 2007 effective April 12, 2007, Land Use Community Plan map the proposed project area is zoned Rural/Medium/Single Residential, General/Service/Office Commercial and Community Industrial.

The proposed project is located within the Morongo Basin Wildlife Linkage Designs, October 2010 within the Joshua Tree-29 Palms Linkage Design designation. Please see the Biological Resources Section 2.4 for more details on species and impacts.

There will be no impact to structures or residents within the areas. No displacement of persons and/or structures is anticipated as a result of this proposed project.

**2.10.2 Avoidance, Minimization, and/or Mitigation Measures**

No avoidance, minimization, or mitigation measures are required.

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### 2.11 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>X. MINERAL RESOURCES:</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.11.1 Discussion of Environmental Evaluation Question 2.10- Mineral Resources

No Impacts: This proposed project is located within Joshua Tree in the County of San Bernardino. According to the Joshua Tree Community Plan adopted March 13, 2007 effective April 12, 2007, Land Use Community Plan map the proposed project area is zoned Rural/Medium/Single Residential, General/Service/Office Commercial and Community Industrial. There are no known mineral resources within the proposed project area.

#### 2.11.2 Avoidance, Minimization and/or Mitigation Measures

There are no avoidance, minimization, and/or mitigation measures required.

## Chapter 2 – CEQA Checklist

### 2.12 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XI. NOISE:</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.12.1 Discussion of Environmental Evaluation Question 2.11- Noise

No Impacts: According to the Noise memorandum dated September 10, 2014 this project is a Type III project per Traffic Noise Analysis Protocol; therefore, exempt from traffic noise analysis.

#### 2.12.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization and or mitigation measures are required; however, standard specifications will be followed to further reduce the potential for construction noise impacts:

## Chapter 2 – CEQA Checklist

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### 2.13 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING:</b> Would the project:				
a) Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.13.1 Discussion of Environmental Evaluation Question 2.12- Population and Housing

No Impacts: This proposed project will not directly or indirectly cause population growth. The surrounding land use is rural living, commercial and industrial. Therefore, the proposed project would have no impact because there is only sparse population or housing within the project area. No housing or persons would be displaced as a result of the proposed project that would necessitate the construction of housing elsewhere. There will be no impact to structures or populated areas.

#### 2.13.2 Avoidance, Minimization, and/or Mitigation Measures

No Avoidance, Minimization and/or Mitigation Measures are required.

## Chapter 2 – CEQA Checklist

### 2.14 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XIII. PUBLIC SERVICES:</b>				
a) 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 public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.14.1 Discussion of Environmental Evaluation Question 2.13 – Public Services

No Impacts: Construction would be coordinated with state, federal, and local agencies and emergency services as a part of the Traffic Management Plan (TMP), January 15, 2013.. The TMP will minimize the impacts and insure a safe driving environment. Additionally, public outreach would notify the community, commuters about any potential disruption to their commute.

#### 2.14.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required. The following measures will be followed to avoid and/or minimize the potential for construction impacts:

**PS-1:** The Department would develop a TMP to minimize any potential impact to the community, emergency services and commuters.

## Chapter 2 – CEQA Checklist

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### 2.15 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XIV. RECREATION:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.15.1 Discussion of Environmental Evaluation Question 2.14- Recreation

No Impacts: The proposed project would have no impact because there are no regional parks or recreational facilities within the project area.

#### 2.15.2 Avoidance, Minimization, and/or Mitigation Measures

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

## Chapter 2 – CEQA Checklist

### 2.16 Transportation and Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XV. TRANSPORTATION/TRAFFIC:</b> Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.16.1 Discussion of Environmental Evaluation Question 2.15- Transportation and Traffic

**No Impacts:** All proposed work is within the Department right of way. There is a potential for minor temporary impact to fire, police and other public services during construction of the proposed project. However, the Department would coordinate with local agencies and emergency services on the Traffic Management Plan (TMP)(January 15, 2013), in order to minimize the impacts and insure a safe driving environment. Additionally, public outreach would notify commuters about any potential disruption to their commute.

**Stage Construction:** Proposed improvements along SR-62 require construction in two stages. Generally, Stage 1 would consist of construction of the outside widening, while Stage 2 would mainly consist of restriping and transitioning the traffic to the outside, once the widening is constructed in Stage 1. Temporary traffic shifts are to be in place at the onset of each stage to complete the pavement striping. Staging will be developed to construct as much as possible in the first stage, expediting construction time and reducing impacts to local traffic as the construction progresses.

