

# Pumpkin Center 3R Rehabilitation

State Route 119 in Pumpkin Center in Kern County

06-KER-119-PM 28.2/31.3

Project ID 0616000222

## Initial Study with Proposed Mitigated Negative Declaration

Volume 1 of 2



Prepared by the  
State of California Department of Transportation

June 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 the document. Additional copies of the document and the related technical studies are available for review at the Caltrans district office at 1352 West Olive Avenue, Fresno, California, 93728, weekdays from 8:00 a.m. to 4:00 p.m., and the California Highway Patrol Office, 9855 Compagnoni Street, Bakersfield, California, 93313, weekdays from 8:00 a.m. to 5:00 p.m. To obtain a hard copy of the document, please contact Som Phongsavanh at 559-445-6447. The document can also be accessed electronically at the following website:  
<http://www.dot.ca.gov/caltrans-near-me/district-6>
- Tell us what you think. Send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Som Phongsavanh, Central Region Environmental, California Department of Transportation, 855 M Street, Suite 200, Fresno, California, 93721. Submit comments via email to:  
[som.phongsavanh@dot.ca.gov](mailto:som.phongsavanh@dot.ca.gov).
- Submit comments by the deadline: August 17, 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.

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Resurface, restore, and rehabilitate a roadway on State Route 119 from post  
miles 28.3 to 31.28 in Kern County

**INITIAL STUDY  
with Proposed Mitigated Negative Declaration**

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

THE STATE OF CALIFORNIA  
Department of Transportation  
and  
California Transportation Commission

  
\_\_\_\_\_  
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California Department of Transportation  
CEQA Lead Agency

06-09-2020  
\_\_\_\_\_

Date

The following individual can be contacted for more information about this document:  
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California 93721; 559-445-6447



**DRAFT**  
**Proposed Mitigated Negative Declaration**

Pursuant to: Division 13, Public Resources Code

***Project Description***

The California Department of Transportation (Caltrans) proposes to rehabilitate the roadway on State Route 119 from Ashe Road to the State Route 99/State Route 119 interchange in Kern County.

***Determination***

This Proposed Mitigated Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Mitigated Negative Declaration for this project. This does not mean that Caltrans' decision on the project is final. This Proposed Mitigated Negative Declaration is subject to change based on comments received from 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 project would not have a significant effect on the environment for the following reasons:

- The project would have no effect on forest resources, air quality, cultural resources, energy, geology and soils, land use and planning, mineral resources, transportation, tribal cultural resources, utilities, wildfires, and floodplains.
- The project would have no significant effect on aesthetics, farmland, threatened, endangered, and special-status species, hazards and hazardous materials, population and housing, government facilities, recreation, utilities, paleontology, noise and greenhouse gas emissions.
- The project would have no significantly adverse effect on other waters because the following mitigation measure would reduce potential effects to insignificance:
  - Permanent impacts would be compensated for through the purchase of credits.

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Juergen Vespermann  
Acting Office Chief  
Southern San Joaquin Valley Environmental Office  
California Department of Transportation

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Date



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# **Chapter 1**      Proposed Project

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## **1.1 Introduction**

This project proposes to resurface, restore, and rehabilitate a roadway on State Route 119 in the unincorporated communities of Panama and Pumpkin Center near Bakersfield, from Ashe Road to the State Route 99/State Route 119 interchange (see Figure 1-1 and Figure 1-2 for vicinity and location maps). State Route 119 serves as the main connector between the southwestern corner of the San Joaquin Valley and Bakersfield. It passes through many of the oil field areas in Kern County. A high percentage of traffic through this area is attributed to travelers going to and from the city of Taft. State Route 119 connects to State Route 33, State Route 43, Interstate 5, and State Route 99.

State Route 119 is an important component of the circulation elements for the city of Bakersfield and Kern County. State Route 119 is a two-lane conventional highway with paved and unpaved shoulders. However, roadway widths vary where new subdivision development has occurred due to the addition of curbs, gutters, and sidewalks. Many unpaved driveways are being used as access points to State Route 119, and parking is currently allowed next to the roadway. Commuter, recreational, and truck traffic use State Route 119 within the project limits.

## **1.2 Purpose and Need**

The purpose and need sections discuss the reasons for the proposed project and provide structure for the development of alternatives.

### **1.2.1 Purpose**

The purpose of the project is to:

- Rehabilitate the roadway to a state of good repair.
- Improve operational performance of State Route 119 within the project limits.
- Incorporate Complete Streets features for pedestrians and bicyclists.
- Reduce flooding issues within the project limits.

Figure 1-1 Project Vicinity Map

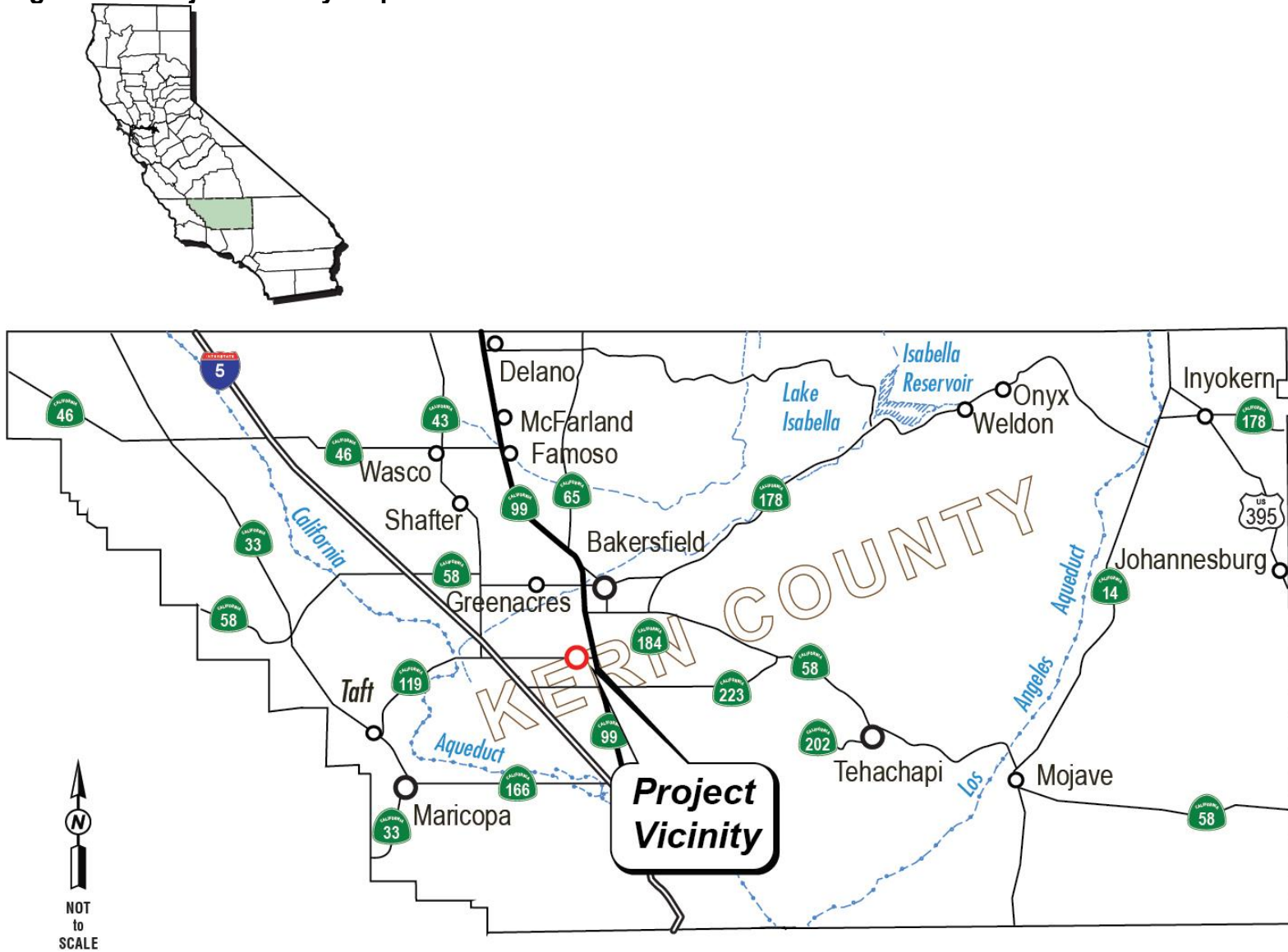
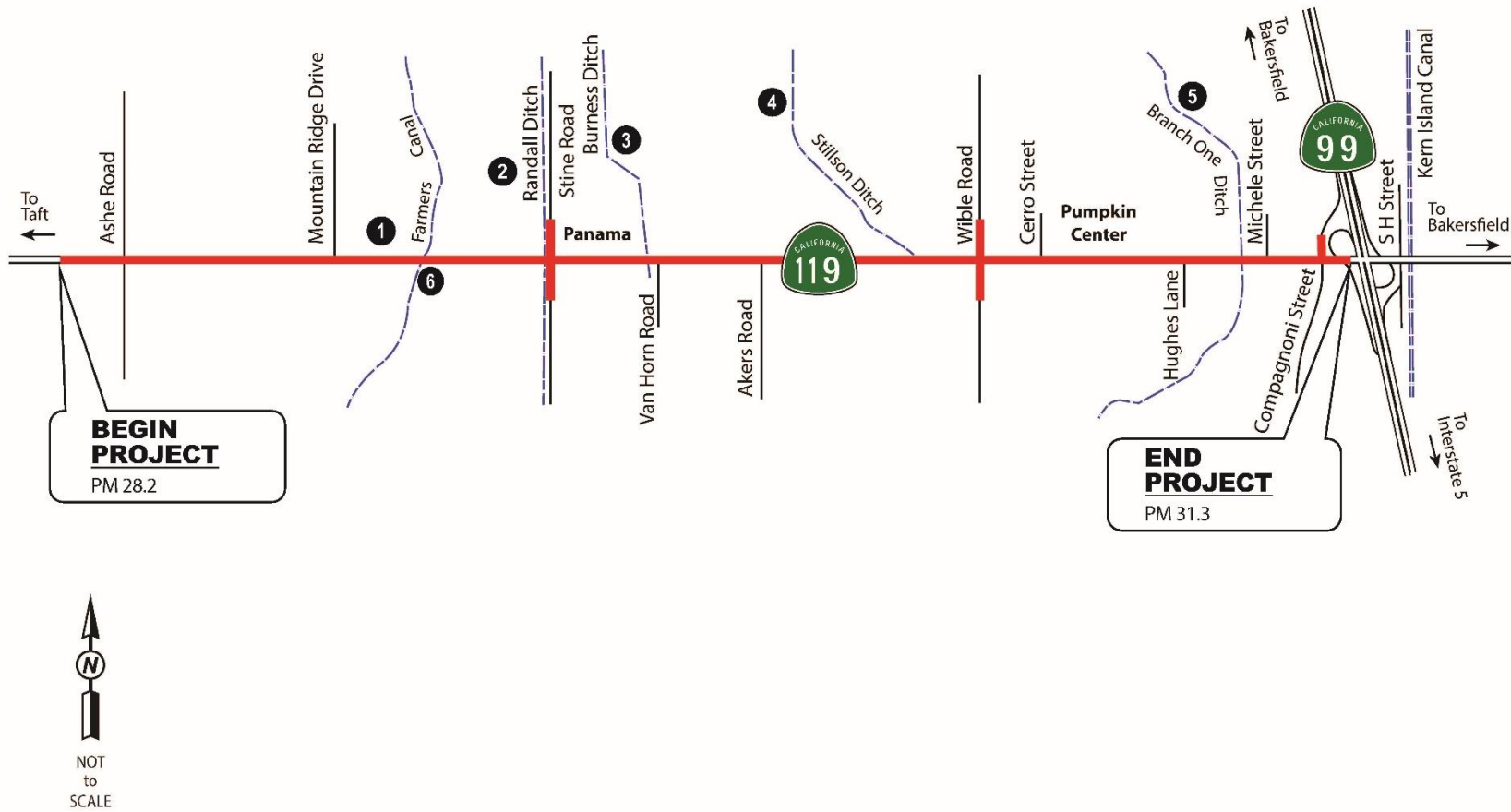


Figure 1-2 Project Location Map



## 1.2.2 Need

The condition of the pavement within the project limits has deteriorated due to storm damage and the volume of truck traffic. This has resulted in increased costs to maintain the existing pavement. Restoring the roadway to a state of good repair would minimize maintenance costs and result in smoother pavement surfaces that could lead to improved vehicle operations, reduced emissions, and reduced energy consumption.

Current and future traffic projections assume that the project is in a rural setting and that the forecasted growth rate is 2.48 percent per planned land use conversion.

- The average daily traffic count for 2024 (construction year) along State Route 119 is expected to be 20,500 vehicles; it is expected to be 10,400 vehicles at the southbound State Route 99 off-ramp to State Route 119.
- The average daily traffic count for 2044 (20 years after construction) along State Route 119 is expected to be 33,500 vehicles; it is expected to be 17,000 vehicles at the southbound State Route 99 off-ramp to State Route 119.
- The average daily traffic count for 2064 (40 years after construction) along State Route 119 is expected to be 54,500 vehicles; it is expected to be 28,000 vehicles at the southbound State Route 99 off-ramp to State Route 119.

A total of 30 accidents—two fatal, 11 injuries, 17 property damage only—were recorded from July 2016 to June 2019, within the 3.07-mile segment. Two fatalities were recorded for this segment, one just west of Stine Road and the other between Stine Road and Van Horn Road. A total of 17 accidents were recorded within the Pumpkin Center area from post mile 30.48 to post mile 30.76. Multiple homes have direct access to State Route 119 on this segment. Out of the 17 accidents that were recorded, 16 of them involved vehicles turning or stopping. The fatal accident rate for State Route 119 within the project limits (0.048 million vehicle mile) is higher than the statewide average (0.014 million vehicle mile) for similar highways. The total accident rates were lower for State Route 119 within the project limits (0.73 million vehicle mile) than the statewide average (1.02 million vehicle mile) for similar highways.

The project would improve the intersections at Stine Road and Wible Road by building northbound and southbound left-turn lanes on those roads to accommodate simultaneous truck turning. A center left-turn lane would be built on State Route 119 between Wible Road and the State Route 99/State Route 119 interchange. The center left-turn lane is reserved for vehicles making left turns while allowing traffic to continue to move in both directions on State Route 119. Once the project is completed, on-street parking would not be allowed, according to the city of Bakersfield's development standards for State Route 119.

Complete Streets features include Americans with Disabilities Act-compliant curb ramps, sidewalks, driveways, and a continuous bike lane in both directions of State Route 119. Additional bike lanes and sidewalks would encourage other modes of travel and could result in reduced vehicle miles traveled, which would offset energy usage. Installing Americans with Disabilities Act-compliant curb ramps would provide an accessible route that people with disabilities can use to safely transition from the roadway to the curbed sidewalk or vice versa.

Ponding water is an issue at various locations on State Route 119 within the project limits. Flooding and standing stormwater occur on the north side of State Route 119 in Pumpkin Center, and at all four corners of the intersection at Wible Road and State Route 119. Building a drainage basin at Wible Road and State Route 119, drainage ditches alongside the roadway, and installing a storm drain would reduce the standing water conditions that exist within the project limits.

### **1.3 Project Description**

The project proposes to resurface, restore, and rehabilitate a roadway on State Route 119 in the unincorporated communities of Panama and Pumpkin Center near Bakersfield, from Ashe Road to the State Route 99/State Route 119 interchange. The project includes a Build Alternative and a No-Build Alternative. Current project costs include the following:

- Support costs: \$14,450,000
- Construction costs: \$20,400,000
- Right-of-way costs: \$11,100,000

### **1.4 Project Alternatives**

A Build Alternative and a No-Build Alternative are being considered for the project.

#### **1.4.1 Build Alternatives**

This project contains standardized project measures that are used on most, if not all, Caltrans projects, and were not developed in response to any specific environmental impact that could result from the proposed project. These measures are listed later in this chapter under “Standard Measures and Best Management Practices Included in All Alternatives.”

This project proposes to resurface, restore, and rehabilitate a roadway on State Route 119 in the unincorporated communities of Panama and Pumpkin Center near Bakersfield, from Ashe Road to the State Route 99/State Route 119 interchange. Roadway work to the existing eastbound and westbound lanes of State Route 119 includes repairing localized areas, reconstructing travel lanes from post mile 30.8 to

the State Route 99/State Route 119 interchange and widening intersections and shoulders to meet current standards. Work would also involve adding a median lane to accommodate two-way turning between Wible Road and the State Route 99/State Route 119 interchange.

Operational improvements include adding a westbound right-turn lane from State Route 119 to northbound Ashe Road, adding northbound and southbound left-turn lanes from Stine Road to State Route 119, and adding northbound and southbound left-turn lanes from Wible Road to State Route 119.

