

# **Kern 46/99 Separation Bridge Replacement Project**

Kern County, California

06-KER-SR46-PM 57.35/57.8, SR99- PM 43.9/44.6

Project ID 0612000105

SCH#2014021006

## **Initial Study with Negative Declaration**



Prepared by the  
State of California Department of Transportation

**July 2014**



## **General Information About This Document**

### ***What's in this document:***

This Initial Study contains a Negative Declaration and explains the potential environmental impacts of the alternatives considered for this proposed project on State Route 46 and State Route 99 in Kern County, California. The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA).

The draft environmental document was circulated to the public from February 5 to March 10, 2014. Responses to the circulated document are shown in the Comments and Responses section of this document, which has been added since the draft. Elsewhere throughout this document, a line in the margin indicates where a change has been made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated.

### ***What happens next:***

The project has completed environmental compliance after the circulation of this document. When funding is approved, the California Department of Transportation, as assigned by the Federal Highway Administration, can design and construct all or part of the project.

This final environmental document and the supporting technical studies will be available at the following locations: Caltrans district office at 1352 West Olive Avenue, Fresno, CA 93778 and the Kern County Library, Wasco Branch, at 1102 7<sup>th</sup> Street, Wasco, CA 93280.

This document can also be accessed online at the following website:

<http://www.dot.ca.gov/dist6/environmental/envdocs/d6/>

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Michelle Ray, Sierra Pacific Environmental Analysis Branch, 855 M Street, Suite 200, Fresno, CA 93721; Voice: (559) 445-5286; or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

Replace the State Route 46/State Route 99 separation bridge in Kern County

**INITIAL STUDY  
with Negative Declaration**

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

THE STATE OF CALIFORNIA  
Department of Transportation

7/15/14  
Date of Approval

  
Jennifer H. Taylor, Office Chief  
Central Region Environmental South  
California Department of Transportation  
CEQA Lead Agency

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## Negative Declaration

Pursuant to: Division 13, Public Resources Code

### **Project Description**

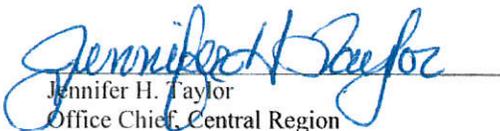
The California Department of Transportation (Caltrans) proposes to build a new bridge on the south side of the existing State Route 46/State Route 99 separation bridge and replace the existing ramps on State Route 99. The existing bridge would be demolished after the new bridge is in place. The southbound ramps would be replaced with half-diamond standard ramps, and the northbound ramps would be connected with a T-intersection at Famoso Road. The new bridge and ramps would be consistent with current design standards for the State Route 99 corridor.

### **Determination**

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

The project would have no effect on land use, growth, community character and cohesion, environmental justice, geology, soils, seismicity, topography, paleontology, natural communities, or plant species.

The project would have no significant effect on relocations and real property acquisition, cultural resources, farmland/timberland, utilities and emergency services, noise, visual/aesthetics issues, hydrology and floodplain, waters of United States, traffic and transportation, water quality and storm water runoff, hazardous waste/materials, air quality, animal species, invasive species, or threatened and endangered species.

  
Jennifer H. Taylor  
Office Chief, Central Region  
Environmental South  
California Department of Transportation  
CEQA Lead Agency

7/15/14  
Date



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# **Chapter 1**      **Proposed Project**

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## **1.1 Introduction**

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act, proposes to replace the existing State Route 46/State Route 99 separation bridge. The new bridge will be located on the south side of the existing structure, and existing ramps will be modified to connect the new bridge with State Route 99 and Famoso Road (see Figures 1-1 and 1-2). The existing southbound ramps on State Route 99 will be modified and replaced with half-diamond standard ramps, and the State Route 99 northbound ramps will be connected with a T-intersection at Famoso Road. The new bridge and new ramps will be consistent with State Route 99 current design standards. The existing bridge will be demolished after the new bridge is completed.

The project sits in Kern County about 15 miles north of the city of Bakersfield. The westbound leg of the two-lane structure serves traffic exiting State Route 46 to State Route 99. The eastbound leg connects Famoso Road to State Route 99. The Famoso Road T-intersection with State Route 46 is controlled by stop signs.

This project is programmed in the 2012 State Highway Operations and Protection Program under the Bridge Rehabilitation Program in the 2015/2016. The estimated capital cost plus right-of-way cost for the Build Alternative is \$19,386,000.

Because funding for the project includes federal funds, a National Environmental Policy Act Categorical Exclusion will be issued for this project.

## **1.2 Purpose and Need**

### **1.2.1 Purpose**

The purpose of the project is to enhance safety and improve traffic operations by increasing the height of the bridge over State Route 99. The standard 16.5-foot-high vertical clearance would reduce risks to the structure from hits by tall trucks.

### **1.2.2 Need**

The existing State Route 46/State Route 99 bridge structure has suffered damage from being struck by tall trucks. The bridge was severely damaged in 2008 and was closed for an extended period. During inspection, significant fatigue cracking was found throughout the structure. The vertical clearance of the existing bridge ranges from 14

feet 10 inches on one side to 15 feet 2 inches on the other. Because of the low vertical clearance, the bridge will continue to experience hits from tall trucks.

### **1.3 Project Description**

Caltrans proposes to replace the existing State Route 46/State Route 99 separation bridge that was built in 1958. State Route 46 is a two-lane conventional highway within the project limits. The new bridge will be constructed on the south side of the existing bridge. The existing interchange ramps would be modified or replaced.

### **1.4 Project Alternatives**

Several alternatives were evaluated during the project scoping phase, but were eliminated due to the inclusion of non-standard design features. For more information on the alternatives eliminated, see Section 1.7 Alternatives Considered but Eliminated.

Now under consideration for the project are a Build Alternative (Alternative 4) and the No-Build Alternative.

#### **1.4.1 Build Alternative (Alternative 4)**

A new bridge will be built along the south side of the existing State Route 46 separation bridge and connect to Famoso Road from post miles 57.35 to 57.8. The existing State Route 99 interchange ramps would be modified or replaced from post miles 43.9 to 44.6. The southbound State Route 99 ramps will be converted to a half-diamond interchange with the allowance for future conversion of a full-diamond interchange. The State Route 99 northbound ramps will be connected with a T-intersection at Famoso Road.

Due to the high embankment at the west end of the bridge, an existing irrigation canal will be relocated and modified to maintain minimum right-of-way at the toe for easy movement of equipment required for canal maintenance. An embankment side slope of 2:1 or retaining wall may be provided to avoid or reduce the relocation cost of the irrigation canal. Appendix C shows the layout of the Build Alternative.

Bike lanes and sidewalks are not on the current structure. None will be installed because the structure will be built with 8-foot shoulders according to the “share the road” principal. A left-turn lane with a stop sign will be installed at the ramp intersection.