#### 2.16.2 Avoidance, Minimization, and/or Mitigation Measures

## **Chapter 2 – CEQA Checklist**

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No mitigation measures are required for this project. The following measures will be followed to avoid and/or minimize the potential for construction impacts:

- **PS-1:** The Department would develop a TMP to minimize any potential impact to emergency services and commuters.

## Chapter 2 – CEQA Checklist

### 2.17 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS:</b> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.17.1 Discussion of Environmental Evaluation Question 2.16- Utilities and Service Systems

The project would have no impact because there are no new or expansion of wastewater treatment facilities, no water supply is needed, no solid waste disposal involvement within the project.

There is no known utility conflict within the proposed project limits and existing utilities will be protected in place. To positively identify the utilities, potholing will be performed during Project Specifications and Estimates phase. According to the Right of Way Data Sheet dated October 2014, the following type of utilities maybe involved:

- Underground: gas, water and sewer
- Overhead: Electric, telephone and cable television

#### 2.17.2 Avoidance, Minimization, and/or Mitigation Measures

**UTI-1:** During Project Specifications and Estimates the Department will perform potholing to confirm underground utility location and if found the Department would coordinate with all Utilities to reduce the potential for construction impacts.

**2.18 Mandatory Findings of Significance**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to 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, 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.18.1 Discussion of Environmental Evaluation Question 2.17- Mandatory Findings of Significance**

It is anticipated that the proposed project would not degrade the quality of the environment or substantially reduce the habitat for any fish or wildlife species. The project would not threaten any fish or wildlife species, and would not eliminate important examples of periods of California history or prehistory. The proposed project would not have adverse direct or indirect impacts on human beings. The proposed project would be expected to have minimal temporary impacts to Desert Tortoise habitat due to the project design and the disturbed condition of the habitat within the project area. Project activities may also result in temporary disruption of wildlife travel. Avoidance and minimization measures will be implemented to avoid take of the Desert Tortoise.

### **2.18.1 Cumulative Impacts**

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts 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.

California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines.

There are no cumulative impacts to result from the past, present, and/or reasonably foreseeable future actions of this proposed project combined with the potential impacts posed by individual land use plans and projects in the vicinity. Currently the Department has no projects in construction nor in the Planning phase around the proposed project area at this time (STEVE Database Search performed November 2014).

### **2.18.2 Avoidance, Minimization, and/or Mitigation Measures**

There are no avoidance, minimization, and/or mitigation measures required.

## Chapter 3 – Climate Change

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### Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels. Research from such establishments as the Intergovernmental Panel on Climate Change (IPCC) are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF<sub>6</sub>), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light duty trucks, other trucks, buses, and motorcycles make up the largest source (second to electricity generation) of GHG emitting sources. The dominant GHG emitted is CO<sub>2</sub>, mostly from fossil fuel combustion.

There are typically two terms used when discussing the impacts of climate change. "Greenhouse Gas Mitigation" is a term for reducing GHG emissions in order to reduce or "mitigate" the impacts of climate change. "Adaptation," refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)<sup>1</sup>.

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing growth of vehicle miles traveled (VMT), 3) transitioning to lower GHG emitting fuels, and 4) improving vehicle technologies. To be most effective all four strategies should be pursued collectively. The following Regulatory Setting section outlines state and federal efforts to comprehensively reduce GHG emissions from transportation sources.

### **Regulatory Setting**

#### **State**

With the passage of several pieces of legislation including State Senate and Assembly bills and Executive Orders, California launched an innovative and pro-active approach to dealing with GHG emissions and climate change. Relevant legislation includes the following policies:

- Assembly Bill 1493 (AB 1493), Pavley.
- Executive Order (EO) S-3-05: (signed on June 1, 2005, by former Governor Arnold Schwarzenegger)
- AB 32, the Global Warming Solutions Act of 2006, Núñez and Pavley
- Executive Order S-20-06: (signed on October 18, 2006 by former Governor Arnold Schwarzenegger)
- Executive Order S-01-07: (signed on January 18, 2007 by former Governor Arnold Schwarzenegger)
- Senate Bill 97 (SB 97) Chapter 185, 2007
- Caltrans Director's Policy 30 (DP-30) Climate Change (approved June 22, 2012): is