Bike lanes, sidewalks, driveways, and curb ramps would be added within the project limits. Existing curb ramps would be updated to current Americans with Disabilities Act standards.

Drainage improvements would include installing new drainage inlets, building a water storage basin with a storm drainage system at Wible Road and State Route 119 to address the existing flooding in the area, and building side ditches. Widening would occur at Farmers Canal, Randall Ditch, Burness Ditch, Stillson Ditch, and Branch One Ditch.

Tree and vegetation removal would be required for project construction. Existing utilities would be relocated, and additional right-of-way would be required.

Night work during construction is expected for this project due to existing traffic conditions and potential lane closures. Traffic detours are not anticipated for construction activities. Typically, a flagger on either side of the construction work zone will control the flow of traffic intermittently with one direction closed and the other direction open to traffic. When construction work is being done along eastbound section of the roadway, the traffic flow will be in the westbound direction and vice versa. Temporary lane closures may be necessary for small sections of the project.

#### **1.4.2 No-Build (No-Action) Alternative**

State Route 119 would remain as it currently exists under the No-Build Alternative. There would be no improvements to the roadway.

### **1.5 Standard Measures and Best Management Practices Included in All Alternatives**

14-1.02 Environmentally Sensitive Area: Pertains to environmentally sensitive areas marked on the ground. Do not enter an environmentally sensitive area unless authorized. If breached, immediately stop all work within 60 feet of the boundary, secure the area, and notify the engineer.

14-2.03 Archaeological Resources: Pertains to archaeological resources discovered within or near construction limits. Do not disturb the resources and immediately stop all work within a 60-foot radius of discovery, secure the area, and notify the engineer. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. Archaeological mitigation may include monitoring.

14-6.03 Species Protection: Pertains to protecting regulated species and their habitat that occur within or near the job site. Upon discovery of a regulated species, immediately stop all work within a 100-foot radius of the discovery and notify the engineer.

14-6.03B Bird Protection: Pertains to protecting migratory and nongame birds, their occupied nests and their eggs. Upon discovery of an injured or dead bird or migratory or nongame bird nests that may be adversely affected by construction activities, immediately stop all work within a 100-foot radius of the discovery and notify the engineer. Exclusion devices, nesting-prevention measures, and removing constructed and unoccupied nests may be applied.

14-7.03 Discovery of Unanticipated Paleontological Resources: If paleontological resources are discovered at the job site, do not disturb the resources and immediately stop all work within a 60-foot radius of the discovery, secure the area, and notify the engineer. Do not move paleontological resources or take them from the job site.

14-8.02 Noise Control: Pertains to controlling and monitoring noise resulting from work activities. Noise levels are not to exceed 86 decibels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

14-9.02 Air Pollution Control: Comply with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the construction contract.

14-11 Hazardous Waste and Contamination: Includes specifications relating to hazardous waste and contamination.

14-11.02 Discovery of Unanticipated Asbestos and Hazardous Substances: Upon discovery of unanticipated asbestos or a hazardous substance, immediately stop work and notify the engineer.

14-11.04 Dust Control: Excavation, transportation, and handling of material containing hazardous waste or contamination must result in no visible dust migration. When clearing, grubbing, and performing earthwork operations in areas containing hazardous waste or contamination, provide a water truck or tank on the job site.

14-11.12 Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue: Includes specifications for removing, handling, and disposing of

yellow thermoplastic and yellow painted traffic stripe and pavement marking. The residue from the removal of this material is a generated hazardous waste (lead chromate). Removal of existing yellow thermoplastic and yellow painted traffic stripe and pavement marking exposes workers to health hazards that must be addressed in a lead compliance plan.

14-11.13C Safety and Health Protection Measures: Applies to worker protective measures for potential lead exposure.

14-11.14 Treated Wood Waste: Includes specifications for handling, storing, transporting, and disposing of treated wood waste.

## 1.6 Discussion of the NEPA Categorical Exclusion

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

## 1.7 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers	Section 404 permit for filling and dredging waters of the U.S.	Obtain permit before construction starts.
California Department of Fish and Wildlife	Section 1602 Streambed Alteration Agreement	Submit a 1602 permit after approval of the final environmental document and before construction begins.
Regional Water Quality Control Board	Clean Water Act Section 401: State Certification of Water Quality	A Section 401 Certification permit would be obtained before construction starts.
San Joaquin Valley Air Pollution Control District	National Emission Standards for Hazardous Air Pollutants	Notification before demolition of structures.



# Chapter 2 CEQA Evaluation

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## 2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Potentially Significant Impact, Less Than Significant 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 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.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

### 2.1.1 Aesthetics

Considering the information included in the Preliminary Environmental Study for Visual Impacts dated September 16, 2019, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Aesthetics</b>
a) Have a substantial adverse effect on a scenic vista?	<b>No Impact</b>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<b>Less Than Significant</b>

Question—Would the project:	CEQA Significance Determinations for Aesthetics
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?	<b>No Impact</b>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<b>No Impact</b>

***b) Affected Environment***

The surrounding land use in the area is agricultural, commercial, institutional, and residential. The roadsides mainly consist of bare soil, scattered grasses, and landscape trees and shrubs planted by others.

***Environmental Consequences***

***Build Alternative***

A licensed landscape architect with training in visual resource management completed Caltrans’ standard questionnaire to determine the visual impact assessment level for this project. The completed questionnaire indicated that the project would result in negligible changes to the visual environment. A Visual Impact Analysis would not be required for this project. The project is not on a state scenic property; therefore, a Scenic Resource Evaluation is not required for this project.

Tree removal would occur for the project. About 24 eucalyptus and several other landscape trees would be removed for project construction. These trees would not provide visual screening to sensitive neighbors like homes and schools.

***No-Build Alternative***

No impacts to visual resources would occur under the No-Build Alternative.

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

***Build Alternative***

All areas disturbed during project construction would be treated with an erosion control seed mix that consists of native or climate-appropriate species for the project area. Replacement planting in areas of irrigated landscaping would visually blend the construction locations with their surroundings. The

replacement planting would be based on the new site conditions after construction.

*No-Build Alternative*

No avoidance, minimization, and/or mitigation measures would be required under the No-Build Alternative.

**2.1.2 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.

Considering the information included in the Community Impact Assessment dated March 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
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?	<b>Less Than Significant Impact</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<b>No Impact</b>
c) Conflict with existing zoning, 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))?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<b>No Impact</b>
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?	<b>Less Than Significant Impact</b>

**a, e) Affected Environment**

Grapes, almonds, and citrus were the top three grossing commodities produced in 2018, according to the Kern County Agricultural Crop Report. In all, grapes were valued at more than \$1,700,000,000. Almonds were valued at over \$1,260,000,000. Kern County is the second-leading citrus growing county in the state, with Navel oranges making up almost half of the county’s total citrus volume.

Kern County is also known for its pistachio production. Kern County growers harvested just over 286 million pounds of pistachios, which was about 47 percent of the statewide total in 2018. Grapes, almonds, pistachios, citrus, and milk make up more than \$4,400,000,000 or 59 percent of the total agricultural economy in Kern County.

Almonds and field crops are within the project limits.

No timberlands or forest land exist within the project area.

**Environmental Consequences**

The U.S. Department of Agriculture’s Farmland Conversion Impact Rating Form AD-1006 is used to determine farmland impacts. The form assigns a total score of up to 260 points, 100 points for the relative value of affected farmland plus up to 160 points for the alternative assessment. Caltrans submitted the acreage converted for the project on Form AD-1006 to the U.S. Department of Agriculture Natural Resources Conservation Service in Bakersfield for evaluation on November 12, 2019.

**Build Alternative**

About 7 acres of farmland would be converted under the Build Alternative. These represent strips of land next to the roadway. Five acres were identified as prime and unique farmland, and 2 acres were identified as statewide and local important farmland. This represents 0.0003 percent of the farmland in Kern County that would be converted for transportation use. Notifying the director at the California Department of Conservation is required if Williamson

Act land would be converted for the project. Two of the 7 acres of farmland are from Williamson Act parcels.

*No-Build Alternative*

Farmland would not be converted under the No-Build Alternative.

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

*Build Alternative*

The General Plan Land Use, Open Space, and Conservation Element incorporates policies and programs that recognize the importance of agriculture and the necessity to manage this resource for future use. The planning document also recognizes that tax and economic incentives, available markets, and water are important factors to ensure the long-term retention of agricultural use. The continued existence of large, nearby areas of agricultural zoning, Williamson Act and Farmland Security Zone Programs, and Kern County's adopted Right-to-Farm/Right-to-Business Resolutions acknowledge agriculture's importance to Kern County.

Remnant parcels of farmland would be avoided as much as possible under the Build Alternative by acquiring right-of-way in slivers (linear strips) of the property next to the existing parcels. When possible, Caltrans would allow farmland to be kept in production (after purchase) until needed for construction.

Total corridor assessment points, as listed in the Farmland Conversion Impact Rating Form for Corridor Type projects is 70, well below the 160-point value that would require consideration of mitigation for farmland. Mitigation measures are not expected for the Build Alternative.

*No-Build Alternative*

Avoidance, minimization, and mitigation measures are not expected under the No-Build Alternative.

**2.1.3 Air Quality**

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

The project was presented to Interagency Consultation Partners and was found not to be a "project of air quality concern." Concurrence from Caltrans and the U.S. Environmental Protection Agency was received on September 19, 2019.

Considering the information included in the Caltrans Pumpkin Center 3R Rehabilitation Project Air Quality Memo dated December 2019, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	<b>No Impact</b>
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?	<b>No Impact</b>
c) Expose sensitive receptors to substantial pollutant concentrations?	<b>No Impact</b>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<b>No Impact</b>

### 2.1.4 Biological Resources

Considering the information included in the Natural Environment Study dated October 2019, and Letter of Concurrence from the U.S. Fish and Wildlife Service dated January 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	<b>Less Than Significant Impact</b>
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?	<b>Less Than Significant Impact</b>

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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?	<b>Less Than Significant Impact</b>
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?	<b>Less Than Significant Impact</b>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<b>No Impact</b>
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?	<b>No Impact</b>

**a-d) Affected Environment**

Animals that have the potential to occur in the project area are San Joaquin kit foxes (*Vulpes macrotis mutica*), Swainson’s hawks (*Buteo swainsoni*), white-tailed kites (*Elanus leucurus*), American badgers (*Taxidea taxus*), burrowing owls (*Athene cunicularia*), migratory birds, and potential jurisdictional waters of the U.S. Army Corps of Engineers and Regional Water Quality Control Board.

**San Joaquin Kit Fox**

The San Joaquin kit fox is federally listed as endangered and state listed as endangered. Though San Joaquin kit foxes prefer alkali scrubs/shrubs and uncultivated agricultural and arid grassland habitats, urbanized populations have been seen in the Bakersfield area. The San Joaquin kit fox eats small nocturnal rodents and uses dens to escape predators, rear puppies, and adverse weather conditions.

San Joaquin kit foxes in urban environments often use industrial areas, commercial areas, and canal banks for movement and denning. They can eat discarded food, pet food left outdoors, and occasional handouts by humans.

There are known populations of urban San Joaquin kit foxes in the city of Bakersfield, including several historical and recent occurrences within a 10-mile radius of the project. The most recent report from the Endangered Species Recovery Program includes sightings at the Kaiser Permanente Sports Village Soccer Complex about a half-mile from the project area.

An individual San Joaquin kit fox was seen within a half-mile of the project site during spotlight surveys. The fox was seen in a fallow field next to a school on two consecutive nights during the spotlighting surveys; the two sightings are presumed to be the same individual.

#### *Swainson's Hawk*

The state threatened Swainson's hawk favors fallow fields and rangeland habitats and has adapted to agricultural environments for foraging. Swainson's hawks use stands of trees near these foraging areas as nesting sites. Nesting usually starts in late March, and the young usually leave the nest by July. Swainson's hawks are opportunistic, often perching on the ground and waiting for field tractors to pass by so they can feed on prey stirred up by the tractor.

A Swainson's hawk breeding pair were seen within a half-mile of the project site, and two young hawks were seen on the nest. The nest tree was on the east side of State Route 99, outside the project limits. No other Swainson's hawk nests were identified during this survey season.

#### *White-Tailed Kite*

The white-tailed kite is designated as a fully protected species by the state of California. Foraging habitat includes undisturbed, open grasslands, farmlands, and emergent wetlands. This species specializes in hunting small rodents.

The white-tailed kite breeding season is from February to October. Nests are usually found within a half-mile of suitable foraging areas. Successful nests are in rows or patches of trees (riparian corridors, unmanaged vegetation) overlooking fallow fields and pastures. Successful nests are usually within 0.9 mile of water.

A white-tailed kite was seen perching within a half-mile of the project site in January during field surveys. No active nests were identified.

#### *American Badger*

The American badger is considered a Species of Special Concern by the California Department of Fish and Wildlife. The American badger is yellowish-grey and has a white stripe from its nose over the top of its head. It also has a black spot in front of each ear and its feet are all black.

American badgers are carnivorous and prefer dry open shrublands and forest or herbaceous habitats. They dig burrows for cover, are active year-round, and mate in the summer or early fall.

One recent occurrence of this species was reported in 2008, about 1.9 miles southeast of the project site. No American badgers were seen during spotlighting or camera trapping surveys, and no roadkill sightings were found



during other site visits. No potential dens or other American badger signs were seen within the project area.

### *Burrowing Owl*

The burrowing owl is considered a Species of Special Concern by the California Department of Fish and Wildlife. It is also protected by the Migratory Bird Treaty Act and California Fish and Game Code Section 3503. The burrowing owl is a year-round resident of open, dry grassland and desert habitats, agricultural areas, and ponderosa pine habitats.

Burrowing owls use burrows made by ground squirrels or badgers, or human-made structures such as culverts or openings beneath cement or asphalt pavement. Burrows provide protection, shelter, and nests for burrowing owls. The nesting season starts as early as February 15 and continues through August 31.

Four relatively active burrows were found in an unused cattle enclosure about 1.2 miles south of the project. This species was seen within 2 miles of the project site during spotlighting surveys in an abandoned housing development area. No other potential dens or other burrowing owl signs were seen within the project area. However, habitat within the project area could be suitable as foraging and denning habitat for this species.

### *Migratory Birds*

Migratory nesting bird surveys were conducted during the avian season (February-September). Songbird nests were more difficult to identify due to the density of the trees.

Nesting swallows were seen but not on any roadway features within the project area. Many large trees within the project area would provide adequate nesting habitat for larger migratory bird species, however, few nests were seen when field surveys were conducted.

### *Other Waters*

Early coordination during the Project Approval and Environment Document phase of the project was conducted between Caltrans and the U.S Army Corps of Engineers on September 25 and September 26, 2018 to determine if the project includes potential jurisdictional waters of the U.S. The following waters exhibit an ordinary high-water mark and may be subject to the jurisdiction of the U.S. Army Corps of Engineers and Regional Water Quality Control Board: Farmers Canal, Randall Ditch, Burness Ditch, and Branch One Ditch. Early coordination was also conducted between Caltrans and the California Department of Fish and Wildlife on July 30, 2018 to determine if these resources also fall under the jurisdiction of the Lake and Streambed Alteration Program. The waters named above exhibit an upstream and downstream connectivity from State Route 119 and exhibit connectivity to the

Kern River and therefore may be subject to the jurisdiction of the California Department of Fish and Wildlife.

Additional consultation during the design phase of the project is required from the U.S. Army Corps of Engineers, the Regional Water Quality Control Board, and the California Department of Fish and Wildlife for a final jurisdictional determination.

### ***Environmental Consequences***

#### ***Build Alternative***

#### ***San Joaquin Kit Fox, American Badger, Burrowing Owl, Swainson's Hawk, White-Tailed Kite, and Migratory Birds***

The following habitat types used by San Joaquin kit foxes, American badgers, burrowing owls, Swainson's hawks, and white-tailed kites for foraging and denning, would be temporarily and permanently impacted by construction activities. These include:

- Ruderal/disturbed habitat: Construction activities may permanently impact up to 1.18 acres and temporarily impact up to 9.36 acres of ruderal/disturbed habitat.
- Non-native annual grassland habitat: Construction activities may permanently impact up to 0.02 acre and temporarily impact up to 7.04 acres of non-native annual grassland habitat.
- Agricultural: Construction activities may temporarily impact up to 2.75 acres of agricultural land.
- Developed (Residential and Commercial): Construction activities may permanently impact up to 5.1 acres and temporarily impact up to 37.69 acres of developed (residential and commercial) land.

About 24 eucalyptus trees and several other sizable tree species would be removed for project construction. These trees provide nesting habitat for raptors and migratory birds. Eucalyptus species have the highest potential for Swainson's hawk occupation. Impacts on these trees could displace other nesting raptors and limit nesting opportunities for Swainson's hawks in the project area.