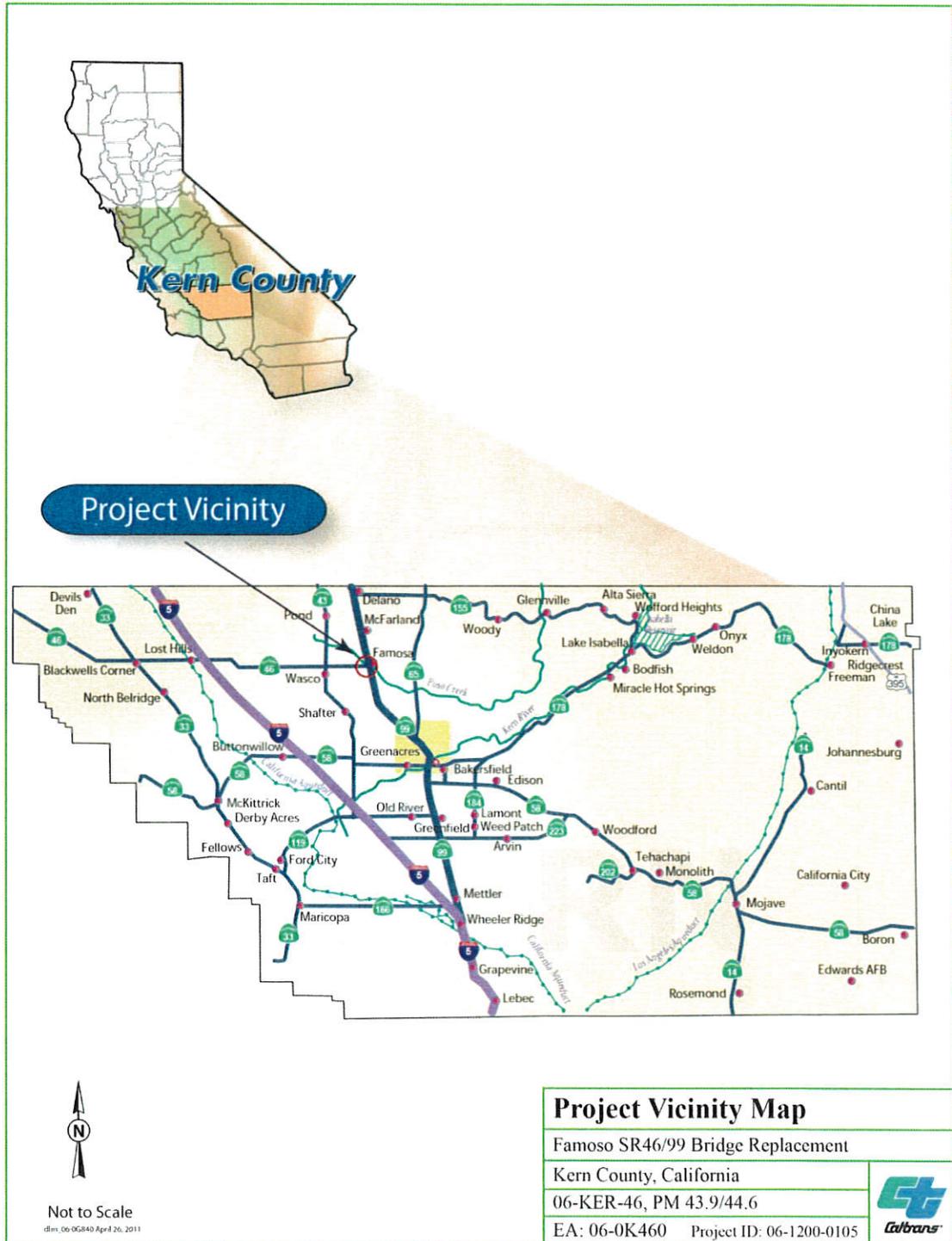


Figure 1-1 Project Vicinity Map

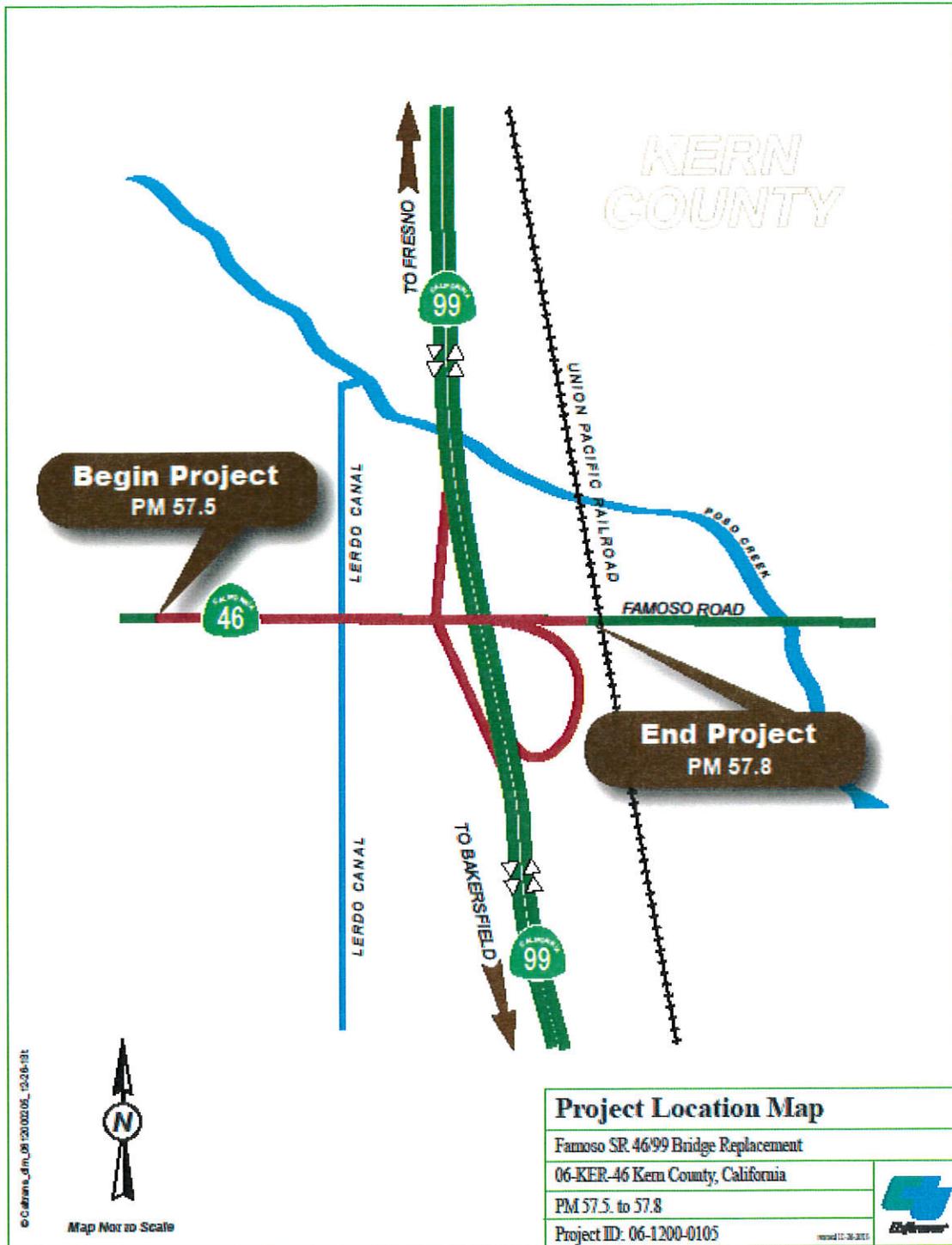


Figure 1-2 Project Location Map

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

Consideration of a No-Build Alternative is required by the National Environmental Policy Act. The No-Build Alternative would keep the bridge in its current condition. Tall trucks may continue to strike the bridge, adding to the existing damage. As damage and fatigue continue, the bridge could fail.

## **1.5 Identification of the Preferred Alternative**

After public circulation of the draft document, comments received during that time were considered (see Chapter 3 Comments and Coordination). Caltrans selected the Build Alternative as the preferred alternative because of the project benefits with regards to any associated impacts. In addition to the standard design elements of the preferred alternative, the alternatives considered but eliminated were dependent on the assumed design speed of 35 mph. These alternatives were determined no longer viable since the design speed is 50 mph.

## **1.6 Comparison of Alternatives**

The comparison criteria show how the Build Alternative would affect the environmental resources in the study area and meet the purpose and need.

### *Project Purpose and Need*

With minimal effects to the environment, the Build Alternative meets the purpose and need by improving traffic operations and enhancing the safety of the State Route 46/State Route 99 separation bridge. The No-Build Alternative does not meet the purpose and need for the project and could lead to complete bridge failure.

### *Relocations and Real Property Acquisition*

A total of 11.22 acres of new right-of-way would be required for the project. Linear strips of six properties from agricultural, industrial, or residential properties on both sides of the existing bridge would be acquired. Full acquisitions of three small vacant properties on the southeast corner and one small vacant property on the southwest corner of the existing bridge would be also required.

The project would not result in the relocation of any existing residences or businesses.

### *Utilities Services*

The Build Alternative will require realignment of nine Pacific Gas and Electric (PG&E) poles and two American Telephone and Telegraph (AT&T) poles.

### *Visual/Aesthetics*

The Build Alternative would remove vegetation. However, due to the mature vegetated landscapes on the neighboring properties, the view of the new bridge would be consistent with existing conditions within the project limits.

### *Wetlands and Other Waters (Potential Impacts to Lerdo Canal)*

Expected permanent impacts to the canal include fill placement and relocation. The project will also pipe parts of the canal within the project area and extend the culvert. Temporary impacts include removing water from the canal and removing fill once work is completed in the work areas. The estimated impact from the Build Alternative is 0.75 acre of temporary effects and 0.4 acre of permanent effects to Waters of the United States.

## **1.7 Alternatives Considered but Eliminated From Further Discussion**

A Project Study Report, approved in November 2011, initially presented three build alternatives for replacing the State Route 46/State Route 99 separation bridge. Each of the proposed alternatives would replace the bridge to meet safety and integrity issues for the bridge.

- Alternative 1 proposed to build the new bridge on the north side of the existing bridge to connect with Famoso Road. State Route 46 would then be connected to the existing loop connector ramps to State Route 99.
- Alternative 2 proposed to build the new bridge on the north side of the existing bridge as well and connect to the existing loop connector ramp to State Route 99. The difference between Alternatives 1 and 2 was the connection to Famoso Road.
- Alternative 3 proposed to build the new bridge on the south side of the existing bridge and connect to the existing loop connector ramp to State Route 99.

Another alternative with two options to replace the existing bridge and existing southbound State Route 99 on- and off-ramps with improved ramps was discussed by the Project Development Team. Alternative 4A proposed to build a half-interchange with curved alignment to State Route 99. Alternatives 1 through 4A required non-standard design features and were eliminated from future consideration.

## 1.8 Permits and Approvals Needed

Table 1.1 shows the permits, reviews, and approvals required for building the project.

**Table 1.1 Permits and Approvals**

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers	Nationwide Section 404 Permit for filling or dredging waters of the United States	Application for Section 404 permit for work on Ledro Canal; anticipated during final design.
Regional Water Quality Control Board	Water Discharge Permit	Application for Section 401 permit for work on Ledro Canal; anticipated during final design.
California Department of Fish and Wildlife	1600 Agreement for Streambed Alteration	Application for Section 1600 permit for work on Ledro Canal; anticipated during final design.



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

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As part of the scoping and environmental analysis done for the project, the following environmental issues were considered, but no impacts were identified. Consequently, there is no further discussion of these issues in this document.

- Land use—The existing land use in the immediate project area is mostly agricultural, commercial or industrial. The project is also consistent with state, regional, and local plans. The project conforms to the 2007 Metropolitan Bakersfield General Plan; 2011 Kern Regional Transportation Plan; and 2010 Regional Transportation Improvement Program. (Community Impact Checklist Memo, October 2013)
- Growth—The project is not expected to induce or influence future growth. (Community Impact Checklist Memo, October 2013)
- Farmlands/Timberlands—The Natural Resources Conservation Service Farmland Impact Rating was completed for the project in November 2013 (see Appendix D). The farmland impact rating was 135 points for the conversion of 6.52 acres of prime and unique farmland. The impact rating is less than 160 points, the level that triggers consideration of greater protection under the Farmland Protection Policy Act. (Community Impact Checklist Memo, November 2013)
- Community Character and Cohesion—The project would not disrupt community character or cohesion. The new bridge and ramps would improve access to and from existing businesses. (Community Impact Checklist Memo, October 2013)
- Environmental Justice—The project would not disproportionately impact any minority or low-income populations as stated in Executive Order 12898 regarding environmental justice. (Community Impact Checklist Memo, October 2013)
- Hydrology and Floodplain—The Flood Insurance Rate Map (FIRM) was used to determine if any portion of the project is in an area subject to flooding. Map Community-Panel Number 06029C 1277E (September 26, 2008) shows the project area is in areas designated “Zone A,” a 100-year floodplain whose

elevations are not determined. The project location is within a regulatory floodway; however, the level of risk associated with the project is low. (Floodplain Study, June 2013)

- Geology/Soils/Seismic/Topography—The project would not adversely affect geology, soils, seismicity or topography. The site is not within an Alquist-Priolo Fault Rupture Hazard Zone. The potential for surface fault rupture is considered negligible. (Structure Preliminary Geotechnical Report, April 2013)
- Paleontology—The project has low sensitivity for paleontological resources and is unlikely to encounter any significant paleontological resources if excavation is limited to a shallow surface disturbance. (Paleontological Identification Reports, October 2011 and January 2013)
- Natural Communities—No natural communities of concern were identified in the project area. (Natural Environment Study, May 2013, and revised memorandum, October 2013)
- Plant Species—No special-status plant species were identified in the project area. (Natural Environment Study, May 2013, and revised memorandum, October 2013)

## **2.1 Human Environment**

### **2.1.1 Community Impacts**

#### **2.1.1.1 Relocations and Real Property Acquisition**

##### ***Affected Environment***

Additional right-of-way will be acquired on each side of the existing bridge. Based on data and field reviews, the Build Alternative would require linear strips of land from agricultural and industrial properties. No business would be relocated.

##### ***Environmental Consequences***

The project requires a total of 11.22 acres of additional right-of-way. Linear strips of six properties from agricultural, industrial, or residential properties on both sides of the existing bridge would be required. Full acquisitions of four vacant parcels on the southeast and southwest corners of the existing bridge will also be required.

The project will not result in the relocation of any existing businesses. Travelers and businesses will benefit from the new bridge and improved access to businesses and nearby highways.

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

All land acquisitions and easements will occur after the final design phase and will be compensated for at the fair market value. Fair market value analysis is performed by Caltrans Right of Way agents.

#### **2.1.2 Utilities/Emergency Services**

##### ***Affected Environment***

Utilities within the project limits include aerial electric lines, aerial and buried telephone lines, gas lines, cable television, irrigation lines and petroleum oil line. It is anticipated that nine PG&E electric poles and two AT&T telephone pole lines adjacent to the north/south of existing right-of-way boundaries will need to be relocated. In addition, communication lines and gas lines may require potholing and/or relocation.

Kern County provides law enforcement, fire protection, and emergency medical and rescue services for the project area and surrounding area. The Kern County Sheriff's Department and contracted ambulance companies also use the freeways to gain access to their rural areas of jurisdiction. The California Highway Patrol is responsible for traffic enforcement on State Route 99 and State Route 46.

##### ***Environmental Consequences***

Right-of-way or an easement will be purchased for the project where the above-mentioned affected utilities will be relocated.

For the Build Alternative, nine PG&E poles and two AT&T poles will be affected by the project.

The new bridge will have a beneficial effect on fire protection, law enforcement, emergency medical and rescue services, and other public services by providing improved traffic operations in the area and faster fire and medical response times to emergencies in the area.

The project will create temporary traffic delays during construction.

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

During construction, a Traffic Management Plan will be developed to minimize delays and maximize safety for motorists (see 2.4 Construction Impacts and 2.4.1 Traffic and Transportation).