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<sup>1</sup> [http://climatechange.transportation.org/ghg\\_mitigation/](http://climatechange.transportation.org/ghg_mitigation/)

## Chapter 3 – Climate Change

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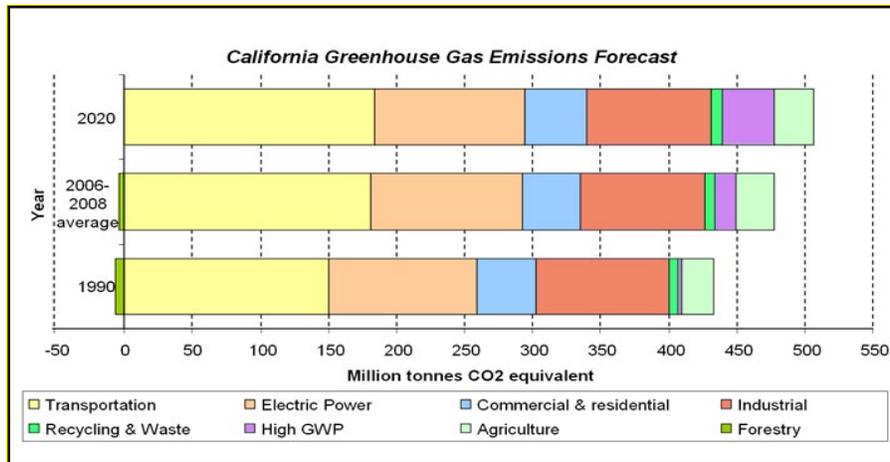
intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. This policy contributes to the Department’s stewardship goal to preserve and enhance California’s resources and assets.

- Federal
- Although climate change and GHG reduction is a concern at the federal level; currently there are no regulations or legislation that have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has promulgated explicit guidance or methodology to conduct project-level GHG analysis. As stated on FHWA’s climate change website (<http://www.fhwa.dot.gov/hep/climate/index.htm>), climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Despite the lack of Federal GHG regulations and legislation, FHWA as well as the National Highway Traffic Safety Administration (NHTSA) and U.S. EPA are taking steps to lessen climate change impacts by improving transportation system efficiency, creating cleaner fuels, reducing the growth of vehicle hours travelled, and enabling the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines.
- 
- Project Analysis:
- An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.<sup>2</sup> 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. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult, if not impossible, task.
- 
- The [AB 32](#) Scoping Plan mandated by AB 32 contains the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, ARB released the GHG inventory for California (forecast last updated: October 28, 2010). The forecast is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

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<sup>2</sup> This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

**FIGURE 3 California Greenhouse Gas Forecast**



Source: <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

The Department and its parent agency, the Transportation Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California’s GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, the Department has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.<sup>3</sup>

The purpose of the proposed project is to enhance safety and provide continuity of adjacent two way left turn lanes in the vicinity. The presence of a continuous two way left turn lane will provide a refuge area for vehicles making left turns and will create a buffer zone between opposing traffic. While operational improvements are expected, traffic volumes are not expected to increase as a result of the proposed project.

**CEQA Conclusion**

Although construction emissions are unavoidable and are expected to be minimal, the proposed project will not increase capacity and is not expected to result in additional operational CO<sub>2</sub> emissions. However, it is the Department determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding significance of the project’s direct impact and its contribution on the cumulative scale to climate change. However, the Department is firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the section 2.3 Air Quality.

**Greenhouse Gas Reduction Strategies**

There are typically two terms used when discussing the impacts of climate change. "Greenhouse Gas Mitigation" is a term for reducing GHG emissions in order to reduce or "mitigate" the

<sup>3</sup> Caltrans Climate Action Program is located at the following web address: [http://www.dot.ca.gov/hq/tpp/offices/ogm/key\\_reports\\_files/State\\_Wide\\_Strategy/Caltrans\\_Climate\\_Action\\_Program.pdf](http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf)

## Chapter 3 – Climate Change

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impacts of climate change. “Adaptation,” refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)<sup>4</sup>.

Caltrans Director’s Policy 30 (DP-30) Climate Change (June 22, 2012): is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013)<sup>5</sup> provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

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

1. According to Caltrans Standard Specifications, the contractor must comply with all local Air Pollution Control District’s (APCD) rules, ordinances, and regulations for air quality restrictions. See the Department’s Standard Specifications 2010 Section 7-1.02 Laws.
2. The Department will develop a Traffic Management Plan to minimize any potential impact to emergency services, travelers and commuters.