Caltrans received a Letter of Concurrence dated January 2020 from the U.S. Fish and Wildlife Service concurring with Caltrans' determination that the project may affect but is not likely to adversely affect the San Joaquin kit fox.

#### ***Other Waters***

The existing culverts would need to be lengthened to accommodate the larger roadway. If the irrigation water cannot be temporarily shut off, work in the

waterway may require a temporary water diversion. About 0.08 acre of permanent impacts and 0.33 acre of temporary impacts to potential waters of the U.S. are expected.

Caltrans and the contractor would follow applicable Best Management Practices during construction. Additional measures would be implemented as required by the permit conditions of Section 401 and 404 of the Clean Water Act and Section 1600 Lake or Streambed Alteration Agreement.

#### *No-Build Alternative*

Impacts to San Joaquin kit foxes, American badgers, burrowing owls, Swainson's hawks, white-tailed kites, and migratory birds are not expected under the No-Build Alternative. Impacts to Farmers Canal, Randall Ditch, Burness Ditch, and Branch One Ditch are also not expected under the No-Build Alternative.

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

#### *Build Alternative*

Caltrans and the contractor would follow Best Management Practices during construction. Additionally, the following standard measures would be implemented for the threatened and endangered species discussed in this section:

- Project employees would be directed to exercise caution when commuting within the habitats of listed species. A daytime 20-mile-per-hour speed limit would be observed in all project areas, except on county roads and state and federal highways. Project employees would be provided with written guidance governing vehicle use, speed limits on unpaved roads, fire prevention, and other hazards. A nighttime 10-mile-per-hour speed limit would be observed in all project areas, except on county roads and state and federal highways.
- Before starting ground disturbance activities, the contractor, the contractor's employees, subcontractors, and subcontractors' employees would attend an employee education program conducted by an agency-approved biologist (if approval is required). The program would consist of a brief presentation on the biology, legislative protection, and measures to avoid impacts to protected species during project implementation.
- Before starting ground disturbance activities, an agency-approved biologist would conduct pre-activity surveys for special-status species (if approval is required). Pre-construction surveys would be conducted within 30 days before ground disturbance or construction activities start. The surveys would identify potential San Joaquin kit fox dens or other evidence of San Joaquin kit fox occupancy. If the San Joaquin kit fox or any other special-status species is detected within the project limits, and

Caltrans biologists determine that there is potential for take, then the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife would be consulted, and a take authorization would be obtained.

- A litter control program would be implemented for the project, and trash would be removed daily from the project site. No pets or firearms (except for law enforcement officers and security personnel) would be allowed onsite.
- To minimize the adverse effects of lighting, the proposed action would confine lighting to areas within the construction footprint.
- A qualified biologist(s) would be available on call during all construction periods in the event of sightings of listed species onsite or near the project footprint. A biological monitor would be present during the proposed work if the work occurs near active den locations.
- Excavations deeper than 2 feet would be covered with plywood or similar materials or escape ramps would be put in place at the end of each workday to prevent any entrapment. Each excavation would be inspected thoroughly before being filled.
- All staging areas would be approved by the project biologist and would be designated with stakes/flagging. Proof of environmental compliance, including all state and federal laws and regulations, would be provided to the engineer if staging/storage areas occur outside of the project area or on private property.
- Before starting ground disturbance activities, a qualified biologist would conduct pre-activity surveys for burrowing owls. Pre-construction surveys would be conducted within 30 days before ground disturbance activities start. The surveys would identify any potential burrowing owl burrows or other evidence of burrowing owl occupancy. Avoidance and minimization measures would be implemented if burrowing owl burrows are present on the site where project activities would occur. The development of avoidance and minimization approaches would be determined by monitoring the burrowing owls by a qualified biologist. The biologist would determine the appropriate level of effort for monitoring and if exclusion zones would need to be implemented.
- Before starting ground disturbance activities, a qualified biologist would conduct pre-activity surveys for migratory birds and raptors. Pre-construction surveys would be conducted within 30 days before ground disturbance activities start. Avoidance and minimization measures would be implemented if active migratory bird nests are on the site where project activities would occur. The development of avoidance and minimization approaches will be determined by monitoring the active nests. A qualified

biologist would determine the appropriate monitoring and if exclusion zones would need to be implemented. A 500-foot work exclusion zone is proposed for all migratory raptor species, and a 100-foot work exclusion zone is proposed for all other migratory bird species that do not have additional state or federal listing status. These buffers may be reduced if there is a biological or ecological reason to do so; however, a qualified biological monitor would need to be present if any construction activities are performed within these exclusion zones.

- Potential changes include designing the basin to allow San Joaquin kit foxes to enter and exit. If this change is implemented, food sources like ground squirrels, desert cottontails, and black-tailed jackrabbits can use the area after construction. The sloped ground could provide potential denning habitat for San Joaquin kit foxes, and limited access to the basin would provide protection from humans and predators. These changes to the basin would also allow habitat to be preserved for potential burrowing owl use. This proposed design change is subject to review and concurrence with the city of Bakersfield, the Caltrans design team and maintenance team, and other approving parties.
- If a San Joaquin kit fox den is discovered within or near the project right-of-way, and there is a potential for take, additional design changes would be coordinated with the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife.

The proposed activities are not expected to adversely impact the San Joaquin kit fox or its habitat; therefore, no compensatory mitigation is proposed. According to the Bakersfield Habitat Conservation Plan, this region of State Route 119 would eventually be developed. Post-construction conditions would be made suitable for urban San Joaquin kit fox use.

If it is later determined that compensatory mitigation would be required for impacts, the appropriate agencies would be consulted to determine appropriate compensatory mitigation options.

No compensatory mitigation is proposed for the American badger, burrowing owl, Swainson's hawk, white-tailed kite, or migratory birds.

#### *Other Waters*

Impacts to jurisdictional waters may require compensatory mitigation through the purchase of credits.

#### *No-Build Alternative*

Compensatory mitigation for the San Joaquin kit fox, American badger, burrowing owl, Swainson's hawk and white-tailed kite is not required under the No-Build Alternative. Compensatory mitigation is also not expected for

Farmers Canal, Randall Ditch, Burness Ditch, and Branch One Ditch under the No-Build Alternative.

### 2.1.5 Cultural Resources

Considering the information included in the Historic Property Survey Report for the Pumpkin Center 3R Rehabilitation Project dated November 2019, and a State Historic Preservation Office letter dated December 2019, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Cultural Resources</b>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<b>No Impact</b>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<b>No Impact</b>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<b>No Impact</b>

### 2.1.6 Energy

Considering the information included in the Energy section of the Caltrans Standard Environmental Reference dated January 2020, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Energy</b>
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<b>No Impact</b>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<b>No Impact</b>

### 2.1.7 Geology and Soils

Considering the information included in the California Department of Conservation Earthquake Zone Map, dated January 2020, California Department of Conservation Landslide Map, dated January 2020, Alquist-Priolo Earthquake Fault Zoning Map, dated January 2020, and Paleontological Evaluation Report and Preliminary Mitigation Measures, dated October 2019, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>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.</p>	<b>No Impact</b>
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>ii) Strong seismic ground shaking?</p>	<b>No Impact</b>
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>iii) Seismic-related ground failure, including liquefaction?</p>	<b>No Impact</b>
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>iv) Landslides?</p>	<b>No Impact</b>
<p>b) Result in substantial soil erosion or the loss of topsoil?</p>	<b>No Impact</b>
<p>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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?</p>	<b>No Impact</b>
<p>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?</p>	<b>No Impact</b>
<p>e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</p>	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>Less Than Significant Impact</b>

**f) Affected Environment**

The project is within the Great Valley geomorphic province of California. Sediments underlying the project area consist of Quaternary/Recent alluvial fan deposits. Quaternary age flatland alluvial deposits near the southern end of the San Joaquin Valley are dominated by late Holocene Kern River, Caliente Creek, and Tejon Creek alluvial fans originating from bedrock uplands and spreading out toward the valley center. Holocene fan deposits lie next to major drainages and mountain fronts, and late Pleistocene alluvial fans are along the topographically higher margins of valleys and at distal ends of younger fans.

**Environmental Consequences**

*Build Alternative*

The sediments of the Quaternary/Recent alluvial fan deposits have a low potential to contain scientifically significant non-renewable paleontological resources. However, based on the dimensions of the proposed drainage basin and linear excavations reaching and exceeding 6 feet in depth, previously undisturbed materials of the Quaternary/Recent alluvial fan deposits and older underlying formations with higher paleontological potential may be disturbed.

*No-Build Alternative*

No impacts to paleontological resources are expected under the No-Build Alternative.

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

*Build Alternative*

The following measures must be applied:

- A qualified professional paleontologist would designate paleontological monitors, which would be onsite to conduct spot check monitoring for excavations that are 6 to 8 feet in depth at the basin and linear excavations deeper than 6 feet. Continuous monitoring would occur for excavations deeper than 8 feet.
- If paleontological resources are discovered during project-related activities, work must stop within a 60-foot radius of the find, and the resident engineer must be notified immediately.



- The monitor should take bulk samples for offsite processing. Qualified specialists would identify recovered specimens.
- All construction/project personnel must complete a construction safety orientation. A procedure for interacting with paleontological and construction personnel would need to be developed in consultation with the resident engineer.
- Conduct pre-construction paleontological sensitivity training for earthmoving personnel.

*No-Build Alternative*

Avoidance, minimization, and mitigation measures are not required under the No-Build Alternative.

**2.1.8 Greenhouse Gas Emissions**

Considering the information included in the Climate Change and Greenhouse Gas Emissions Memo dated March 2020, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Greenhouse Gas Emissions</b>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<b>Less Than Significant Impact</b>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<b>No Impact</b>

**a) Affected Environment**

The project sits along State Route 119 in Kern County. Land use next to State Route 119 varies widely, ranging from agriculture to newer subdivisions to older businesses/communities, and ends with newer businesses geared for travelers at the State Route 99/State Route 119 interchange.

State Route 119 within the project area is a two-lane roadway with paved and unpaved shoulders. New subdivision construction improvements of curb, gutter, and sidewalk have resulted in varying roadway widths within the project limits. Many unpaved driveways within the project limits are being used as access points to State Route 119. A mix of truck and urban traffic use this section of State Route 119. State Route 119 in the project area is rarely congested.

The purpose of the project is to:

- Rehabilitate the roadway to a state of good repair.
- Improve the operational performance of State Route 119 within the project limits.
- Incorporate Complete Streets features for pedestrians and bicyclists.
- Reduce flooding issues within the project limits.

The 2018 Kern County Regional Transportation Plan by the Kern Council of Governments guides transportation and housing development in the project area. Chapter 4 of the plan (Sustainable Communities Strategy) discusses the emission reduction strategy for the region. The Sustainable Communities Strategy strives to reduce air emissions from passenger vehicle and light-duty truck travel by better coordinating transportation expenditures with forecasted development patterns and help to meet greenhouse gas targets for the region.

### ***Environmental Consequences***

#### ***Build Alternative***

Greenhouse gas emissions impacts of non-capacity increasing projects like the Pumpkin Center 3R Rehabilitation Project are considered less than significant under CEQA because there would be no increase in operational emissions.

However, construction equipment and material process and delivery may generate short-term greenhouse gas emissions during construction. Carbon dioxide emissions generated from construction equipment were estimated using the Caltrans Construction Emissions Tool. The estimated emissions would be 359 tons of carbon dioxide per 100 working days.

While some construction greenhouse gas emissions would be unavoidable, implementing standard conditions or Best Management Practices designed to reduce or eliminate emissions as part of the project would reduce impacts to less than significant.

#### ***No-Build Alternative***

No impacts on greenhouse gas emissions are associated with the No-Build Alternative.

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

#### ***Build Alternative***

Measures to reduce project-level greenhouse gas emissions include:

- Caltrans Standard Specifications Section 14-9.02, Air Pollution Control requires the contractor to comply with all air-pollution control rules, regulations, ordinances, and statutes.
- Incorporating Complete Streets components such as sidewalk and bike lanes.
- Landscape planting to replace trees removed for project construction.
- All areas disturbed during construction would be treated with an erosion control seed mix that consists of native or climate-appropriate species for the area.

*No-Build Alternative*

Avoidance, minimization, and mitigation measures are not required for the No-Build Alternative.

**2.1.9 Hazards and Hazardous Materials**

Considering the information included in the Initial Site Assessment dated May 2019, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<b>Less Than Significant Impact</b>
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?	<b>No Impact</b>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<b>No Impact</b>
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?	<b>Less Than Significant Impact</b>

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
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?	<b>No Impact</b>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<b>No Impact</b>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<b>No Impact</b>

***a, d) Affected Environment***

The Initial Site Assessment included site reconnaissance, review of historic topographic maps, aerial photographs, regulatory databases, facility-related documents, and other site-related record sources. Residential, commercial, industrial, and agricultural land uses are found within the project limits. The project area also includes some vacant and undeveloped land.

***Environmental Consequences***

***Build Alternative***

The Initial Site Assessment identified seven medium risk parcels within the project study area. These parcels may require further evaluation of the potential impact on the planned project, which will be determined during the detailed design phase. If the land acquisition remains a partial take, the risk is medium to low for hazardous waste/materials. If more land is required, further investigation may be required, and the Initial Site Assessment will be revised at that time. Partial land acquisition from these parcels would be needed for the project.

**Table 2.1 Potential Hazardous Waste and Materials Concerns**

Address	Land Use	Potential Concerns
3220 Taft Highway	Restaurant, former grocery store with fuel tanks. On leaking underground storage tank database with case closed in 1993.	Hydrocarbon impacted soil from former underground storage tanks.
3221 Taft Highway	Gas station with active underground storage tanks. No reported leaks.	Subsurface impacts from petroleum hydrocarbons associated with underground storage tanks.
2924 Taft Highway	Commercial business. Underground storage tanks removed in 1999. On leaking underground storage tank database. Case closure granted in 2002. No remedial action required.	Subsurface impacts from petroleum hydrocarbons associated with underground storage tanks.
2800 and 2804 Taft Highway	Commercial business. Underground storage tanks removed according to Kern County. No further information.	Subsurface impacts from petroleum hydrocarbons associated with underground storage tanks.
2901, 2903, 2915, and 2919 Taft Highway	Former Texaco station. No further details.	Subsurface impacts from petroleum hydrocarbons associated with underground storage tanks.
2258 and 2310 Taft Highway	Rural residential and commercial use. M4 Corporation fuel facility from 2006 to 2014. No reported releases.	Subsurface impacts from petroleum hydrocarbons associated with underground storage tanks.
2201 Taft Highway	Industrial use. Diesel fuel release reported in 1998. Case closure in 2002.	Subsurface impacts from petroleum hydrocarbons.

*Caltrans Initial Site Assessment May 2019*

Four operating gas stations in the project area exist west of the State Route 99/State Route 119 Interchange. The gas station at 2126 Taft Highway had a reported release and received regulatory closure. No other releases that would impact the project have been reported. This property may require further evaluation for potential impact to the project. Right-of-way acquisitions from these parcels are not expected.

There are no documented releases from the Shell and Chevron petroleum pipelines along Ashe and Stine Roads within the project area.

Residual organochlorine pesticides (and associated elevated arsenic concentrations) may be present in shallow soil within the project study area due to historical non-regulated agricultural operations. Pesticide storage and mixing locations were not identified in the area. Pesticide and arsenic levels are not expected to exceed regulatory health-based screening thresholds for

commercial and industrial land use. Limited screening level soil sampling and analytical testing would be necessary to determine if excavated soil can be suitable for residential use.

An aerially deposited lead soil investigation was performed on April 15, 2019. Analytical results indicate that soil excavated from 0 to 3 feet would be considered non-hazardous and can be reused or relinquished without restriction.

An asbestos and lead-containing paint survey Was performed on April 16, 2019. The following structures were evaluated for asbestos-containing materials: State Route 119/State Route 99 Separation bridge number 50-0245E, Farmers Ditch box culvert, Randall Ditch box culvert, Burness Ditch box culvert, Stillson Ditch box culvert, Branch One Ditch box culvert, and Adjacent Branch One Ditch box culvert. Asbestos was not detected in samples of suspect materials or concrete in any of the structures. Lead paint in the project area would not be considered hazardous waste if generated from bridge number 50-0245E during construction activities. Lead paint was not detected on Farmers Ditch box culvert, Randall Ditch box culvert, Burness Ditch box culvert, Stillson Ditch box culvert, Branch One Ditch culvert, and Adjacent Branch One Ditch box culvert.

#### *No-Build Alternative*

There are no hazardous waste/material concerns with the No-Build Alternative.

