CALTRANS

United States Department of Transportation
Federal Highway Administration

Record of Decision

Centennial Corridor Project

City of Bakersfield and Kern County, California
District 6 - KER - 58 - PM T31.7 to PM R55.6
District 6 - KER - 99 - PM 21.2 to PM 26.2
Project ID # 0600000484
EA 06-48460

This Record of Decision (ROD) was developed pursuant to 40 Code of Federal Regulations 1505.2 and 23 Code of Federal Regulations 771.127. Caltrans, in cooperation with the City of Bakersfield, proposes to construct a new alignment for State Route 58 to provide a continuous route along State Route 58 from Cottonwood Road (post mile R55.6) on existing State Route 58 (East), east of State Route 99 to Interstate 5 (post mile T31.7). Improvements to State Route 99 from Wilson Road (post mile 21.2) to Gilmore Avenue (post mile 26.2) would also be required for the connection with State Route 58. The project is known as the Centennial Corridor and is located in the San Joaquin Valley in the city of Bakersfield, in Kern County, California.

The project's purpose and need are described in detail in Chapter 1 of the Centennial Corridor Project's Final Environmental Impact Statement (EIS) approved on December 4, 2015, and are discussed below. The Notice of Availability for the Final EIS was published in the *Federal Register* on December 11, 2015, and the 30-day review period closed on January 11, 2016.

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project, including the National Environmental Policy Act (NEPA), is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 United States Code 327.

A. Decision

The proposed Centennial Corridor has been divided into three segments. The actions for the proposed project would be (1) route adoption for a continuous route from the existing freeway portion of State Route 58 east of State Route 99 to Interstate 5 with the western portion on existing Stockdale Highway from Heath Road to Interstate 5; and (2) approval for construction of Segment 1, improvements within Segment 2, and intersection improvements at the Stockdale Highway and State Route 43 (known locally as Enos Lane) intersection (within Segment 3).

Caltrans, as NEPA lead agency, has selected Alternative B for the Centennial Corridor Project. Alternative B was identified as the Preferred Alternative in Section 2.1.4 of the Final EIS.

The Final EIS was prepared pursuant to NEPA. A total of 19 alternatives were reviewed as part of the initial screening process, but 15 alternatives were eliminated from further analysis (see Section 2.1.5, Alternatives Considered but Eliminated from Further Discussion Prior to Draft Environmental Document, in the final environmental document for an explanation of the screening process and alternatives eliminated from further analysis). The Final EIS considered potential construction and operational

impacts to the natural and human environments that would result from a No-Build Alternative and three build alternatives (Alternatives A, B, and C). Identification of the Preferred Alternative was based on the following: ability of this alternative to meet the project purpose and need, including route continuity, projected demand, travel time savings, and east-west traffic congestion; the Alternative's environmental impacts, including impacts on Section 4(f) resources (including the fact that Section 4(f) requires that when selecting an alternative, if ***an avoidance alternative is determined to be feasible and prudent, it must be selected***), historic resources, and environmental justice communities; the availability of funding for the project; community input; and coordination with regulatory agencies and local stakeholders, including Kern County and the City of Bakersfield. Caltrans based its decision on the Final EIS and supporting studies, as well as comments received from the public and agencies.

B. Purpose and Need

The project purpose is a set of objectives the project is intended to meet. The project need is the range of transportation deficiencies that the project was initiated to address.

Purpose

The purpose of the Centennial Corridor Project is to provide route continuity and associated traffic congestion relief along State Route 58 within metropolitan Bakersfield and Kern County from State Route 58 (East) (at Cottonwood Road) to Interstate 5.

The American Association of State Highway and Transportation Officials' *A Policy on Geometric Design of Highways and Streets* (2004) defines route continuity as a roadway throughout the length of a designated route. The goal of route continuity is to ease the driving task by reducing the need to change lanes and search for directional signing. Route continuity is evaluated in terms of consistent levels of service by providing an appropriate number of lanes to ease movement.

Need

State Route 58 is a critical link in the state transportation network and is used by interstate travelers, local commuters within metropolitan Bakersfield, regional and inter-regional trucks; however, the efficient movement of traffic, goods, and materials through the metropolitan Bakersfield and incorporated areas is limited by the existing transportation network and lack of route continuity. Moreover, the lack of route continuity contributes to traffic congestion and reduced levels of service on adjoining highways and local streets.

C. Alternatives Considered

A full range of alternatives was considered in the course of identifying the Selected Alternative. A brief description of the project alternatives given full consideration in the Final EIS is presented below.

Alternative A

With Alternative A, State Route 58 (Centennial Corridor) would run parallel to Stockdale Highway for about 0.5 mile west of the State Route 58 (East)/State Route 99 interchange. It would then go northwesterly and follow an above-grade alignment over Montclair Street, Stockdale Highway, California Avenue/Lennox Avenue, Truxtun Avenue, and the Kern River before joining the east end of the Westside Parkway west of the Mohawk Street interchange. Alternative A would provide a separate crossing of the Kern River. A full description of Alternative A is provided in Section 2.1.1 of the Final EIS.

Alternative A would require changes to State Route 99. State Route 58 would not intersect with Real Road; instead, an undercrossing would be provided. This alternative proposes many structures, auxiliary lanes, and permanently closed or realigned local streets.

Selected Alternative (Alternative B)

The new alignment for State Route 58 will provide a continuous route along State Route 58 from Cottonwood Road (post mile R55.6) on existing State Route 58 (East), east of State Route 99 to Interstate 5 (post mile T31.7). Improvements to State Route 99 from Wilson Road (post mile 21.2) to Gilmore Avenue (post mile 26.2) will also be required for the connection with State Route 58. As part of the Selected Alternative, improvements within Segment 2 and intersection improvements at Stockdale Highway and State Route 43 within Segment 3 would be constructed. Alternative B has been identified as the Selected Alternative.

With Alternative B as the Selected Alternative, State Route 58 (Centennial Corridor) will run parallel to Stockdale Highway for about 1,200 feet west of the State Route 58 (East)/State Route 99 interchange; there, it will go northwesterly and proceed as an above-grade alignment, crossing over Stockdale Highway/Stine Road. Between Ford Avenue and California Avenue, the alignment will be depressed with overcrossings at Marella Way and La Mirada Drive, and an undercrossing at Ford Avenue to help with local traffic circulation. In addition, Marella Way would be designated as a bikeway to replace an existing bikeway on Montclair Street, which would be closed by the project. An undercrossing at Ford Avenue was also considered, and Caltrans has decided to implement the crossing. The Ford Avenue undercrossing would maintain the connection of Ford Avenue between Stine Road and McDonald Way. The roadway will then be elevated and have above-grade crossings at California Avenue, Commerce Drive, Truxtun Avenue, and the Kern River before joining the east end of the Westside Parkway, east of the Mohawk Street interchange. The Selected Alternative will require changes to State Route 99.

State Route 58 will not intersect with Real Road; instead, an undercrossing will be provided. This alternative will construct and/or modify several structures' auxiliary lanes, and it will permanently close or realign local streets (see Final EIS, Chapter 2, Section 2.1.1). Section 2.1 of the Final EIS provides a full description of the Selected Alternative.

To accommodate the new freeway alignment, improvements on State Route 99 would also be constructed. The project proposes to rebuild the southbound State Route 99 Rosedale Highway off-ramp from an existing one-lane off-ramp with two lanes at the ramp end to a two lane off-ramp with four lanes at the end, including an auxiliary lane, which begins south of Gilmore. A separate project (the Rosedale Highway Widening Project), scheduled to open May 2016, would widen Rosedale Highway from four lanes to six lanes, provide two left-turn lanes from westbound Rosedale Highway to southbound Mohawk Street, and two right-turn lanes from northbound Mohawk Street to eastbound Rosedale Highway. Changes to existing roadways common to all three build alternatives include widening the South P Street undercrossing and the westbound State Route 58 (East)/State Route 99 grade separation, and removing from State Route 99 the southbound Stockdale Highway off-ramp and the Wible Road on- and off-ramps.

A route adoption (formal alignment selection) by the California Transportation Commission would be needed once the alignment is identified for a continuous route for State Route 58 from east of State Route 99 to Interstate 5. This should also involve route adoption/route transfer of an existing roadway (the Westside Parkway) into the State Highway System. The current portion of State Route 58 (West) from Allen Road to Interstate 5 would be relinquished (made a local road, no longer a State highway) to the local jurisdictions (the city of Bakersfield and the County of Kern).

In response to public comments received during the public review period of the Draft EIS, a bridge that spans the Carrier Canal will be constructed as part of the Selected Alternative. Caltrans has revised the preliminary design plans to include a multiuse pathway that will run parallel to the west of the Preferred Alternative B alignment, connecting California Avenue to Commerce Drive. As part of this modification, an approximately 100-foot-long bridge over the Carrier Canal would be constructed to accommodate bicycles and pedestrians. This local street and bridge structure enhancement will provide direct connectivity to the Kern River Parkway Bike Trail for its users. In addition, the city will coordinate with Caltrans to install a dedicated new pedestrian sidewalk for the benefit of residents living in homes south of La Mirada Drive and Joseph Drive. This new connection with Joseph Drive will correct a decades-old circulation pattern that provided direct access to Centennial Park to the newer, more affluent subdivision while limiting access to older and less affluent neighborhoods due to the circuitous route. The pedestrian sidewalk will shorten the route for the older and less affluent areas and enhance connectivity to newly divided areas to access popular community facilities located on either side of the freeway, including Centennial Park, Harris Elementary School, and other neighborhood destinations.