### Adaptation Strategies

“Adaptation strategies” refer to how the Department and others can 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 intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

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<sup>4</sup> [http://climatechange.transportation.org/ghg\\_mitigation/](http://climatechange.transportation.org/ghg_mitigation/)

<sup>5</sup> [http://www.dot.ca.gov/hq/tpp/offices/orip/climate\\_change/projects\\_and\\_studies.shtml](http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/projects_and_studies.shtml)

## Chapter 3 – Climate Change

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Interim guidance has been released by The Coastal Ocean Climate Action Team (CO-CAT) as well as the Department as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise.

All projects that have filed a Notice of Preparation as of the date of [EO S-13-08](#), and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects may, but are not required to, consider these planning guidelines. The proposed project is outside the coastal zone and direct impacts to transportation facilities due to projected sea level rise are not expected.

Executive Order S-13-08 also directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system, and economy of the state. The Department continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

## **Chapter 4 – Comments and Coordination**

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### **4.1.1 Coordination With Resource Agencies**

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps to determine the necessary scope of environmental documentation, the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements.

Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings and interagency coordination meetings. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

In October/November 2104 the Department coordinated with CDFW regarding the DT fencing and the need for a 2081 permit. In lieu of obtaining a 2081 permit the Department will install temporary DT fencing within each of the four (4) project segments. Becky Jones of CDFW recommended about 1/4 mile extension to the fencing but that 'special care' will need to be taken where the fence is left open for roads, especially on the eastern end of the project where tortoise densities are highest. The Department will therefore install a fence in each segment and loop off the ends, where it finds appropriate, to ensure the protection of DT. The Department will also ensure that a biologist is present during fence installation, should a tortoise be encountered and construction personnel will be provided DT training before construction begins.

### **4.1.2 Circulation**

This draft IS or a Notice of Availability will be circulated to agencies to provide opportunity for their comments. The document will also be available for review at:

**California Department of Transportation,**  
464 West 4<sup>th</sup> St. 6<sup>th</sup> Floor, MS-823  
San Bernardino, CA 92401

**Joshua Tree Library**  
6465 Park Blvd.  
Joshua Tree, CA 92252

- This document may be downloaded at the following website <http://www.dot.ca.gov/dist8/>.

### **Comments and Responding to Comments**

If comments are received on the Draft IS during the public availability period, the Final IS will be modified to reflect all substantive comments and responses to comments. Substantive comments are those comments that are related to the facts of the project, environmental document, or studies.

## **Chapter 5 – List of Preparers**

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Kerrie Hudson – Senior Environmental Planner, Chief, Environmental Studies A

David R Smith Jr – Associate Environmental Planner, Generalist

Maggi Elgeziry – Associate Environmental Planner, Biology

Scott Quinell – Senior Environmental Planner Biology

Steven Holm - Environmental Planner, Archaeologist

Gabrielle Duff- Senior Environmental Planner, Chief, Cultural

Rosanna Roa – Environmental Engineering, District 8 Hazardous Waste Coordinator

Tony Louka – Senior Environmental Engineer

Hoang Pham, Transportation Engineer, Noise Specialist

Edison Jaffery, Transportation Engineer, Air Quality Specialist

Roy King, Transportation Engineer, Hydraulics

John Rogers – Sr. Transportation Engineer, Hydraulics

Steven Magallanes, Acting District Landscape Architect, PLA 5844

Patrick Hally, Senior Transportation Engineer, Stormwater

Xiao Zhang, Project Manager, District 8

Justine Niu, Acting Senior Transportation Engineer

Kent Nguyen, Transportation Engineer PE

## **Chapter 6 – Distribution List**

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The Initial Study or a Notice of Availability will be distributed to local, and regional agencies and utility providers affected by the proposed project. In addition, property owners directly affected by the project will also be provided with Notice of Availability of the document.