### **2.1.3 Pedestrian and Bicycle Facilities**

#### ***Affected Environment***

State Route 46 is a conventional state highway between San Luis Obispo County and State Route 99. The highway functions as a major route for agricultural products and is open to bicycle travel under a “share-the-road” basis. The retail and commercial properties within the intersection on both sides of the bridge are used mainly by vehicle traffic.

#### ***Environmental Consequences***

The new bridge will be open to bicycle travelers and pedestrians on a “share-the-road” basis. The new bridge would comply with safety standards.

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

No measures are required.

### **2.1.4 Cultural Resources**

#### ***Affected Environment***

An Historic Property Survey Report, Archaeological Survey Report, and a Historic Resources Survey Report were completed for this project in November 2013.

The Area of Potential Effects /Project Area Limits encompassed all of the proposed ground disturbance and development of the Build Alternative, which includes the existing state right-of-way, proposed right-of-way, and temporary construction easements that could be affected either directly or indirectly as the result of project-related construction activities.

No archaeological resources were identified within the Area of Potential Effects as a result of the pedestrian survey, records search, and initial consultation with members of the Native American community. However, because of the archaeological sensitivity for potential buried archaeological deposits within the Project Area Limits, an Extended Phase I (geoarchaeological) study was recommended; that study was performed in May 2014. The study found no archaeological resources.

Five built-environment properties were identified. They included four buildings and one structure (bridge). The four buildings were formally evaluated and determined not to be historical resources (see CCR 15064.5(a)) under applicable criterion (Brady 2013). The bridge had previously been evaluated for the National Register of Historic Places and also determined not to be a historical resource.

A Supplemental Historic Property Survey Report, a Supplemental Archaeological Survey Report and an Extended Phase I investigation were completed in June 2014. The supplemental Area of Potential Effects was expanded to provide a larger sampling area to complete the Extended Phase I (geoarchaeological) investigation. No archaeological resources or additional studies were identified as a result of these supplementary efforts.

All efforts conducted to identify historical resources within the Project Area Limit were negative. It was determined that the project would not impact any known historical resources.

### ***Environmental Consequences***

Caltrans has determined a finding of no impact is appropriate because there are no historical resources within the project area limits.

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

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist could assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would stop in any area or nearby area suspected to overlie remains, and the County Coroner would be contacted. Pursuant to California Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission which would then notify the Most Likely Descendent. The Native American Heritage Commission would facilitate discussions with the property owner, Caltrans, and the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 would be followed as applicable.

## **2.1.5 Visual/Aesthetics**

### ***Affected Environment***

A Visual Impact Assessment for the project was completed in February 2013 and updated in August 2013. This assessment defined the visual resources of the project setting and identified and assessed the visual character and quality in the project area. The study assessed the changes that would be introduced by the project by evaluating the visual character and the visual quality resources before and after construction of the project.

According to the State Scenic Highway database, State Routes 46 and 99 within the project location are not designated or eligible state scenic routes and no qualifying scenic resources, as defined in Section 15300 of the California Environmental Quality Act Guidelines, will be affected by the project.

### ***Environmental Consequences***

The Build Alternative will be built south of the existing bridge, requiring removal of vegetation. It will introduce temporary visual impacts created during construction. However, the project will have a high level of compatibility with the existing visual character of the area.

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

The following measures are recommended by the district landscape architect and will be considered in the final design:

- Incorporate architectural and aesthetical treatments into the design of the new facility to maintain the overall character of the landscape.
- Use erosion control treatments in all areas of soil disturbed during construction.
- Build slopes of 1:4 or flatter angles with rounded tops and bottoms to stabilize the slope surface and vegetation.
- Preserve remaining mature vegetation within the right-of-way, and replace vegetation where possible.
- Soften the effects of the new bridge structure with replacement planting.
- Plant replacement vegetation on the side slopes.
- Replace trees and shrubs with species consistent to existing conditions.
- Replace vegetation in those locations most affected by the widening project.
- Reduce glare from the additional reflective surfaces with bridge accent colors. Architectural bridge fencing would be added to the bridge to match the accepted teal green bridge accent of Kern County.

## **2.2 Biological Environment**

### **2.2.1 Wetlands and Other Waters**

#### ***Regulatory Setting***

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred

to as the Clean Water Act (33 U.S. Code 1344) is the primary law regulating wetlands and surface waters. One purpose of the Clean Water Act is to regulate the discharge of dredged or fill material into Waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce.

To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of: hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers with oversight by the U.S. Environmental Protection Agency.

The U.S. Army Corps of Engineers issues two types of 404 permits: General and Standard permits. There are two types of General permits: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to authorize a variety of minor project activities with no more than minimal effects.

There are two types of Standard permits: Individual permits and Letters of Permission. Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of the U.S. Army Corps of Engineers' Standard permits. For Standard permits, the U.S. Army Corps of Engineers' decision to approve is based on compliance with the U.S. Environmental Protection Agency's Section 404(b)(1) Guidelines (40 Code of Federal Regulations Part 230) and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines were developed by the U.S. Environmental Protection Agency in conjunction with the U.S. Army Corps of Engineers and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative that would have less adverse effects. The guidelines state that the U.S. Army Corps of Engineers may not issue a permit if there is a least environmentally damaging practicable alternative

to the action that would have lesser effects on Waters of the U.S. and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (Executive Order 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency such as the Federal Highway Administration and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Wildlife, the State Water Resources Control Board (and the Regional Water Quality Control Boards. In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600–1607 of the California Fish and Game Code require any agency that proposes a project that would substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify the California Department of Fish and Wildlife before beginning construction. If the California Department of Fish and Wildlife determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement would be required. The California Department of Fish and Wildlife jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the U.S. Army Corps of Engineers may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the California Department of Fish and Wildlife.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The Regional Water Quality Control Boards also issue water quality certifications for impacts to wetlands and waters in compliance with Section 401 of the Clean Water Act.

### ***Affected Environment***

The information in this section is based on the Natural Environment Study (May 2013).

No wetlands were found in the biological study area.

The Lerdo Canal is in the project area and will be affected by the project. The canal originates at the Kern River east of the city of Bakersfield and continues northwest parallel to the Friant-Kern Canal. The Lerdo Canal provides a hydrologic connectivity to a federal jurisdictional waterway. It is expected that impacts will occur to waters that would be considered jurisdictional by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and the California Department of Fish and Wildlife.

### ***Environmental Consequences***

Work in the Lerdo Canal will be needed to extend the existing box culvert to match the minor realignment of State Route 46. The expected permanent impacts to the canal include fill placement and extension of the existing box culvert. Temporary impacts will include removing water from some areas and removing fill once the work is completed in the work areas. The project will permanently affect an estimated 0.4 acre of the canal and temporarily affect 0.75 acre of Waters of the United States. Before construction work would be started at the Lerdo Canal, permits would be obtained from the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife.

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

Caltrans will comply with all permit requirements. Best management practices will be included so that the smallest practical footprint will be used to minimize temporary, indirect and permanent impacts to jurisdictional Waters of the United States.

## **2.3 Construction Impacts**

### **2.3.1 Traffic and Transportation Facilities**

#### ***Affected Environment***

The entire length of State Route 46 is a conventional state highway open to bicycle travelers on a “share-the-road” basis.

#### ***Environmental Consequences***

The project will replace the existing bridge. The new bridge will comply with current transportation standards.

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

A Traffic Management Plan will be developed to reduce delays and congestion and to maximize safety for motorists during construction.

The Traffic Management Plan would include, but is not limited to, the following:

- Project information released through brochures and mailers, press releases, and advertisements managed by the Public Information Office.
- Fixed and portable changeable message signs.
- Incident management through the Construction Zone Enhancement Enforcement Program and the Transportation Management Center.
- Precautionary measures and project phasing.

### **2.3.2 Water Quality**

#### ***Affected Environment***

A water compliance study for the project was completed in September 2013. The project is within the South Valley Floor Hydrologic Unit 558.80. The Lerdo Canal runs south of the project, and Poso Creek runs north of the project.

#### ***Environmental Consequences***

During construction, the project has the potential to temporarily affect water quality. No permanent water quality impacts will occur.

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

The following best management practices would be used:

- A Notification of Intention will be submitted to the Central Valley Regional Water Quality Control Board at least 30 days prior to the start of construction.
- A Storm Water Pollution Prevention Plan will be used during construction.
- A Notice of Termination will be submitted to the Regional Water Quality Control Board when construction and site stabilization are completed. The project would be considered complete when the criteria for final stabilization in the Construction General Permit are met.

### **2.3.3 Hazardous Waste/Materials**

#### ***Affected Environment***

Caltrans conducted a hazardous waste environmental assessment in October 2013. The assessment included a review of hazardous waste databases and records, site reviews, an aerially deposited lead survey, asbestos and lead paint surveys of the existing bridge, and an investigation of land parcels that could be acquired for the project.

### **Environmental Consequences**

The assessment concluded that no significant hazardous waste issues were identified in the project area, and any contaminations found during the study are not considered to have a potential to affect the project.

Paint samples on the bridge girders were indicated to have hazardous concentrations of lead. However, if the paint is left intact on the girders during bridge demolition, the girders could be reused or recycled without any hazardous waste restrictions. If, the paint is disturbed, any paint residue would become a hazardous waste and would be managed accordingly.

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

During construction, procedures outlined in Caltrans Hazards Procedures for Construction should be followed if any unknown hazardous waste/material is found.

The project will need to use the following hazardous waste provisions: Standard Special Provision (SSP) 7-1.02K(6)(j)(iii) (Earth Material Containing Lead), SSP 15-1.03B (Residue Containing Lead from Paint and Thermoplastic), and SSP 14-11.07 (Remove Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue).

The bridge girders are covered with lead-based paint. If the paint on the bridge girders is removed during demolition, a lead abatement plan will be required. Any paint residue would be managed as a hazardous waste. The Caltrans Non-Standard Special Provision (NSSP) 14-11.08 (Disturbance of existing paint systems on bridges) will be required for paint removal from the girders.

## **2.3.4 Air Quality**

### **Affected Environment**

An air quality compliance study was prepared in August 2013. The project is within the San Joaquin Air Basin in Kern County and is organized within the Kern Council of Governments. Under the National Clean Air Act, sections of Kern County are a Class II area where several nonattainment conditions exist for multiple criteria pollutants. Near the project area, these are ozone (further classified as extreme) and PM<sub>2.5</sub>. State criteria pollutants for the same area include ozone, PM<sub>10</sub> and PM<sub>2.5</sub>. Bridge replacement under the Safety Program is specifically exempted for safety purposes under the Transportation Conformity Rule (40 CFR 93.126).

On April 16, 2013, a memorandum for particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) hot-spot conformity was submitted to the interagency consultation partners. Concurrence was received on April 17, 2013 stating this project is not a project of air quality concern.

### **Environmental Consequences**

During construction, the project would generate air pollutants. Exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. However, the largest percentage of pollutants would be windblown dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities would vary each day as construction progresses. Dust and odors during construction could cause occasional annoyance and complaints from travelers and businesses along the state right-of-way.

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

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements would be required and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 (Air Pollution Control) and Section 14-9.03 (Dust Control), require the contractor to comply with the San Joaquin Valley Unified Air Pollution Control District's rules, ordinances, and regulations. A Dust Control Plan would be needed if 2,500 cubic yards of material or more are moved in a single day for at least three days of the project or if 5 or more acres of land are disturbed during construction. If a Dust Control Plan is required, the contractor would be responsible for submitting the plan and associated fees.