Construction of the Selected Alternative will be accomplished in a multiphase manner. It is currently planned that construction will begin in 2016 and be completed over a 2-year timeframe. The estimated cost to construct the Selected Alternative is $570 million in 2015 dollars.

Alternative C

With Alternative C, State Route 58 (East) would turn north from the existing State Route 58 (East)/State Route 99 interchange, running parallel to and west of State Route 99 for about 1 mile. The freeway would then turn west and cross the Burlington Northern Santa Fe Railway rail yard, Truxtun Avenue, and the Kern River. Undercrossings are proposed at Brundage Lane, Oak Street, State Route 99, Palm Avenue, Truxtun Avenue, and California Avenue. Alternative C would incorporate a substantial amount of the improvements from the Westside Parkway in the area surrounding the Kern River.

Alternative C proposes to make changes to existing State Route 58 (East) and State Route 99. This alternative proposes many structures, auxiliary lanes, and permanently closed or realigned local streets. A full description of Alternative C is provided in Section 2.1.1 of the Final EIS.

No-Build Alternative

Under this alternative, no construction of Segment 1 or improvements to the Westside Parkway and the Stockdale Highway/State Route 43 intersection would occur. The portion of Mohawk Street from the Westside Parkway to Rosedale Highway would be designated as part of State Route 58, which would provide a connection to State Route 99. With the No-Build Alternative, other roadway improvements would be implemented that are unrelated to the Centennial Corridor Project.

Factors Considered as the Basis for the Decision

The selection of Alternative B is based on discussion and input from federal, state, and local agencies; interested parties; and individuals during the public involvement process. A comparative evaluation of the alternatives was made using, among other considerations, criteria reflecting the project purpose and need; engineering and traffic flow parameters; environmental impacts; the requirements of Section 4(f); impacts to environmental justice communities, impacts to historic and cultural resources; and comments received during the Draft EIS public review periods. These factors were considered equally in determining the basis for the selection of the Selected Alternative.

All three build alternatives would provide route continuity and associated traffic congestion relief along State Route 58 within metropolitan Bakersfield and Kern County from the existing State Route 58 (East) (at Cottonwood Road) to Interstate 5. In addition, all three build alternatives would provide the following connections between existing State Route 58 (East) and State Route 99 using high-speed connection ramps:

- Northbound State Route 99 to westbound Centennial Corridor
- Northbound State Route 99 to eastbound State Route 58 (East)
- Southbound State Route 99 to eastbound State Route 58 (East)
- Eastbound Centennial Corridor to southbound State Route 99
- Westbound State Route 58 (East) to southbound and northbound State Route 99

Many impacts are the same or similar in magnitude for all three alternatives; the distinguishing factors are the number of displacements and parcel acquisitions, community cohesion, environmental justice (including proximity air quality impacts on environmental justice communities, which were of particular concern to the U.S. Environmental Protection Agency in comments on the Draft EIS), parks, jurisdictional waters, cultural/historic resources, Section 4(f), and cost. For a more complete presentation of the factors considered in choosing the Preferred Alternative, please refer to Table 1, below, and Sections 2.1.3 and 2.1.4 in Chapter 2 of the Final EIS.

Table 1 Comparison of Alternatives

Criteria	Alternative A	Alternative B (Preferred Alternative)	Alternative C	No-Build Alternative
Meets the project purpose and need Improve route continuity and associated traffic congestion relief along State Route 58 within Metropolitan Bakersfield and Kern County from the existing State Route 58 east (from Cottonwood Road) to Interstate 5.	Yes—Provides route continuity between Interstate 5 and State Route 58.	Yes—Provides route continuity between Interstate 5 and State Route 58.	Yes—Provides route continuity between Interstate 5 and State Route 58.	No—Does not provide route continuity. Continued use of Rosedale Highway would be required.
Traffic and Transportation	Traffic delays experienced during construction. **Deficient freeway segments** 0 in 2018 4 in 2038 **Deficient intersections** 26 in 2018 32 in 2038 Net loss of 122 parking spaces.	Traffic delays experienced during construction. **Deficient freeway segments** 0 in 2018 4 in 2038 **Deficient intersections** 26 in 2018 33 in 2038 Net loss of 146 parking spaces.	Traffic delays experienced during construction. **Deficient freeway segments** 0 in 2018 5 in 2038 **Deficient intersections** 24 in 2018 30 in 2038 Net loss of 142 parking spaces.	Gap in east-west freeway in Bakersfield continued. **Deficient freeway segments** 4 in 2018 16 in 2038 **Deficient intersections** 25 in 2018 34 in 2038 No parking removed.

Table 1 Comparison of Alternatives

Criteria		Alternative A	Alternative B (Preferred Alternative)	Alternative C	No-Build Alternative
Number of Displacements	**Residences**	356	310	133	0
	Businesses	127	121	198	0
Number of Parcel Acquisitions	**Full Acquisition**	295	293	254	0
	Partial Acquisition	109	130	86	0
Community Cohesion		Adverse effects to community cohesion in the Southwest Bakersfield and the Quailwood-Park Stockdale neighborhoods are anticipated.	Adverse effects to the character of the Southwest Bakersfield and Westpark neighborhoods are anticipated. Bisecting the Westpark neighborhood would result in impacts to community cohesion.	Though consequential, the overall effects on cohesiveness would be less severe than the effects of Alternatives A or B. Most residential displacements would be in environmental justice communities.	None.
Section 4(f) Properties Used		2 Section 4(f) properties used.	No Section 4(f) properties used.	1 Section 4(f) property used.	None.
Parks and Recreation		Displaces 6.28 acres of publicly owned parkland, a Section 4(f) property (Kern River Parkway).	No impacts to park and recreational resources.	Displaces 3.27 acres of publicly owned parkland, a Section 4(f) property (Saunders Park).	None.
Cultural Resources		Affects the Rancho Vista Historic District, a Section 4(f) property.	Indirect adverse effects on the Rancho Vista Historic District under the National Historic Preservation Act. No use of the property under Section 4(f).	No impacts to known historic properties.	None.
Hazards and Hazardous Wastes		Number of parcels with known or potential contamination requiring partial or full acquisition: • 5 parcels with known contamination • 15 parcels with suspected contamination • 14 parcels with potential contamination	Number of parcels with known or potential contamination requiring partial or full acquisition: • 5 parcels with known contamination • 11 parcels with suspected contamination • 12 parcels with potential contamination	Number of parcels with known or potential contamination requiring partial or full acquisition: • 5 parcels with known contamination • 14 parcels with suspected contamination • 23 parcels with potential contamination	None.

Table 1 Comparison of Alternatives

Criteria		Alternative A	Alternative B (Preferred Alternative)	Alternative C	No-Build Alternative
Noise		There are 532 frequent outdoor use areas affected. Nineteen recommended feasible and reasonable soundwalls would provide feasible abatement for 461 frequent outdoor use areas.	There are 484 frequent outdoor use areas affected. Twenty-four feasible and reasonable recommended soundwalls as well as one feasible but not reasonable recommended soundwall would provide feasible abatement for 408 frequent outdoor use areas. One soundwall is feasible but not reasonable; however, because this soundwall would close a gap in soundwalls, it is recommended to minimize noise impacts to 4 frequent outdoor use areas; therefore, a total of 25 soundwalls are recommended.	There are 401 frequent outdoor use areas affected. Seventeen recommended feasible and reasonable soundwalls would provide feasible abatement for 325 frequent outdoor use areas.	There would be 336 frequent outdoor use areas that would approach the Noise Abatement Criteria with no abatement provided in 2038.
Biological Resources	Natural Communities	95.38 acres of habitat removed. Affects 2 populations of Ferris goldfields (about 3,500 individual plants).	78.12 acres of habitat removed.	72.49 acres of habitat removed.	None.
	Threatened and Endangered Species	Affects 95.38 acres of Swainson's hawk foraging habitat and San Joaquin kit fox habitat. One active den is affected. Affects 95.38 acres of foraging habitat for the Tricolored blackbird.	Affects 78.12 acres of Swainson's hawk foraging habitat and San Joaquin kit fox habitat. Three potential dens are affected. Affects 78.12 acres of foraging habitat for the Tricolored blackbird.	Affects 72.49 acres of Swainson's hawk foraging habitat and San Joaquin kit fox habitat. One potential den is affected. Affects 72.49 acres of foraging habitat for the Tricolored blackbird.	None.

Table 1 Comparison of Alternatives

Criteria		Alternative A	Alternative B (Preferred Alternative)	Alternative C	No-Build Alternative
	Wetlands and Other Waters	Affects 3.54 acres of riparian habitat (0.35 acre permanent, 3.19 acres temporary).	Affects 1.84 acres of riparian habitat (temporary only).	Affects 1.42 acres of riparian habitat (temporary only).	None.
		Affects 5.725 acres of U.S. Army Corps of Engineers Jurisdiction (0.913 acre permanent, 4.812 acres temporary).	Affects 4.432 acres of U.S. Army Corps of Engineers Jurisdiction (0.009 acre permanent, 4.423 acres temporary).	Affects 7.475 acres of U.S. Army Corps of Engineers Jurisdiction (0.538 acre permanent, 6.937 acres temporary).	None.
		Affects 15.174 acres of California Department of Fish and Wildlife Jurisdiction.	Affects 6.049 acres of California Department of Fish and Wildlife Jurisdiction.	Affects 11.417 acres of California Department of Fish and Wildlife Jurisdiction.	None.
Cost of Alternative	Right-of-way costs	$253.9 million	$180 million	$213.3 million	$0
	Construction costs	$437.1 million	$390 million	$452.2 million	$0
	Total Costs	$691 million	$570 million	$665.5 million	$0

Alternative A has the greatest number of displacements (356 residential and 127 business displacements) of the three alternatives and is the most expensive. It would have the greatest impact on jurisdictional waters. It affects a park and the Rancho Vista Historic District, both Section 4(f) resources.