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

#### *Build Alternative*

The following measures are required:

- Where encountered, undocumented underground storage tanks, septic systems, and domestic/agricultural/oil wells should be properly removed or abandoned in accordance with Kern County requirements.
- Asbestos-containing pipe and treated wood may be encountered during construction and would require handling and disposal in accordance with regulatory requirements.
- Yellow thermoplastic and paint striping removed during construction may require special handling and disposal requirements.
- San Joaquin Valley Air Pollution Control District regulations require that an asbestos survey be conducted on any bridge/building before demolition.

#### *No-Build Alternative*

Avoidance, minimization, and/or mitigation measures are not required for the No-Build Alternative.

### 2.1.10 Hydrology and Water Quality

Considering the information included in the Water Compliance Memorandum, dated November 2019, and Location Hydraulic Study dated August 2019, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Hydrology and Water Quality</b>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	<b>Less Than Significant Impact</b>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<b>No Impact</b>
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 onsite or offsite;	<b>Less Than Significant Impact</b>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	<b>No Impact</b>
(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	<b>No Impact</b>
(iv) impede or redirect flood flows?	<b>No Impact</b>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<b>No Impact</b>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<b>No Impact</b>

**a, c) Affected Environment**

There are five culvert crossings within the project limits that carry water to several other drainage and irrigation ditches. These include Farmers Canal, Randall Ditch, Burness Ditch, Stillson Ditch, and Branch One Ditch. These canals and ditches are mainly built to transport waters from the Kern River to supply for agricultural needs of the region. The Kern Delta Water District holds the water rights for managing and distributing waters within the unincorporated communities in the southern portion of the city of Bakersfield.

The Kern Delta Water District currently provides Kern River and state water to about 90,000 irrigated acres through five different water rights: Kern Island, Buena Vista, Stine, Farmers, and Eastside Canals. The total length of these canals is over 126 miles, and all water is transported via gravity flow. Consultation and coordination with the Kern Delta Water District is needed for construction work at the irrigation canals and ditches.

Ponding water is an issue at various locations on State Route 119 within the project limits. Flooding and standing stormwater occur on the northside of State Route 119 in Pumpkin Center, and at all four corners of the intersection at Wible Road and State Route 119.

Building a drainage basin at Wible Road and State Route 119 and drainage ditches alongside the roadway and installing a storm drain would reduce the standing water conditions that exist within the project limits.

The project is not in a 100-year base floodplain.

***Environmental Consequences***

***Build Alternative***

Widening bridges or culverts over the canals and ditches is not expected to cause long-term water quality impacts on surface waters. Short-term potential impacts to nearby surface and groundwater could occur due to accidental spills or poor management in handling hazardous materials, fuels, and other potential chemicals used during construction operations.

***No-Build Alternative***

No short-term or long-term impacts on water quality are associated with the No-Build Alternative.

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

***Build Alternative***

If the project disturbs one or more acres of soil, the following would be required:



- A Notification of Intent is to be submitted to the appropriate Regional Water Quality Control Board at least 30 days prior to the start of construction.
- A Stormwater Pollution Prevention Plan is to be prepared and implemented during construction to the satisfaction of the resident engineer.

A Notice of Termination is to be submitted to the Regional Water Quality Control Board upon completion of construction and site stabilization. A project would be considered complete when the criteria for final stabilization in the Construction General Permit are met.

By incorporating proper and accepted engineering practices and Best Management Practices, the project would minimize erosion or siltation onsite or offsite during construction or its operation.

*No-Build Alternative*

Avoidance, minimization, and/or mitigation measures are not required for the No-Build Alternative.

**2.1.11 Land Use and Planning**

Considering the information included in the Community Impact Assessment dated March 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	<b>No Impact</b>
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?	<b>No Impact</b>

**2.1.12 Mineral Resources**

Considering the information included in the Kern County General Plan, dated 2016, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
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>No Impact</b>
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?	<b>No Impact</b>

**2.1.13 Noise**

Considering the information included in the Noise Memorandum for Pumpkin Center 3R Rehabilitation Project in Kern County dated November 2019, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
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>Less Than Significant Impact</b>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<b>Less Than Significant Impact</b>
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 2 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?	<b>No Impact</b>

***a, b) Affected Environment***

The areas within the project limits and next to the project are suburban and have several single-family homes. The homes are denser and in clusters north of State Route 119. South of State Route 119, the single-family homes are spaced out farther and separated with agricultural land and open space. The homes are set back close to both sides of State Route 119, about less than 50 feet from the edge of the pavement.

**Environmental Consequences**

*Build Alternative*

No long-term noise impacts are expected under the Build Alternative. However, local noise levels near the project would increase during project construction. The amount of the increase would vary with the types and models of equipment used. Noise levels from normal construction activities range from 80 to 89 decibels at 50 feet. Noise produced by construction equipment would be reduced over a distance at a rate of 6 decibels per doubling of distance. Project construction is expected to take about 185 working days. Nighttime construction is expected with the project.

*No-Build Alternative*

Noise impacts are not expected under the No-Build Alternative.

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

*Build Alternative*

Construction noise is regulated by Caltrans Standard Specifications Section 14-8.02 Noise Control, which states construction noise resulting from work activities should not exceed 86 decibels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. For night work, the special provisions form under Caltrans Standard Specifications Section 14-8.02 Noise Control needs to be filled out to show the days and times of such activities.

*No-Build Alternative*

Avoidance, minimization, and/or mitigation measures are not required for the No-Build Alternative.

**2.1.14 Population and Housing**

Considering the information included in the Community Impact Assessment dated March 2020, Draft Relocation Impact Statement dated February 2020, and Appendix B, Summary of Relocation Benefits, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
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)?	<b>Less Than Significant Impact</b>

Question—Would the project:	CEQA Significance Determinations for Population and Housing
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<b>Less Than Significant Impact</b>

**a, b) Affected Environment**

Between 2017 and 2018, the population of Kern County grew from 893,119 to 896,764. This growth occurred mainly in the incorporated cities rather than in the unincorporated county areas. Numerous undeveloped residential designated areas exist in the unincorporated area of Kern County. Space that is created within the unincorporated areas of Kern County, as addressed in the general plan, can accommodate population increases. Areas that have value for resource production, or have constraints, or are too remote for substantial development, were excluded from consideration for growth.

Roughly 94 percent of the population in the project area is either Hispanic or White. The Hispanic/Latino population within the project study area averages about 58 percent.

Residential and commercial properties are along the north side and south side of State Route 119 within the project limits.

Housing in the project area consists of single-family homes that vary widely in age and style. The area includes multi-family dwellings and residential subdivisions with single- and two-story housing. Newer residential housing communities (D.R. Horton and Lennar) were built within the last 10 years. Older established homes in the area were built 30 to 50 years ago. Styles include simple small stucco and wood-sided dwellings, and large traditional or modern houses. The setting of these homes is equally varied, with rural parcels ranging in size from a few acres to more than 10 acres and subdivision lots on less than a quarter of an acre. Curbs, gutters, or sidewalks are near the newer residential areas.

Regional chains and businesses (fast food, mini marts and gas stations) that cater to the traveling public are concentrated near the State Route 99/State Route 119 interchange. Locally owned businesses are generally concentrated between Wible Road and Hughes Lane. These businesses include auto service and sales, auto body repair, auto/truck tire service and sales, medical clinic, small animal veterinary clinic, grocery store, pool hall, gas stations/mini-marts, restaurants (dine-in and drive-thru types), fruit sales, travel agency, barber and beauty shops, rock and landscaping business, and a feed store. An animal veterinary clinic, two churches, and a U.S. Postal

Contract Unit are also within the project limits. The commercial buildings are as varied in construction and architectural style as the residential properties. Most businesses have parking and entrances that front State Route 119. Grace Community Church at 3611 Taft Highway and Daybreak Baptist Church at 5446 Taft Highway are within the project limits.

Several residential and commercial projects would be built in the area and are in various phases of development:

- D.R. Horton Sera Vista Express is a residential community on the southside of State Route 119 and Mountain Ridge Drive. The development includes single- and two-story homes and nine different floor plans with up to 6 bedrooms and 3.5 bathrooms. The development includes 76 lots in various stages of completion.
- The planned construction of a 13,325-square-foot auto service station and convenience store at 2201 Taft Highway.
- The planned construction of a 2,400-square-foot gas station with 8 fuel pumps at 4946 Taft Highway.
- The planned construction of a 482,750-square-foot commercial center at 6421 Taft Highway.
- Future subdivision of 20 acres for 92 single-family residential lots at the southeast corner of Ashe Road and State Route 119.
- Home construction has started on a development of 314 single-family residential lots and 1 sump on 57.04 acres south of State Route 119 and east of Ashe Road.

### ***Environmental Consequences***

#### ***Build Alternative***

This is a resurfacing, restoration, and rehabilitation project that involves pavement improvements on existing lanes and shoulders of the state highway.

Operational improvements include northbound and southbound lanes to Stine Road and Wible Road, Americans with Disabilities Act-compliant curb ramps, sidewalks, drive approaches, and a continuous bike lane in both directions. A center left-turn lane would be built on State Route 119 between Wible Road and State Route 99/State Route 119 interchange. The center left-turn lane would allow vehicles to make a left turn while also allowing traffic to continue to move in both directions on State Route 119.

Presently, all properties next to State Route 119 can directly access State Route 119. Access would change slightly when sidewalks are installed within

the project limits. The construction of driveways within the project limits would provide access to State Route 119 once the project is completed.

Resurfacing, restoration, and rehabilitation projects are not likely to cause growth-related impacts because they do not increase capacity or increase accessibility to areas that currently are not accessible. However, the operational improvements proposed would complement the residential and commercial projects planned for the area.

The project may impact about 8 to 10 businesses. Potential relocation may be required. Businesses that would be impacted by the project include a grocery store, car sales, restaurant, boot and shine shop, fruit store, pool hall, travel agency, and a U.S. Postal Service Contract Unit. One of the buildings that may be impacted by the project is a strip mall that can lease space for up to four businesses. At the time the draft relocation impact was completed, two businesses were vacant, and for-lease signs were posted in the window. Roughly 49 employees may be displaced due to potential business relocations.

An estimated partial acquisition from 71 private properties is required for project construction. These include strip land acquisition next to the roadway and parking stalls. About 62 percent of the parcels would have land acquisitions of less than 0.1 acre per parcel, 20 percent would have land acquisitions of less than 0.2 acres, 17 percent would have land acquisitions of less than 1 acre, and 1 percent would have land acquisitions of more than 2 acres.

About 45 parking stalls would be impacted. The acquisitions can affect existing entrances and exits to buildings that front State Route 119 and interfere with business access and operations. Parking stalls would also be affected at Grace Community Church.

The project may impact one duplex that consists of six residential units. Potential relocation may be required.

**Table 2.2 Estimated Land Acquisitions for the Project**

Location	Assessor Parcel Number	Parcel Size in Acres	Acres Needed for Project
State Route 119 and Ashe Road to State Route 119 and Stine Road	532-050-03	1.05	0.37
State Route 119 and Ashe Road to State Route 119 and Stine Road	532-050-05	3.74	0.15
State Route 119 and Ashe Road to State Route 119 and Stine Road	184-220-70	18.97	0.48
State Route 119 and Ashe Road to State Route 119 and Stine Road	184-220-28	NA	0.00

<b>Location</b>	<b>Assessor Parcel Number</b>	<b>Parcel Size in Acres</b>	<b>Acres Needed for Project</b>
State Route 119 and Ashe Road to State Route 119 and Stine Road	184-220-58	1.55	0.15
State Route 119 and Ashe Road to State Route 119 and Stine Road	184-220-31	0.33	0.07
State Route 119 and Ashe Road to State Route 119 and Stine Road	184-220-30	9.22	0.13
State Route 119 and Ashe Road to State Route 119 and Stine Road	532-040-17	0.93	0.16
State Route 119 and Ashe Road to State Route 119 and Stine Road	532-040-26	8.85	0.08
State Route 119 and Ashe Road to State Route 119 and Stine Road	184-220-06	9.55	0.19
State Route 119 and Ashe Road to State Route 119 and Stine Road	532-040-11	4.89	0.09
State Route 119 and Ashe Road to State Route 119 and Stine Road	532-040-12	4.89	0.09
State Route 119 and Ashe Road to State Route 119 and Stine Road	532-040-14	7.43	0.07
State Route 119 and Ashe Road to State Route 119 and Stine Road	184-220-35	4.95	0.22
State Route 119 and Ashe Road to State Route 119 and Stine Road	532-040-15	2.34	0.12
State Route 119 and Ashe Road to State Route 119 and Stine Road	184-220-56	14.14	0.02
State Route 119 and Ashe Road to State Route 119 and Stine Road	532-040-09	1.54	0.20
State Route 119 and Ashe Road to State Route 119 and Stine Road	532-040-10	1.00	0.12
State Route 119 and Ashe Road to State Route 119 and Stine Road	532-040-08	1.00	0.17
State Route 119 and Ashe Road to State Route 119 and Stine Road	184-220-08	17.77	0.50
State Route 119 and Ashe Road to State Route 119 and Stine Road	532-040-07	1.00	0.03
State Route 119 and Ashe Road to State Route 119 and Stine Road	184-220-09	19.07	0.03
State Route 119 and Ashe Road to State Route 119 and Stine Road	532-040-06	1.00	0.02
State Route 119 and Stine Road to State Route 119 and Wible Road	514-190-06	7.59	0.03
State Route 119 and Stine Road to State Route 119 and Wible Road	184-210-04	0.73	0.07
State Route 119 and Stine Road to State Route 119 and Wible Road	184-210-03	154.45	0.71
State Route 119 and Stine Road to State Route 119 and Wible Road	514-190-07	0.50	0.004
State Route 119 and Stine Road to State Route 119 and Wible Road	514-190-04	0.50	0.06
State Route 119 and Stine Road to State Route 119 and Wible Road	514-190-03	0.41	0.03

<b>Location</b>	<b>Assessor Parcel Number</b>	<b>Parcel Size in Acres</b>	<b>Acres Needed for Project</b>
State Route 119 and Stine Road to State Route 119 and Wible Road	514-190-02	1.19	0.06
State Route 119 and Stine Road to State Route 119 and Wible Road	514-190-01	4.64	0.03
State Route 119 and Stine Road to State Route 119 and Wible Road	514-020-74	32.57	0.00
State Route 119 and Stine Road to State Route 119 and Wible Road	184-210-01	151.79	0.89
State Route 119 and Stine Road to State Route 119 and Wible Road	184-200-10	74.72	0.63
State Route 119 and Stine Road to State Route 119 and Wible Road	184-200-11	0.90	0.02
State Route 119 and Stine Road to State Route 119 and Wible Road	184-200-01	0.20	0.05
State Route 119 and Stine Road to State Route 119 and Wible Road	184-200-02	0.66	0.07
State Route 119 and Stine Road to State Route 119 and Wible Road	184-200-15	114.89	0.74
State Route 119 and Stine Road to State Route 119 and Wible Road	514-020-16	9.11	2.84
State Route 119 and Wible Road to State Route 119 and State Route 99	514-050-16	1.92	0.20
State Route 119 and Wible Road to State Route 119 and State Route 99	514-050-17	0.10	0.03
State Route 119 and Wible Road to State Route 119 and State Route 99	514-050-18	2.22	0.07
State Route 119 and Wible Road to State Route 119 and State Route 99	184-170-26	0.43	0.02
State Route 119 and Wible Road to State Route 119 and State Route 99	184-170-27	3.88	0.08
State Route 119 and Wible Road to State Route 119 and State Route 99	184-170-19	5.24	0.16
State Route 119 and Wible Road to State Route 119 and State Route 99	514-213-08	1.00	0.02
State Route 119 and Wible Road to State Route 119 and State Route 99	514-213-09	0.34	0.02
State Route 119 and Wible Road to State Route 119 and State Route 99	514-213-10	0.12	0.01
State Route 119 and Wible Road to State Route 119 and State Route 99	514-213-11	0.12	0.02
State Route 119 and Wible Road to State Route 119 and State Route 99	514-213-12	0.06	0.04
State Route 119 and Wible Road to State Route 119 and State Route 99	514-050-19	1.13	0.07
State Route 119 and Wible Road to State Route 119 and State Route 99	514-050-20	0.56	0.01
State Route 119 and Wible Road to State Route 119 and State Route 99	514-050-22	0.29	0.02
State Route 119 and Wible Road to State Route 119 and State Route 99	514-050-23	2.27	0.07



Location	Assessor Parcel Number	Parcel Size in Acres	Acres Needed for Project
State Route 119 and Wible Road to State Route 119 and State Route 99	184-170-18	0.23	0.02
State Route 119 and Wible Road to State Route 119 and State Route 99	184-170-03	0.69	0.03
State Route 119 and Wible Road to State Route 119 and State Route 99	184-170-09	0.41	0.03
State Route 119 and Wible Road to State Route 119 and State Route 99	184-170-11	0.47	0.02
State Route 119 and Wible Road to State Route 119 and State Route 99	184-170-36	0.28	0.01
State Route 119 and Wible Road to State Route 119 and State Route 99	184-170-37	0.96	0.02
State Route 119 and Wible Road to State Route 119 and State Route 99	184-170-39	1.40	0.10
State Route 119 and Wible Road to State Route 119 and State Route 99	184-170-40	2.55	0.08
State Route 119 and Wible Road to State Route 119 and State Route 99	514-050-08	19.56	0.13
State Route 119 and Wible Road to State Route 119 and State Route 99	514-060-12	6.79	0.12
State Route 119 and Wible Road to State Route 119 and State Route 99	514-060-11	6.79	0.09
State Route 119 and Wible Road to State Route 119 and State Route 99	514-060-14	1.16	0.04
State Route 119 and Wible Road to State Route 119 and State Route 99	514-060-15	2.28	0.12
State Route 119 and Wible Road to State Route 119 and State Route 99	514-060-27	2.91	0.21
State Route 119 and Wible Road to State Route 119 and State Route 99	184-160-01	14.36	0.29
State Route 119 and Wible Road to State Route 119 and State Route 99	184-160-13	11.88	0.11
State Route 119 and Wible Road to State Route 119 and State Route 99	184-160-14	2.38	0.04

**No-Build Alternative**

No impacts are associated with the No-Build Alternative. No relocations or property acquisitions would occur under the No-Build Alternative.