### **2.3.5 Construction Noise**

A Noise Study Report was completed in October 2013. During construction of the project, noise from construction activities could occasionally be louder than the noise environment in the immediate area.

Table 2.1 shows noise levels produced by equipment that is commonly used on roadway construction projects. Construction equipment is expected to generate noise levels ranging from 80 to 89 decibels at a distance of 50 feet.

**Table 2.1 Construction Equipment Noise**

<b>Equipment</b>	<b>Maximum Noise Level (dBA at 50 feet)</b>
Scrapers	89
Bulldozers	85
Heavy Trucks	88

Backhoe	80
Pneumatic Tools	85
Concrete Pump	82

Source: Federal Transit Administration, 2006

No adverse noise impacts from construction activities are expected as construction would be done under Caltrans Standard Specifications Section 7-1.01I and applicable local noise standards. Construction noise would be short term, intermittent, and overshadowed by local traffic noise.

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

Use of the following measures would minimize the temporary noise impacts from construction:

- No equipment would have an unmuffled exhaust.
- As directed by Caltrans, the contractor would use appropriate additional noise reduction measures: change the location of stationary construction equipment; turn off idling equipment; reschedule construction activities; notify nearby residents in advance of construction work; and install acoustic barriers around stationary construction noise sources.
- Construction noise is regulated by Caltrans Standard Specifications Section 7-1.01I, Sound Control Requirements, which states that noise levels generated during construction would comply with applicable local, state, and federal regulations, and that all equipment would be fitted with adequate mufflers according to the manufacturers' specifications.

### **2.3.6 Animal Species**

#### ***Affected Environment***

A Natural Environment Study for this project was completed in May 2013 and updated in September 2013. During biological surveys in the project study area, existing habitat and any observed species were documented.

#### ***Environmental Consequences***

The existing habitat is classified as ruderal and disturbed. Non-native vegetation and a grove of large non-native eucalyptus trees are within the project area. These trees are potential nesting habitat for migratory birds.

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

A preconstruction migratory bird survey would be required to determine if the trees are being used for nesting.

#### **2.3.7 Threatened and Endangered Species**

##### **Affected Environment**

A Natural Environment Study for this project was completed in May 2013 and updated in September 2013. During biological surveys in the project study area, existing habitat, as well as any animal and plant species observed were documented. The habitat in the biological study area consists of roadside ruderal areas, cultivated agricultural fields, and urban development.

No plants listed by the California Native Plant Society (CNPS) with the potential to occur within the project vicinity were found during surveys. No critical habitat designated by the U.S. Fish and Wildlife Service is near the project area or would be impacted as a result of the project.

##### **Environmental Consequences**

According to the California Natural Diversity Database and the U.S. Fish and Wildlife Service, the Tipton kangaroo rat (*Dipodomys nitratoides nitratoides*) and the San Joaquin kit fox (*Vulpes macrotis mutica*) have the potential to occur within the biological survey area.

However, within the project impact area, Tipton kangaroo rat habitat qualities do not exist and the project impact area habitats that support San Joaquin kit fox foraging and den sites are not present. Though agricultural land is next to the project impact area and could serve as foraging habitat for kit foxes, no take of this potential foraging habitat is anticipated. Caltrans will continue to coordinate with the U.S. Fish and Wildlife Service during the project design phase if needed.

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

Preconstruction surveys and standard special provisions for the San Joaquin kit fox and migratory birds would be included in the construction contract and used to avoid and minimize impacts to listed species:

- A qualified biologist would conduct preconstruction surveys and ensure that all avoidance measures are being maintained.

- The contractor would be required to coordinate with the appropriate irrigation districts regarding their “dry season” (typically October to January) and work within their rules.
- If during construction the qualified biologist determines there is a potential for take of a federal or state listed species, all work would cease immediately until Caltrans initiates consultation with the U.S. Fish and Wildlife Service and/or the California Department of Fish and Wildlife.
- If work occurs during the nesting season (February 15 to September 1), preconstruction surveys for raptors would be required. If a raptor nests in the project area during construction activities, delays to construction could occur and work buffers would be enforced.
- Environmental compliance training would be required of all construction workers.
- All construction-related access must be kept within the project limits and to existing highways and associated paved/graded shoulders or other designated areas clearly marked on the ground.
- Project-related traffic would observe a 20-mile-per-hour speed limit except on roads or highways open for public use.
- The contractor would immediately notify the resident engineer if a dead, injured, or entrapped kit fox or a similar animal that is believed to be a kit fox is found. All construction activity within the 150-foot radius of the kit fox would be halted and may not resume until the project biologist is consulted and the resident engineer provides written authorization. Any entrapped kit fox would be permitted to escape. No injured or dead kit fox may be handled or otherwise disturbed.
- If a kit fox den is discovered, all construction activity within the 150-foot radius of the den would be halted and the resident engineer would be contacted immediately. Work would not continue until the resident engineer provides written authorization to the contractor.
- All food-related trash would be disposed of in closed garbage containers provided by the contractor; containers would be emptied daily.
- Pets are prohibited on the work site.
- At the end of each work day, the contractor would take measures to prevent the entrapment of kit foxes in all excavated, steep-walled holes or trenches more than

or equal to 2 feet deep. Such measures would include covering excavations with plywood or providing dirt or plank escape ramps from the trenches.

- The contractor would inspect all pipes and culverts with a diameter greater than or equal to 4 inches before burying, capping, or other use. If a kit fox is discovered during this inspection, the pipe or culvert would not be disturbed (other than to move to a safe location if necessary) until after the fox has escaped.

### **2.3.8 Invasive Species**

#### ***Affected Environment***

A Natural Environment Study for this project was completed in May 2013 and updated in September 2013. The project area was evaluated for the presence of invasive species based on the California Noxious Weed List (California Department of Food and Agriculture, 2010), the California Invasive Plant Council List (California Invasive Plant Council 2010), and the U.S. Department of Agriculture Federal Weed List (U.S. Department of Agriculture 2010).

#### ***Environmental Consequences***

No invasive species were identified in the project area. However, reducing the potential spread of noxious weeds to or from the project site is required.

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

Invasive species would be handled in accordance with Executive Order 13112 that pertains to invasive species and by best management practices that would be used to reduce the potential spread of noxious weeds to or from the project site. This would include using only clean dirt for fill and properly disposing of any excavated materials. Caltrans would also use proper erosion and storm water control techniques and hydro-seeding to revegetate disturbed areas.

## **2.4 Climate Change**

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to

greenhouse gas emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of greenhouse gases generated by human activity including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF<sub>6</sub>), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

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

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

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

### **Regulatory Setting**

#### **State**

With the passage of several pieces of legislation, including State Senate and Assembly bills and executive orders, California launched an innovative and proactive approach to dealing with greenhouse gas emissions and climate change.

Assembly Bill 1493, Pavley: Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the

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

2009-model year. In June 2009, the U.S. Environmental Protection Agency administrator granted a Clean Air Act waiver of preemption to California. This waiver allowed California to implement its own greenhouse gas emission standards for motor vehicles beginning with model year 2009. California agencies will be working with federal agencies to conduct joint rulemaking to reduce greenhouse gas emissions for passenger cars model years 2017 to 2025.

Executive Order S-3-05 (signed on June 1, 2005, by former Governor Arnold Schwarzenegger): The goal of this executive order is to reduce California's greenhouse gas emissions to 1) 2000 levels by 2010; 2) 1990 levels by 2020; and 3) 80 percent below 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

Assembly Bill 32, the Global Warming Solutions Act of 2006, Núñez and Pavley: Assembly Bill 32 sets the same overall greenhouse gas emissions reduction goals as outlined in Executive Order S-3-05, while further mandating that the Air Resources Board create a scoping plan (which includes market mechanisms) and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

Executive Order S-20-06 (signed on October 18, 2006 by former Governor Arnold Schwarzenegger): This order further directs state agencies to begin implementing Assembly Bill 32, including the recommendations made by the California's Climate Action Team.

Executive Order S-01-07 (signed on January 18, 2007 by former Governor Arnold Schwarzenegger): This order set forth the low-carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020.

Senate Bill 97 Chapter 185, 2007: This bill required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act Guidelines for addressing greenhouse gas emissions. The amendments became effective on March 18, 2010.

Caltrans Director's Policy 30 Climate Change (approved June 22, 2012): This directive is intended to establish a Caltrans policy that would ensure coordinated efforts to incorporate climate change into departmental decisions and activities. This policy contributes to Caltrans' stewardship goal to preserve and enhance California's resources and assets.

### *Federal*

Although climate change and greenhouse gas reduction is a concern at the federal level, currently there are no regulations or legislation that have been enacted specifically addressing greenhouse gas emissions reductions and climate change at the project level. Neither the U.S. Environmental Protection Agency nor the Federal Highway Administration has promoted explicit guidance or methodology to conduct project-level greenhouse gas analysis.

As stated on the Federal Highway Administration's climate change website (<http://www.fhwa.dot.gov/hep/climate/index.htm>), climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

The four strategies set forth by the Federal Highway Administration to lessen climate change impacts do correlate with efforts that the state has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and a reduction in the growth of vehicle hours traveled.

Climate change and its associated effects are also being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the National Clean Car Program and Executive Order 13514—Federal Leadership in Environmental, Energy and Economic Performance. Executive Order 13514 is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also directs federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

On April 2, 2007, in *Massachusetts v. EPA*, 549 U.S. 497 (2007), the Supreme Court found that greenhouse gases are air pollutants covered by the Clean Air Act and that the U.S. Environmental Protection Agency has the authority to regulate greenhouse gas. The court held that the U.S. Environmental Protection Agency administrator

must determine whether or not emissions of greenhouse gases from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision.

On December 7, 2009, the U.S. Environmental Protection Agency administrator signed two distinct findings regarding greenhouse gases under Section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The U.S. Environmental Protection Agency administrator found that the current and projected concentrations of the six key well-mixed greenhouse gases—carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>)—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The U.S. Environmental Protection Agency administrator found that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the U.S. Environmental Protection Agency's *Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles, which was published on September 15, 2009.*<sup>2</sup> On May 7, 2010, the final *Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards* was published in the Federal Register.

The U.S. Environmental Protection Agency and the National Highway Traffic Safety Administration are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced greenhouse gas emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever greenhouse gas regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle greenhouse gas regulations. These steps were outlined by President Barack Obama in a Presidential Memorandum on May 21, 2010.<sup>3</sup>

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<sup>2</sup> <http://www.epa.gov/oms/climate/regulations.htm#1-1>

<sup>3</sup> <http://epa.gov/otaq/climate/regulations.htm>

The final combined U.S. Environmental Protection Agency and National Highway Traffic Safety Administration standards that make up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide (CO<sub>2</sub>) per mile (the equivalent to 35.5 miles per gallon if the automobile industry were to meet this CO<sub>2</sub> level solely through fuel economy improvements). Together, these standards will cut greenhouse gas emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016).

On November 16, 2011, the U.S. Environmental Protection Agency and National Highway Traffic Safety Administration issued their joint proposal to extend this national program of coordinated greenhouse gas and fuel economy standards to model years 2017 through 2025 passenger vehicles.