In a comparison of Alternatives B and C, Alternative B has more residential displacements, whereas Alternative C would displace more businesses. Alternative B will displace 310 residential units and 121 businesses, while Alternative C would displace 133 residential units and 198 businesses. Alternative C would displace more wetlands than Alternative B. Alternative C would cost almost $100 million more than Alternative B. Alternative B has more community cohesion impacts because the alignment will bisect (in a diagonal manner) the Westpark neighborhood, eliminating several east-west roadways. Alternative C would concentrate most of its residential displacements in two environmental justice communities, with the largest concentration of single-family home displacements in the environmental justice community south of Saunders Park. Because the Alternative C alignment would be above ground level in the Saunders Park neighborhood, it would result in greater air quality, noise, and visual impacts to the environmental justice/Saunders Park neighborhood than would Alternative B, which is below ground level, in the Centennial Park neighborhood. Alternative C would also have direct impacts on Saunders Park, which is a Section 4(f) resource in an environmental justice community. Alternative B is the only alternative of the three build alternatives that will avoid parkland and other Section 4(f) resources.

Three Section 4(f) resources were evaluated as being used by the build alternatives: the Rancho Vista Historic District and the Kern River Parkway, which would be used by Alternative A; and Saunders Park, which would be used by Alternative C. Alternative B does not affect any resources subject to Section 4(f).

As part of the Section 4(f) evaluation, variations of Alternatives A and C that would avoid Section 4(f) resources were evaluated; none were found to be feasible and prudent.

Alternative B was also found to be superior to Alternatives A and C on engineering considerations. State Route 58 will be depressed between California Avenue and Ford Avenue, minimizing visual and traffic noise impacts to the neighborhood and reducing the quantity and cost of import fill needed for this alternative, compared to Alternatives A and C. Alternative B is the least expensive alternative, costing more than $100 million less than Alternatives A or C.

With the No-Build Alternative, other roadway improvements would be implemented that are unrelated to the Centennial Corridor Project. These roadway improvements are to other local roadways and are identified in the Regional Transportation Plan and the Metropolitan Bakersfield Transportation Impact Fee Program. These improvements have been assumed in the analyses of the No-Build Alternative. Though these improvements would result in some improvement in the level of service, they would not provide the route continuity identified as part of the project's purpose. The overall level of service on the circulation network would be reduced compared to existing conditions and implementation of the other build alternatives.

D. Section 4(f)

The analysis of alternatives considered the project's possible use of three Section 4(f) resources. Alternative A would result in the use of the Rancho Vista Historic District and the Kern River Parkway, and Alternative C would result in the use of Saunders Park. Alternative B will not use any Section 4(f) resources. Section 4(f) requires that when selecting an alternative, if ***an avoidance alternative is determined to be feasible and prudent, it must be selected.*** For a comparison of the impacts to Section 4(f) resources for each alternative, please refer to Table 2, below.

Table 2 Summary of Avoidance Alternatives Analysis

	Avoidance Alternatives								
	Alternative A Kern River Parkway Bridge Avoidance	**Alternative A Kern River Parkway Tunnel Avoidance**	**Alternative A Southern Avoidance Realignment**	**Alternative A Historic District Tunnel Avoidance**	**Alternative B (Preferred Alternative)**	**Alternative C West Avoidance Realignment**	**Alternative C East Avoidance Realignment**	**Alternative C Construct State Route 58 in Median of State Route 99**	**No-Build Alternative**
Feasible/Prudent Criterion									
Avoids Section 4(f) Properties?	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Meets Project Purpose and Need?	Yes	No – The tunnel affects route continuity for certain trucks.	Yes	No – The tunnel affects route continuity for certain trucks.	Yes	Yes	Yes	Yes	No
Safety/Operational Problems?	No	Yes	Yes	Yes	No	No	No	No	No
Severe Social, Economic or Environmental Impacts of Extraordinary Magnitude?	No	No	No	No	No	Yes – Isolates Saunders Park and 52 residential properties in between State Routes 58 and 99.	Yes – Isolates potential historic properties and 51 residential properties in between State Routes 58 and 99, and proposed 58.	No	No
Severe Disruption to an Established Community of Extraordinary Magnitude?	No	No	No	No	No	No	No	No	No
Number of Residential Relocations	417	417	417	356	310	304	217	133	0

Table 2 Summary of Avoidance Alternatives Analysis

	Avoidance Alternatives								
	Alternative A Kern River Parkway Bridge Avoidance	**Alternative A Kern River Parkway Tunnel Avoidance**	**Alternative A Southern Avoidance Realignment**	**Alternative A Historic District Tunnel Avoidance**	**Alternative B (Preferred Alternative)**	**Alternative C West Avoidance Realignment**	**Alternative C East Avoidance Realignment**	**Alternative C Construct State Route 58 in Median of State Route 99**	**No-Build Alternative**
Number of Commercial Relocations	165	165	165	127	121	205	235	199	0
Total Relocations	582	582	582	483	431	509	452	332	0
Severe Disproportionate Impacts to Minority/Low-Income Populations?	No	No	No	No	No	Yes	No	No	No
Severe Impacts to Federally Protected Environmental Resources?	No	No	No	No	No	No	No	No	No
Extraordinary Additional Costs?	Yes – Total cost is $866 million, which is 52% greater than Alternative B and 30% greater than Alternative C.	Yes – Total cost is $1.516 billion, which is 166% greater than Alternative B and 128% greater than Alternative C.	Yes – Total cost is $1.516 billion, which is 166% greater than Alternative B, 128% greater than Alternative C.	Yes – Total cost is $2.091 billion, which is 267% greater than Alternative B, 214% greater than Alternative C.	No – Total cost is $570 million.	Yes – Total cost is $787 million, which is 14% greater than Alternative A, 38% greater than Alternative B.	Yes – Total cost is $832 million, which is 20% greater than Alternative A, 46% greater than Alternative B.	Yes – Total cost is $871 million, which is 26% greater than Alternative A, 53% greater than Alternative B.	No

Table 2 Summary of Avoidance Alternatives Analysis

	Avoidance Alternatives								
	Alternative A Kern River Parkway Bridge Avoidance	**Alternative A Kern River Parkway Tunnel Avoidance**	**Alternative A Southern Avoidance Realignment**	**Alternative A Historic District Tunnel Avoidance**	**Alternative B (Preferred Alternative)**	**Alternative C West Avoidance Realignment**	**Alternative C East Avoidance Realignment**	**Alternative C Construct State Route 58 in Median of State Route 99**	**No-Build Alternative**
Other Unique/Unusual Factors?	No	No	No	No	No	Yes – Would add $9.5 million to the future cost of constructing the eastbound State Route 58 to northbound State Route 99 and southbound State Route 99 to westbound State Route 58 direct connectors.	No	Yes – Traffic handling and construction staging.	No
Extraordinary Cumulative Problems/Impacts?	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No
Adheres to Caltrans Highway Design Manual?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Table 2 Summary of Avoidance Alternatives Analysis

	Avoidance Alternatives								
	Alternative A Kern River Parkway Bridge Avoidance	**Alternative A Kern River Parkway Tunnel Avoidance**	**Alternative A Southern Avoidance Realignment**	**Alternative A Historic District Tunnel Avoidance**	**Alternative B (Preferred Alternative)**	**Alternative C West Avoidance Realignment**	**Alternative C East Avoidance Realignment**	**Alternative C Construct State Route 58 in Median of State Route 99**	**No-Build Alternative**
Allows for Future Expansion of Facilities?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No – Restricts future widening of State Route 58 without widening State Route 99, which would impact Saunders Park.	Yes
Maintains Local Traffic Circulation?	Yes	Yes	Yes	Yes	Yes	Yes	No – Loss of access to westbound State Route 58 from H Street on-ramp.	Yes	Yes
Prudent?	**No**	**No**	**No**	**No**	**Yes**	**No**	**No**	**No**	**No**

Kern River Parkway

The Kern River Parkway consists of about 1,400 acres and extends along the Kern River from Manor Street on the east to the Stockdale Highway Bridge on the west within the city of Bakersfield. It is a multiuse area, though not designated specifically as a park; however, it does contain some public parks or trails that qualify as Section 4(f) resources.

A review of the Kern River Master Plan indicates that two areas designated for recreation uses could be affected by building the Centennial Corridor. The first area, known as the Kern River Parkway Park (ParCourse), is located along the river and is landscaped with turf and trees. This area extends from about Commercial Way to the vicinity of Lake Truxtun and is owned by the City of Bakersfield. It contains a 24-acre park with three sand volleyball courts; Frisbee golf course; multiuse trail used by bicyclists, pedestrians, joggers, and skaters; the Hoey Trail; and three offsite surface parking areas.

The second area is located along the river from the existing Burlington Northern Santa Fe railroad bridge (near Truxtun Avenue) to the vicinity of Commercial Way. This area, owned by the City of Bakersfield, is unimproved, and its primary role is flood control. With the exception of the Kern River Multiuse Trail (paved and used for bicycling and walking), the Hoey Trail (unpaved and used for mountain bike riding and cross training) located along the south side of the river, and the equestrian trail (unpaved and intended for use by horse and rider) located on the north side of the river, there are no park amenities contained onsite and no public access (access is also not approved outside of the designated trail areas).

