

Weedpatch Highway Rehabilitation

In and near Bakersfield
south of Dunsmere Street to Breckenridge Road

06-KER-184-PM 0.8/8.6
EA 06-0U290/Project ID 0616000001

Initial Study with Proposed Negative Declaration



Prepared by the
State of California Department of Transportation

March 2020



General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Kern County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

Please read this Initial Study. The document is available for review at the Caltrans District 6 office at 1352 West Olive Avenue, Fresno, California 93728 from 8:00 a.m. and 5:00 p.m., and online at <https://www.dot.ca.gov/caltrans-near-me/district-6/district-6-projects>.

To request a printed copy or CD of the document to be sent to your home, email Som Phongsavanh, Senior Environmental Planner, at som.phongsavanh@dot.ca.gov.

If you have any concerns about the project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:

Som Phongsavanh, Senior Environmental Planner
California Department of Transportation
855 M Street, Suite 200
Fresno, CA 93721

- Submit comments via email to: som.phongsavanh@dot.ca.gov.
- Submit comments by the deadline: June 8, 2020.

What happens next:

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

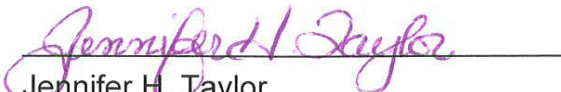
For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Som Phongsavanh, 855 M Street, Suite 200, Fresno, California 93721; (559) 445-6447 (Voice), or use California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

Roadway rehabilitation on State Route 184 between post miles 0.8 and 8.6,
south of Dunsmere Street to Breckenridge Road, in Kern County, California

**INITIAL STUDY
with Proposed Negative Declaration**

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

THE STATE OF CALIFORNIA
Department of Transportation



Jennifer H. Taylor
Acting Division Chief
Central Region Environmental Planning Division
California Department of Transportation
CEQA Lead Agency

3/13/2020
Date

DRAFT

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to rehabilitate State Route 184 between post mile 0.8, near Dunnsmere Street, to post mile 8.6 at Breckenridge Road.

Determination

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

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

The project would have no effect on: Aesthetics, Agriculture and Forest Resources, Air Quality, Energy, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

The project would have no significant effect on: Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology, and Water Quality.

Jennifer H. Taylor
Acting Division Chief
Central Region Environmental Planning Division
California Department of Transportation
CEQA Lead Agency

Date

Section 1 Project Description and Background

1.1 Project Title

Weedpatch Highway Rehabilitation Project

1.2 Project Location

The project lies on State Route 184 between post mile 0.8, near Dunnsmere Street, and post mile 8.6 at Breckenridge Road in Kern County. See the Project Vicinity Map and Project Location Map on the following pages.

1.3 Description of Project

The California Department of Transportation (Caltrans) proposes to rehabilitate State Route 184 between post mile 0.8, near Dunnsmere Street, and post mile 8.6 at Breckenridge Road. The project would provide 8-foot-wide shoulders along the length of the project in both directions. Guardrail would be installed in both directions at the Eastside Canal. Three drainage basins and storage ditches would be constructed to address existing areas prone to flooding.

The project consists of Complete Streets elements, such as upgrading existing non-standard curb ramps, sidewalks, and driveways where required within the Caltrans right-of-way. Pedestrian crossings and Americans with Disabilities Act (ADA) upgrades would be made at two railroad crossings (Di Giorgio Avenue and Edison Highway). Class 2 bike lanes would be installed in both directions. Traffic signal modifications and/or upgrades would be made at several intersections. Pre-signals for the railroad crossings and other electrical items may be installed or upgraded throughout the project limits. These would include traffic loop detectors, pull-boxes, demarcation cabinets, park and ride lighting, and vehicle detection systems. Raised median worm curbs would be added at nine locations to improve safety for motorists making turns.