### **Project Analysis**

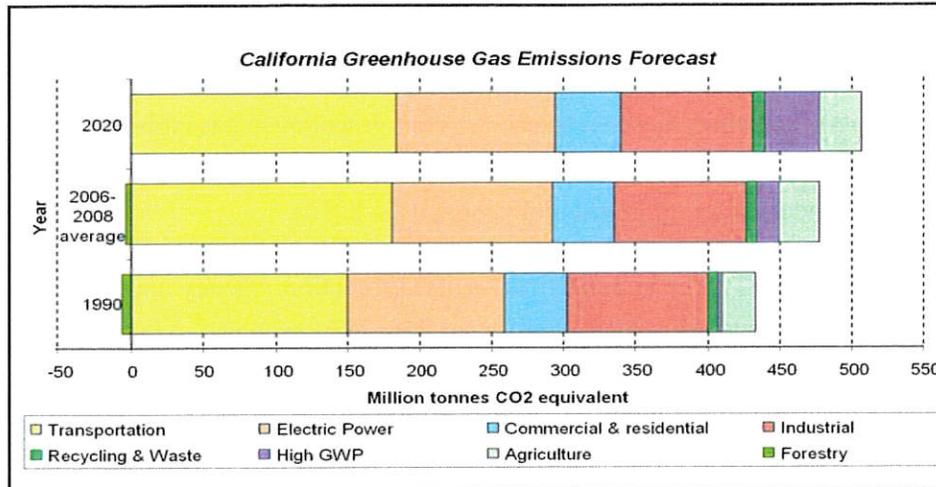
An individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of greenhouse gases.<sup>4</sup> In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (California Environmental Quality Act Guidelines, Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult, if not impossible, task.

The scoping plan mandated by Assembly Bill 32 contains the main strategies California will use to reduce greenhouse gas emissions. As part of its supporting documentation for the Draft Scoping Plan, the Air Resources Board released the greenhouse gas inventory for California (see Figure 2-1). The forecast, last updated on October 28, 2010, is an estimate of the emissions expected to occur in the year

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<sup>4</sup> This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

2020 if none of the foreseeable measures included in the Scoping Plan were used. The base year used for forecasting emissions is the average of statewide emissions in the greenhouse gas inventory for 2006, 2007, and 2008.



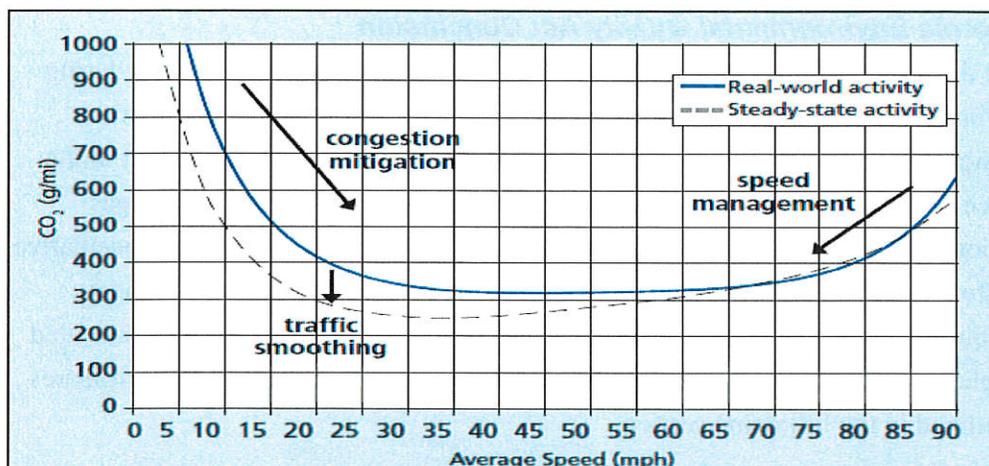
Source: <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

**Figure 2-1 California Greenhouse Gas Forecast**

Caltrans and its parent agency, the California State Transportation Agency (formerly the Business, Transportation, and Housing Agency), have taken an active role in addressing greenhouse gas emissions reduction and climate change. Recognizing that 98 percent of California’s greenhouse gas emissions are from the burning of fossil fuels and 40 percent of all human-made greenhouse gas emissions are from transportation, Caltrans has created and is using the Climate Action Program at Caltrans published in December 2006.<sup>5</sup>

One of the main strategies in the Caltrans Climate Action Program to reduce greenhouse gas emissions is to make California’s transportation system more efficient. The highest levels of carbon dioxide (CO<sub>2</sub>) from mobile sources, such as automobiles, occur at stop-and-go speeds (0–25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0–25 miles per hour (see Figure 2-2).

<sup>5</sup> Caltrans Climate Action Program is located at the following web address: [http://www.dot.ca.gov/hq/tpp/offices/ogm/key\\_reports\\_files/State\\_Wide\\_Strategy/Caltrans\\_Climate\\_Action\\_Program.pdf](http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf)



**Figure 2-2 Possible Effect of Traffic Operation Strategies in Reducing On-Road CO<sub>2</sub> Emissions**

The purpose of the project, located within the San Joaquin Air Basin in Kern County, is to improve the safety of vehicles traveling across and under the bridge by adjusting the vertical clearance of the State Route 46/State Route 99 separation bridge. Lane configurations would remain the same, and this project is not expected to increase capacity, so increases in operational greenhouse gas emissions are not expected to occur as a result of this project. However, greenhouse gas emissions resulting from construction activities would be unavoidable.

### **Construction Emissions**

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction greenhouse gas emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions would be temporary, but produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

### **California Environmental Quality Act Conclusion**

While the project will result in a slight increase in greenhouse gas emissions during construction, it is anticipated that the project will not result in any increase in operational greenhouse gas emissions. While it is Caltrans determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and California Environmental Quality Act significance, it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce greenhouse gas emissions. These measures are outlined in the following section.

### **Greenhouse Gas Reduction Strategies**

#### ***Assembly Bill 32 Compliance***

Caltrans continues to be involved on the Governor's Climate Action Team as the Air Resources Board works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in Assembly Bill 32 (AB 32). Many of the strategies Caltrans is using to help meet the targets in Assembly Bill 32 come from then-Governor Arnold Schwarzenegger's Strategic Growth Plan for California.

The Strategic Growth Plan targeted a significant decrease in traffic congestion below 2008 levels and a corresponding reduction in greenhouse gas emissions, while accommodating growth in population and the economy. The Strategic Growth Plan relies on a complete systems approach to attain carbon dioxide reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements as shown in Figure 2-3 Mobility Pyramid.



**Figure 2-3 Mobility Pyramid**

Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high-density housing along transit corridors. Caltrans works closely with local jurisdictions on planning activities, but does not have local land use planning authority. Caltrans assists efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting ongoing research efforts at universities, by supporting legislative efforts to increase fuel economy, and by participating on the Climate Action Team. It is important to note, however, that control of fuel economy standards is held by the U.S. Environmental Protection Agency and the Air Resources Board.

Caltrans is also working toward enhancing the state's transportation planning process to respond to future challenges. Similar to requirements for regional transportation plans under Senate Bill 375 (Steinberg 2008), Senate Bill 391(Liu 2009) requires the state's long-range transportation plan to meet California's climate change goals under Assembly Bill 32.

The California Transportation Plan is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas emissions. The California Transportation Plan defines performance-based goals, policies, and strategies to achieve our collective vision for California's future, statewide, integrated, multimodal transportation system.

The purpose of the California Transportation Plan is to provide a common policy framework that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, the California Transportation Plan 2040 will identify the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the state's transportation needs.

Table 2.2 summarizes the departmental and statewide efforts that the Department is implementing to reduce greenhouse gas emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

**Table 2.2 Climate Change/CO<sub>2</sub> Reduction Strategies**

Strategy	Program	Partnership		Method/Process	Estimated CO <sub>2</sub> Savings Million Metric Tons (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Transportation System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	0.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, ARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.045 0.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	0.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5 % limestone cement mix	1.2	4.2
				25% fly ash cement mix	.36	3.6
				> 50% fly ash/slag mix		
Goods Movement	Office of Goods Movement	Cal EPA, ARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.18

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

*Caltrans Activities to Address Climate Change* (April 2013)<sup>6</sup> provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

The following measures would also be included in the project to reduce the greenhouse gas emissions and potential climate change impacts from the project:

- Landscaping reduces surface warming and decreases CO<sub>2</sub> through photosynthesis.
- According to Caltrans' Standard Specifications, the contractor must comply with all of the local Air Pollution Control District's rules, ordinances, and regulations regarding to air quality restrictions.

### **Adaptation Strategies**

"Adaptation strategies" refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality (CEQ), the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011<sup>7</sup>, outlining the federal government's progress in expanding and strengthening the nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provides an update on

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<sup>6</sup> [http://www.dot.ca.gov/hq/tpp/offices/orip/climate\\_change/projects\\_and\\_studies.shtml](http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/projects_and_studies.shtml)

<sup>7</sup> <http://www.whitehouse.gov/administration/eop/ceq/initiatives/adaptation>

actions in key areas of federal adaptation, including building resilience in local communities, safeguarding critical natural resources such as freshwater, and providing accessible climate information and tools to help decision-makers manage climate risks.

Climate change adaptation must also involve the natural environment as well. Efforts are underway on a statewide level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, then-Governor Arnold Schwarzenegger signed Executive Order S-13-08, which directed a number of state agencies to address California's vulnerability to sea level rise caused by climate change. This executive order set in motion several agencies and actions to address the concern of sea level rise.

In addition to addressing projected sea level rise, the California Natural Resources Agency (Resources Agency) was directed to coordinate with local, regional, state and federal public and private entities to develop *The California Climate Adaptation Strategy* (Dec 2009)<sup>8</sup>, which summarizes the best-known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across state agencies to promote resiliency.

The strategy outline is in direct response to Executive Order S-13-08 that specifically asked the Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. Numerous other state agencies were involved in the creation of the Adaptation Strategy document, including the California Environmental Protection Agency; California State Transportation Agency; Health and Human Services; and the Department of Agriculture. The document is broken down into strategies for different sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings.

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<sup>8</sup> <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>

The National Academy of Science was directed to prepare a Sea Level Rise Assessment Report<sup>9</sup> to recommend how California should plan for future sea level rise. The report was released in June 2012 and included:

- The relative sea level rise projections for California, Oregon and Washington taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates.
- The range of uncertainty in selected sea level rise projections.
- A synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems.
- A discussion of future research needs regarding sea level rise.

In 2010, interim guidance was released by the Coastal Ocean Climate Action Team (CO-CAT) as well as Caltrans as a method to initiate action and discussion of potential risks to the state's infrastructure due to projected sea level rise. Subsequently, CO-CAT updated the Sea Level Rise guidance to include information presented in the National Academy's Study.

All state agencies that are planning to construct projects in areas vulnerable to future sea level rise are directed to consider a range of sea level rise scenarios for the years 2050 and 2100 to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. Sea level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data.

All projects that have filed a Notice of Preparation as of the date of Executive Order S-13-08 and/or are programmed for construction funding from 2008 through 2013 or are routine maintenance projects may, but are not required to, consider these planning guidelines. The State Route 46/State Route 99 separation bridge project in Kern County is outside the coastal zone, and direct impacts to transportation facilities due to projected sea level rise are not expected.

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<sup>9</sup> *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at [http://www.nap.edu/catalog.php?record\\_id=13389](http://www.nap.edu/catalog.php?record_id=13389).

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

Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change effects, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans will be able review its current design standards to determine what changes, if any, may be needed to protect the transportation system from sea level rise.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is an active participant in the efforts being conducted in response to Executive Order S-13-08 and is mobilizing to be able to respond to the National Academy of Science Sea Level Rise Assessment Report.