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

**Build Alternative**

Caltrans would provide relocation assistance payments and counseling to businesses affected by the project in accordance with the Uniform Act and Relocation Assistance Program of 1970 (as amended). Land is available within the project limits to allow relocated businesses to stay in the area. Employees who become unemployed due to businesses being relocated have the potential to stay and find employment in the area based on the

availability of commercial and retail businesses to the north of State Route 119.

The city of Bakersfield has the following planned commercial development for State Route 119 (Taft Highway):

- Construction of a 13,325-square-foot auto service station and convenience store at 2201 Taft Highway.
- Construction of a 2,400-square-foot gas station with 8 fuel pumps at 4946 Taft Highway.
- Construction of a 48,275-square-foot commercial center at 6421 Taft Highway.

Adequate relocation resources exist for homeowners and renters. New subdivisions are in the planning and construction phase along and around State Route 119 within the project limits. The availability of rental housing and apartments varies with renters leaving the area or moving into homeownership. The number of houses for sale each month would meet the needs of those relocated for the project.

Caltrans right of way agents will work with property owners individually regarding land that will be impacted by the project. Damage to or loss of parking stalls and land acquisition will be evaluated by Caltrans right of way agents during the property appraisal and acquisition process. Compensation options for damage to or loss of parking stalls include reconfiguring the parking lot, offering to purchase replacement land in order to reestablish lost parking or payment for severance damage if parking replacement is not possible. However, at this time, no decision can be made because it has not been determined if acquiring parking stalls will prevent the business from operating at its current location. Driveways or access that is removed due to the project will be replaced so that access will be maintained after the project is completed. Caltrans right of way agents will compensate property owners whose land is required for the project in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

#### *No-Build Alternative*

Avoidance, minimization, and/or mitigation measures are not required under the No-Build Alternative.

#### **2.1.15 Public Services**

Considering the information included in the Community Impact Assessment dated March 2020, the following significance determinations have been made:

<b>Question:</b>	<b>CEQA Significance Determinations for 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:  Fire protection?	<b>Less Than Significant Impact</b>
Police protection?	<b>Less Than Significant Impact</b>
Schools?	<b>No Impact</b>
Parks?	<b>No Impact</b>
Other public facilities?	<b>No Impact</b>

**a) Affected Environment**

*Government Facilities*

A U.S. Postal Office Contract Unit is at 3107 Taft Highway within the project limits.

*Emergency Services*

The Kern County Sheriff's Office in Bakersfield and the Bakersfield Police Department provide public safety services to the project area. The California Highway Patrol, which is east of the project area at 9855 Compagnoni Street, has jurisdiction and law enforcement powers on county roads and state highways.

The Kern County Fire Station 53, which is on 9443 Taft Highway, just west of the project limits, provides services to the project area.

**Environmental Consequences**

*Government Facilities*

*Build Alternative*

The U.S. Postal Office Contract Unit would be affected under the Build Alternative. Relocating the building may be required.

No-Build Alternative

The U.S. Postal Office Contract Unit would not be affected under the No-Build Alternative.

*Emergency Services*

Build Alternative

Impacts on response times for emergency services would be negligible with the implementation of the Caltrans Traffic Incident Management Plan described in the avoidance, minimization, and/or mitigation measures section.

No-Build Alternative

Emergency Services would not be affected under the No-Build Alternative.

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

*Government Facilities*

Build Alternative

Caltrans would acquire the needed right-of-way from the U.S. Postal Office Contract Unit in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (see Appendix B).

No-Build Alternative

The U.S. Postal Office would not be affected under the No-Build Alternative.

*Emergency Services*

Build Alternative

Night work during construction is expected for this project due to existing traffic conditions and potential lane closures. Traffic detours are not anticipated for construction activities. Typically, a flagger on either side of the construction work zone will control the flow of traffic intermittently with one direction closed and the other direction open to traffic. When construction work is being done along eastbound section of the roadway, the traffic flow will be in the westbound direction and vice versa. Temporary lane closures may be necessary for small sections of the project.

A detailed traffic management plan would be developed during the Plans, Specifications, and Estimates phase of the project to minimize delays due to lane closures and s maximize safety for the traveling public and emergency service providers during construction. The traffic management plan may include:

- Information from brochures and mailers, press releases and media alerts, and planned lane closure notices from the Caltrans website.
- Use of portable changeable message signs.

- Use of the California Highway Patrol officers for traffic control.

Caltrans coordinates and manages road user information and highway advisory radio on the state highway system that would be used during construction.

Construction is not expected to occur during peak traffic periods.

No-Build Alternative

Emergency services would not be affected under the No-Build Alternative.

**2.1.16 Recreation**

Considering the information included in the Community Impact Assessment dated March 2020, the following significance determinations have been made:

Question—Would the project:	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?	<b>No Impact</b>
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?	<b>No Impact</b>

**2.1.17 Transportation**

Considering the information included in the Community Impact Assessment dated March 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Transportation
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<b>No Impact</b>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>No Impact</b>
d) Result in inadequate emergency access?	<b>No Impact</b>

### 2.1.18 Tribal Cultural Resources

Considering the information included in the Historic Property Survey Report for the Pumpkin Center 3R Rehabilitation Project dated November 2019, and a State Historic Preservation Officer letter dated December 2019, the following significance determinations have been made:

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, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
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	<b>No Impact</b>
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<b>No Impact</b>

### 2.1.19 Utilities and Service Systems

Considering the information included in the Community Impact Assessment dated March 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<b>Less Than Significant Impact</b>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<b>No Impact</b>

#### **a) Affected Environment**

##### *Utilities*

The following utilities (water, power, communication, natural gas, and petroleum) have been identified within the project area:

- American Telephone and Telegraph Corporation overhead and underground fiber-optic lines.
- Spectrum (formerly Bright House Networks) overhead fiber-optic communication cable and underground fiber-optic and coaxial cable.

- Pacific Gas and Electric Company overhead electric lines, underground natural gas lines, and gas transmission pipeline.
- Chevron Corporation and Mobil Oil underground petroleum and oil pipelines.

Water and sewer lines of the California Water Service and the Olcese Water District in Bakersfield have been identified within the project area.

The Kern Delta Water District has two water banking facilities and five canal/ditches: Farmers Canal, Randall Ditch, Burness Ditch, Stillson Ditch, and Branch One Ditch within the project area.

### ***Environmental Consequences***

#### *Utilities*

##### *Build Alternative*

There are joint poles on the south side and single poles of the American Telephone and Telegraph Corporation on the north side that would need to be relocated under the Build Alternative. Petroleum pipeline and gas lines may need to be protected in place and would require a company to inspect and review while in construction. Culverts would be extended at Branch One Ditch, Farmers Canal, Randall Ditch, Burness Ditch, and Stillson Ditch to accommodate a wider roadway.

##### *No-Build Alternative*

Utility relocation is not required under the No-Build Alternative.

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

#### *Utilities*

##### *Build Alternative*

The utility companies would do all utility relocation work. Utility users would be informed of the date and time in advance of any service disruptions.

Construction work at five canal/ditches—Farmers Canal, Randall Ditch, Burness Ditch, Stillson Ditch, and Branch One Ditch would be coordinated with the Kern Delta Water District.

##### *No-Build Alternative*

Avoidance, minimization, and/or mitigation measures are not required for utilities under the No-Build Alternative.

### **2.1.20 Wildfire**

Considering the information included in the Fire Hazard Severity Zone Maps dated February 2020, the following significance determinations have been made:



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

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Wildfire</b>
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>

**2.1.21 Mandatory Findings of Significance**

<b>Question:</b>	<b>CEQA Significance Determinations for Mandatory Findings of Significance</b>
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?	<b>Less Than Significant Impact</b>

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
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)?	<b>Less Than Significant Impact</b>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<b>No Impact</b>

**a) Affected Environment**

Animals that have the potential to occur in the project area are San Joaquin kit foxes, Swainson’s hawks, white-tailed kites, American badgers, burrowing owls, and other migratory birds.

The project area includes potential jurisdictional waters. The following waters exhibit an ordinary high-water mark and may be subject to the jurisdiction of the U.S. Army Corps of Engineers and Regional Water Quality Control Board: Farmers Canal, Randall Ditch, Burness Ditch, and Branch One Ditch. Additional consultation is required to determine if any of these waters also fall under the jurisdiction of the California Department of Fish and Wildlife under the Lake and Streambed Alteration Program.

**Environmental Consequences**

*Build Alternative*

The following habitat types used by San Joaquin kit foxes, American badgers, burrowing owls, Swainson’s hawks, and white-tailed kites for foraging and denning would be temporarily and permanently impacted by construction activities. These include:

- Ruderal/disturbed habitat: Construction activities may permanently impact up to 1.18 acres and temporarily impact up to 9.36 acres of ruderal/disturbed habitat.
- Non-native annual grassland habitat: Construction activities may permanently impact up to 0.02 acre and temporarily impact up to 7.04 acres of non-native annual grassland habitat.

- Agricultural: Construction activities may temporarily impact up to 2.75 acres of agricultural land. The project would permanently convert the land to non-agricultural use.
- Developed (Residential and Commercial): Construction activities may permanently impact up to 5.1 acres and temporarily impact up to 37.69 acres of developed (residential and commercial) land.

A Letter of Concurrence dated January 23, 2020, from the U.S. Fish and Wildlife Service concurs with Caltrans' conclusion that the project may affect but not likely to adversely affect the San Joaquin kit fox.

About 24 eucalyptus trees and several other sizable tree species would be removed for project construction. These trees provide nesting habitat for raptors and migratory birds. Eucalyptus species have the highest potential for Swainson's hawk occupation. Impacts on these trees could displace other nesting raptors and limit nesting opportunities for Swainson's hawks in the project area.

The existing culverts would need to be lengthened to accommodate the larger roadway. If the irrigation water cannot be temporarily shut off, work in the waterway may require a temporary water diversion. About 0.08 acre of permanent impacts and 0.33 acre of temporary impacts to potential waters of the U.S. are expected.

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

#### ***Build Alternative***

Caltrans and the contractor would follow Best Management Practices during construction. Standard measures discussed in Section 2.1.4 Biological Resources and conservation measures described in the January 2020 U.S. Fish and Wildlife Service's Letter of Concurrence would be implemented for threatened and endangered species.

Permanent impacts to jurisdictional waters (other waters) would be compensated for through the purchase of credits.

Replacement planting would be done after construction is completed. Plant type and planting ratio would be determined before construction starts.

#### ***No-Build Alternative***

Avoidance, minimization, and mitigation measures are not required under the No-Build Alternative.

### ***b) Affected Environment***

Cumulative impacts identified for the Pumpkin Center 3R Rehabilitation Project are those impacts that result from past, present, and reasonably foreseeable future actions occurring in the project area. A list of past, current,

and reasonably foreseeable future projects includes highway projects and approved development. Projects next to and near the Pumpkin Center 3R Rehabilitation project were identified by Kern County, city of Bakersfield, and Caltrans District 6. Table 2.3 shows past projects, projects under construction, and reasonably foreseeable future projects considered for cumulative impact analysis.

**Table 2.3 Past and Future Caltrans Projects and Approved Development**

Project	Location	Description	Impacts	Status
Fresno 198/Kern 119 Culvert Replacement Project	Post mile 29.0-30.5/13.5-18.2	Replace culverts at Farmers Canal and Burness Ditch.	California Department of Fish and Wildlife waterways (1602 Maintenance permit required)	Construction completed
Kern 58 Cottonwood East Project	Post mile R55.4/R59.7	Rehabilitate roadway	Habitat for special-status species	In construction
Kern 99 Bakersfield 99 North Rehabilitation Project	Post mile 23.6/28.4	Rehabilitate roadway, install lighting, retaining wall, auxiliary lane, and adjust vertical profile at overcrossings.	Visual, habitat for special-status species	In construction
Kern 99 Wible Orchard Rehabilitation Project	Post mile 21.5/24.6	Rehabilitate roadway	Potential impacts to habitat for special-status species	Proposed as funding becomes available
D.R. Horton Sera Vista Express	Southside of State Route 119 and Mountain Ridge Drive	76 single-family housing units	Habitat for special-status species, farmland	Various stages of construction
Mikuls Truck Terminal	2201 Taft Highway	13,325-square-foot auto service station and convenience store	Hazardous materials and waste	Planning stages
Vacant lot	4946 Taft Highway	2,400-square-foot gas station with 8 fuel pumps	Habitat for special-status species	Planning stages
Vacant land (no name)	6421 Taft Highway	48,275-square-foot commercial center	Habitat for special-status species	Planning stages
Gurmehar Enterprises	Southeast corner of Ashe Road and State Route 119	92 single-family residential lots on 20 acres	Farmland, demolition of house	Planning stages
Kern Land Partners LLC and MG3 Partners LLC	Southside of State Route 119, east of Ashe Road	314 single-family residential lots and 1 sump on 57.04 acres	Habitat for special-status species, farmland	Various stages of development

### **Environmental Consequences**

This section discusses the direct and indirect impacts on each resource that could occur as a result of the Pumpkin Center 3R Rehabilitation Project when combined with other projects listed in Table 2.2. These resources include farmland, land use, and biological resources.

Development proposals have been planned for more than 20 years in this area of Kern County. Multiple plans and policies govern land use decisions in the project area. In the recent past, developments have been approved that potentially would build up to 500 homes in and around the project area, converting roughly 150 acres (mostly agricultural and vacant land) to urban uses. According to the California Department of Conservation, from 2002 to 2012, 80,000 acres of agricultural lands have been converted to non-agricultural uses in Kern County. The amount of farmland the project would convert is 7 acres.

The Pumpkin Center 3R Rehabilitation Project would convert about 70 acres of residential, commercial, and industrial land use to transportation use. These include strip land acquisitions next to the roadway and parking stalls from commercial land uses. Many businesses along State Route 119 have parking in front of their buildings. Parking stalls are very important because they allow consumers to park their vehicles to shop at these businesses. Cars and trucks are the main sources of transportation in the area because public transit is not available in Pumpkin Center.

The three residential developments and the three commercial developments listed in Table 2.2 would contribute to future traffic along State Route 119. These projects are under the jurisdiction of Kern County and the city of Bakersfield.

The project area is expected to grow and develop, with or without the project. In 2013, Kern County had the fifth-highest population growth rate in California at 1.25 percent, according to the California Department of Finance. Between 2015 to 2018, Bakersfield's growth rate was 1.0 percent. The project aims to accommodate the expected growth by providing improved operations along State Route 119, but it does not influence growth in the study area.

The Pumpkin Center 3R Rehabilitation Project may contribute to cumulative impacts on habitat for threatened or endangered species. However, San Joaquin kit foxes and burrowing owls seem to thrive in some urban environments due to the decreased risk of predation and the larger availability of food resources. Though these species have shown some ability to adapt to urban environments, occupying these environments usually increases their risk of exposure to secondary poisoning, road fatality, illness, and other hazards.

Urban San Joaquin kit fox populations would continue to expand south as the agricultural lands become urbanized. Burrowing owls likely already occupy some of the agricultural lands that would eventually become urbanized, and individuals may choose to adapt to the new urban landscape, or they may be displaced by development. As the city of Bakersfield continues to expand south, open habitat would become more limited, and, over time, any remaining open habitat would likely become more valuable to the conservation of these species.

Urbanization would negatively affect Swainson's hawks and white-tailed kites because suitable foraging habitat would be farther away from existing nesting sites. Removing potential nesting trees and foraging habitat could also limit available nesting sites for several other raptor species.