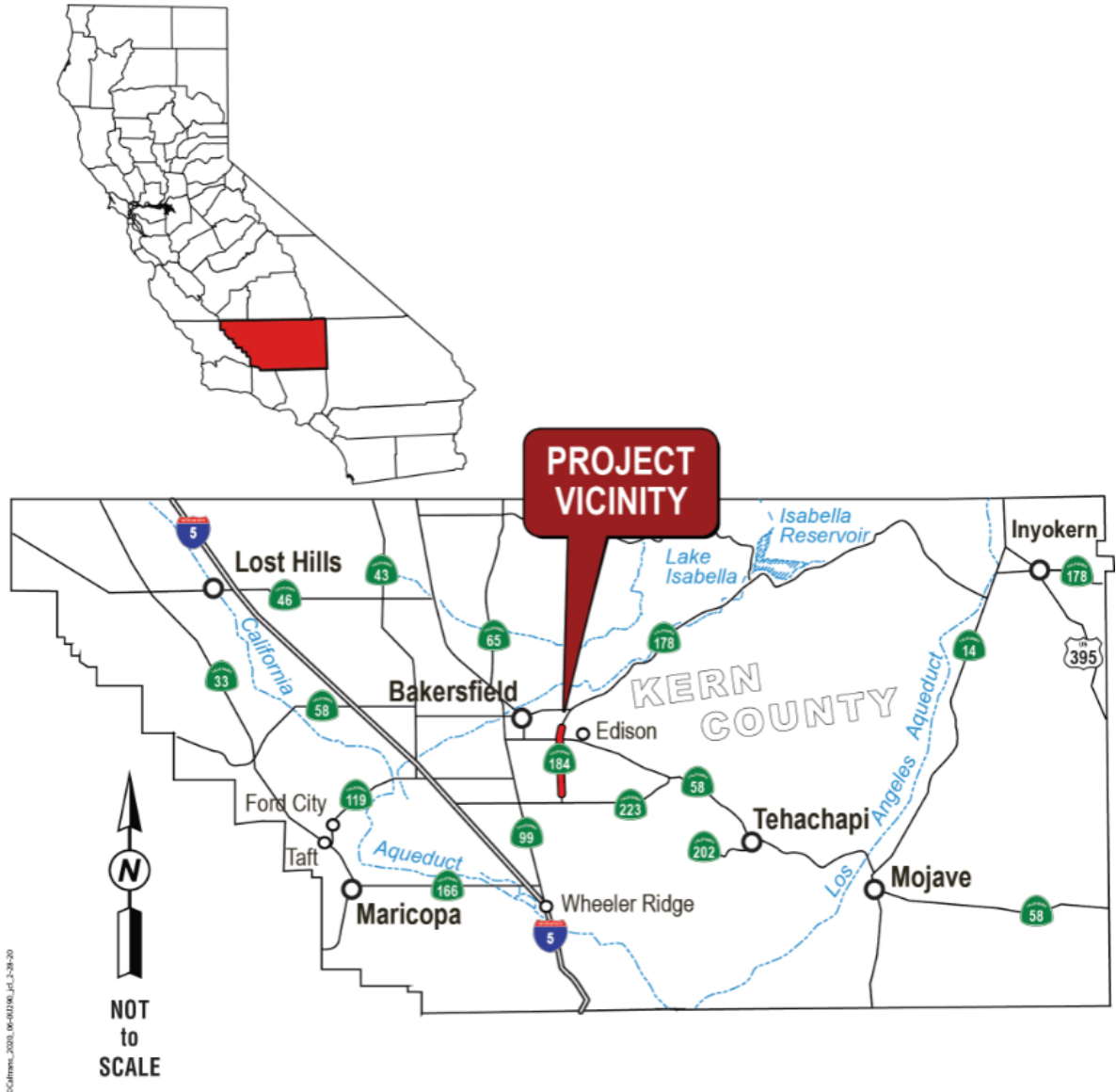
1.4 Surrounding Land Uses and Setting

The project lies east of Bakersfield and runs through the communities of Weedpatch and Lamont in Kern County. The project area is surrounded by agriculture, residential housing, and commercial and industrial properties. San Joaquin Valley Railroad Company/Union Pacific Railroad tracks are at Di Giorgio Road (south end of the project); Union Pacific Railroad tracks are at Edison Highway (north end of the project).

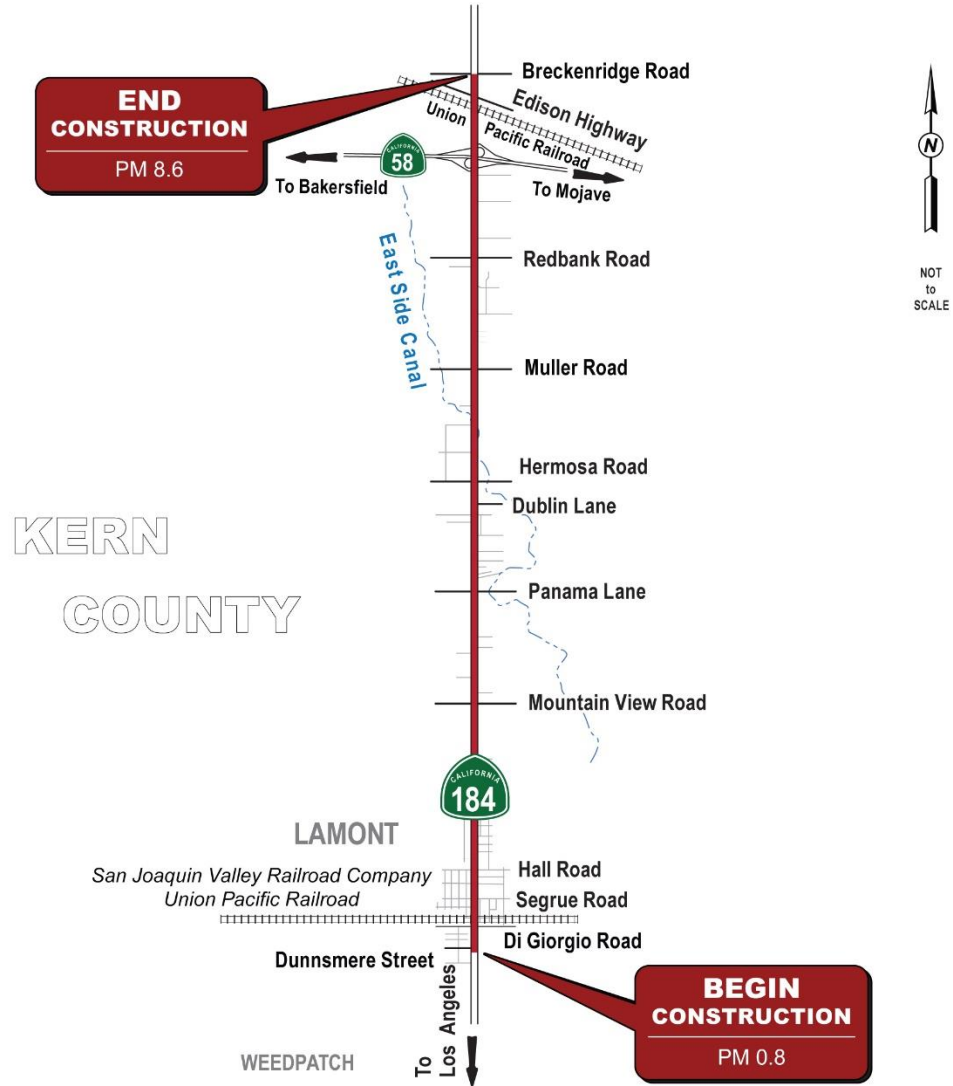
1.5 Other Public Agencies Whose Approval is Required

Informal consultation with the U.S. Fish and Wildlife Service began in January 2020. Caltrans anticipates a Letter of Concurrence from the U.S. Fish and Wildlife Service for the final environmental document.