## **Chapter 3**      **Comments and Coordination**

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Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings and interagency coordination meetings. This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

### *Coordination with Regulatory Agencies*

On April 16, 2013, a memorandum for particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) hot-spot conformity was submitted to the interagency consultation partners. Concurrence was received on April 17, 2013 stating that this project is not a project of air quality concern.

A species list for federally threatened and endangered species that may be affected by the project was originally obtained from the U.S. Fish and Wildlife Service on February 5, 2013. Caltrans will continue to coordinate with the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife as necessary. With avoidance and minimization measures and preconstruction surveys, no special-status species will be affected by the project.

### *Coordination with Native American Groups*

The Caltrans District 6 Native American Coordinator was informed of the project in October 2012. The coordinator initiated notification of local tribal representatives at that time. The Historic Properties Survey Report and Archaeological Survey Report completed in November 2013 and subsequent Supplemental Historic Properties Survey Report completed in June 2014 were provided to local tribes. The Native American Heritage Commission reviewed the project environmental document and submitted comments after the comment period closed. Native American monitors were onsite during the Extended Phase I excavation surveys. Caltrans will continue to coordinate with local tribal representatives through all phases of the project.

*Coordination with State Historic Preservation Officer*

A Historic Properties Survey Report (HPSR) was prepared in November 2013 and submitted to the State Historic Preservation Officer (SHPO). On December 19, 2013 and July 11, 2014 the State Historic Preservation Officer concurred with findings presented in the Historic Properties Survey Report.

A Supplemental Historic Properties Survey Report was completed in June 2014 following a supplemental survey walking the project area and an Extended Phase I investigation.

*Property and Business Owners*

Mr. Jim Josephson, owner of the Mini-Mart within the Texaco gas station on the southeast corner of the Kern 46/99 Separation Bridge within the project area, contacted Caltrans by phone during the circulation period inquiring about the impact of the project on his business. Caltrans returned Mr. Josephson's call and explained that work would not directly affect the business activities of the Mini-Mart. No further inquiries were received from Mr. Josephson.

Mr. Todd Turley and Mr. Matt Brady from Farmland Reserve Inc. contacted Caltrans Design and the Caltrans cultural resources specialist in March 2014 regarding potential construction impacts to their property. They asked for more information to better understand the design components of the project on their business and surrounding land. Caltrans Design met with Mr. Turley and Mr. Brady at the Caltrans Manchester office and discussed the design details and that a small sliver take of their land would be required for construction of the project. Caltrans provided the company representatives with detailed information and design layouts. Caltrans Design and Right of Way will continue to communicate with Mr. Turley and Mr. Brady throughout the final

design stage and right of way acquisitions.

## **Chapter 4**      **List of Preparers**

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This document was prepared by the following Caltrans staff:

Allam Alhabaly, Transportation Engineer. B.S., California State University, Fresno, School of Engineering; 13 years in Environmental Engineering unit.  
Contribution: Prepared the air, noise and water compliance studies.

Jamal Assi, Environmental Planner. Doctoral degree in Agricultural Sciences - Pannon University of Agriculture, Hungary; more than 5 years of postdoctoral experience at the University of California, Davis; more than 5 years of experience in environmental planning at Caltrans. Contribution: Prepared the Community Impact Memorandum, wrote the environmental document, and conducted the environmental coordination.

Jon Brady, Associate Environmental Planner (Architectural History/Archaeology). B.A., Political Science and Anthropology, and M.A., History (emphasis Historical Archaeology), California State University, Fresno; over 34 years of experience in preparing NEPA and CEQA environmental compliance documents; 12 years of experience at Caltrans. Contribution: Prepared the Historic Properties Survey Report.

Tarek Chowdhury, Transportation Engineer, P.E. Masters of Civil Engineering, University of Concordia, Montreal, Canada; more than 12 years of experience in transportation engineering. Contribution: Prepared the project design and the Project Report.

Zachary Foster, Biologist (Consultant). B.S., Biology, California State University, Fresno; 3 years of wildlife/fisheries biology experience. Contribution: Prepared the Natural Environment Study (Minimal Impacts).

Kevin Gallo, Landscape Architecture, California Polytechnic State University, San Luis Obispo; 7 years of experience in Landscape Architecture. Contribution: Prepared the Visual Impact Assessment.

- Clemens Goewert, Environmental Planner (Hazardous Waste Specialist). B.A., Geology, St. Louis University, St. Louis, Missouri; 42 years of combined experience in geology, engineering geology, environmental studies, and hazardous and nuclear waste management. Contribution: Hazardous waste reviews and studies.
- Kelly Hobbs, Senior Environmental Planner. B.A., History, California State University, Fresno; 16 years experience in California history; 13 years of experience in environmental planning management. Contribution: Environmental branch supervisor.
- Joseph Llanos, Graphic Designer III. B.A., Graphic Design, California State University, Fresno; 16 years of visual design and public participation experience. Contribution: Project mapping and graphics.
- David Meyers, Audio/Visual Specialist, Photography. Fine Arts/Music, California State University, Fresno; A.A., Liberal Studies, College of the Sequoias, Visalia; more than 25 years of graphic visual design, journalism, photography, advertising-marketing, public participation, multimedia and fine arts/music experience. Instructor at State Center Community College District, 13 years; Contribution: Project mapping and graphics.
- Michelle Ray, Associate Environmental Planner (Natural Science). B.S., Environmental Toxicology and Biology, University of California, Riverside; 8 years with Caltrans as an environmental planner and biologist. Contribution: Re-evaluation of the Natural Environment Study.
- Jagannath Sarkar, Transportation Engineer, P.E.; 29 years of experience as a civil/transportation engineer. Contribution: Prepared the preliminary Location Hydraulic/Floodplain Study.
- Richard C. Stewart, Engineering Geologist, P.G. B.S., Geology, California State University, Fresno; 24 years of hazardous waste and water quality experience; 5 years of paleontology/geology experience. Contribution: Prepared the Memorandum of Paleontology.

## **Appendix A** California Environmental Quality Act Checklist

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The following checklist identifies physical, biological, social, and economic factors that might be affected by the project. The California Environmental Quality Act impact levels include “potentially significant impact,” “less than significant impact with mitigation,” “less than significant impact,” and “no impact.”

Supporting documentation of all California Environmental Quality Act checklist determinations is provided in Chapter 2 of this Initial Study/Environmental Assessment. Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS:</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>II. AGRICULTURE AND FOREST RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY:</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES:</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

<b>VI. GEOLOGY AND SOILS:</b> Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

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

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

**VIII. HAZARDS AND HAZARDOUS MATERIALS:** Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- 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?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- 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?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**IX. HYDROLOGY AND WATER QUALITY:** Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>X. LAND USE AND PLANNING:</b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI. MINERAL RESOURCES:</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. NOISE:</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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**XIII. POPULATION AND HOUSING:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XIV. PUBLIC SERVICES:**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Fire protection?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Police protection?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Schools?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Parks?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other public facilities?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XV. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC:</b> Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVII. UTILITIES AND SERVICE SYSTEMS:</b> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

# Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**  
OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-5266  
FAX (916) 654-6608  
TTY 711  
www.dot.ca.gov



*Flex your power  
Be energy efficient!*

March 16, 2012

## NON-DISCRIMINATION POLICY STATEMENT

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

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

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Mario Solis, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353, TTY 711, fax (916) 324-1869, or via email: [mario\\_solis@dot.ca.gov](mailto:mario_solis@dot.ca.gov).

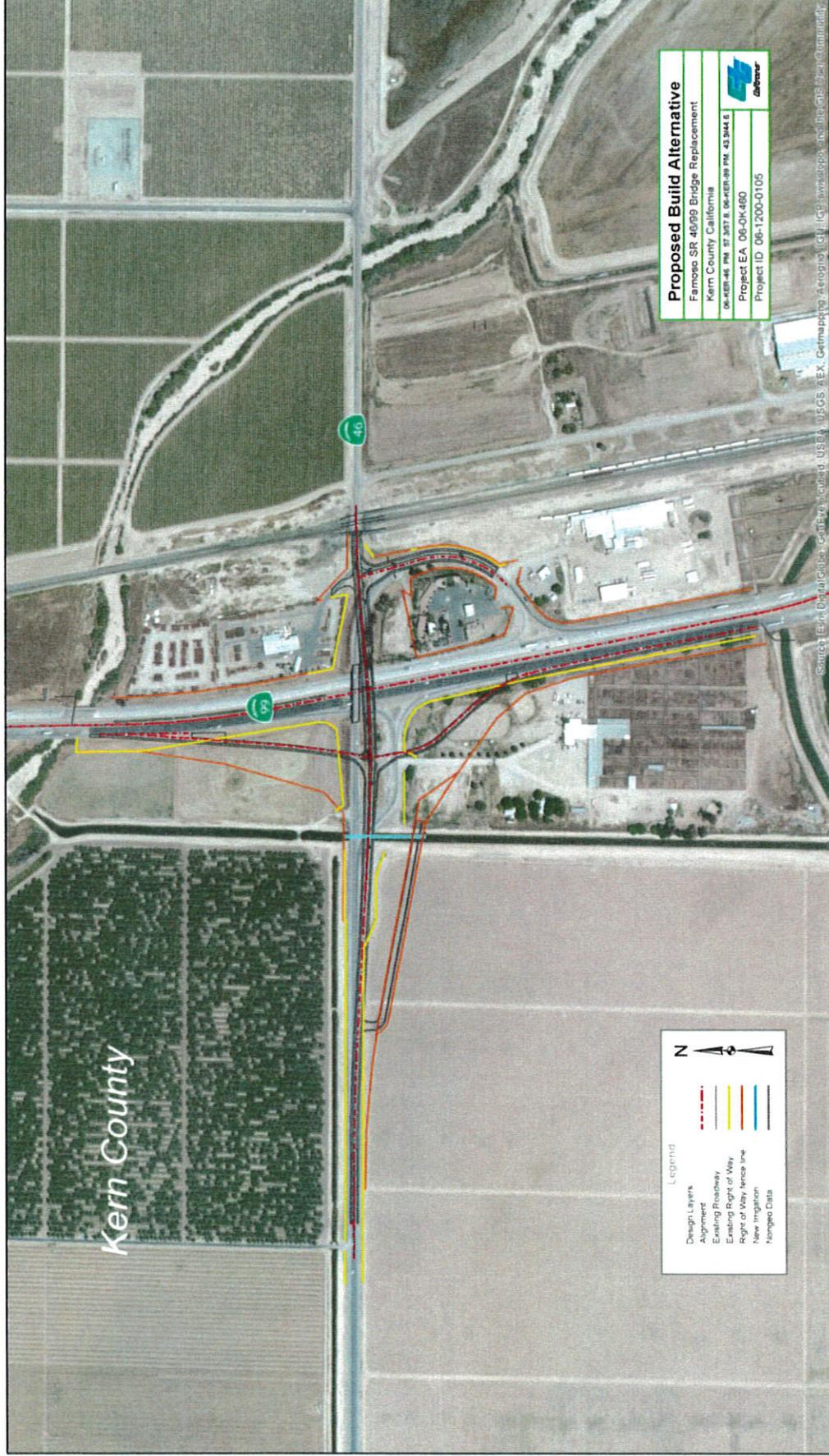
A handwritten signature in blue ink that reads "Malcolm Dougherty".