### **Office of Planning and Research (OPR)**

#### **State Clearinghouse**

1400 Tenth Street  
Sacramento, CA 95814

### **United States Fish & Wildlife Service, Ventura Field Office**

2493 Portola Road, Suite B  
Ventura, CA 93003

### **California Department of Fish and Wildlife**

Rebecca Jones, Environmental Scientist  
3602 Inland Empire Boulevard, Suite C-220  
Ontario, CA 91764

### **California Regional Water quality Control Board**

Colorado River Basin Region 7  
73-720 Fred Waring Drive, Suite 100  
Palm Desert, CA 92260

### **Bureau of Land Management – Barstow Office**

2601 Barstow Road  
Barstow, CA 92311

### **San Bernardino County - Clerk**

385 N. Arrowhead Avenue, 2nd Floor  
San Bernardino, CA 92415-0130

### **San Bernardino County Board of Supervisors**

Third District Supervisor James Ramos  
385 N. Arrowhead Ave., 5th Fl.  
San Bernardino, CA 92415-0110

### **United States Army Corp of Engineers**

PO Box 532711  
Los Angeles, CA 90053-2325

### **California Highway Patrol**

870 Morongo Basin  
63683 29 Palms Highway  
Joshua Tree, CA 92252

### **Morongo Basin Conservation Association**

Ms. Laraine Turk  
President  
P.O. Box 24  
Joshua Tree, CA 92252

**Friendly Hills Elementary**  
Jennifer Sands, School Leader  
7252 Sunny Vista Road  
Joshua Tree, CA 92252

**Joshua Tree Elementary**  
School Leader  
6051 Sunburst Drive  
Joshua Tree, CA 92252

**San Bernardino County Fire**  
Station 35  
Panorama Heights  
6562 Sierra Avenue  
Joshua Tree, CA 92252

**San Bernardino County Fire**  
Station 36  
6715 Park Blvd.  
Joshua Tree, CA 92252

**Hi Desert Medical Center**  
6601 White Feather Road  
Joshua Tree, CA 92250

**OCCUPANT**  
61480 Division Street  
Joshua Tree, CA 92252

**OCCUPANT**  
61506 Division Street  
Joshua Tree, CA 92252

**OCCUPANT**  
62452 Twenty-nine Palm Hwy  
Joshua Tree, CA 92252

**OCCUPANT**  
63700 Twenty-nine Palms  
Joshua Tree, CA 92252

**OCCUPANT**  
65538 Twenty-nine Palms Hwy  
Joshua Tree, CA 92252

**OCCUPANT**

66811 Twenty-nine Palm Hwy  
Joshua Tree, CA 92252

**OCCUPANT**

6540 Valley View Drive  
Twenty-nine Palms, CA 92277

**OCCUPANT**

72100 Twenty-nine Palms Hwy  
Twenty-nine Palms, CA 92277

# Appendix A - Title VI Policy Statement

## DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0031  
PHONE (916) 654-5266  
FAX (916) 654-6608  
TTY 711  
www.dot.ca.gov



*Use your power!  
Be every citizen!*

March 2013

### NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: [http://www.dot.ca.gov/hq/bep/title\\_vi/t6\\_violated.htm](http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm).

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY  
Director

*"Caltrans improves mobility across California"*

# APPENDIX B – ENVIRONMENTAL COMMITMENT RECORD

Date: (12/2014 DED )

Project Phase: 0

PA/ED (DED)

PS&E Submittal

Construction

## ENVIRONMENTAL COMMITMENTS RECORD (SR-62 Provide Two-Way Left Turn Lanes)

08-SBd-62  
PM 16.75/25.20  
EA 08-0R130  
PN 0812000027

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
<b><u>Cultural Resources</u></b>										
<b>CR-1:</b> If buried cultural resources are encountered during construction, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.	16	IS	Resident Engineer /Contractor	Construction	Standard Specs 2010:	Contact Gabrielle Duff at (909) 383-6933 or Gary Jones at (909) 383-7505.				
<b>CR-2:</b> In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 50 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.	16	IS	Resident Engineer /Contractor	Construction	Standard Specs 2010:	Contact Gabrielle Duff at (909) 383-6933 or Gary Jones at (909) 383-7505.				
<b><u>Hazardous Waste/Materials</u></b>										
<b>.HW-1:</b> SSP 15-300 Removal of Thermoplastic Striping shall be included in the PS&E package.	22	IS	Resident Engineer / Contractor	Final Design, Construction						

Date: (12/2014 DED )

Project Phase: 0

PA/ED (DED)