Project Vicinity Map



Project Location Map



Section 2 CEQA Environmental Checklist

2.1 **CEQA Checklist**

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

2.1.1 **Aesthetics**

CEQA Significance Determinations for Aesthetics

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

a) Have a substantial adverse effect on a scenic vista?

No Impact—A Visual Preliminary Environmental Study was prepared in December 2019 for this project. The project would not cause a substantial adverse effect on a scenic vista because the project is not listed as a State Scenic Highway. (California Streets and Highway Code Division 1, Chapter 2, Article 2.5, State Highways)

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact—The project would not damage any scenic resources because the project is not on a State Scenic Highway. (California Streets and Highway Code Division 1, Chapter 2, Article 2.5)

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact—The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The land use is commercial/industrial and residential where the roadsides are surrounded by scattered grasses and dirt paths in unimproved lots. Pedestrian elements and parking are present in improved areas.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact—The project description includes pavement rehabilitation, drainage improvements, and Complete Streets elements. The roadway's profile will not be elevated. Most of the work would occur within the state right-of-way, except at the proposed basins on the east side of the highway at Mountain View Road, Muller Road and Dublin Lane. The project will not create a new source of substantial light or glare in the area.

2.1.2 Agriculture and Forest Resources

CEQA Significance Determinations for Agriculture and Forest 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact—No prime, unique, or farmland of statewide importance would be converted to transportation purposes for this project. The project would not conflict with existing zoning for agricultural use, or farming contracts. (Land Vision search, Tax mapping from Kern County Assessor's Office)

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact—The project would not conflict with existing zoning for agricultural use, or farming contracts. All properties acquired for the construction of this project are zoned residential/vacant land. (Land Vision search, Tax mapping from Kern County Assessor’s Office)

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact—The project area is not zoned as forest or timberland land. (Kern County General Plan)

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact—The project would not convert forest land to non-forest use. (Kern County General Plan)

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact—Right-of-way would be acquired at Mountain View Road, near Dublin Lane, and at Muller Road for the construction of drainage basins. The Mountain View Road location comprises 2.04 acres of residential/vacant land with no structures present. Approximately 0.7 acre of the parcel would be used for the construction of a basin. The Dublin Lane parcel comprises 1.8 acres of residential/vacant land. No structures are present at this location and approximately 0.5 acre of the parcel would be used for basin construction. The Muller Road parcel comprises 2.64 acres and the land use is residential. One home and other structures are present on the parcel. Approximately 0.18 acre would be acquired for basin construction. No forest or farmland will be converted.

2.1.3 Air Quality

CEQA Significance Determinations for Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact—An Air Quality Compliance Memo was prepared in November 2019 for this project. The project is within the jurisdiction of the Kern Council

of Governments Regional Transportation Planning Agency and is listed in the 2019 Federal Transportation Improvement Program adopted in December 2018. The project would not conflict or obstruct the implementation of any applicable air quality plan for the San Joaquin Unified Air Pollution Control District. The project is exempt from the requirement that a conformity determination be made, per 40 Code of Federal Regulations Section 93.126 Table 2, because the project is a pavement rehabilitation project, not a capacity-increasing project. The project does not interfere with the implementation of any Traffic Control Measures.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

No Impact—An Air Quality Compliance Memo was prepared in November 2019 for this project. The project is in a nonattainment or maintenance area for pollutants. However, construction of the project would not result in a cumulatively considerable net increase of any criteria pollutant. Caltrans has determined that the project is exempt from all project-level conformity requirements because the project is a pavement resurfacing and/or rehabilitation project and not a capacity-increasing project. The project will generate air pollutants temporarily during construction with no permanent impacts.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact—According to the Air Quality Compliance Memo, construction activities will generate air pollutants. Exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. For the most part, pollutants would be windblown dust generated during construction activities, and would vary daily as construction progresses. Receptors could be exposed, and dust from the project could cause occasional annoyance and complaints from residences along the highway. Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a part of all construction contracts and should effectively reduce and control emission impacts during construction. Caltrans requires contractors to comply with the Caltrans Standard Specifications for Dust Control and with local air district pollution requirements.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact—Receptors could be exposed, and dust from the project could cause occasional annoyance and complaints from residences along the highway but would not adversely affect a substantial number of people. Caltrans Standard Specifications pertaining to dust control and dust palliative

requirements are a part of all construction contracts and should effectively reduce and control emission impacts during construction. Caltrans requires contractors to comply with the Caltrans Standard Specifications for Dust Control and with local air district pollution requirements.

2.1.4 Biological Resources

CEQA Significance Determinations for Biological Resources

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 Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact—A Natural Environment Study and a Biological Assessment were prepared for this project in December 2019. There would be no substantial adverse effect, directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service as a result of the construction of this project.

The project area is a highly disturbed area, composed mostly of rural agricultural and semi-urban to urban environments. A California Natural Diversity Database query of the project area did not identify any natural communities of special concern. No designated critical habitat for federally listed species exists in the project area.

Biological surveys were conducted in February, April and September 2019 to assess potential habitats and inventory animal species within the project area. Potential habitat was identified for the burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swainsoni*), San Joaquin kit fox (*Vulpes macrotis mutica*), and American badger (*Taxidea taxus*). No listed species were seen in the project area during surveys. A known recent 2019 occurrence of the San Joaquin kit fox was found within the project area.

Federal species were evaluated, and their preliminary effect finding determinations are shown in the following table.