Cumulative impacts would be considered negligible under the Pumpkin Center 3R Rehabilitation Project due to the existing habitat conditions, and the minimal nature of the project on farmland and land use conversion. However, urbanization is expected to contribute cumulative effects to the species described above due to the removal of open habitat and foraging areas, and the conversion of farmland to non-farm uses.

Cumulative impacts are not expected under the No-Build Alternative.

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

Caltrans considers measures to convert fewer acres of farmland. Most of the right-of-way for the Pumpkin Center 3R Rehabilitation Project would be acquired in linear strips next to the highway, avoiding remnant parcels of farmland as much as possible.

Minimization measures for land use conversions incorporate a design that would require the smallest possible project footprint necessary to improve safety and operations.

Conducting pre-construction surveys, onsite biological monitoring, and establishing environmentally sensitive areas within the project limits would be implemented as needed. If mitigation is required, onsite or offsite mitigation through a mitigation bank would be implemented. The San Joaquin kit fox and burrowing owl adapt well to urban environments, provided there are dispersal corridors and open areas that meet the needs of the species. Proposed project changes include installing a retention basin that would be accessible to these species and installing several earthen-lined V-ditches for stormwater drainage (instead of cement-lined V-ditches or underground drainage systems).

Habitat conservation and compensatory mitigation for the city of Bakersfield and Kern County are built into the Metropolitan Bakersfield Habitat

Conservation Plan, and the Metropolitan Bakersfield Urban Development  
Incidental Take Permit.

Avoidance, minimization, and mitigation measures are not required under the  
No-Build Alternative



# Appendix A Title VI Policy Statement

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STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

## DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
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www.dot.ca.gov



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 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov).

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

Toks Omishakin  
Director

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*



# **Appendix B** Summary of Relocation Benefits

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California Department of Transportation Relocation Assistance Program

Relocation Assistance Advisory Services

Declaration of Policy

“The purpose of this title is to establish a uniform policy for fair and equitable treatment of persons displaced as a result of federal and federally assisted programs in order that such persons shall not suffer disproportionate injuries as a result of programs designed for the benefit of the public as a whole.”

The Fifth Amendment to the U.S. Constitution states, “No Person shall... be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation.” The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

Fair Housing

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the U.S. to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully used and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state’s relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit

organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

### Relocation Assistance Advisory Services

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the U.S. Caltrans will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by Caltrans.

### Residential Relocation Payments

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

### Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until Caltrans obtains control of the property in order to be eligible for relocation payments.

### Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

### Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below.

To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date Caltrans takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

### Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to Caltrans’ initiation of

negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

### Last Resort Housing

Federal regulations (49 Code of Federal Regulations Part 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will, within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

### Nonresidential Relocation Assistance

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms, and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business’s specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching, and reestablishment expenses. The payment types can be summarized as follows:

#### Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment, and similar business-related property, including: dismantling, disconnecting, crating, packing,

loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items acquired in the right-of-way contract may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.

- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to \$2,500, for reasonable expenses actually incurred.

#### Re-establishment Expenses

Re-establishment expenses related to the operation of the business at the new location, up to \$25,000, for reasonable expenses actually incurred.

#### Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and re-establishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 nor more than \$40,000.

#### Additional Information

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any federal law providing local "Section 8" Housing Programs.

Any person, business, farm, or nonprofit organization that has been refused a relocation payment by a Caltrans relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans' Division of Right-of-Way and Land Surveys. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

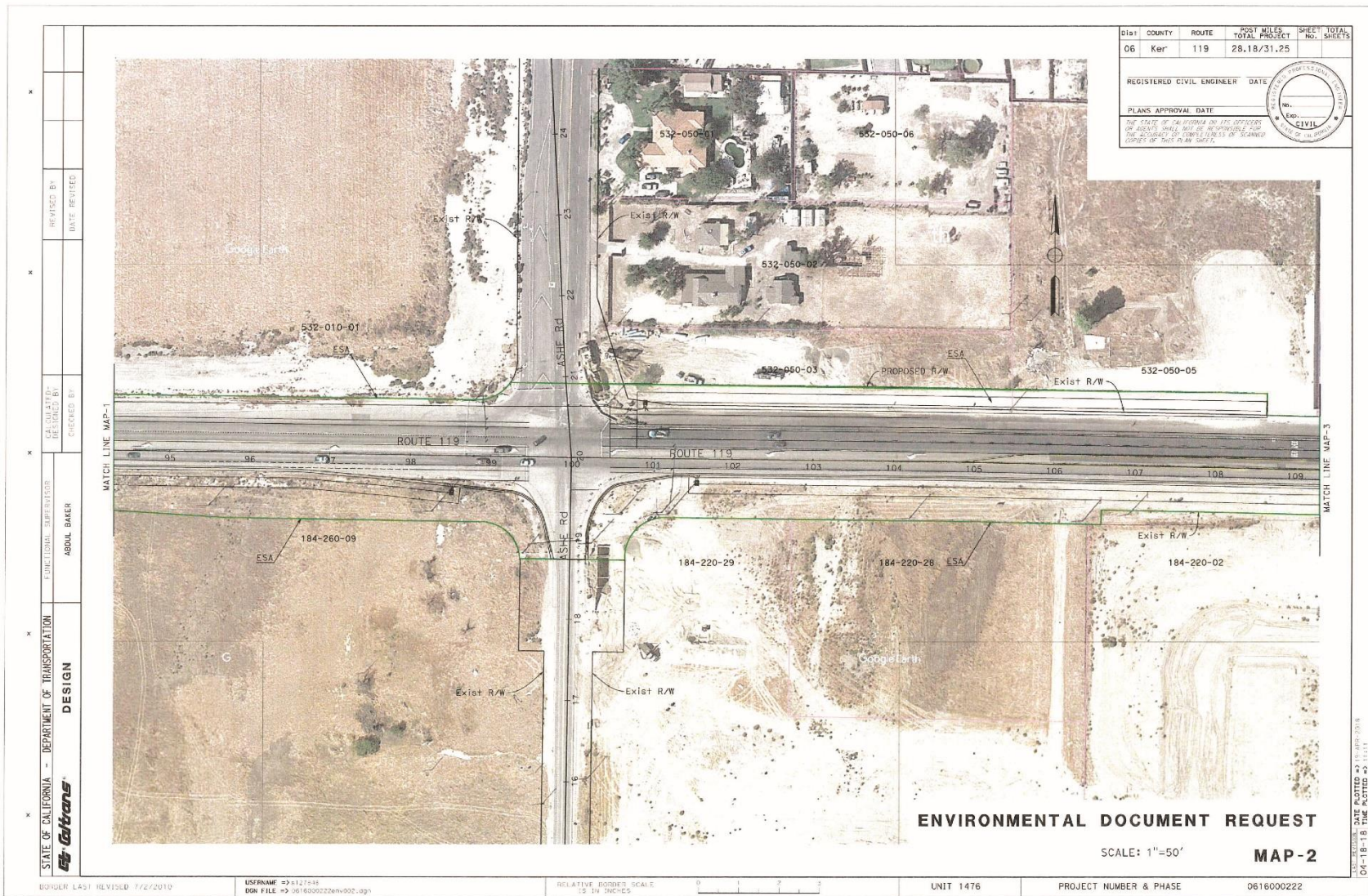




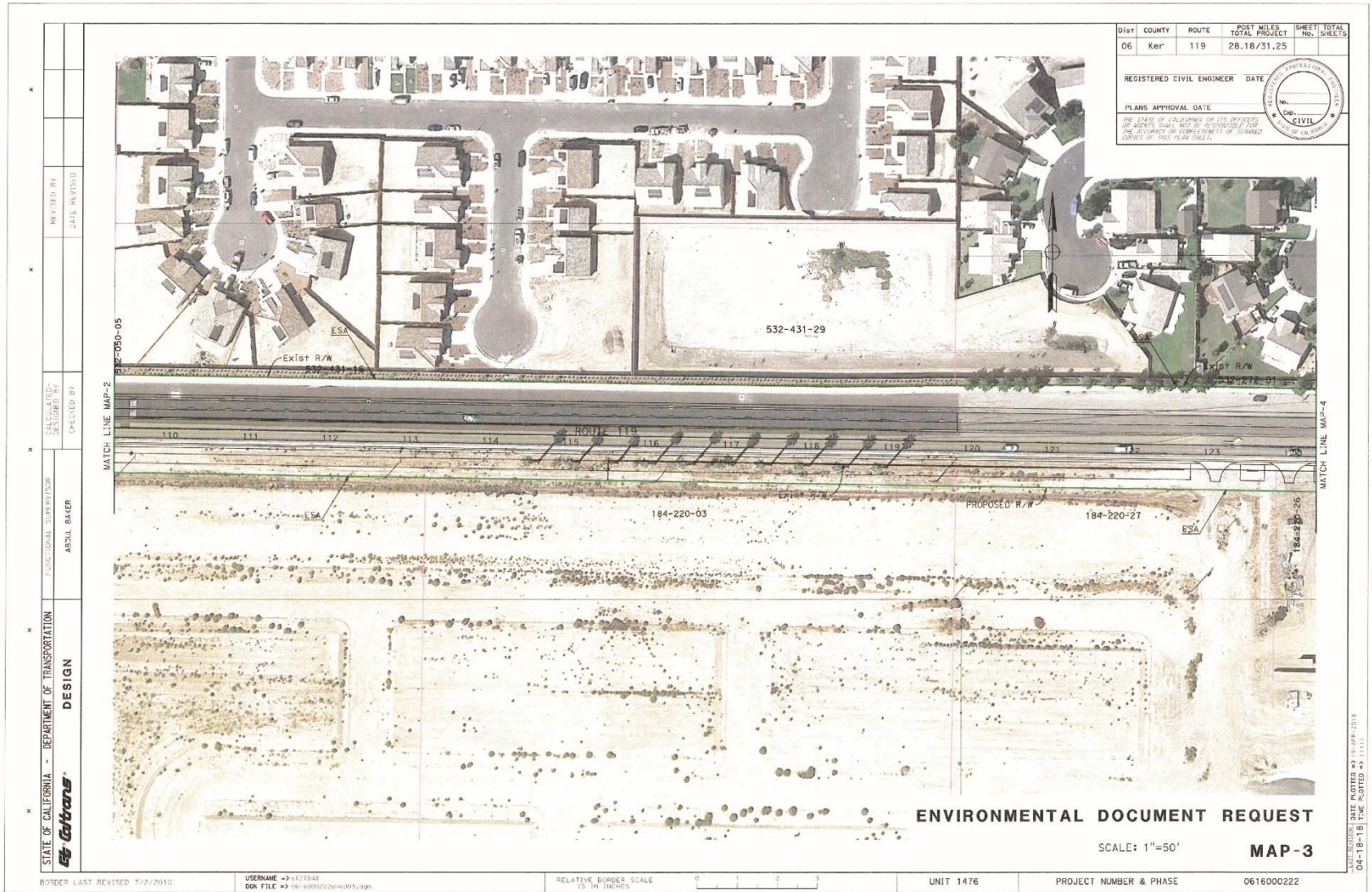
# Appendix C Preliminary Mapping



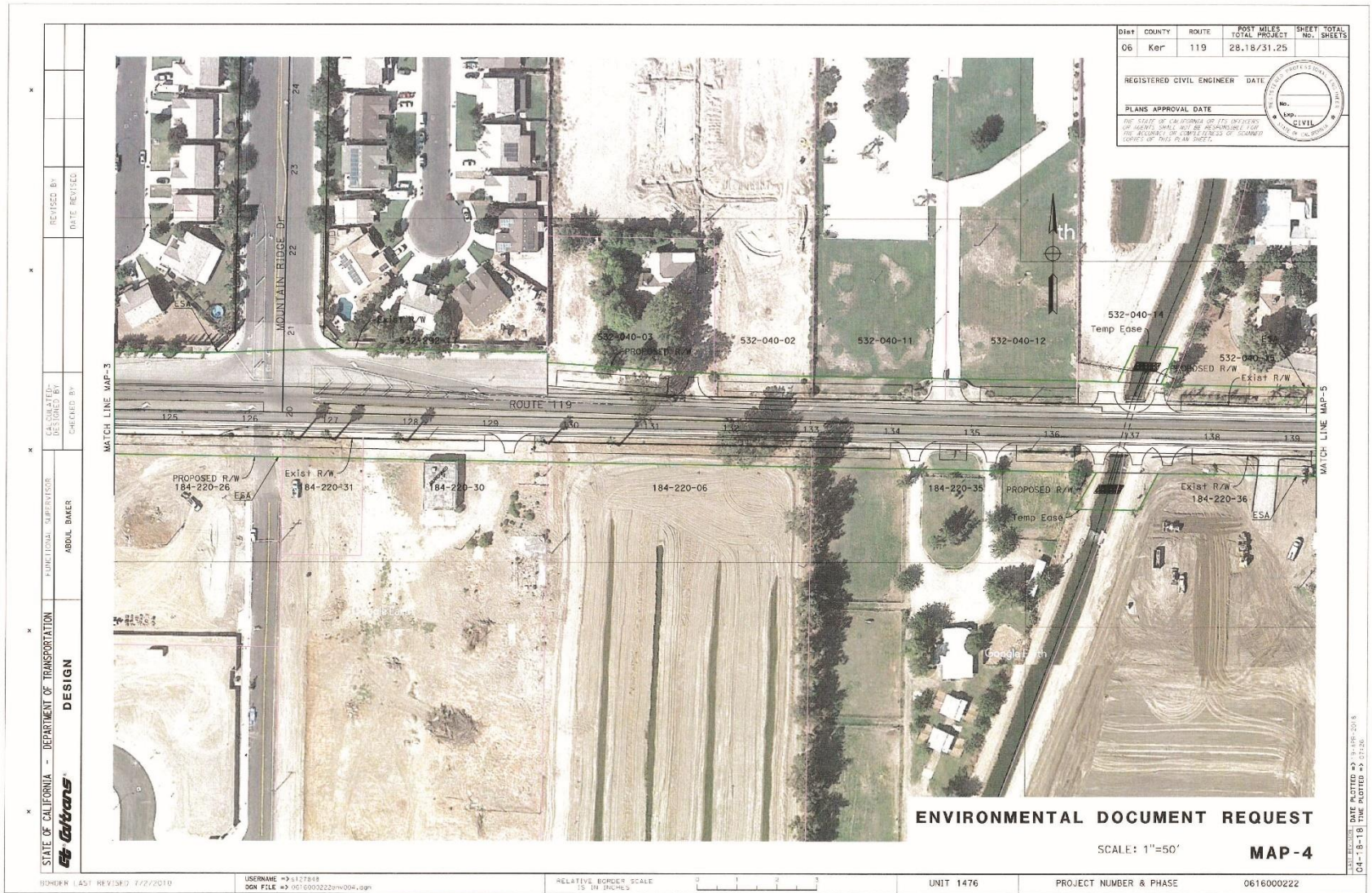
Appendix C • Preliminary Mapping



Appendix C • Preliminary Mapping



Appendix C • Preliminary Mapping



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REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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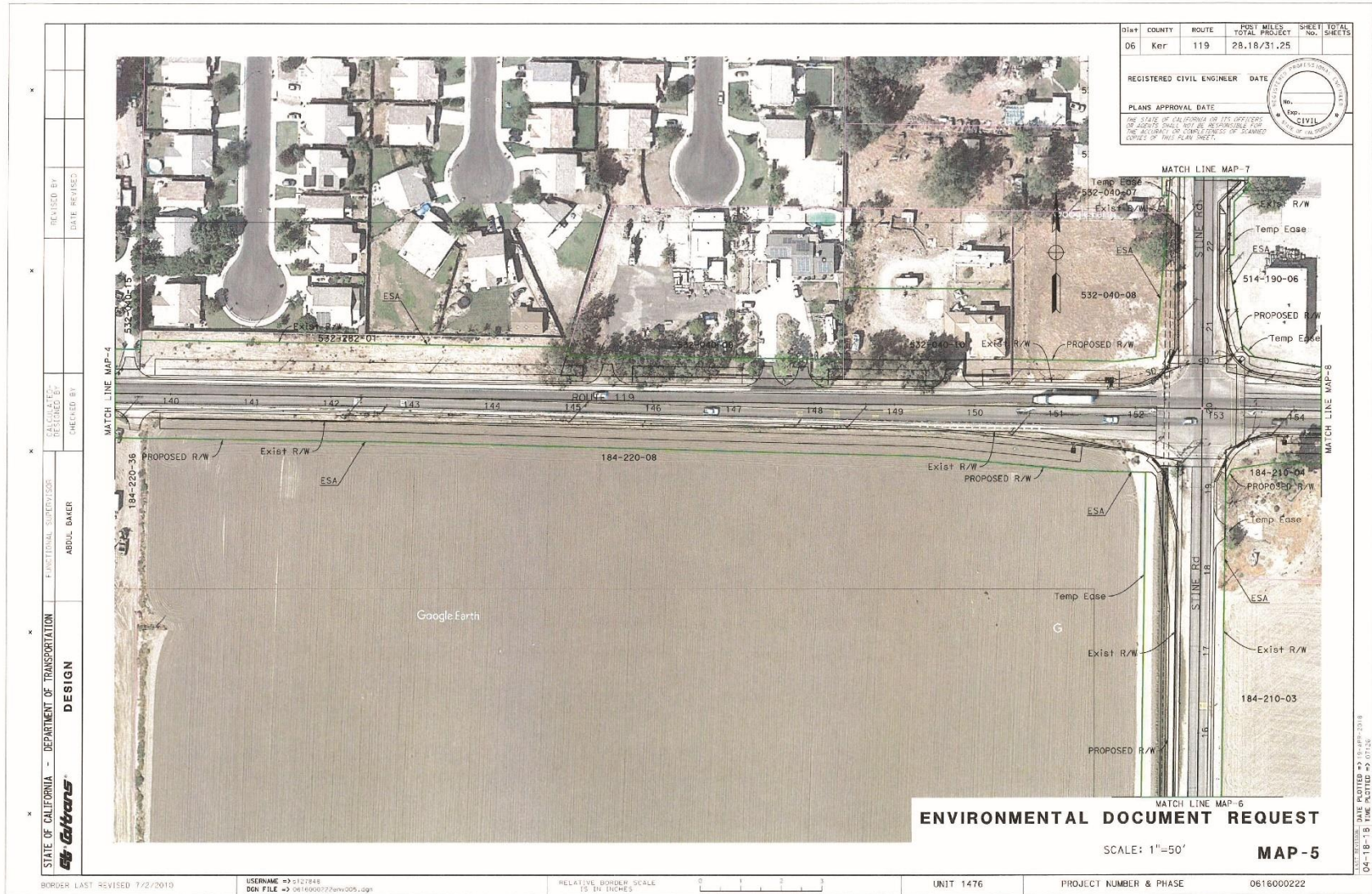
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**MAP-4**