PS&E Submittal

Construction

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							YES	NO		YES	NO
<b>HW-2:</b> SSP 7-1.02K Earth Material Containing Lead shall be included in the PS&E package	22	IS	Resident Engineer / Contractor	Final Design, Construction							
<b>HW-3:</b> Excavated soils may be used onsite without restriction or released as surplus to the Contractor for disposition as non-hazardous waste.	22	IS	Resident Engineer / Contractor	Final Design, Construction							
<b><u>Air Quality</u></b>											
<b>Air-1:</b> AQMD Rule 403 and 403.2.	9	IS	Resident Engineer / Contractor	Construction	Standard Specs 2010: Section 7-1.02 Laws.						
<b>Air-2:</b> All clearing, grubbing, grading, earth moving, or excavation activities shall cease during periods of high winds to prevent excessive amounts of fugitive dust.	9	IS	Resident Engineer / Contractor	Construction	Standard Specs 2010: Section 14-9 Air Pollution Control and Dust Control						
<b>Air-3:</b> Construction equipment engines shall be maintained in good condition and in proper tune as per manufacturers' specifications.	9	IS	Resident Engineer / Contractor	Construction	Standard Specs 2010: Section 7-1.02 Laws and Section 14-9 Air Quality.						
<b>Air-4:</b> Implement and follow Erosion Control and Air Quality Best Management Practices (BMP's).	9	IS	Resident Engineer / Contractor	Construction	Standard Specs 2010: Section 7-1.02 Laws and Section 14-9 Air Quality.						
<b><u>Biological Resources</u></b>											

Date: (12/2014 DED )

Project Phase: 0

PA/ED (DED)

PS&E Submittal

Construction

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							YES	NO		YES	NO
<p><b>BIO-1</b> Bird Protection: The Migratory Bird Treaty Act (MBTA), protects migratory birds, their nests, and their eggs. As a result timing of construction activities will consider construction windows for seasonal requirements of breeding birds and migratory non-resident species. Habitat clearing will be avoided during species active breeding season defined as February 15 to August 31st.</p> <ul style="list-style-type: none"> <li>A Burrowing Owl pre-construction survey will take place prior to project construction on SR-62. If Burrowing owl is found work will stop and resume only after the site is cleared by the project biologist.</li> <li>No mitigation is required for the borrowing owl as no active burrows were discovered in the proposed project area.</li> </ul>	13	IS	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction	Standard Specifications 2010: Section 14-6.03 Bird Protection.						
<p><b>BIO-2</b> Species Protection: The project footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.</p>	14	IS	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction	NSSP						
<p><b>BIO-3</b> Invasive Species: Executive Order 13112 requires</p>	14	IS	District Design / District Biological	Final Design,	NSSP						

Date: (12/2014 DED )

Project Phase: 0

PA/ED (DED)

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Construction

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							YES	NO		YES	NO
that each federal agency whose actions may affect the status of invasive species shall, to the extent practicable, prevent the introduction of invasive species. In addition, the agency shall provide for the control of invasive species to minimize the economic, ecological, and human health impacts.			Studies / Resident Engineer / Contractor	Construction							
<p><b>BIO-4 Tortoise Protection:</b> A Desert Tortoise pre-construction survey will take place by Caltrans biologist or a contractor supplied biologist prior to project construction on SR-62.</p> <ul style="list-style-type: none"> <li>•Due to the potential presence of listed and sensitive species within the habitat surrounding the project fencing shall be installed surrounding contractor yards, water tanks, staging and storage areas, vehicle and equipment parking and maintenance areas and both onsite and offsite batch plants, prior to the onset of construction activities.</li> <li>•All staging areas will be located on previously disturbed areas and will be approved by the Department construction biological monitoring unit.</li> <li>•All personnel involved in the</li> </ul>	14	IS	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction	NSSP						

Date: (12/2014 DED )

Project Phase: 0

PA/ED (DED)

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							YES	NO		YES	NO
<p>construction project shall receive desert tortoise protection training by Caltrans supplied biologist or a contractor supplied biologist. Training shall include discussion of the fragility of desert habitats, the importance of the desert tortoise to the environment, the protections afforded to the desert tortoise by the California and Federal Endangered Species Act, and the correct protocol to follow should a desert tortoise be encountered.</p> <ul style="list-style-type: none"> <li>•Project personnel shall carefully check under parked vehicles or equipment for desert tortoises. Desert tortoises found within the staging or construction areas will be allowed to move out of the construction area, on their own accord. Project activities within such area shall re-commence only once the desert tortoise is safely outside of the project area.</li> <li>•Beyond the project boundaries, no vegetation disturbance will be allowed. Litter control measures will be implemented. Litter will be contained in containers to prevent attracting common</li> </ul>											