Preliminary Effect Findings

Common Name	Scientific Name	Status	Preliminary Effect Finding
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	Federal Threatened	No Effect
California jewelflower	<i>Caulanthus californicus</i>	Federal Endangered	No Effect
Tipton kangaroo rat	<i>Dipodomys nitratooides nitratooides</i>	Federal Endangered	No Effect
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	Federal Endangered	No Effect
Blunt-nosed leopard lizard	<i>Gambelia silus</i>	Federal Endangered	No Effect
California condor	<i>Gymnogyps californianus</i>	Federal Endangered	No Effect
Delta smelt	<i>Hypomesus transpacificus</i>	Federal Threatened	No Effect
San Joaquin woolly-threads	<i>Monolopia congdonii</i>	Federal Threatened	No Effect
Bakersfield cactus	<i>Optunia treleasei</i>	Federal Endangered	No Effect
San Joaquin adobe sunburst	<i>Pseudobahia peirsonii</i>	Federal Threatened	No Effect
California red-legged frog	<i>Rana draytonii</i>	Federal Threatened	No Effect
Giant garter snake	<i>Thamnophis gigas</i>	Federal Threatened	No Effect
San Joaquin kit fox	<i>Vulpes macrotis mutica</i>	Federal Endangered	May affect, unlikely to adversely affect

Source: Natural Environment Study, December 2019

Project activities such as repaving would take place on previously disturbed paved and graded areas. All additional impacts would take place in the existing Caltrans right-of-way in previously disturbed and compacted soils. Permanent impacts due to the shoulder widening are considered minimal due to their small extent and proximity to the heavily traveled highway. Trenching, boring, drainage basins and staging areas occurring outside the existing roadway would be surveyed prior to disturbance. Avoidance and minimization measures for each species are described below.

San Joaquin Kit Fox

Caltrans determination for the project is “may affect, not likely to adversely affect” for the San Joaquin kit fox. Caltrans initiated informal consultation with the U.S. Fish and Wildlife Service in January 2020. Caltrans anticipates a Letter of Concurrence from the U.S. Fish and Wildlife Service at the approval of the final environmental document. The project is not likely to permanently impact San Joaquin kit foxes or their habitat. No night work or k-rail would be used for the project, which would minimize the potential for disturbance from construction noise and lights, as well as barrier to movement. With implementation of the following avoidance and minimization measures, no direct impacts to the San Joaquin kit fox are anticipated.

1. Project-related vehicles would observe a daytime speed limit of 10 miles per hour throughout the site in all project areas, except on county roads and state and federal highways outside of the project area. Off-road traffic outside of designated project areas would be prohibited.
2. To prevent inadvertent entrapment of kit foxes or other animals during the construction phase of the project, all excavated, steep-walled holes or trenches more than 2 feet deep would be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks would be installed. Such holes would be thoroughly inspected for trapped animals before being filled. If at any time an injured or entrapped kit fox is discovered, the U.S. Fish and Wildlife Service and California Department Fish and Wildlife would be notified.
3. All construction pipes, culverts, or similar structures with a diameter of 4 inches or greater stored at a construction site for one or more overnight periods would be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe would not be moved until the U.S. Fish and Wildlife Service has been consulted and the animal has relocated on its own accord. If necessary, and under direct supervision of a qualified biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped.
4. All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in securely closed containers and removed daily from the project site.
5. No pets would be permitted on the project site to prevent harassment, mortality of kit foxes, or destruction of dens.
6. New sightings of kit foxes would be reported to the California Natural Diversity Database. A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed would also be provided to the U.S. Fish and Wildlife Service.
7. Pre-activity clearance surveys for kit foxes would be completed at least 14 days prior to but no more than 30 days before the initiation of project activities. A letter report and map of potential and known kit fox dens would be submitted to the U.S. Fish and Wildlife Service.
8. If dens or potential dens are detected within the project footprint during pre-activity surveys, Caltrans would coordinate with the U.S. Fish and Wildlife Service to determine how to proceed.

9. Environmental Awareness Training Program: A biologist would conduct an environmental awareness training for all construction crew members before ground-disturbing activities. The purpose of this training is to inform construction crew members of the potential for kit foxes to occur at the project site and be affected by construction activities. The training would be repeated to all new crew members. Following the training, crew members will sign attendance sheets stating that they attended the training and understand the protection measures and construction restrictions. Training materials and attendance records would be submitted to the U.S. Fish and Wildlife Service.

Burrowing Owl

Surveys were conducted in February, April, and September 2019. Potential habitat was observed at the basin locations, as well as outside the agriculturally-dominated areas. No owls or potential borrows were observed in the project area. One burrowing owl sighting occurred 1.3 miles from the project in 2007. With the implementation of avoidance and minimization measures, no direct impacts to this species are anticipated. The construction of the project is not likely to permanently impact burrowing owls or their habitat.

Prior to initiating project activities, a biologist would conduct a survey for special-status species, including burrowing owl, in the project area. Buffers would be enforced if burrowing owls are found. No disturbance should occur within 160 feet of occupied burrows during the non-breeding season (September 1 to January 31) or within 250 feet during the breeding season (February 1 to August 31) without the presence of a biological monitor. Once applied, nesting season disturbance buffers would remain in place until a biologist verifies that juveniles are foraging independently and are capable of independent survival.

Swainson's Hawk

Surveys were conducted in February, April, and September 2019. Potential habitat was observed outside the project area in landscaped trees and orchards. No nests were observed during surveys. Construction of the project is not likely to permanently impact Swainson's hawks or their habitat. With implementation of avoidance and minimization measures, no direct impacts to the Swainson's hawk are anticipated. Prior to initiating project activities, a Caltrans biologist would conduct a survey for nesting birds, including the Swainson's hawk. Should the species be found in the project area, no disturbance buffers would be enforced around active nests as detailed below:

1. No disturbance would occur within 500 feet of active occupied nests during the nesting season (February 1 to September 30) without the presence of a biological monitor. Nesting season disturbance buffers

would remain in place until a biologist determines that juveniles have fledged the nest and are capable of independent survival.

2. A worker environmental awareness training would be required for all personnel that includes information on identification and avoidance of sensitive wildlife species.