The Selected Alternative will build an elevated freeway and ramps between the Kern River and Truxtun Avenue with a maximum height of 36 feet. There will be concrete freeway decking and concrete columns supporting the new transportation facility. Support structures and a portion of the flyover (overcrossing) associated with this alternative will be visible from the parkway. In the area where the Selected Alternative crosses the Kern River Parkway, several existing structures alter the views of the users of the Kern River Multiuse Trail, Hoey Trail, and equestrian trail. These structures include the Westside Parkway, the railroad bridge, utility lines, and oil facilities. A new road will run parallel east of the Selected Alternative alignment, connecting Easton Drive and Commerce Drive. As part of this modification, an approximately 100-foot-long bridge structure for bicycles and pedestrians will run across the Carrier Canal. This local street and bridge structure enhancement will provide direct connectivity for users of the Kern River Parkway Bike Trail. While there will be adverse changes to views at the Kern River Parkway as a result of constructing the Selected Alternative, the changes will not substantially impair the activities, features, and/or attributes that qualify the parkway for protection under Section 4(f) because the view is already altered by existing structures, and park users will see the views of the new freeway for only a moderate period of time.

The Selected Alternative will cross over the Kern River on an elevated bridge structure in the vicinity of Truxtun Avenue between the Burlington Northern Santa Fe railroad bridge and Commercial Way. This alignment will not affect the Kern River Multiuse Trail, Hoey Trail, or equestrian trail because it will span this area. The Kern River Multiuse Trail, Hoey Trail, and equestrian trail will be open during construction and operation of the Centennial Corridor Project. The Selected Alternative will not directly use the Kern River Multiuse Trail, Hoey Trail, or equestrian trail. As such, construction will not impair the activities, features, or attributes that qualify the multiuse path for protection under Section 4(f).

The land crossing the Kern River was previously privately owned and was purchased by the City of Bakersfield solely to construct the Westside Parkway Project. As such, this land is not being used for

recreational purposes and was never intended to be used for such purposes; therefore, the publicly owned land in this area is not subject to the provisions of Section 4(f).

The Selected Alternative will construct bridge bents (vertical supports) in the riverbed. The Kern River is not subject to Section 4(f) requirements because it is not designated for recreational use.

The Selected Alternative will be constructed over the existing Kern River Multiuse Trail, Hoey Trail, and equestrian trail, and access will be maintained. As such, the Selected Alternative will not substantially impair the activities, features, and/or attributes that will qualify the parkway for protection under Section 4(f).

There are no areas of frequent human use in the Kern River Parkway where the Selected Alternative will cross the parkway; therefore, no traffic noise impact analysis has been conducted for these areas and is not required. As to this aspect of the project, the Selected Alternative will not substantially impair the activities, features, and/or attributes that qualify the parkway for protection under Section 4(f).

Further, the short-term and long-term air quality impacts associated with the Selected Alternative will not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

Potential pollutant sources associated with the construction phase of the Selected Alternative that could affect water quality include construction activities and materials used and stored at the project site. Similarly, operation of this alternative has the potential to affect water quality; however, because minimization measures will be used, short-term and long-term water quality impacts associated with the Selected Alternative will not substantially impair the activities, features, and/or attributes that qualify the parkway for protection under Section 4(f). See Appendix F in Volume 2 of the Final EIS for a full list of minimization measures to address potential water quality impacts.

Under the Selected Alternative, the Kern River Parkway will not be adversely impacted; therefore, the provisions of Section 4(f) are not triggered.

Saunders Park

Saunders Park, located at 3300 Palm Street in Bakersfield, is an 11.3-acre public neighborhood park just west of State Route 99. The park is bordered by a city-owned retention basin to the north, State Route 99 to the east, and single-family residences to the south and west. Owned by the City of Bakersfield, the park is administered by the Recreation and Parks Department. Park facilities include two lighted full basketball courts, one equipment building/room, one picnic shelter for families, one restroom building, a roller hockey facility, four horseshoe pits, a splash/water play area, and an undeveloped area along the northern portion of the park.

The Selected Alternative is about 0.5 mile from Saunders Park; therefore, it will not have an impact on this park.

Rancho Vista Historic District

The Rancho Vista Historic District is a residential subdivision eligible for the National Register of Historic Places under Criterion A for its significance in incorporating innovative mass-production technology during post-World War II. Under Criterion C, the Rancho Vista Historic District is an important example of a postwar subdivision consisting entirely of houses built by the whole-house prefabrication method. The Rancho Vista Historic District is significant at the local level with a period of significance from 1950 to 1957 when the residences were constructed. Under Section 106 of the National

Historic Preservation Act, the Rancho Vista Historic District is eligible for the National Register. The Rancho Vista Historic District is generally bounded by Stine Road to the east, Stockdale Highway to the north, McDonald Way to the west, and Quarter Avenue to the south.

The Selected Alternative alignment will be located about 110 feet away from the nearest contributing residence within the Rancho Vista Historic District, with a soundwall of approximately 12 to 16 feet in height to be constructed approximately 70 feet from the closest edge of the historic property boundary. The Selected Alternative will not result in a direct use of the Rancho Vista Historic District because no properties within the Rancho Vista Historic District boundary will be acquired.

While traffic noise will increase with construction of the Selected Alternative, the property qualifying as a Section 4(f) property (a postwar housing tract) is not a property whose significance derives from being located in a quiet setting. Moreover, the proposed soundwall will reduce noise impacts generated by the project. Although the elevated roadway will alter the views from some perspectives, particularly for those looking from streets located immediately south of the new freeway or close to the northeasterly boundary of the historic property, from other parts of the historic district the freeway structure or soundwall will not be as obtrusive. It is concluded that the proximity impacts will not substantially impair the activities, features, and attributes that qualify the Section 4(f) property under 23 Code of Federal Regulations 774.15(f); therefore, it will not constitute a constructive use.

The Rancho Vista Historic District is eligible for the National Register as a significant example of a planned postwar residential subdivision with houses built using innovative whole-house prefabrication techniques, and a setting of mature landscaping and houses set back from the curbs in a uniform manner. The elevated roadway structure will alter some views when looking east and northeast from street level from the Rancho Vista Historic District. The integrity of location, design, materials, and workmanship will remain the same. The historic association and identity of the historic property as a postwar residential housing tract and its contributing features will remain unchanged under the Selected Alternative. However, the introduction of an elevated structure will cause a visual intrusion and be out of character with the historic district's residential setting; therefore, it is considered to be an adverse effect under Section 106. As a result, Caltrans has consulted with the State Historic Preservation Officer and other consulting parties on development and execution of a Memorandum of Agreement to identify measures to minimize or eliminate the adverse visual effects on the historic property. Constructive use could only occur if the views of or from the Rancho Vista Historic District were a protected activity, feature, or attribute of the historic resource; therefore, there will be no use of the Section 4(f) historic property.

Noise abatement resulting from construction of the soundwalls at this location will reduce potential noise impacts to the Rancho Vista Historic District or associated contributors; therefore, construction of the Selected Alternative will not substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f).

It should be noted, although the Selected Alternative is located outside of the Rancho Vista Historic District boundaries, air quality impacts were addressed due to the alternative's proximity to the contributing historic resources; however, impacts from the Selected Alternative will not substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f).

Potential pollutant sources associated with the construction phase of the Selected Alternative that could affect water quality include construction activities and materials expected at the project site, such as vehicle fluids, cement, masonry products, landscaping-related products, and contaminated soils.

Similarly, operation of the Selected Alternative has the potential to affect water quality; however, because minimization measures will be used, short-term and long-term water quality impacts associated with the Selected Alternative are not expected. Water quality minimization measures include developing a Storm Water Pollution Prevention Plan that will contain the proven best management practices to minimize stormwater pollution, which has the potential to affect water quality. All construction site best management practices would follow the latest edition of the Storm Water Quality Handbooks and the Construction Site Best Management Practices Manual. In addition, the Storm Water Pollution Prevention Plan shall include implementation of specific stormwater effluent monitoring requirements based on the project's risk level to ensure water quality standards are met. See Standard Conditions SC-CI-13-18 in Volume 1 of the final environmental document for more information about minimization measures for water quality.

Impacts from the Selected Alternative will not substantially impair the activities, features, and/or attributes that qualify the Rancho Vista Historic District for protection under Section 4(f).

In addition, formal consultation as required by Section 4(f) was completed with the City of Bakersfield to establish ownership and significance of potentially affected parklands, including the Kern River Parkway and associated trails and Saunders Park. A meeting was held with the City of Bakersfield on January 17, 2012, to discuss potential impacts of the Centennial Corridor Project on Section 4(f) properties. Similar meetings were also held with City of Bakersfield Recreation and Parks personnel on January 26 and March 21, 2012. The City of Bakersfield has determined that the Selected Alternative, Alternative B, will have no effect on Section 4(f) resources.

Based on the above considerations, the Section 4(f) Evaluation determined that the proposed action under the Selected Alternative will not have any direct or constructive use of any of the resources afforded protection under Section 4(f) of the Department of Transportation Act of 1966.