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 THE PLOTTED → 07:20

Appendix C • Preliminary Mapping



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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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**Caltrans**  
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FUNCTIONAL SUPERVISOR  
 ABDUL BAKER

CHECKED BY

REVISIONS

**ENVIRONMENTAL DOCUMENT REQUEST**  
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**MAP-5**

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UNIT 1476

PROJECT NUMBER & PHASE 0616000222

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Appendix C • Preliminary Mapping



Appendix C • Preliminary Mapping



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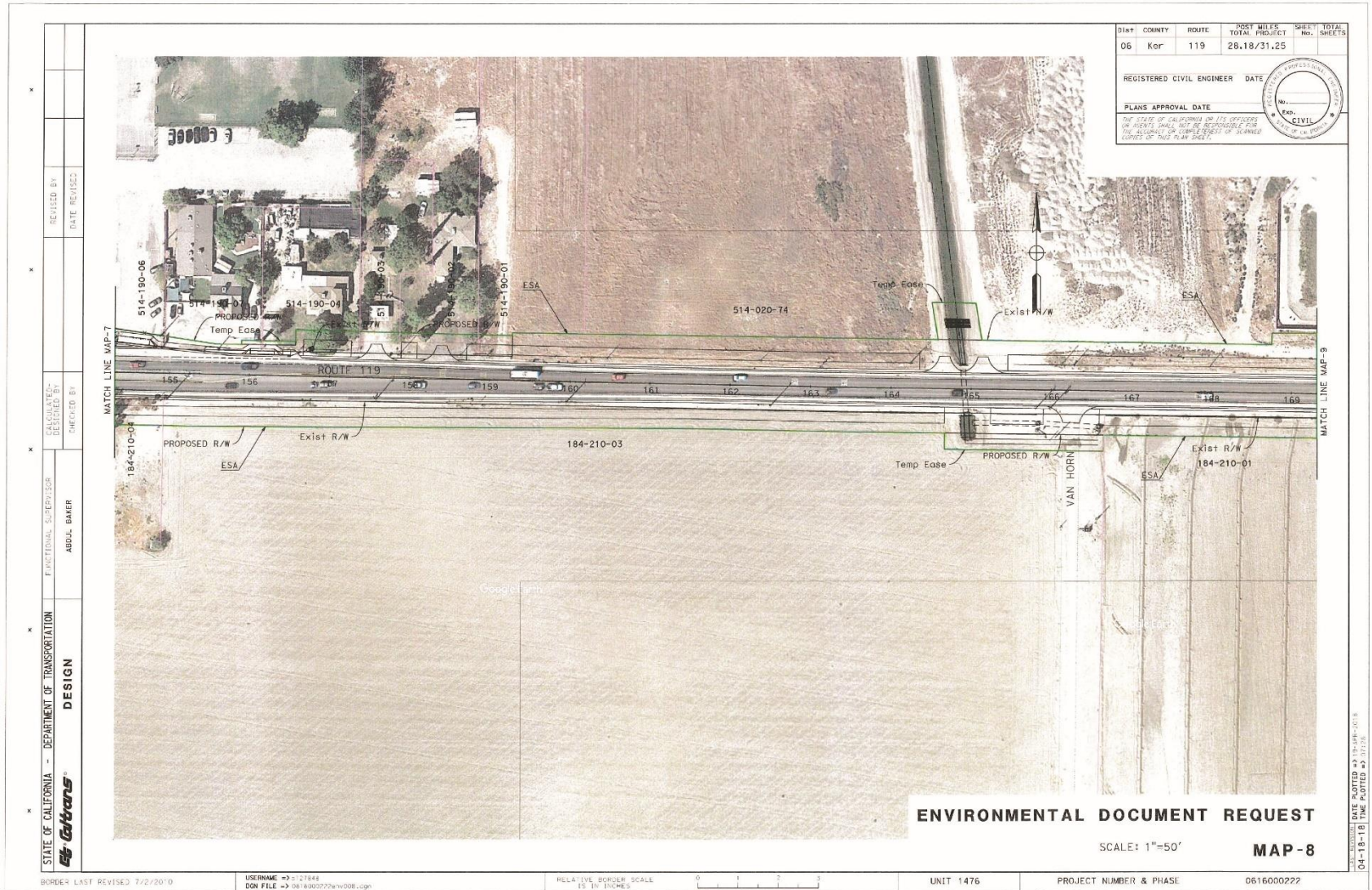
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**Caltrans**  
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 CALCULATED/DESIGNED BY: [REDACTED]  
 CHECKED BY: [REDACTED]  
 REVISED BY: [REDACTED]  
 DATE REVISED: [REDACTED]

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DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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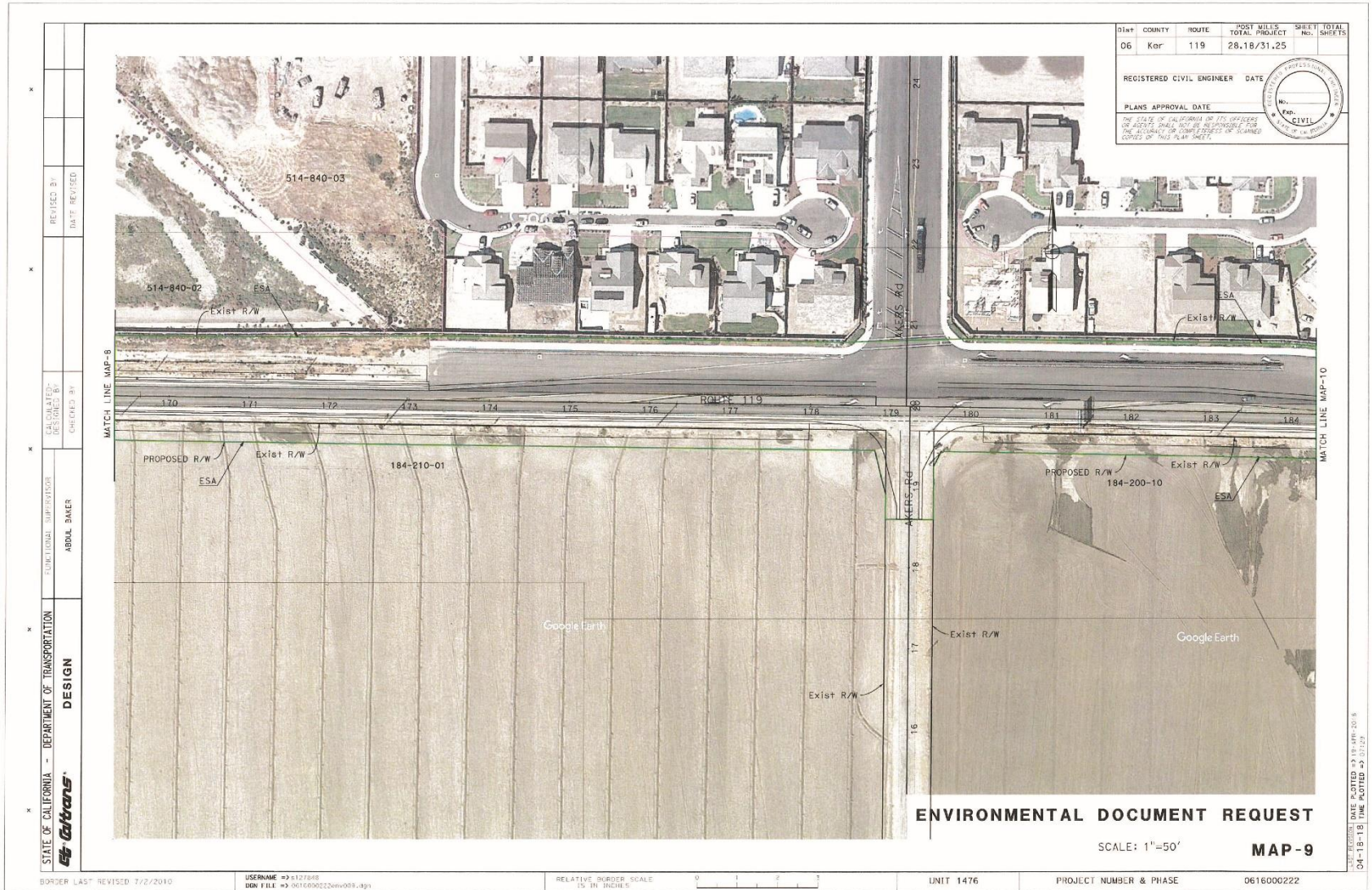
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 TIME PLOTTED => 07:28



Appendix C • Preliminary Mapping



Appendix C • Preliminary Mapping



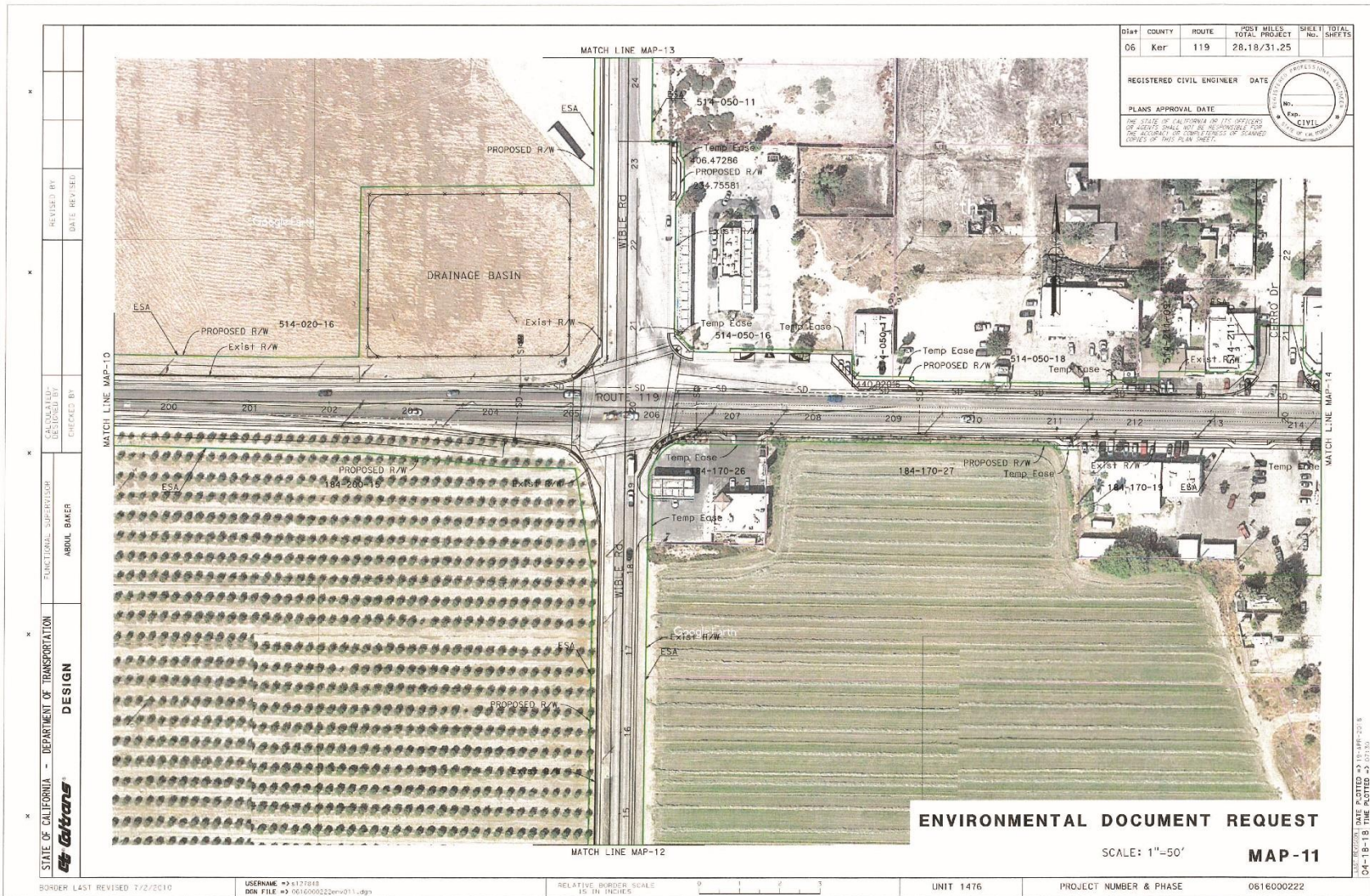
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
FUNCTIONAL SUPERVISOR: ABDUL BAKER  
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Appendix C • Preliminary Mapping



DIST#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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PLANS APPROVAL DATE	

NO.	EXP.
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DESIGNED BY	REVISIONS
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ABDUL BAKER	
DESIGN	

BORDER LAST REVISED 7/2/2010      USERNAME → K17781      RELATIVE BORDER SCALE 15 IN INCHES      UNIT 1476      PROJECT NUMBER & PHASE      0616000222