American Badger

Surveys were conducted in February, April, and September 2019. Potential habitat was observed outside the project area in empty lots, orchards, and fallow agricultural fields. No dens were observed during surveys. The project is not likely to permanently impact American badgers or their habitat.

Prior to initiating construction activities, a Caltrans biologist would conduct a general preconstruction survey for the American badger. The survey would focus on areas where activities include trenching, boring, excavation for drainage basins, and staging areas outside the existing right of way. Should American badgers be found, no disturbance buffers would be enforced around active dens as detailed below:

1. No disturbance would occur within 100 feet of active occupied dens without the presence of a biological monitor.
2. A worker environmental awareness training would be required for all personnel that includes information on identification and avoidance of sensitive wildlife species.

Migratory Birds

Surveys were conducted in February, April, and September 2019. With implementation of avoidance and minimization measures, impacts to migratory birds are not expected to occur as a result of project construction.

If removal of trees is deemed necessary, removal would either occur outside of the nesting season (February 1 to September 30) or the trees would be inspected and cleared by a qualified biologist prior to removal.

A preconstruction survey for migratory birds within the study area would be conducted before the start of construction. If an active nest were detected, an environmental sensitive area around the nest site may be established to prevent nesting disturbance. Work may be temporarily suspended if nesting activity cannot be prevented. Standard specifications would be included in the construction bid package to avoid impacts to migratory birds.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact—There would be no temporary or permanent impacts to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. A California Natural Diversity Database query of the project area did not identify any natural communities of special concern in the project area. No designated critical habitat for federally listed species exists in the project area.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact—There would be a no adverse effect on any state or federally protected wetlands as a result of the construction of the project.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact—The project would not interfere with the movement of any native resident or migratory fish or wildlife species or with the established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. According to the Natural Environment Study, the project site does not contain suitable habitat for any fish species. There are no migration corridors present in the biological study area, and there are no impacts to habitat connectivity. The project area is highly disturbed due to human disturbance, such as traffic, litter, commercial properties, agricultural lands, and residential housing. In addition, no night work or k-rail is anticipated for this project, which would minimize the potential for disturbance from construction noise and lights, as well as barriers to movement.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact—The project does not conflict with any local policy or ordinance protecting biological resources, such as a tree preservation policy or ordinance.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact—The project would not conflict with the provisions of any Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans.

2.1.5 Cultural Resources

CEQA Significance Determinations for Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

and

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact— A Historic Property Survey Report and accompanying technical studies were prepared in January 2020 in compliance with the *Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and the Governor’s Executive Order W-26-92*.

All identification efforts, including an archaeological survey, record searches, and consultation, indicated that there are two historical resources/historic properties (for the purposes of the project) within the project area limits. Two railroad lines are assumed to be historic properties/historical resources for the purposes of this project only. These two resources are currently owned and operated by the Union Pacific Railroad Company (at the north end of the project area) and by the San Joaquin Valley Railroad Company/Union Pacific (at the south end of the project area). These resources are assumed to be eligible for the purposes of the project and will not be adversely changed by construction of the project.

A single-family residential property at 3301 Weedpatch Highway was formally evaluated for the National Register of Historic Places and the California Register of Historical Resources. Documentation of a formal evaluation of the property was sent to the State Historic Preservation Officer for review. The State Historic Preservation Officer concurred on February 26, 2020 that the property was not an historical resource under CEQA nor eligible for the National Register of Historic Places. See the State Historic Preservation Officer’s concurrence letter in Appendix B.

No other resources were identified within the project action limits as a result of all efforts to identify significant cultural resources.

In compliance with federal regulations, 36 Code of Federal Regulations Part 800.11, the Historic Property Survey Report and attachments were provided to the City of Bakersfield and the County of Kern planning departments for a 30-day review period. No comments have been received from the City of Bakersfield or County of Kern staff.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact—There are two closed cemeteries within 5 miles of the project area: Hillcrest Memorial Park in Bakersfield, about 2 miles north of the project limits, and South Kern Cemetery in Weedpatch, about 4 miles south of the project limits. The project would not disturb any human remains, including those interred outside of dedicated cemeteries. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities must stop in any area or nearby area suspected to overlie the remains, and the local coroner would be contacted. Pursuant to California Public Resources Section 5078.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission, which would then notify the most likely descendent.

2.1.6 Energy

CEQA Significance Determinations for Energy

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact—Construction activities would result in a temporary increase in energy consumption, but not significantly. The increase may be offset over time by the improvements proposed in the project area. The project is a pavement rehabilitation and drainage improvement project. Construction of the project may result in improved highway operations, smoother pavement surfaces, reduced emissions, and reduced energy consumption.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact—The Kern County General Plan's Energy Element defines energy-related issues in the county and identifies goals, policies and implementation measures to protect energy resources. The project would not conflict with a state or local plan for renewable energy or energy efficiency.

2.1.7 Geology and Soils

CEQA Significance Determinations for Geology and Soils

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

No Impact—According to the Alquist-Priolo Earthquake Fault Zoning Map webpage, the project area is not in an Earthquake Fault Zone. The closest fault zones are the Edison Fault and the White Wolf Fault Zone, both about 10 miles outside the project area.

ii) Strong seismic ground shaking?

No Impact—According to the Department of Conservation webpage, earthquake shaking potential in the project area, which is fairly distant from known active faults, will experience lower levels of shaking less frequently.

iii) Seismic-related ground failure, including liquefaction?

No Impact—According to the California Department of Conservation earthquake zones, the project area is not in a liquefaction zone.

iv) Landslides?