E. Summary of Beneficial Environmental Impacts

The metropolitan Bakersfield forecast annual growth rate (2010-2035) is 1.8 percent. In the area east of State Route 99, three highways (State Route 204, State Route 178, and State Route 58) provide a well-developed road system to handle the large volume of local traffic movement; however, there are no access-controlled thoroughfares in the metropolitan area west of State Route 99 to support this growth. The stop- and signal-controlled local road network west of State Route 99 adds to commute times and provides lower levels of service.

Alternatives A, B and C will enhance the movement of people and goods, and it will provide route continuity and relieve the associated traffic congestion along State Route 58 within metropolitan Bakersfield and Kern County from the existing State Route 58 (east) (at Cottonwood Road) to Interstate 5.

Efficiency of traffic operations on a transportation facility is measured in terms of level of service, with Level of Service A representing the best operating conditions and Level of Service F, the worst. Local intersections (i.e., city streets) are considered deficient at Level of Service D, E, or F. State highway or freeway ramp intersections (owned and operated by Caltrans) are considered deficient at Level of Service E or F. As shown in Table 1.1 in Chapter 1 of the Final EIS, 16 local intersections with traffic signals along State Route 58 currently operate at Level of Service E or F during at least one of the peak hours. This condition is expected to worsen as the population grows and, by 2038, 22 intersections are projected to operate at Level of Service E or F. Alternatives A, B and C would improve traffic circulation within the

city of Bakersfield. By 2038, it is anticipated that there would be 16 deficient freeway segments under the No-Build Alternative, compared to Alternative A (4 deficient freeway segments), Alternative B (4 deficient freeway segments) and Alternative C (5 deficient freeway segments).

Beneficial Environmental Impacts of the Selected Alternative

Results of the traffic study performed for this project showed the Selected Alternative would provide better traffic flow for all vehicles, including trucks and personal vehicles, due to direct route continuity compared to both the existing condition and the No-Build Alternative in future years (see Section 3.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, in the final environmental document). The additional capacity provided by the Selected Alternative compared to the No-Build Alternative would also help reduce congestion on adjacent local roadways because traffic is expected to shift to the freeway. The project is expected to both benefit those residents who live and work in Bakersfield and improve east-west mobility for anyone traveling across the city.

Because the benefits of the project would extend beyond State Route 58, the project was evaluated using the Surface Transportation Efficiency Analysis Model (STEAM, version 2.0), which quantifies the cost of congestion in dollars. The STEAM model assigns $10.83 as the cost for a person sitting in congestion for 1 hour. Savings in travel time over the 20-year (2018–2038) study period for the Selected Alternative compared to the No-Build Alternative would result in a cost savings of $794 million. Furthermore, the cost savings in travel time associated with the project would extend beyond the 20-year period studied and would actually increase in later years because of future increased congestion.

There are long-term benefits of decreased travel time for intraregional and interregional traffic when taking into account the reductions in regional traffic congestion brought about by implementation of the project. Decreased travel times in high-congestion travel corridors will lead to an overall reduction in harmful emissions by reducing idling. Increased idling times on local streets would occur under the No-Build Alternative conditions. Idling times would dramatically raise the particulate matter quantities for the No-Build Alternative, with most concentrations added along Rosedale and Stockdale highways. Because the project serves intraregional and interregional traffic, the transportation benefits would be equally available to all residents of the county. For example, all users (including transit users, pedestrians, and bicyclists) would benefit from less-congested streets. Private vehicles and public transportation would benefit from the continuous east-west route. Further discussion on air quality is discussed in Section 3.2.6 of the final environmental document.

Voluntary Emissions Reduction Agreement

The project conducted a qualitative analysis pursuant to U.S. Environmental Protection Agency guidelines, and this showed that the project would not cause or contribute to National Ambient Air Quality Standards violations in the project area. In addition, after circulation of the draft environmental document, which ended in July 2014, Caltrans entered into a Voluntary Emission Reduction Agreement with the San Joaquin Valley Air Pollution Control District on November 13, 2014, to provide improvements to local air quality within the project area. Programs included in this Agreement would offset localized particulate matter emissions to the greatest extent practicable. Under the Agreement, Caltrans shall provide $1.5 million in funding to the San Joaquin Valley Air Pollution Control District to administer the air quality emission reduction programs. Currently, the proposed voluntary emission reduction programs as part of this Agreement would include: (1) school bus diesel engine retrofit; (2) heating, ventilation, and air conditioning upgrades to qualified schools; and (3) wood-burning stove replacement. The Voluntary Emission Reduction Agreement is provided in Appendix L to the final

environmental document. Additionally, specific information on the proposed emission reduction programs is provided in Section 3.2.6, Air Quality, of this final environmental document.

Caltrans will coordinate with the San Joaquin Valley Air Pollution Control District to begin implementation of the voluntary emission reduction programs at the start of construction activities on the Project. Funding of emission reduction programs will continue through construction of the Project or until funds are exhausted, whichever comes first. The City of Bakersfield will also be responsible for the implementation of emission reduction programs as part of the Voluntary Emission Reduction Agreement.

The emissions reductions secured through the voluntary emission reduction agreements are "surplus" to existing regulations, achieving reductions earlier or beyond those required by the regulations. Historically, the San Joaquin Valley Air Pollution Control District's incentive programs have invested more than $1 billion in public and private funding for clean air projects, reducing emissions by more than 100,000 tons.

The Voluntary Emission Reduction Agreement will follow Rule 9510 set forth by the San Joaquin Valley Air Pollution Control District that will minimize any increases in particulate matter due to construction equipment. In addition, Caltrans will impose the following conditions on the contractor during construction of the Centennial Corridor Project:

- Contractors must meet or exceed the requirements of San Joaquin Valley Air Pollution Control District Rule 9510.
- Construction equipment must meet or exceed the U.S. Environmental Protection Agency Tier 4 exhaust emissions standards for non-road compression ignition engines and model year 2010 standards for on-highway compression ignition heavy-duty vehicle engines.
- Use cleaner fuels, such as electricity and hydrogen fuel options, if feasible.
- Prohibit truck idling in excess of 5 minutes.
- Work with the San Joaquin Valley Air Pollution Control District to demonstrate and/or deploy heavy-duty technologies, such as heavy-duty plug-in hybrid-electric vehicles, battery-electric vehicles, fuel cell electric vehicles, and/or advanced technology vehicles.
- Solicit preference for construction bids that use technology, particularly those seeking to deploy zero emissions technologies.
- Use alternative fuel vehicles and fueling infrastructure, if feasible.
- Use energy-efficient lighting systems, such as light-emitting diode.
- Use cement blended with the maximum feasible amount of fly ash.
- Use lighter-colored pavement where feasible.
- Recycle construction debris to the maximum extent feasible.
- Plant shade trees in or near construction projects where feasible.
- Use grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline-powered generators during construction, when feasible.

Caltrans will monitor mobile source air toxics emissions between opening year (2018) and horizon year (2035) conditions and provide the U.S. Environmental Protection Agency relevant air quality data upon request. Caltrans will use data from an existing air quality monitoring station located 0.6 mile from the Alternative B alignment at 5558 California Avenue in the city of Bakersfield. Caltrans will request the San Joaquin Valley Air Pollution Control District to provide an additional air quality monitoring station next to the Alternative B alignment. Priority mobile source air toxics that would be monitored include

acrolein, benzene 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases, formaldehyde, naphthalene, and polycyclic organic matter. Caltrans will begin coordination efforts with the San Joaquin Valley Air Pollution Control District on the frequency of monitoring and distribution of air quality data to the public.

Voluntary Tree Planting Program

Planting trees next to the Preferred Alternative B alignment provides several benefits to the immediate area. Not only do trees provide aesthetic benefits, planting one large tree can absorb 10 pounds of air pollutants, including 4 pounds of ozone and 3 pounds of particulate matter each year. Studies indicate that a reduction of 30 to 80 percent of fine particulate matter at low wind speeds can be achieved, depending on the plant species.

The Centennial Corridor Project will provide $200,000 in funding to a nonprofit organization, which will administer the voluntary tree planting program to plant as many trees as possible within 1,500 feet of the project until funds are exhausted. Coordination and implementation of the tree planting program will begin after obtaining the authorization to proceed with construction for the project (E-76).

The voluntary tree planting program would allow property owners to have this air quality mitigation on their property if they are willing to take responsibility for watering and care of the tree(s). The estimate of $200,000 is based on the commercial nursery cost of providing one 24-inch boxed tree for each property within 500 feet of the freeway.

Trees would be planted within private properties on a voluntary basis, with the highest priority for tree plantings given to environmental justice communities within 1,000 feet of the Selected Alternative B alignment, and secondly, properties within 500 feet of each side of the Alternative B alignment. If trees are available after the primary and secondary targeted areas, property owners within 1,500 feet of each side of the alignment would be given an opportunity for tree plantings. If trees are still available, they may be planted at other locations in consultation with and approval by the City of Bakersfield.

F. Summary of Adverse Impacts and Measures to Minimize Harm

The Selected Alternative incorporates all practicable measures to minimize environmental harm, which are described in the Final EIS and summarized in the Environmental Commitment Records (ECR) in Appendix F, Volume 2. Potential adverse impacts and measures to minimize harm are described below. All measures listed are commitments imposed under this ROD for the Selected Alternative. This listing and the ECR are provided to guide and facilitate project design, construction and monitoring of implementation of the avoidance, minimization and mitigation measures. All practicable measures to minimize harm have been incorporated in this ROD and will be implemented during final design and/or the construction phase of the project. The more substantial adverse impacts associated with the project are described below.