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							YES	NO		YES	NO
ravens or other potential predators of the desert tortoise. Workers are prohibited from feeding all wildlife. • If project vehicles or equipment are required to park or stage off pavement, they are restricted to disturbed areas in the right of way only, including the shoulders.											
<b>BIO-5 Resource Protection:</b> • No equipment maintenance/parking or fueling shall be done within or near any stream, harbor or channel margin, including drainages and washes, where petroleum products or other pollutants from equipment shall enter these areas under any flow condition. • Excess materials, debris and trash shall be controlled on site and removed as soon as possible. • No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete or washings thereof, oil or petroleum products or other organic or earthen material from any construction or associated activity of whatever nature shall be allowed to enter into or be placed where it may be washed	14-15	IS	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction	NSSP						

Date: (12/2014 DED )

Project Phase: 0

PA/ED (DED)

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							YES	NO		YES	NO
by rainfall or runoff into washes or culverts that cross the project area. • Attention is directed to "Water Pollution Control" of these special provisions. Grindings and asphaltic-concrete waste shall be stored only within previously disturbed areas, in accordance with the requirements of the Best Practices Management (BMP) manual, except that Grindings and asphaltic-concrete waste shall not be stored within 76 meters of any culvert, wash, or stream crossing.											
<b>BIO-6</b> Biological Monitor: Caltrans biologists or contractor supplied biologist will monitor the project for compliance with the avoidance and minimization measures listed above.	15	IS	District Design / District Biological Studies / Resident Engineer / Contractor	Final Design, Construction	NSSP						
<b>Geology and Soils</b>											
<b>Geo-1:</b> BMP's Soil stabilization - Preparing the soil surface and applying one of the following BMPs, or combination thereof, to disturbed soil areas or erodible slopes: compaction; wood mulch; hydraulic mulch; soil binders; straw mulch; geotextiles, mats/plastic covers,	18	IS	Resident Engineer / Contractor	Construction	Standard Specs 2010: Section 13 Water Pollution Control and Section 21 Erosion Control.						

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									YES	NO
and erosion control blankets.										
<b>Geo-2:</b> Applicable BMP's shall be implemented to prevent impacts to the drainage in the project area.	18	IS	Resident Engineer / Contractor	Construction	Standard Specs 2010: Section 13 Water Pollution Control and Section 21 Erosion Control.					
<b>Hydrology and Water Quality</b>										
<b>WQ-1:</b> All appropriate construction BMPs will be used. Please see Section 2.6.2. Geology and Soils for BMP's.	25	IS	Resident Engineer / Contractor	Construction	Standard Specs 2010: Section 13 Water Pollution Control and Section 21 Erosion Control.					
<b>WQ-2:</b> The contractor shall provide a Storm Water Pollution Prevention Plan (SWPPP) and erosion control plan. The plans must be approved by the Resident Engineer (RE) and submitted for approval to the Regional Water Quality Control Board (RWQCB).	25	IS	Resident Engineer / Contractor	Construction	Standard Specs 2010: Section 13 Water Pollution Control and Section 21 Erosion Control.					
<b>Public Services/ Transportation and Traffic/Utilities</b>										
<b>PS-1</b> The Department would develop a TMT to minimize any potential impact to emergency services and commuters.	29	IS	Design Resident Engineer / Contractor	Design Construction						
<b>UTI-1:</b> During Project Specifications and Estimates the Department will perform potholing	34	IS	Design	Design						

Date: (12/2014 DED )

Project Phase: 0

PA/ED (DED)

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Construction

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										YES	NO
to confirm underground utility location and if found the Department would coordinate with all Utilities to reduce the potential for construction impacts.											
<b>Visual Resources</b>											
<b>VIA-1:</b> The four (4) Desert Willows located just east of Center Avenue will need to be removed and will be replaced at a 2:1 replacement ratio. There will be a plant establishment period with truck watering.	7	IS	Design RE/Contractor	Final Design/Construction	Special Specifications						

**NO PERMITS ARE REQUIRED FOR THIS PROJECT PER NESMI DATED NOVEMBER 14, 2014**

**Environmental Contracts in District Office:**

**Scott Quinnell, Senior Environmental Planner – Biologist 909-383-6936**

**Gabrielle Duff, Senior Environmental Planner – Cultural 909-383-6933**

**Kerrie Hudson, Senior Environmental Planner – Generalist 909-383-5918**

**Tony Louka, Senior Transportation Engineer – Hazardous Waste, AQ and Noise 909-383-6385**

## **APPENDIX C – ACRONYMS**

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Abbreviation of example (e.g.)