No Impact—According to the California Department of Conservation earthquake zones webpage, the project area is not in a landslide zone.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact—Construction of the project will not result in substantial soil erosion or the loss of topsoil. A National Pollutant Discharge Elimination System permit with best management practices would be in place to reduce erosion and loss of topsoil. All areas disturbed during construction would be treated with a native erosion control seed mix.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact—Kern County is seismically active, but according to the Department of Conservation webpage, the project area on State Route 184 near Lamont, California is not in a landslide zone or a liquefaction zone and is not within an active fault. Earthquake shaking potential at the project area is low.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact—The Caltrans soil investigation in September 2019 determined the project area’s soil type as Silty Sand/Sand Silt Mixtures. The soil is not an expansive, clay-type soil. Construction of the project would not create substantial direct or indirect risks to life or property.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact—The project would not create wastewater and would not affect soils incapable of adequately supporting the use of septic tanks.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact—A Paleontological Identification Report was prepared in November 2019. According to the evaluation, a high potential paleontological resource exists within this stretch of State Route 184. The high potential sediments consist of the upper Miocene to Pleistocene Kern River Formation and is estimated to be present at a depth greater than the maximum depth of excavation associated with project (greater than 6 feet). As a result, significant fossils are not likely to be encountered.

2.1.8 Greenhouse Gas Emissions

CEQA Significance Determinations for Greenhouse Gas Emissions

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

and

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact—A pavement rehabilitation project generally causes minimal or no increase in operational greenhouse gas emissions. Because the project activities would not increase the number of travel lanes on State Route 184, no increase in vehicle miles traveled would occur as a result of project implementation. However, construction greenhouse gas emissions would result from material processing, on-site construction equipment, and traffic delays. These emissions will be produced at different levels throughout construction. Their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

All construction contracts include Caltrans Standard Specifications Sections 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all Air Resources Board emission reduction regulations, and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions to reduce construction vehicle emissions, also help reduce greenhouse gas emissions.

The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The project is within the jurisdiction of the Kern Council of Governments Regional Transportation Planning Agency. The project is included in the Regional Transportation Plan/Sustainable Communities Strategy.

2.1.9 Hazards and Hazardous Materials

CEQA Significance Determinations for Hazards and Hazardous Materials

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact—An Initial Site Assessment was performed in December 2019 to determine the presence of recognized environmental conditions and potential environmental concerns within the project area with regard to hazardous waste. Construction of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous waste. If there is disposal of hazardous materials, project-specific Standard Special Provisions would be implemented for proper handling and disposal of hazardous material/waste.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact—The project would not 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. Best management practices and Standard Special Provisions and/or Non-Standard Special Provisions would be implemented for proper handling and disposal of hazardous substances and waste.

A Preliminary Site Investigation will be performed at the basin locations to determine if the parcels are negatively impacted by petroleum hydrocarbons, pesticides, asbestos, and/or heavy metals. The investigation would be

completed prior to the final environmental document to ensure that a hazardous waste is not encountered. An aerially deposited lead study will be performed because there would be work off the paved shoulder next to State Route 184, and excess soil would be generated. Regulated soils could be used on-site per the Department of Toxic Substances Control Aerially Deposited Lead-Contaminated Soil Agreement, provided all requirements are met or disposed of at the appropriate permitted landfill. Non-regulated/non-hazardous soil could be disposed of or relinquished to the contractor without restriction.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact—Lamont Elementary School sits on the northwest corner of Palm Avenue and State Route 184 where project activities would improve the curb ramp; other curb ramps would be improved throughout the project limits. Curb ramp soil excavations are not expected to go deeper than 6 inches. Standard specifications and Standard Special Provisions would be provided. There is a low risk for encountering hazardous waste at curb ramp locations.

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?

Less Than Significant Impact—Caltrans conducted studies and prepared an Initial Site Assessment for the project in December 2019. Caltrans searched the following California Environmental Protection Agency Data Resources, commonly referred to as the Cortese list, for this project:

- EnviroStore database, List of Hazardous Waste and Substances sites, Department of Toxic Substances Control
- GeoTracker database, List of Leaking Underground Storage Tank sites, State Water Resources Control Board
- Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, State Water Resources Control Board
- List of Active Cease and Desist Orders and Cleanup and Abatement Orders, State Water Resources Control Board
- List of hazardous waste facilities subject to corrective action, Department of Toxic Substances Control
- Solid Waste Information System, Department of Resources Recycling and Recovery (Cal-Recycle)

- California Environmental Protection Agency Regulated Sites database

See the compiled Cortese site list in the following table. Eight sites are on the Cortese list within the project area. Seven cases have been closed, and one is still an open case with the Central Valley Regional Water Quality Control Board. Caltrans is not acquiring any of the Cortese listed sites. Though work would be performed next to some of the listed sites, there is low risk for encountering hazardous waste.

Cortese List Sites Within Project Area

Site	Status
Unocal Service Station	Case closed November 23, 1998
Nunez Liquors	Case closed October 23, 1989
Kern County Farms	Case closed following unspecified remediation on May 31, 1990
Prado Auto Care	Case closed October 6, 1992
Beacon #490	Case closed October 19, 1990
Main Street Market	Case closed October 19, 1990
Highway 58 Fuel Stop (QuickStop)	Case closed December 15, 1998
Kern Oil and Refining	Open active case with Central Valley Regional Water Quality Control Board

Source: Hazardous Waste Initial Site Assessment, December 2019

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact—The project would not affect any airport land use plan or result in an airport-related safety hazard for people residing or working in the project area. The closest airport or air strip is about 5 miles away.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact—Project construction would not impair implementation of or interfere with any adopted emergency response plan or emergency evacuation plan. A Transportation Management Plan would be in place to handle traffic emergencies, lane closures, and traffic control devices. During construction, at least one lane will be open at all times for fire and ambulance services during emergencies.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact—The project area is not in a very high fire hazard severity zone. (California Department of Forestry and Fire Protection, Fire and Resource Assessment Program)