Community: Character and Cohesion

Potential Impacts

Substantial neighborhood disruption will result from implementation of the Selected Alternative, including business and residential displacements, permanent street closures, and higher exposure to vehicle noise. The project will divide the existing Westpark neighborhood.

During construction, local residents will experience detours and delays, as well as temporary increases in noise, dust, visual changes, and traffic congestion related to temporary road closures or detours.

Measures to Minimize Harm

As outlined in Mitigation Measures C-1 and V-2 (Appendix F, Volume 2, of the final environmental document, the overall Centennial Corridor aesthetic design theme will be compatible with surrounding neighborhoods and in keeping with the overall Westside Parkway design theme, to the extent feasible, including landscaping and aesthetic soundwall and bridge treatments. Preserving the essential character of the affected communities is vital to minimizing the impacts that a new highway would create. This will be accomplished by promoting the planting of trees and vegetation alongside the highway and soundwalls to help screen and soften the overall presence of the infrastructure. If new information or design solutions arise to further reduce community impacts to neighborhoods, Caltrans will evaluate the feasibility and practicality of these new solutions during final design.

Between Ford Avenue and California Avenue, the alignment will be depressed with overcrossings proposed at Marella Way and La Mirada Drive to help with local traffic circulation and provide access across the proposed freeway from areas formerly served by other nearby streets. These two proposed crossings would benefit nonmotorized travel and enhance connectivity within the community. In addition, Marella Way would be designated as a bikeway to replace an existing bikeway on Montclair Street, which would be closed by the project. An undercrossing at Ford Avenue will also be constructed and will maintain the connection of Ford Avenue between Stine Road and McDonald Way. Excess right-of-way would be used to construct a sidewalk/bikeway to connect La Mirada Drive to portions of the Westpark neighborhood between Joseph Drive, McDonald Way, Stockdale Highway, and Stine Road that had previously been cut off from direct access to Centennial Park. This proposed feature would upgrade bicyclist and pedestrian access via La Mirada Drive.

Maintaining bicycle and pedestrian access within the Westpark community is an important aspect of community cohesiveness. The project will be designed to retain existing pedestrian and bicycle travel ways to the extent feasible. Caltrans will include a bicycle and pedestrian connection between California Avenue and Commerce Drive as part of the project. This decision was made in response to public requests for a bicycle connection spanning over the Carrier Canal because the Carrier Canal offers an existing bridge crossing that provides pedestrian and bicycle connectivity with the chosen route. Access to Easton Drive via a bicycle connection to California Avenue will be implemented a short distance away from the original request. This improvement will enhance bicycle and pedestrian connectivity and will result in minimal effects to the environment during construction.

To the extent practical, the following measures will be implemented to minimize construction-related effects related to the affected communities:

- Street closures required during construction will be scheduled to occur during nighttime hours.
- During construction, the contractor will avoid blocking or limiting access to businesses during normal business hours.
- Emergency service providers will be notified in advance of construction of the timing, location, and duration of construction activities and the locations of detours and lane closures.
- The City of Bakersfield and Caltrans, in coordination with affected facility owners or operators, will develop and implement access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools.

Community: Relocation and Property Acquisition

Potential Impacts

The Selected Alternative will result in the displacement of 121 businesses and 310 residential units. In addition, the Selected Alternative will require partial acquisitions of 34 residential parcels, 15 commercial parcels, and 20 other various land uses. There will be 61 permanent easements and/or temporary construction easements.

Measures to Minimize Harm

Caltrans, in coordination with the City of Bakersfield, has prepared a relocation analysis as part of the Final Relocation Impact Report (February 2015), and the results have been incorporated into the final environmental document (see Section 3.1.4.2, Relocation and Property Acquisition, in Volume 1 of the final environmental document). The Final Relocation Impact Report identified more than sufficient residential properties within the replacement area (a 15-mile radius from the State Route 58/ State Route 99 interchange in the city of Bakersfield) for rent or sale that would supply adequate comparable housing replacements. Similarly, there are sufficient available commercial and/or industrial properties that were identified in the Final Relocation Impact Report for rent or purchase in the commercial Bakersfield area and adjacent areas. All benefits and services will be provided equitably to all residential and business displacees without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964. The advisory assistance program for individuals and businesses will assist in the relocation process by discussing needs and preferences regarding the details of a move, explaining the rights and benefits available, and providing help in obtaining the monetary benefits for which individuals and businesses are eligible. Additionally, advisory assistance includes providing information on available replacement sites, including purchase and rental costs, and coordinating and educating landlords, property managers, and other real estate professionals to help secure replacement housing.

Caltrans will closely coordinate with the Kern County Department of Human Services to prepare a special publication in both Spanish and English for the residents of the Centennial Corridor Project area that will identify the variety of social service providers available from metropolitan Bakersfield and Kern County public and private community-based organizations, including local religious institutions.

Additionally, Caltrans has initiated an early acquisition program for this project. This highly successful program has allowed the affected property owners to engage in the right-of-way process early to mitigate hardship and environmental concerns, as well as to resolve the challenge of relocating more than 300 businesses/ residences required for the project in a short period of time. As of January 2016, 155 residential units and nine commercial properties have been acquired and received compensation and assistance during the early acquisition program.

Caltrans, in coordination with the City of Bakersfield, has implemented, and will continue to implement all property acquisition and relocation activities in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Stat. 1894). (See Appendix D to the Final EIS for this Project.)

Measures to minimize impacts to residential and business displacees whose property may be incorporated into the relocation plan include, but are not limited to, scheduling relocations during the summer to avoid disruption to children's education, lease-back options for nonresidential properties, special needs accommodations, supplemental transportation options, a Last Resort Housing Program, a "business fair,"

and other outreach assistance. See Minimization Measures C-2, C-3, SC-R-1 and R-1 in Volume 2, Appendix F, of the final environmental document for more information about timing of the implementation of these measures and the responsible staff.

Visual/Aesthetics

Potential Impacts

Long-term visual impacts on key viewpoints range from moderately low to moderately high. The presence of the elevated freeway structure and soundwalls will, for some, result in obstructed views that will adversely affect the visual character of the suburban neighborhoods.

Measures to Minimize Harm

The overall Centennial Corridor aesthetic design theme will be compatible with surrounding neighborhoods and in keeping with the overall Westside Parkway design theme, to the extent feasible, including landscaping and aesthetic soundwalls, bridge treatments, and lighting fixtures. Caltrans and the City of Bakersfield will coordinate the removal of graffiti. As part of stormwater runoff management, the infiltration basins will be designed to include buffer areas and/or plant screens to shield public views where practical. Design features, such as depressing Alternative B between California Avenue and Ford Avenue, would minimize visual disruption of the roadway in the Westpark neighborhood.

In conjunction with final design, the City of Bakersfield and Caltrans shall develop, and the contractor shall implement, a landscaping plan that includes the following requirements:

- All drip zones of isolated trees shall be protected with fencing. In addition, the existing environmentally sensitive areas (i.e., parks, Kern River) shall remain protected.
- An irrigation system shall be provided for all new plantings.
- An extended 3-year maintenance period after construction is completed shall be provided for single-source maintenance through the establishment period.
- Landscaping will be implemented upon completion of construction. Plant material will consist of native, drought-tolerant, and self-sustaining species. Any proposed plant material shall be consistent with the Caltrans District 6-approved plant palette and will not include any invasive plant species.

Caltrans will preserve as many mature trees as practical, and the landscape plan will incorporate a tree replacement plan with a replacement ratio of 1:1. Additionally, the Centennial Corridor Project will provide $200,000 in funding to a nonprofit organization, which will administer the voluntary tree planting program to plant as many trees as possible within 1,500 feet of the project until funds have been exhausted.

Additionally, Mitigation Measure V-2, outlined in the community section above, will ensure that the overall Centennial Corridor aesthetic design theme shall be compatible with surrounding neighborhoods and in keeping with the overall Westside Parkway design theme, to the extent feasible, including landscaping, aesthetic sound walls, bridge treatments, and lighting fixtures. For more information about Mitigation Measures for visual and aesthetic impacts, see Appendix F, Environmental Commitments Record, in Volume 2 of the Final EIS.

Land Use and Planning

Potential Impacts

Implementation of the project will not be able to fully meet all the goals outlined in the *Metropolitan Bakersfield 2010 General Plan* (2002, update 2007). Inconsistencies with the *Metropolitan Bakersfield 2010 General Plan* pertain to issues such as retaining existing residential neighborhoods and minimizing impacts from truck traffic on noise-sensitive use areas, such as the Westpark neighborhood, which will also be divided as a result of the project. The project is incompatible with the character of the existing surrounding neighborhood.

Measures to Minimize Harm

Alternative B, the Selected Alternative, has been designed to minimize inconsistencies with state, regional, and local plans and programs to the greatest extent feasible. Design refinements to avoid or minimize impacts to existing land uses related both to temporary construction use and/or permanent acquisition of properties will be incorporated in the final engineering design of the project, to the extent practical. If the project will result in noise impacts on adjacent land uses, the impacts will be abated through soundwalls, when feasible and reasonable. Property owners will be provided fair and just compensation under the Uniform Relocation Act of 1987, as amended. Remaining land parcels will be reconfigured to restore functional areas and neighborhoods in accordance with the planning standards set forth by the City of Bakersfield Planning Department. During final design, efforts will be made to further minimize construction and permanent impacts to existing and planned land uses. See Minimization Measure R-1 in Appendix F, Environmental Commitments Record, of Volume 2 of the Final EIS for more information about measures to minimize harm.