MALCOLM DOUGHERTY  
Acting Director

*"Caltrans improves mobility across California"*



# Appendix C Build Alternative Layout





# Appendix D Farmland Conversion

U.S. DEPARTMENT OF AGRICULTURE  
Natural Resources Conservation Service

NRCS-CPA-100  
(Rev. 1-91)

## FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 11/8/13	4. Sheet 1 of 1		
1. Name of Project Kern 46/99 Separation Bridge Replacement		5. Federal Agency Involved CALTRANS			
2. Type of Project Transportation		6. County and State Kern, California			
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 11/8/13	2. Person Completing Form EKIKA BOYLAND		
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form).		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated   Average Farm Size 912,584   1,428		
6. Major Crop(s) Almonds, cotton, grapes		6. Farmable Land In Government Jurisdiction Acres: 1,054,228 % 20.2		7. Amount of Farmland As Defined In FPPA Acres: 703,387 % 13.5	
8. Name Of Land Evaluation System Used California State System		9. Name of Local Site Assessment System None		10. Date Land Evaluation Returned by NRCS 11/13/13	
PART III (To be completed by Federal Agency)		Alternative Corridor For Segment One (Alternative 4B)			
		Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly		6.52			
B. Total Acres To Be Converted Indirectly, Or To Receive Services		0			
C. Total Acres In Corridor		456.49			
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		6.52			
B. Total Acres Statewide And Local Important Farmland		0			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		Data Not Available			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		Data Not Available			
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative Value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)		90			
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.6(e))		Maximum Points			
1. Area In Nonurban Use		15	10		
2. Perimeter In Nonurban Use		10	5		
3. Percent Of Corridor Being Farmed		20	10		
4. Protection Provided By State And Local Government		20	8		
5. Size of Present Farm Unit Compared To Average		10	3		
6. Creation Of Nonfarmable Farmland		25	8		
7. Availability Of Farm Support Services		5	3		
8. On-Farm Investments		20	10		
9. Effects Of Conversion On Farm Support Services		25	8		
10. Compatibility With Existing Agricultural Use		10	2		
TOTAL CORRIDOR ASSESSMENT POINTS		160	0 45	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	0 90	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)		160	0 45	0	0
TOTAL POINTS (Total of above 2 lines)		260	0 135	0	0
1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project: 6.52	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>		
6. Reason For Selection:					

Signature of Person Completing This Part: *James Assi*

DATE: *Nov. 18. 2013*

NOTE: Complete a form for each segment with more than one Alternate Corridor



## **Appendix E**    **Minimization and/or Mitigation Summary**

---

Environmental commitments for the project are described in the Avoidance, Minimization, and/or Mitigation sections in their respective environmental categories in this Initial Study. This section summarizes these environmental commitments.

### ***Summary of Avoidance and Minimization Measures***

#### *Utilities/Emergency Services*

During construction, a Traffic Management Plan would be developed to minimize delays and maximize safety for motorists.

#### *Cultural Resources*

If cultural materials were discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist could assess the nature and significance of the find.

If human remains were discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would stop in any area or nearby area suspected to overlie remains, and the county coroner would be contacted. Pursuant to California Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission which would then notify the Most Likely Descendent. The Native American Heritage Commission would facilitate discussions with the property owner, Caltrans, and the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 would be followed as applicable.

#### *Visual/Aesthetics*

The following measures would be used with concurrence from the district landscape architect:

- Incorporate architectural and aesthetical treatments into the design of the new facility maintain the overall character of the landscape.
- Use erosion control treatments in all areas of soil disturbed during construction.

- Build slopes of 1:4 or flatter angles with rounded tops and bottoms to stabilize the slope surface and vegetation.
- Preserve remaining mature vegetation within the right-of-way, and replace vegetation where possible.
- Soften the effects of the new bridge structure with replacement planting.
- Plant replacement vegetation on the side slopes.
- Replace trees and shrubs with species consistent to existing conditions.
- Replace vegetation in those locations most affected by the widening project.
- Reduce glare from the additional reflective surfaces with bridge accent colors. Architectural bridge fencing would be added to the bridge to match the accepted teal green bridge accent of Kern County.

#### *Wetlands and Other Waters*

Before construction work at the Lerdo Canal, permits would be obtained from the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife. All permit requirements would be followed.

#### **Construction Impacts**

##### *Traffic and Transportation*

During construction, a Traffic Management Plan would reduce delays and congestion and maximize safety for motorists. The Traffic Management Plan would include but is not limited to the following:

- Release information through brochures and mailers, press releases, and advertisements managed by the Public Information Office.
- Use fixed and portable changeable message signs.
- Use incident management through the Construction Zone Enhancement Enforcement Program and the Transportation Management Center.
- Use precautionary measures and project phasing.

##### *Water Quality*

The following best management practices would be used:

- A Notification of Intention would be submitted to the appropriate Regional Water Quality Control Board at least 30 days prior to the start of construction.
- A Storm Water Pollution Prevention Plan is to be prepared and used during construction to the satisfaction of the resident engineer.
- A Notice of Termination would be submitted to the Regional Water Quality Control Board when construction and site stabilization are completed. A project would be considered complete when the criteria for final stabilization in the Construction General Permit are met.

#### *Hazardous Waste/Materials*

During construction, procedures outlined in Caltrans Hazards Procedures for Construction should be followed if any previously unknown hazardous waste/material is found. This includes proper handling and disposal practices where Standard Special Provisions—such as SSP 7-1.02K(6)(j)(iii) (Earth Material Containing Lead), SSP 15-1.03B (Residue Containing Lead from Paint and Thermoplastic), and SSP 14-11.07 (Remove Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue)—would be included when necessary.

The existing bridge girders are covered with lead-based paint. If the paint is removed during demolition, a lead abatement plan would be required. Any paint residue should be managed as a hazardous waste. The Caltrans Non-standard Special Provision (NSSP) 14-11.08 (Disturbance of existing paint systems on bridges) would be required for paint removal from the girders.

#### *Air Quality*

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements would be a required for all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of the Caltrans Standard Specifications, Section 14-9.02 (Air Pollution Control) and Section 14-9.03 (Dust Control), require the contractor to comply with San Joaquin Valley Unified Air Pollution Control District rules, ordinances, and regulations. A Dust Control Plan would be needed if at least 2,500 cubic-yards of material are moved in a single day for at least three days or 5 or more acres of land are disturbed. If a Dust Control Plan is required, the contractor would be responsible for submitting the plan and associated fees.

### *Construction Noise*

Using the following measures would minimize the temporary noise impacts from construction:

- No equipment would have an unmuffled exhaust.
- As directed by Caltrans, the contractor would use appropriate additional noise reduction measures: change the location of stationary construction equipment; turn off idling equipment; reschedule construction activities; notify nearby residents in advance of construction work; and install acoustic barriers around stationary construction noise sources.
- Construction noise is regulated by Caltrans Standard Specifications Section 7-1.011, Sound Control Requirements, which states that noise levels generated during construction would comply with applicable local, state, and federal regulations, and that all equipment would be fitted with adequate mufflers according to the manufacturers' specifications.

### *Animal Species*

A preconstruction migratory bird survey would be required to determine if nesting birds are using the existing trees.

### *Threatened and Endangered Species*

Preconstruction surveys and standard special provisions for the San Joaquin kit fox and migratory birds would be included in the construction contract and would be used to avoid and minimize impacts to listed species:

- A qualified biologist would conduct preconstruction surveys and ensure that all avoidance measures are being maintained.
- The contractor would coordinate with the appropriate irrigation district regarding their "dry season" (typically October to January) and work within irrigation district rules.
- If during construction the qualified biologist determines there is potential for take (killing) of a federal or state listed species, all work would cease immediately until Caltrans initiates consultation with the U.S. Fish and Wildlife Service and/or the California Department of Fish and Wildlife.
- If work occurs during the nesting season (February 15 to September 1), preconstruction surveys for raptors would be required. If a raptor nests in the

project area during construction activities, delays to construction could occur and work buffers enforced.

- Environmental compliance training would be required for all construction workers.
- All construction-related access must be kept within the project limits, existing highways and associated paved/graded shoulders, or other designated areas clearly marked on the ground.
- Project-related traffic would observe a 20-mile-per-hour speed limit except on roads or highways open for public use.
- The contractor would immediately notify the resident engineer if a dead, injured, or entrapped kit fox or similar animal believed to be a kit fox is found. All construction activity within a 150-foot radius of the kit fox would be halted and would resume until the project biologist is consulted and the resident engineer provides written authorization. Any entrapped kit fox would be permitted to escape. No injured or dead kit fox would be handled or otherwise disturbed.
- If a kit fox den is discovered, all construction activity within a 150-foot radius of the den would be halted, and the resident engineer would be contacted immediately. Work would not continue until the resident engineer provides written authorization.
- All food-related trash would be disposed of in closed garbage containers provided by the contractor. Containers would be emptied daily.
- Pets are prohibited on the work site.
- At the end of each work day, the contractor would take measures to prevent the entrapment of kit foxes in all excavated, steep-walled holes or trenches more than or equal to 2 feet deep. Such measures would include covering excavations with plywood or providing dirt or plank escape ramps from the trenches.
- The contractor would inspect all pipes and culverts 4 inches in diameter or wider before burying, capping, or other use. If a kit fox is discovered during this inspection, the pipe or culvert would not be disturbed (other than to move to a safe location if necessary) until after the fox escaped.

### *Invasive Species*

Invasive species would be handled in accordance with Executive Order 13112 pertaining to invasive species and by the best management practices used to reduce the potential spread of noxious weeds to or from the project site. This would include only using clean dirt for fill and properly disposing of any excavated materials. Caltrans would also use proper erosion and storm water control techniques and hydro-seeding to revegetate disturbed areas.

## **Appendix F**   Comments and Responses

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This appendix contains the comments received during the public circulation and comment period from February 5, 2014 to March 10, 2014. A Caltrans response follows each comment.

## Acknowledgement from the State Clearinghouse and Planning Unit



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

March 11, 2014

Michelle Ray  
California Department of Transportation, District 6  
855 M Street  
Fresno, CA 93721

Subject: Kern 46/99 Separation Bridge Replacement Project  
SCH#: 2014021006

Dear Michelle Ray:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 10, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures

cc. Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Response to comment from the State Clearinghouse and Planning Unit**

The State Clearinghouse letter acknowledges that Caltrans has complied with review requirements for the draft environmental document as outlined in the California Environmental Quality Act.

## Comment from the Office of Historic Preservation

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

1725 23<sup>rd</sup> Street, Suite 100  
SACRAMENTO, CA 95816-7100  
(916) 445-7000 Fax: (916) 445-7053  
calshpo@parks.ca.gov  
www.ohp.parks.ca.gov



December 19, 2013

Reply To: FHWA\_2013\_1125\_001

Jeanne Day Binning, Ph.D.  
Branch Chief, Central California Cultural Resources Branch  
Caltrans District 6  
855 M Street, Suite 200  
Fresno, CA 93721

Re: Determinations of Eligibility for the Proposed Famoso State Route 46/99 Separation Bridge Replacement Project, Kern County, CA

Dear Dr. Binning:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

Caltrans has determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- 31975 Highway 46
- 31916 Famoso Road
- 31931 Highway 46
- Lerdo Canal

Based on review of the submitted documentation, I concur with the foregoing determinations.

Caltrans also performed a pedestrian archaeological study that resulted in no historic or archaeological sites within the area of potential effect for the project. Due to the very high sensitivity for archaeological deposits Caltrans will do a geoarchaeological study once a preferred alternative is selected.