2.1.10 Hydrology and Water Quality

CEQA Significance Determinations for Hydrology and Water Quality

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

No Impact—A Water Quality Report was prepared in November 2019. The project would not violate any water quality standard or waste discharge requirements. Best management practices would be implemented in accordance with the Project Planning and Design Guide. The contractor, as required in Caltrans Standard Specification Section 13.1, must address all potential water impacts that may occur during construction.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact—The project would improve drainage within the project area, which is prone to flooding where sediment runoff (mud) is left on the highway after heavy rains. Three basins with storage ditches would be constructed to intercept runoff before it reaches the highway. Groundwater would not be affected by the project. By incorporating accepted engineering practices and best management practices, the project would not produce significant impacts to water quality.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on-site or off-site;

Less Than Significant Impact—The project would disrupt approximately 1.3 acres for the construction of three basins and storage ditches. A Notification of Intent would be submitted to the Regional Water Quality Control Board before construction. A Stormwater Pollution Prevention Plan would be prepared and implemented during construction. A Notice of Termination would be submitted to the Regional Water Quality Control Board upon completion of construction and site stabilization. Any removal of vegetation from construction would be minimal. All areas disturbed during construction would be treated with an erosion control seed mix, consisting of native species for the project area.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv) Impede or redirect flood flows?

ii-iv) No Impact—The project is a pavement rehabilitation and drainage improvement project. The project would not substantially increase the rate or amount of surface runoff that would result in flooding in the project area. The project area is prone to flooding that leaves sediment on the highway after heavy rains. The project would improve surface runoff and drainage systems within the project area with the construction of storage ditches and three basins. The project would increase the capacity of the stormwater drain systems and alleviate flooding.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact—The project is not in a flood hazard, tsunami, or seiche zone. The project does not constitute a significant floodplain encroachment as defined in 23 Code of Federal Regulations, Section 650.105(q).

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact—The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The contractor would be responsible for preparing a Stormwater Pollution Prevention Plan before construction.

2.1.11 Land Use and Planning

CEQA Significance Determinations for Land Use and Planning

Would the project:

a) Physically divide an established community?

No Impact—This type of project, a pavement rehabilitation and drainage improvement project, would not divide an established community.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact—There are no significant environmental impacts with the project. The project does not conflict with the Kern County Regional Transportation Plan, where the project is listed. The project would rehabilitate the pavement,

improve drainage, and provide Complete Streets elements on this stretch of State Route 184.

2.1.12 Mineral Resources

CEQA Significance Determinations for Mineral Resources

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?

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?

a-b) No Impact—The project would not 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. The project area is not in land that is classified as a Mineral Resource Zone for Kern County, California. (California Department of Conservation Mineral Land Classification mapping, Data Basin website, Google Earth)

2.1.13 Noise

CEQA Significance Determinations for Noise

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b) Generation of excessive groundborne vibration or groundborne noise levels?

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

a-c) No Impact—A Noise Compliance Memo was prepared in November 2019. There would be no substantial temporary or permanent increase in ambient noise levels in the project area. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14-8.02. Construction noise would be short term, intermittent, and overshadowed by local traffic noise. Measures would be implemented to minimize the temporary noise impacts from construction. There would be no excessive groundborne

vibration or groundborne noise during construction. The contractor, as directed by Caltrans, would implement appropriate additional noise measures, including relocating stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barrier around stationary construction noise sources.

The closest airport or air strip is 5 miles away. The project would not expose people to excessive noise levels.

2.1.14 Population and Housing

CEQA Significance Determinations for Population and Housing

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact—The project would not induce population growth in the area. The project is a pavement rehabilitation project that would improve drainage in the area; it is not a capacity-increasing project.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact—Minimal right-of-way acquisition is proposed for the project. Approximately 1.3 acres would be purchased for the construction of three basins. The properties are zoned as residential (no home would be acquired), and commercial/industrial.

2.1.15 Public Services

CEQA Significance Determinations for Public Services

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:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

No Impact—The project would not result in unacceptable service ratios, response times, or other performance objectives for any public services. No lanes will be closed during construction. A Traffic Management Plan will be prepared prior to construction. There will be no impacts to emergency service times for fire or police, and no impacts to performance objectives of schools, parks, or other public facilities.

2.1.16 Recreation

CEQA Significance Determinations for Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact—The project would not increase the use of existing neighborhood and regional parks or other recreational facilities so that substantial physical deterioration of the facility would occur or be accelerated. Complete Streets elements, including sidewalks, bike lanes, and crosswalks, would be constructed within the Caltrans right-of-way. Because the roadsides are composed mostly of scattered grasses and dirt paths in unimproved lots, the project would improve the pedestrian and recreation uses.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact—Complete Streets elements, including sidewalks, bike lanes, and crosswalks, would be constructed within the Caltrans right-of-way. The project work would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

2.1.17 Transportation

CEQA Significance Determinations for Transportation

Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact—The project does not conflict with the Kern County Regional Transportation Plan, where the project is listed. The project would rehabilitate the pavement, improve drainage, and provide Complete Streets elements on this stretch of State Route 184.

b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No Impact—The project would not increase vehicle miles traveled or conflict with CEQA Guidelines Section 15064.3, subdivision (b). The project would rehabilitate the deteriorating pavement and improve drainage in the project area; it is not a capacity-increasing project. A Notice of Preparation will not be issued because Caltrans is not preparing an Environmental Impact Report for the project.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact—The project would not substantially increase hazards due to a geometric design feature or incompatible uses. The project would rehabilitate the deteriorating pavement and improve drainage in the project area only.

d) Result in inadequate emergency access?

No Impact—The project would not result in inadequate emergency access or response times. No lanes will be closed during construction, and no night work would occur. A Traffic Management Plan would be prepared prior to construction. Caltrans would work closely with emergency service providers to provide information on construction.