Noise

Potential Impacts

There are 484 frequent outdoor use areas affected by the Selected Alternative. Based on the noise study, there are 49 frequent outdoor use areas west of State Route 99 that will have more than a 12-decibel noise increase and 21 frequent outdoor use areas along State Route 58 and State Route 99 that will have more than a 5-decibel noise increase as a result of the Selected Alternative. Noise from construction activities may intermittently dominate the environment in the immediate area of construction. Equipment involved in construction is expected to generate noise levels ranging from 80 to 89 A-weighted decibels at a distance of 50 feet. It is possible that certain construction activities could cause intermittent localized concern from vibration in the project area.

Measures to Minimize Harm

To minimize potential noise impacts, the Selected Alternative was designed to be depressed (i.e., the roadway would be lower than ground level) from Ford Avenue to California Avenue. Noise levels provided in Volume 1, Section 3.2.7, of the final environmental document are the estimated noise levels for a depressed freeway. The depressed characteristics of the freeway aid in mitigation, as a soundwall shorter in height (8 to 10 feet) can effectively block the receivers' line of sight of trucks traveling on the freeway, as opposed to needing a 14- to 16-foot-high soundwall to block the receivers' line of sight if the freeway were at the same elevation or higher in elevation.

Based on the noise studies completed for the project, Caltrans intends to incorporate noise abatement in the form of soundwalls that meet the criteria for reasonableness and feasibility. The 25 recommended

soundwalls will reduce the traffic noise levels by at least 5 decibels at the impacted receivers; will meet the design goal by providing a 7-decibel reduction for at least one receiver; and will cost less than the reasonableness cost allowance. During final design, if conditions have substantially changed or design changes result in the proposed noise abatement not meeting the reasonableness and feasibility criteria, it may not be constructed. Substantial changes would typically include design changes that affect the vertical or horizontal alignment of the roadway.

Temporary noise barriers shall be used and relocated, as needed, to protect sensitive receptors against excessive noise from construction activities involving large equipment and by small items such as compressors, generators, pneumatic tools, and jackhammers. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques.

During circulation of the draft environmental document, soundwall surveys were conducted with all property owners and residents of benefited receptors located within the footprint of the Selected Alternative. Less than 50 percent of responding property owners and residents opposed the construction of any of the soundwalls; therefore, all 25 recommended soundwalls will be constructed.

The contractor will be required to adhere to standard equipment noise control, administrative noise control, and vibration control measures during construction, such as shutting off idling equipment or limiting construction activities to the extent possible during evening, nighttime, weekend, or holiday periods. Newer equipment with improved noise muffling shall be used, and all equipment items shall have the manufacturers' recommended noise-abatement measures (e.g., mufflers, engine covers, and engine vibration isolators) intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers and shrouding).

Before construction begins, the contractor will prepare a Noise and Vibration Monitoring and Mitigation Plan by a qualified Acoustical Engineer. The plan will outline noise- and vibration-monitoring procedures at predetermined noise- and vibration-sensitive sites, as well as historic properties. The plan will also include calculated noise and vibration levels for various construction phases and mitigation measures that meet the project specifications. See Abatement Measure N-1, Minimization Measure CI-16, and Standard Conditions SC-CI-23 through SC-CI-25 in Appendix F of Volume 2 in the Final EIS prepared for this project for more information on timing and responsible staff for these measures.

G. Mitigation Monitoring or Enforcement Program

An Environmental Commitments Record has been prepared in accordance with 23 Code of Federal Regulations 635.309(j). The Environmental Commitments Record identifies responsible parties and provides guidance for implementation and reporting for all mitigation measures described in Chapter 3 of the Final EIS. The Environmental Commitments Record provides a process for tracking and documenting the implementation of the project avoidance, minimization, and mitigation measures during the design, construction, and operation of the Selected Alternative (Alternative B). The Environmental Commitments Record is summarized and provided in Appendix F of the Final EIS.

Caltrans and the City of Bakersfield will be responsible for implementing and reporting the status of the mitigation measures in the Environmental Commitments Record. Caltrans and the City of Bakersfield will also be responsible for construction management and oversight, and assuring that mitigation measures are fully implemented by designated and qualified personnel, which may include specialty contractors.

All mitigation monitoring report forms will be completed by those responsible for implementation and verified by those responsible for monitoring and approval. During the design phase, the project will obtain permits from resource agencies to allow for the construction of the project. Any minimization and/or mitigation measures issued by the resource agencies as part of the conditions of the permit will be implemented by Caltrans and/or the city of Bakersfield. Reporting of the commitments and other conditions of the permit will be provided by Caltrans and/or the City as requested by the permitting agency. Duplicate copies of certified forms will also be retained in the District 6 project file for this undertaking.

H. Responses to Comments on the Final Environmental Impact Statement

The Final EIS was circulated to other governmental agencies, organizations, and the public on December 11, 2015, and the "Notice of Availability" was published in the December 11, 2015, *Federal Register*, *Bakersfield Californian,* and *El Popular*. The Final EIS 30-day availability period ended on January 11, 2016. The following letters and emails with comments were received when the Final EIS was made available during the 30-day availability period. A total of four comments were received, two from federal agencies and two from local entities. Full copies of the comments received are available in Appendix A of this ROD. New substantive comments are addressed for NEPA; it is not necessary to address previous comments that have already been adequately responded to in the Final EIS. Comments were received from the following agencies and interested parties:

Federal Agencies

Connell Dunning, United States Environmental Protection Agency

Transcribed Letter: The U.S. Environmental Protection Agency (EPA) has reviewed the Final Environmental Impact Statement (EIS) for the Centennial Corridor Project in Bakersfield, CA, pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

EPA reviewed the Draft EIS and provided a written comment letter (July 8, 2014) that identified our rating for this project as Environmental Objections - Inadequate Information (E0-3) based upon the anticipated potential localized air quality impacts and lack of information important for analyzing and mitigating the project's potentially significant impacts on air quality. EPA also provided a written comment letter (June 10, 2015) following our review of an Administrative Draft of the Final EIS. EPA appreciates the opportunity to review an earlier draft of the Final EIS and we appreciate the ongoing coordination to address EPA's concerns. EPA acknowledges the additional information for air quality, environmental justice, noise, and relocation impacts provided in the Final EIS. We appreciate that Caltrans negotiated a Voluntary Emissions Reduction Agreement with the San Joaquin Valley Air Pollution Control District to reduce air quality impacts and note the specific commitments to address community cohesion impacts. Through this letter, we also provide recommendations for Caltrans to consider for future projects when analyzing Children's Health Impacts and Mobile Source Air Toxics.

Voluntary Emissions Reduction Agreement

EPA recognizes Caltrans' successful negotiation of additional air quality improvements with the San Joaquin Valley Air Pollution Control District through the Voluntary Emissions Reduction Agreement. EPA believes that proposed voluntary programs in the agreement, including school bus diesel retrofits, heating, venting, and air conditioning (HVAC) upgrades to qualified schools, and wood-burning stove replacements with cleaner-burning fuels in proximity to the project, would be a significant and positive step forward in

mitigating localized emissions increases of $PM_{2.5}$. Caltrans' commitment to upgrade HVAC systems at qualified schools may improve environmental health outcomes for sensitive receptors in some of the seventeen schools, preschools, and daycare facilities identified in the Final EIS. In addition, Caltrans' commitment to focus air quality improvement projects in areas adjacent to the Alternative B alignment may extend direct relief to neighboring communities with environmental justice concerns.

Recommendation:

In the ROD, describe any additional information known about the timing and implementation of the VERA as it relates to the timing of the construction and operation of the proposed project.

Community Cohesion

The Final EIS indicates that Caltrans will construct all proposed crossings, including the proposed La Mirada Drive overcrossing, and will work with the city of Bakersfield to install a dedicated pedestrian sidewalk for the benefit of residents living south of La Mirada Drive and Joseph Drive. These measures not only repair historic socioeconomic and demographic separation of community resources, but may also mitigate many of the adverse effects to community cohesion identified in the Final EIS for Southwest Bakersfield and the Westpark neighborhoods. These efforts will contribute to protecting access to community resources such as Centennial Park and Harris Elementary School by providing active transportation and enhancing livability. The Final EIS also identifies a commitment to provide a grant of $200,000 to promote planting of trees. We understand the highest priority for allocation of these funds will first be given to communities with environmental justice concerns within 1,000 feet of the Alternative B alignment, followed by other properties adjacent to the alignment.

Recommendation:

In the ROD, clearly state the community cohesion efforts that Caltrans will implement during construction and operation of the project.

Children's Health Impacts

As noted in our June 2015 comments on the Administrative Draft of the Final EIS, EPA reiterates that Executive Order 13045, Protection of Children from Environmental Health, Risks and Safety Risks, directs that each federal agency shall make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and shall ensure that its policies, programs, activities, and standards address these risks. It applies to all significant decisions made by federal agencies and is not specific to actions which are regulatory in nature, as suggested in the Response to Comments (p. 1168) in the Final EIS.[1] EPA supports Caltrans' commitment to diesel bus upgrades and heating, ventilation, and air conditioning upgrades to daycare centers, preschools, and schools within 1,500 feet of the preferred alternative, as these measures will result in better air quality for children in these areas.