Aerially Deposited Lead (ADL)

Aesthetics (AES)

Air Pollution Control District's (APCD)

Air Quality Management District (AQMD)

Area of Potential Effects (APE)

Assembly Bill (AB)

Best Management Practices (BMP's)

Biological Resources (Bio)

CA Public Resources Code (PRC)

California (CA)

California Air Resources Board (ARB)

California Air Resources Board (CARB)

California and Federal Endangered Species Act (CEQA)

California Department of Transportation (Department)

California Environmental Protection Agency (Cal/EPA)

California Fish and Wildlife (CDFW)

California Transportation Plan (CTP)

Carbon Dioxide (CO<sub>2</sub>)

Carbon Monoxide (CO)

Coastal Ocean Climate Action Team (CO-CAT)

Council on Environmental Quality (CEQ)

Cultural Resources (Cult)

Director's Policy (DP)

Draft Environmental Document (DED)

Environmental Commitments Record (ECR)

Environmental Document (ED)

Executive Order (EO)

Federal Emergency Management Agency (FEMA)

Federal Highway Administration (FHWA)

Geology and Soils (Geo)

Greenhouse Gas Emissions (GHG)

Hazards and Hazardous Materials (HW)

Historic Property Survey Report (HPSR)  
Hydrology and Water Quality (WQ)  
Initial Study (IS)  
Intergovernmental Panel on Climate Change (IPCC)  
Intergovernmental Review (IGR)  
Initial Study Mitigated Negative Declaration (ISMND)  
Left (L)  
Light Emitting Diodes (LED)  
Methane (CH<sub>4</sub>)  
Metropolitan Planning Organization (MPO)  
Mitigated Negative Declaration (MND)  
National Environmental Protection Act (NEPA)  
National Highway Traffic Safety Administration (NHTSA)  
National Oceanic and Atmospheric Administration (NOAA)  
Native American Heritage Commission (NAHC)  
Natural Environmental Study Minimal Impacts (NESMI)  
Nitrous Oxide (N<sub>2</sub>O)  
Notice of Preparation (NOP)  
Occupational Safety and Health Act (OSHA)  
Office of Planning and Research (OPR)  
Post Mile (PM)  
Project Specifications & Estimates (PS&E)  
Regional Transportation Improvement Program (RTIP)  
Regional Transportation Plan (RTP)  
Regional Water Quality Control Board (RWQCB)  
Resident Engineer (RE)  
Rock Slope Protection (RSP)  
Standard Special Provisions (SSP)  
State Highway Operations and Protection Program (SHOPP)  
State Route 62 (SR-62)  
Storm Water Pollution Prevention Plan (SWPPP)  
Structure Replacement and Improvement Needs (STRAIN)  
Traffic Management Plan (TMP)  
Transportation and Traffic (PS)  
Two Way Left Turn Lane (TWLTL)  
U.S. Army Corps of Engineers (USACOE)

United States Environmental Protection Agency (U.S. EPA)  
Vehicle Hours Traveled (VHT)

## **APPENDIX D: TECHNICAL STUDIES**

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Air Quality Conformity Checklist: April 18, 2014  
Air Quality Study Memo: August 29, 2014  
Noise Study Memo: September 10, 2014  
Natural Environmental Study Minimal Impacts (NES-MI): November 14, 2014  
Traffic Management Plan (TMP): January 2013  
Location Hydraulic Study: November 13, 2014  
Summary Floodplain Encroachment Report: November 5, 2014  
Storm Water Data Report: January 17, 2013  
Paleontological Study Email: September 2, 2014  
Historic Property Survey Report (HPSR): October 3, 2014  
Questionnaire to Determine Visual Impact Assessment (VIA) Level: September 9, 2014  
Scenic Resource Evaluation Memo: September 9, 2014  
Initial Site Assessment (ISA) Checklist: May 22, 2014  
Right of Way Data Sheet (Right of Entry): October 2014