In the Historic Property Survey Report for the project Caltrans checked the box for No Historic Properties Affected. I would like to clarify that since the identification effort for this project is incomplete an effect finding at this time would be premature.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Carol Roland-Nawi, Ph.D.".

Carol Roland-Nawi, Ph.D.  
State Historic Preservation Officer

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

1725 23<sup>rd</sup> Street, Suite 100  
SACRAMENTO, CA 95816-7100  
(916) 445-7000 Fax: (916) 445-7053  
calshpo@parks.ca.gov  
www.chp.parks.ca.gov



July 11, 2014

Reply in Reference To: FHWA\_2013\_1125\_001

Jeanne Day Binning, Ph.D., Chief  
California Department of Transportation  
Central California Cultural Resources Branch  
District 6  
855 M Street  
Fresno, CA 93721

Dear Ms. Binning:

**Re: Continuing Consultation with the State Historic Preservation Officer (SHPO) on the Proposed Famoso State Route 46/99 Separation Bridge Replacement Federal Undertaking**

Thank you for your June 16, 2014 letter in which you are continuing consultation regarding the above referenced undertaking in accordance with the January 2014 *First Amended Programmatic Agreement (PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California*. Caltrans is requesting concurrence of a no historic properties affected as a result of this undertaking per Stipulation IX.A of the PA and 36 CFR §800.4(d)(1).

The proposed undertaking would replace the existing damaged State Route (SR) 46/99 separation steel girder bridge with a new 42'10" wide cast-in-place pre-stressed slab bridge that includes an 8 foot shoulder. Consultation with our office is being reinitiated because the area of potential effects (APE) was expanded to provide a larger sampling area to complete the geoarchaeological investigation that employs backhoe trenching to expose buried sedimentary strata. The expanded APE covers privately owned property and includes Assessor Parcel Number (APN) 073-040-08 (4.95 acres), located north of SR 46 and east of SR 99, and a portion of APN 073-080-10 (approximately 6.2 acres), located south of SR 46 between Lerdo Canal and SR 99, along with the original archaeological APE. The vertical APE for the expanded area is four feet.

A Supplemental Historic Property Survey Report (HPSR) for the amended APE was provided and included the *Supplemental Archaeological Survey Report for the Proposed Famoso 46/99 Separation Bridge Replacement Project, Kern County, California* (Brady 2014) report and the *Initial Results of Extended Phase I Geoarchaeological Testing for the Famoso 46/99 Separation Bridge Replacement Project, Kern County, California, for Caltrans District 6* letter (Scher 2014) report. The results from consultation with the Native American Heritage Commission (NAHC) and Native American tribes and organizations listed on the NAHC list and record search for the original HPSR were used to identify historic properties within the amended APE (Jon Brady to

Ms. Binning  
July 11, 2014

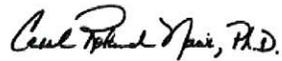
FHWA\_2013\_1125\_001  
Page 2 of 2

Alicia Perez, email, July 11, 2014). An archaeological survey and geoarchaeological testing was also conducted within the amended APE. The results of the identification efforts revealed that no historic properties exist within the amended APE. Based on these findings, Caltrans has determined a finding of no historic properties affected.

Based on my review of your letter and supporting documentation, I concur with your finding of no historic properties affected as a result of this undertaking.

Thank you for seeking my comments and considering historic properties as part of your undertaking. Please be advised that under certain circumstances, such as post-review discoveries or a change in the undertaking description, you may have future responsibilities for this undertaking under the PA and 36 CFR Part 800. If you require further information, please contact Alicia Perez of my staff at 916-445-7020 or at [Alicia.Perez@parks.ca.gov](mailto:Alicia.Perez@parks.ca.gov).

Sincerely,



Carol Roland-Nawi, Ph.D.  
State Historic Preservation Officer

### **Reponse to comment from the Office of Historic Preservation**

No archaeological resources were identified within the Project Area Limits as the result of a pedestrian survey, records research, and initial consultation with members of the Native American community. However, due to the archaeological sensitivity and the potential for buried deposits within the Project Area Limit, an Extended Phase I (geoarchaeological) investigation was proposed. A Supplemental Historic Property Survey Report, a Supplemental Archaeological Survey Report, and an Extended Phase I investigation Report were completed in June 2014. No archaeological resources or additional structures were identified as a result of these supplementary efforts.

## Comment from the Native American Heritage Commission

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

### NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Boulevard, Suite 100  
West Sacramento, CA 95691  
(916) 373-3715  
Fax (916) 373-5471  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
Ds\_nahc@pacbell.net  
e-mail: ds\_nahc@pacbell.net



March 4, 2014

Ms. Michelle Ray, Environmental Planner

### **California Department of Transportation – District 6**

855 "M" Street, Suite 200  
Fresno, CA 93721

Sent by U.S. Mail

No. of Pages: 3

RE: SCH#2014021006; CEQA Notice of Completion; proposed Negative Declaration for the **"Kern 46/99 Separation Bridge Replacement Project;"** located near the City of Wasco; Kern County, California

Dear Ms. Ray:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

If there is federal jurisdiction of this project due to funding or regulatory provisions; then the following may apply: the National Environmental Policy Act (NEPA 42 U.S.C 4321-43351) and Section 106 of the National Historic Preservation Act (16 U.S.C 470 *et seq.*) and 36 CFR Part 800.14(b) require consultation with culturally affiliated Native American tribes to determine if the proposed project may have an adverse impact on cultural resources

We suggest that this (additional archaeological activity) be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

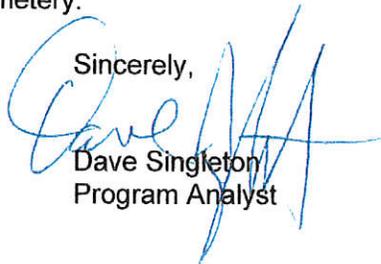
A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources.

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People...with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." (The California Code is consistent with the Federal Executive Order 12898 regarding 'environmental justice.' Also, applicable to state agencies is Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation and monitoring plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dave Singleton".

Dave Singleton  
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
 SACRAMENTO, CA 95814  
 (916) 653-6251  
[ds\\_nahc@pacbell.net](mailto:ds_nahc@pacbell.net)  
[www.nahc.ca.gov](http://www.nahc.ca.gov)  
 (916) 657-5390 - Fax



May 6, 2013

Ms. Mandy Marine, Environmental Staff - Archaeology

**California Department of Transportation – District 6**

855 "M" Street, Suite 200  
 Fresno, CA 93721

Sent by FAX to: (559) 445-6236  
 No. of Pages: 2

RE: National Historic Preservation Act (16 U.S.C. 470 *et seq.*), 36 CFR Part 800.14b Tribal Consultation Requirements for the **Famoso S.R. 46/S.R. 99 Separation Bridge Replacement (Replace Steel with pre-stressed slab)**; located in Kern County, California

Dear Ms. Marine:

The Native American Heritage Commission (NAHC) has reviewed the description of the above referenced project. The National Environmental Policy Act (NEPA 42 U.S.C 4321-43351) and Section 106 of the National Historic Preservation Act (16 U.S.C 470 *et seq.*) and 36 CFR Part 800.14(b) require consultation with culturally affiliated Native American tribes to determine if the proposed project may have an adverse impact on cultural resources. To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

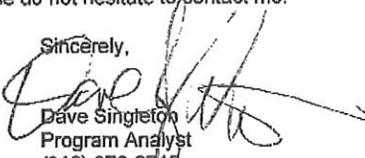
Contact has been made to the Native American Heritage Commission (NAHC) for:

- A list of appropriate and culturally affiliated Native American Contacts for consultation concerning the project site has been provided and is attached to this letter. The Tribes listed are cultural affiliated.
- A Sacred Lands File search failed to identify a Native American traditional cultural place(s).

Note that lack of surface evidence of archeological resources does not preclude their subsurface existence once ground-breaking activity begins. If that occurs, the NAHC suggests that inadvertent discoveries of human remains comply with California Health & Safety Code 7050.5 and be coordinated with the NAHC.

If you have any questions, please do not hesitate to contact me.

Sincerely,

  
 Dave Singleton  
 Program Analyst  
 (916) 373-3715

Attachment: Native American Contacts

**Native American Contacts  
Kern County  
May 6, 2013**

Santa Rosa Rancheria  
Rueben Barrios Sr., Chairperson  
P.O. Box 8  
Lemoore, CA 93245  
(559) 924-1278  
(559) 924-3583 Fax

Tache  
Tachi  
Yokut

Tejon Indian Tribe  
Katherine Montes Morgan, Chairperson  
1731 Hasti-acres Drive,  
Suite 108  
Bakersfield, CA 93309  
661-758-2303  
kmorgan@bak.rr.com  
661-215-6530 - FAX

Yowlumne  
Kitanemuk  
Kawaiisu

Tule River Indian Tribe  
Neil Peyron, Chairperson  
P.O. Box 589  
Porterville, CA 93258  
chairman@tulerivertribe-nsn.  
(559) 781-4271  
(559) 781-4610 FAX

Yokuts

Kawaiisu Tribe of Tejon Reservation  
David Laughinghorse Robinson  
PO Box 1547  
Kernville, CA 93238

Kawaiisu

horse.robinson@gmail.com

Ron Wermuth  
P.O. Box 168  
Kernville, CA 93238  
warmoose@earthlink.net  
(760) 376-4240 - Home  
(916) 717-1176 - Cell

Tubatulabal  
Kawaiisu  
Koso  
Yokuts

Tubatulabals of Kern Valley  
Robert L. Gomez, Jr., Tribal Chairperson  
P.O. Box 226  
Lake Isabella, CA 93240  
(760) 379-4590  
(760) 379-4592 FAX

Tubatulabal

Kitanemuk & Yowlumne Tejon Indians  
Delia Dominguez, Chairperson  
115 Radio Street  
Bakersfield, CA 93305  
deedominguez@juno.com  
(626) 339-6785

Yowlumne  
Kitanemuk

Santa Rosa Tachi Rancheria  
Lalo Franco, Cultural Coordinator  
P.O. Box 8  
Lemoore, CA 93245  
(559) 924-1278 - Ext. 5  
(559) 924-3583 - FAX

Tachi  
Tache  
Yokut

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Famosa S.R. 46 / S.R. 99 Separation Bridge Replacement Project; located north of the City of Bakersfield in Kern County, California for which a Sacred Lands File search and Native American Contacts list were requested.**

### **Response to comment from the Native American Heritage Commission**

Native American consultation was conducted in coordination with the Native American Heritage Commission for this project. No archaeological resources were identified within the Project Area Limits as the result of a pedestrian survey, records research, and initial consultation with members of the Native American community. However, because of the archaeological sensitivity for potential buried archaeological deposits within the Project Area Limits, an Extended Phase I (geoarchaeological) study was performed in May 2014. Native American monitors were onsite during the Extended Phase I (geoarchaeological) study. The study found no archaeological resources.

Caltrans will continue to coordinate with local tribal representatives through all phases of the project to address any ongoing comments and concerns.

## **List of Technical Studies**

Historic Properties Survey Report/Supplemental Historic Properties Survey Report

Location Hydraulics Study

Paleontological Identification Report Memorandum

Noise Study Report

Natural Environment Study (Minimal Impacts)

Visual Impact Assessment

Water Compliance Study Memorandum

Hazardous Waste Environmental Assessment Memorandum

Air Quality Report Memorandum