2.1.18 Tribal Cultural Resources

CEQA Significance Determinations for Tribal Cultural Resources

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

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact—The project would not cause a substantial adverse change in the significance of a tribal cultural resource. A Historic Property Survey Report was prepared in January 2020. There were no properties listed in the National Register of Historic Places. There were no properties previously determined eligible for listing in the National Register of Historic Places. Native American tribes were contacted throughout the environmental process, and no comments have been received from any Native American tribe, group, or individual. It is Caltrans policy to consult with members of the Native American community throughout the life of the project. The Historic Property

Survey Report was provided to Native American groups and individuals who have geographic ties to the area at the discretion of the Caltrans District 6 Native American Coordinator. Additional opportunities to consult with Native American tribes, groups, and individuals regarding the effects finding for the project would be sent to consulting parties before the final environmental document.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact—No tribal resources were determined to be significant by Caltrans. The Native American Heritage Commission was consulted by Caltrans to identify tribal resources within the project area in October 2016. Caltrans received one letter from Sharaya Souza of the Native American Heritage Commission staff, indicating the commission’s database found no resources in the Sacred Lands file and providing a list of groups and individual that have been identified as interested in the project area. Six individuals were contacted regarding the project. No comments have been received to date.

2.1.19 Utilities and Service Systems

CEQA Significance Determinations for Utilities and Service Systems

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact—The project would construct new basins on the east side of State Route 184 at three locations—Mountain View Road, Dublin Lane, and Muller Road—to alleviate flooding problems. Storage ditches would be constructed throughout the project area. The project would relocate aerial utilities and possible gas lines currently crossing State Route 184. The relocation of utilities or the construction of drainage systems would not result in significant environmental effects.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

and

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

b-e) No Impact—Water supplies would not be impacted during construction or as a result of construction of the project. Wastewater treatment providers or their operations would not be impacted by the project. The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

2.1.20 Wildfire

CEQA Significance Determinations for Wildfire

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

a-d) No Impact—The project area is not classified as a very high fire hazard severity zone or a State Responsibility Area, according to the CalFire webpage.

2.1.21 Mandatory Findings of Significance

CEQA Significance Determinations for Mandatory Findings of Significance

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

No Impact—The project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. (Natural Environment Study and Biological Assessment prepared in December 2019)

The project would not eliminate important examples of major periods of California history or prehistory. A Historic Property Survey Report was prepared in January 2020 in compliance with the *Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and the Governor's Executive Order W-26-92*. Two railroad lines are assumed to be historic properties/historical resources for the purposes of this project only. These two resources are assumed to be eligible for the purposes of this project only and will not be adversely changed by construction of the project. A single-family residential property was formally evaluated for the National Register of Historic Places and the California Register of Historical Resources. Documentation of the formal evaluation of the property was sent to the State Historic Preservation Officer for review, and the State Historic Preservation Officer concurred on February 26, 2020 that the property was not an historical resource under CEQA nor eligible for the National Register of Historic Places.

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.)

No Impact—The project would not have impacts that are individually limited, but cumulatively considerable. The project would rehabilitate pavement and improve drainage systems and would not induce cumulative impacts.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact—The project area consists of mostly rural, commercial, industrial and residential uses. The project activities would improve drainage and rehabilitate the pavement and incorporate Complete Streets elements to accommodate drivers and pedestrians within the project area. The project would not create environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

Appendix A Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
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Making Conservation
a California Way of Life.

November 2019

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in blue ink, appearing to read 'Toks Omishakin'.

Toks Omishakin
Director

Appendix B State Historic Preservation Officer Concurrence Letter



State of California • Natural Resources Agency

Gavin Newsom, Governor

**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

February 26, 2020

VIA EMAIL

In reply refer to: FHWA_2020_0127_001

Mr. John Thomas
Central California Cultural Resources Branch
Caltrans District 6
855 M Street, Suite 200
Fresno, CA 93721

Subject: Determination of Eligibility for the Proposed Weed Patch 3R Rehabilitation
Undertaking, Kern County, CA

Dear Mr. Thomas:

Caltrans is initiating consultation regarding the above project in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA). As part of your documentation, Caltrans submitted a Historic Property Survey Report (HPSR), Historical Resources Evaluation Report, and Archaeological Survey Report for the proposed project.

Caltrans proposes to resurface, restore, and rehabilitate SR 184 (Weed Patch Highway/Main Street) in Eastern Bakersfield, Kern County. The precise stretch of highway to be improved begins at the southern end of the unincorporated town of Lamont and ends just north of the intersection of SR 58 and SR 184. The specific improvements include the repaving of the highway to provide long-term service; the installation of features to facilitate and capture runoff; the construction of basins (5 to 20 feet deep) to contain water runoff; the upgrading of extant shoulders, curbs and sidewalks; and the installation of new shoulders, curbs and sidewalks. The project requires right-of-way acquisition and temporary construction easements. A complete description of the changes to the project and the area of potential effect boundaries are located on pages 1-2 of the HPSR.

Mr. Thomas
February 26, 2020
Page 2 of 2

FHWA_2020_0127_001

Pursuant to Stipulation VIII.C.6 of the PA, Caltrans determined that 3301 Weedpatch Highway is not eligible for the National Register of Historic Places (NRHP).

Based on review of the submitted documentation, I concur.

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne Polanco', with a long horizontal flourish extending to the right.

Julianne Polanco
State Historic Preservation Officer

List of Technical Studies

Air Quality, Noise and Water Compliance Studies, November 2019

Climate Change Report, February 2019

Natural Environment Study, December 2019

Biological Assessment, December 2019

Location Hydraulic Study, August 2019

Historic Property Survey Report, January 2020

- Archaeological Survey Report
- Historic Resource Evaluation Report

Hazardous Waste Initial Site Assessment, December 2019

Visual Preliminary Environmental Study, December 2019

Paleontological Identification Report, November 2019

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to the following email address:

d6.public.info@dot.ca.gov

Please indicate the project name and project identifying code (under the project name on the cover of this document) and specify the technical report or document you would like a copy of. Provide your name and email address or U.S. postal service mailing address (street address, city, state and zip code).