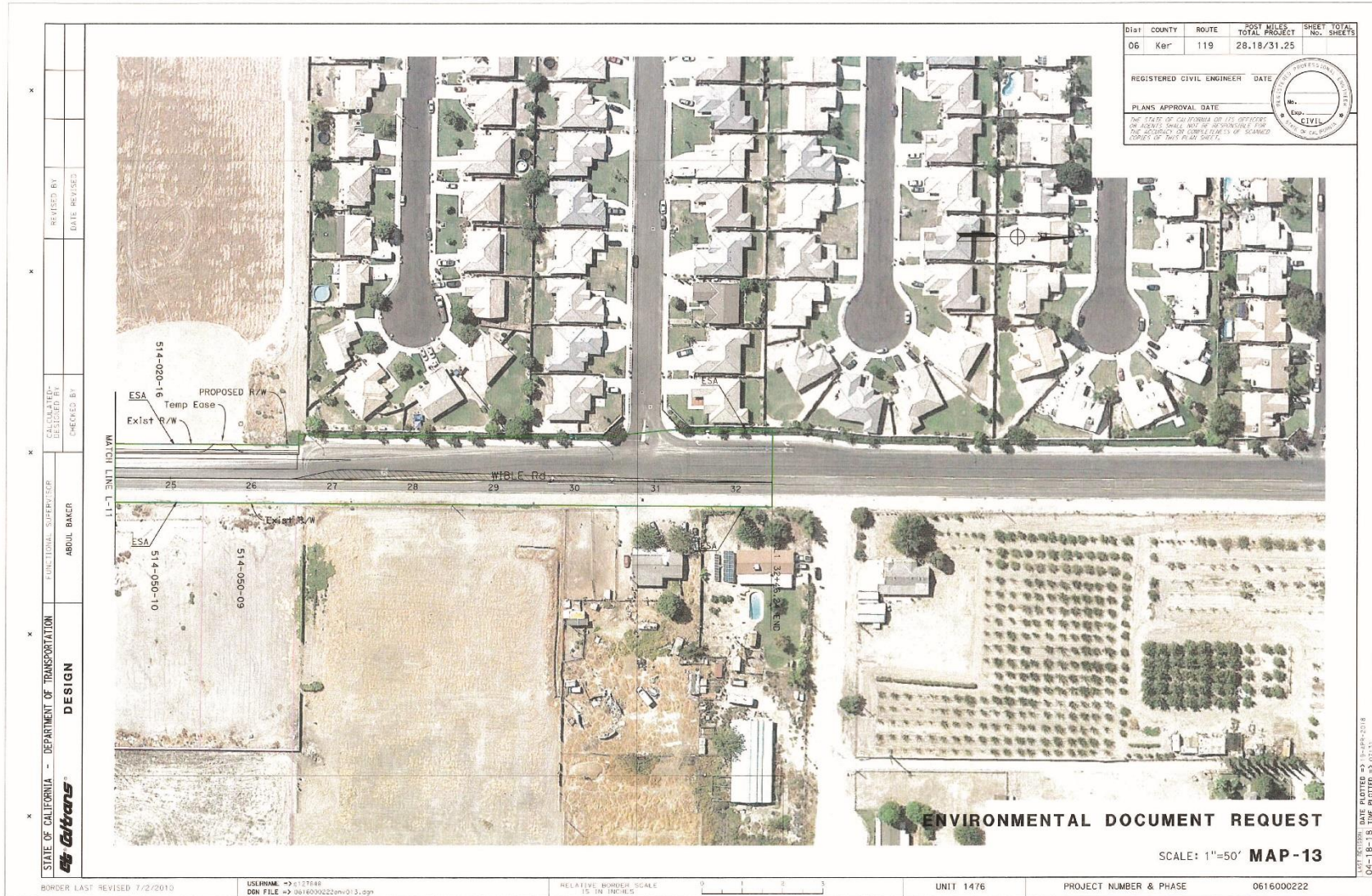
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Appendix C • Preliminary Mapping



Appendix C • Preliminary Mapping



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Ker	119	28.18/31.25		

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

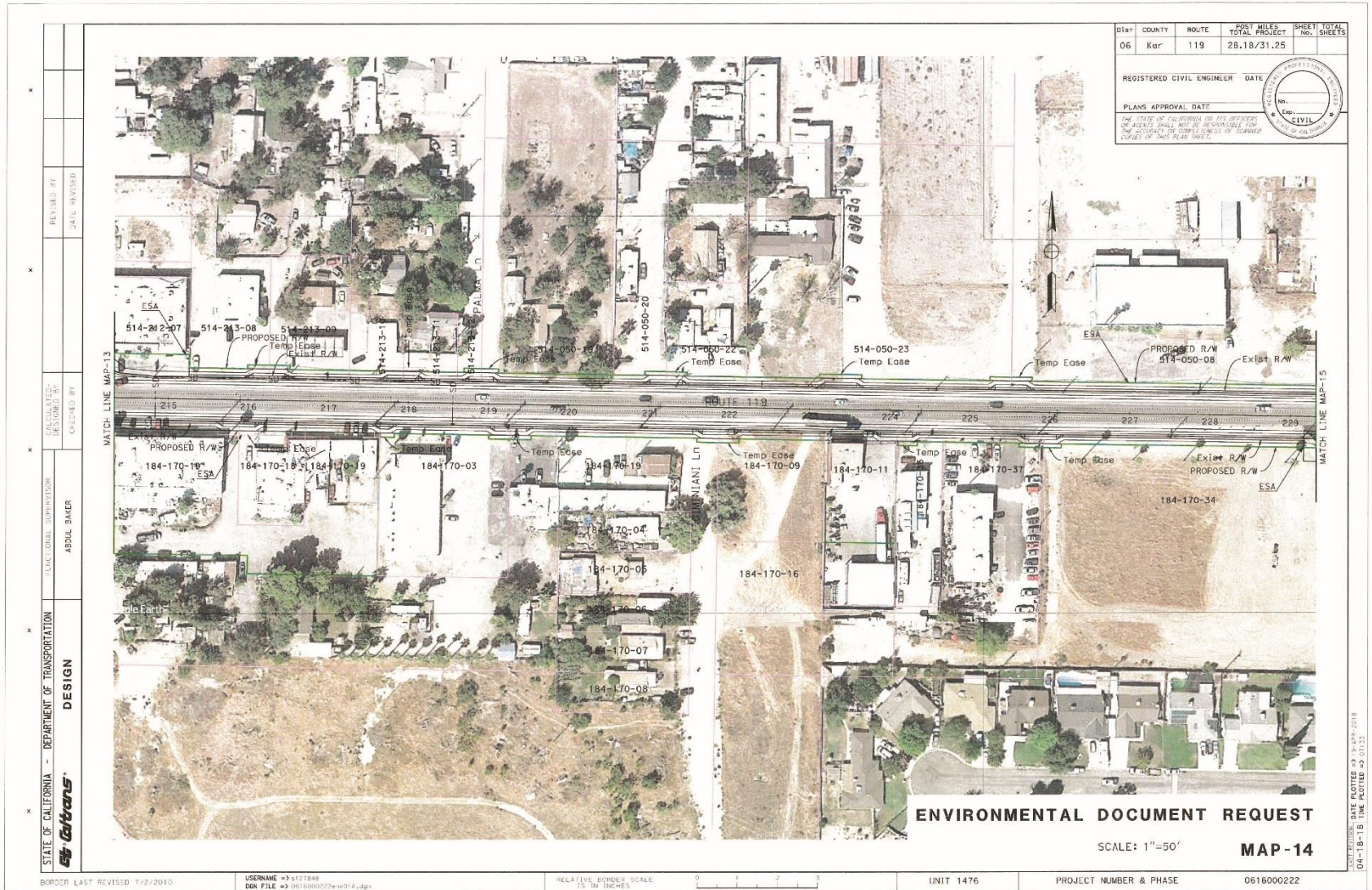
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY INFORMATION OR DATA SHOWN ON THIS PLAN SHEET.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN  
 FUNCTIONAL SUPERVISOR: ABDUL BAKER  
 CALCULATED/DESIGNED BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 REVISED BY: \_\_\_\_\_  
 DATE REVISED: \_\_\_\_\_

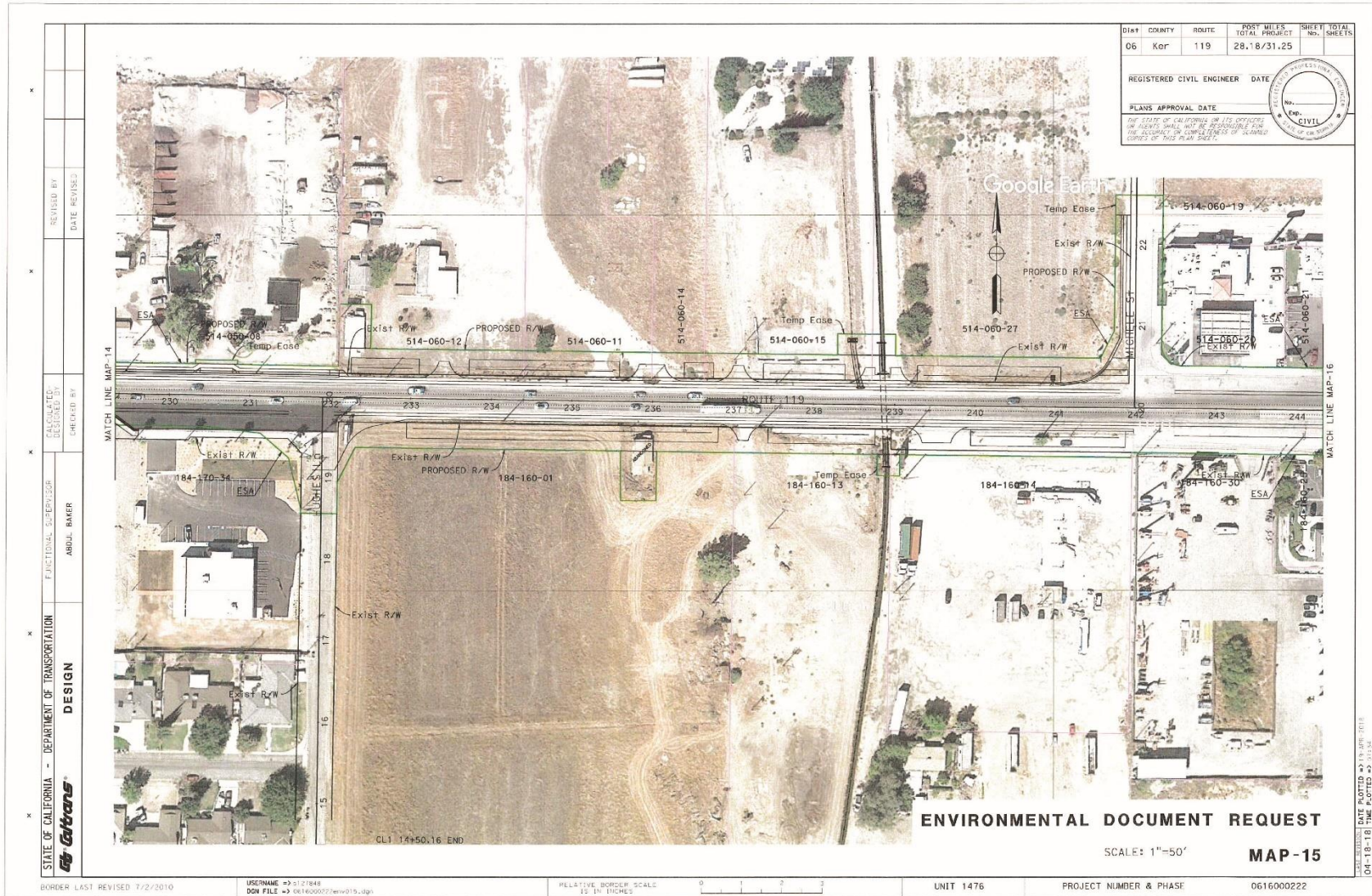
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 IISURNAM -> 1127688  
 DGN FILE -> 0616030222env013.dgn  
 RELATIVE BORDER SCALE 15 IN. (381.25 mm)  
 UNIT 1476  
 PROJECT NUMBER & PHASE 0616000222

LAST ACTION: DATE PLOTTED -> 11/08/2018  
 04-18-18 TIME PLOTTED -> 07:23

Appendix C • Preliminary Mapping



Appendix C • Preliminary Mapping



Dist	County	Route	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Ker	119	28.18/31.25		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

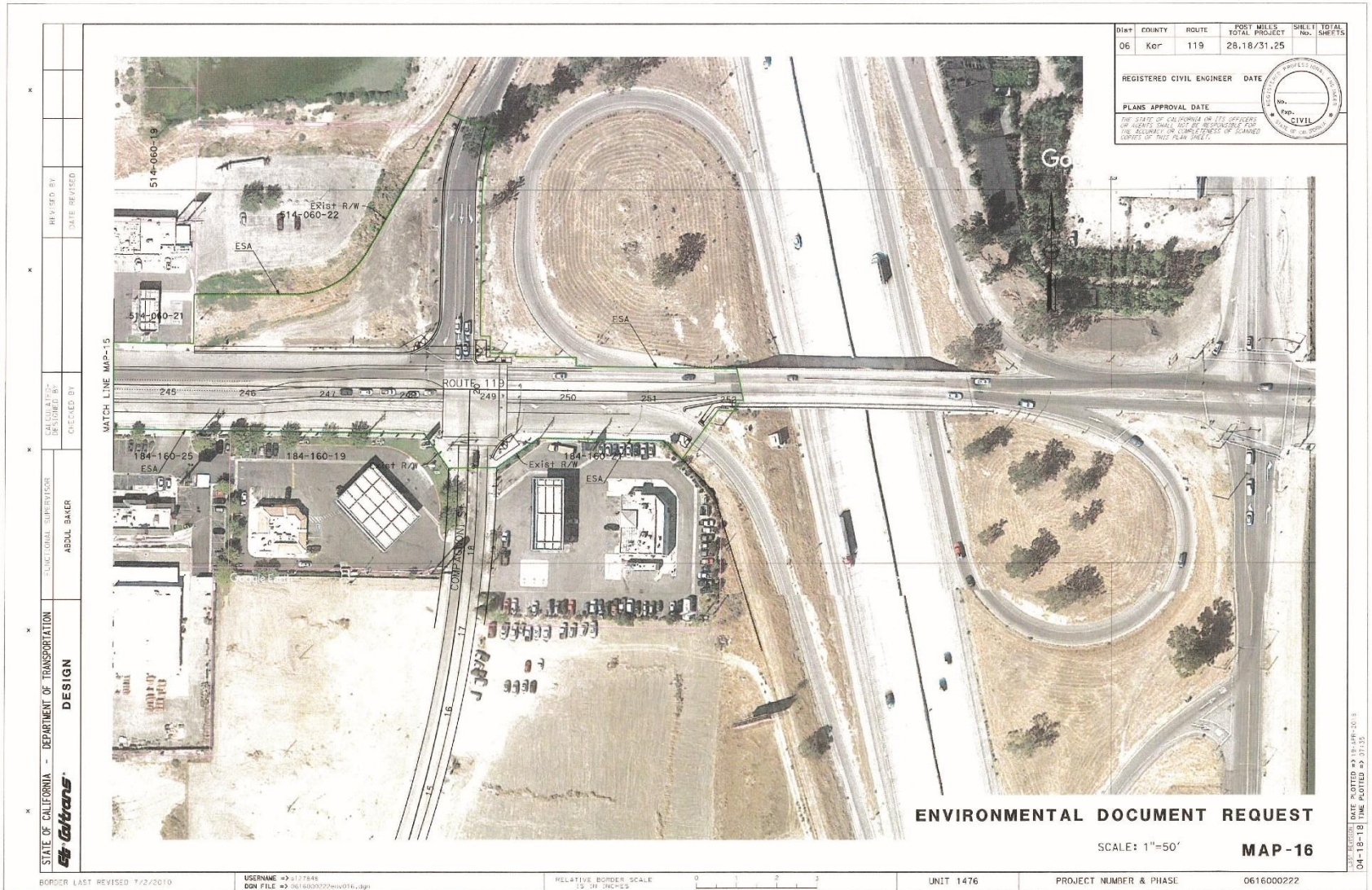
  

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN  
 F. FRACTIONAL SUPERVISOR  
 ABDUL BAKER  
 CHECKED BY  
 CALCULATED/DESIGNED BY  
 REVISED BY  
 DATE REVISED

BORDER LAST REVISED 7/2/2010  
 IRODNAME #3137848  
 DGN FILE #3 0618000222env015.dgn  
 RELATIVE BORDER SCALE 1/2 IN. INCHES  
 UNIT 1476  
 PROJECT NUMBER & PHASE 0616000222  
 SCALE: 1"=50'  
**MAP-15**  
 DATE PLOTTED 19-JUN-2018  
 TIME PLOTTED 05:01:54

Appendix C • Preliminary Mapping



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Ker	119	26.18/31.25		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN  
 MATCH LINE MAP-15  
 CHECKED BY: ABDUL BAKER  
 DESIGNED BY: ABDUL BAKER  
 DATE REVISION: [ ]  
 DATE REVISION: [ ]

BORDER LAST REVISED 7/2/2010  
 USERNAME => j17248  
 DGN FILE => 0616000222env014.dgn  
 RELATIVE BORDER SCALE: 1/2 IN. = 1'-0"  
 UNIT 1476  
 PROJECT NUMBER & PHASE: 0616000222

DATE PLOTTED => 19-APR-2018  
 TIME PLOTTED => 07:35



## **List of Technical Studies Bound Separately (Volume 2)**

Draft Relocation Statement February 2020

Air Quality Report December 2019

Noise Study Report November 2019

Water Quality Report November 2010

Climate Change/Greenhouse Gas March 2020

Natural Environment Study October 2019

Location Hydraulic Study August 2019

Historical Property Survey Report November 2019

- Historic Resource Evaluation Report
- Historic Architectural Survey Report
- Archaeological Survey Report

Hazardous Waste Reports

- Initial Site Assessment May 2019
- Visual Assessment September 2019
- Initial Paleontology Study October 2019
- Community Impact Assessment March 2020

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

Som Phongsavanh  
Central Region Environmental, California Department of Transportation  
855 M Street Suite 200, Fresno, California, 93721

Or send your request via email to: [Som.Phongsavanh@dot.ca.gov](mailto:Som.Phongsavanh@dot.ca.gov)

Or call: 559-445-6447

Please provide the following information in your request:

Pumpkin Center Resurfacing, Restoring and Rehabilitation Project in Pumpkin Center in Kern County

06-KER-119-28.2/31.3

0616000222