Recommendation:

In the ROD, describe the schedule of the VERA-funded (1) diesel bus upgrades to reduce particulate matter emissions and (2) heating, ventilation, and air conditioning upgrades to daycare

[1] *U.S. EPA. August 28, 2012. Memorandum: Addressing Children's Health through Reviews Conducted Pursuant to the National Environmental Policy Act and Section 309 of the Clean Air Act. Available at http://www.epa.gov/compliance/resources/policies/nepa/NEPA-Children's-Health-Memo-August-2012.pdf.*

centers, preschools, and schools within 1,500 feet of the preferred alternative. Provide an anticipated schedule of implementation along with responsible parties.

Mobile Source Air Toxics

EPA appreciates the expanded discussion and analysis of the Mobile Source Air Toxics (MSATs) in the Final EIS, and we are supportive of Caltrans' commitment to monitor MSAT concentrations between opening and horizon years at the Bakersfield-California Avenue air monitoring station. We understand that Caltrans intends to provide the resulting air quality data to EPA.

The Final EIS also states that "neither the EPA nor California Air Resources Board (CARB) has established regulatory concentration targets for the seven relevant mobile source air toxics for use in the project development process. For the same reason, states are not required to achieve an identified level of air toxics in the ambient air or to identify air toxics reduction measures in the State Implementation Plan. Developing strategies for reducing mobile source air toxics is a cooperative effort between federal and local authorized agencies." Due to the unique characteristics of MSAT emissions compared to the emissions of air toxics from stationary sources, federal and state agencies have regulated these emissions in different ways. However, the absence of project development concentration targets for mobile sources should not imply that there are no benefits to better understanding possible adverse health impacts associated with human exposure to elevated MSATs. A comparison of total cancer and non-cancer risk from elevated exposure to air toxics between proposed alternatives would be very informative to decision-makers and the public.

EPA continues to note that the MSAT analysis in Tables 4-7 and 4-8 in the *Final Air Quality Study Report* (2014) showed decreases of air toxics for almost all Build Alternatives for 2018 and 2038 compared with baseline year 2008, and that the same analysis showed elevated MSATs for the Preferred Alternative for 2018, persisting into 2038, compared with the No Build Alternative. The increase in MSATs was shown across all seven indicators. While this analysis may not inform a decision in choosing between the Alternatives for this project, the analysis does forecast elevated air toxics in the vicinity of the Build Alternatives, where people and sensitive receptors live and work. In particular, Caltrans' MSAT analysis in the Air Quality Study Report indicated that concentrations of air toxics along Real Road, near part of the Preferred Alternative route, and near a community with environmental justice concerns (Census Tract 18.01), will increase in 2018 before declining at a horizon year of 2038. The forecasted increase indicated by this analysis would occur despite the shift of mobile-source emissions off local roads and onto the new facility, and despite the anticipated decline of per-vehicle emissions over time as a result of EPA regulations. EPA appreciates Caltrans' commitment to monitor MSATs between the opening and horizon years of the Centennial project from the California Avenue site to validate the modeling.

Recommendation:

In the ROD, confirm the commitment to monitor MSAT concentrations, and specify which air toxics will be monitored, along with the location of the monitors, the anticipated schedule and frequency of monitoring and the responsible party to complete the monitoring. Include copies of the air monitoring agreements between Caltrans and CARB as they pertain to these MSAT monitors. Commit to publicly disclose MSAT data from these monitors.

Assessing Project-Specific Health Impacts from MSATs

As previously stated in our comments following our review of the Draft EIS and Administrative Draft Final EIS, EPA continues to dispute the characterization of uncertainty regarding MSATs and health impacts expressed in the Final EIS and suggests that Caltrans consider the following information in subsequent environmental analyses for projects with the potential to affect near-roadway health.

The Final EIS states (Vol I, Chapter 3, Page 259) that the tools and techniques for assessing project-specific health impacts from MSATs are limited, that those tools that are available do not enable reliable predictions of project-specific health impacts of the emissions changes associated with the alternatives, and that there is too much uncertain science, as well as confounding factors, to make a complete determination of the MSAT health impacts of this project. EPA has provided Caltrans with links to data, methodology, and guidance available to assess health impacts and perform risk characterization for air toxics. Other resources include hotspot risk assessment guidance from the California Air Resource Board (CARB), and the methods used by the South Coast Air Quality Management District (SCAQMD) in their MATES IV study. The underlying scientific research that supports the assessment of MSAT (and other air toxic) risk is robust and widely used in many applications throughout the U.S. by federal, state, and local agencies, as well as by academics and other relevant stakeholders. Further, whereas statements in the Final EIS describe uncertainty with the potential to lead to a "false positive" statement about health risk (i.e., an overestimation of the risk), missing from the discussion is a description of the sources of uncertainty that can lead to a chance of "false negative" statements about health risk (i.e., an underestimation of the risk).

Recommendation:

We recommend Caltrans correctly characterize the robustness of available technical tools to analyze the health risks associated with mobile source air toxics (MSATs) exposure, and suggest that future discussions addressing potential overestimation of risk also address potential underestimation of risk. EPA is available to meet with Caltrans to further discuss the available technical tools and literature regarding this area.

EPA further notes that the *Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of Mobile Source Air Toxics* includes references to outdated analyses and could be expanded to reflect the most recent literature. For example, there is a new SCAQMD comprehensive study on air toxics that was released in 2015. EPA can provide information that demonstrates risk assessment for MSATs is not too uncertain to support decision making.

Recommendation:

For future analyses, we recommend Caltrans revise the information presented in this section to include the latest studies provided by EPA, including these two resources.

- CARB hot spot risk assessment guidance: http://www.arb.ca.gov/toxics/toxics.htm
- SCAQMD MATES IV study: http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies/mates-iv

Response: Caltrans thanks the United States Environmental Protection Agency for acknowledgement of the additional air quality benefits provided through the Voluntary Emission Reduction Agreement that was negotiated between Caltrans and the San Joaquin Valley Air Pollution Control District. These successful programs will benefit the residents of the project area, Bakersfield, and the greater Bakersfield

region. Caltrans appreciates the Environmental Protection Agency's recommendations for analyzing potential health impacts associated with Mobile Source Air Toxics, and revising the sections concerning Mobile Source Air Toxics to include in the latest EPA studies for future transportation projects, and we will consider these recommendations moving forward.

The implementation schedule for the Voluntary Emission Reduction Agreement has yet to be finalized. Coordination with the San Joaquin Valley Air Pollution Control District on implementation of emission reduction projects will start during the final design phase of the project and will be implemented as early as the final design phase through the construction and operational stages of the project or until funds are exhausted. Given the voluntary nature of the programs, specific end dates of the program could not be determined. Section E, Summary of Beneficial Environmental Impacts (above), provides further discussion regarding the Voluntary Emission Reduction Agreement and proposed emission reduction programs that will be implemented by the project.

As to your recommendation that requests Caltrans to list the community cohesion efforts that will be implemented during construction and operation of the project, Caltrans has worked diligently to minimize potential community cohesion issues. Appendix F in Volume 2 of the final environmental document contains the Environmental Commitments Record for the Selected Alternative for the Centennial Corridor Project, which includes commitments to minimize community cohesion impacts. In addition to the measures listed, there are the added design features of the project, which includes pedestrian sidewalks and bike paths to be constructed. In addition, Caltrans and the City of Bakersfield will continue extensive community outreach efforts with affected property owners, community groups, and interested parties as the project moves forward by continuing to update the project website and seeking public input. See the Community subheadings in Section F (above), Summary of Adverse Impacts and Measures to Minimize Harm, for more of these measures.

Caltrans understands the importance of community connectivity and has developed many measures in its Standard Conditions to minimize the potential impacts to the community during construction. Standard Conditions SC-CI-1 through SC-CI-4, on page 387 of Volume 1 of the final environmental document, discuss the minimization and mitigation measures that will reduce construction-related impacts to the local communities. Included in these measures are plans, to the extent practicable, for street closures required during construction to be scheduled to occur during nighttime hours. Also included are measures that ensure that Caltrans will notify emergency service providers, such as fire, police, and ambulance services, in advance of construction of the timing, location, and duration of construction activities and the locations of detours and lane closures. For more Standard Conditions, please see Section 3.6, Construction Impacts, in Volume 1 of the final environmental document for more measures to reduce impacts to the community during construction of the project.

Caltrans has included the U.S. Environmental Protection Agency's recommendations on confirming the commitment to monitor mobile source air toxics. Please refer to Section E, Summary of Beneficial Environmental Impacts.

Kathleen A. Dadey, United States Army Corps of Engineers

Transcribed Letter: We are responding to your December 11, 2015, Notice of Availability of Final Environmental Impact Report/Environmental Impact Statement for the Centennial Corridor Project (Final EIS).

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, and marshes. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

Our office verified a Preliminary Jurisdictional Determination for this project on March 24, 2015, concurring with your determination of approximately 136 acres of wetlands and water bodies on the site as depicted on the *Jurisdictional Resources, Centennial Corridor, Kern County, California, Figures 2A-2T,* drawings prepared by Caltrans. However, in the Final EIS, *Table 3.44, Build Alternatives ' Impacts on Waters of the U.S. Under the Jurisdiction of the U.S. Army Corps of Engineers and Regional Water Quality Control Board,* 4.413 acres of "Detention Basins" are identified as "Isolated Waters - within the jurisdiction of the Regional Water Quality Control Board but are not under the jurisdiction of the U.S. Army Corps of Engineers." These "Detention Basin" features are not shown on the drawings verified by the Corps, and furthermore, must be deemed non-jurisdictional by the Corps through the verification of an Approved Jurisdictional Determination.

Additionally, *Table* S.2, *Project Permits and Approvals,* in the Final EIS, indicates that the project is not required to submit a Pre-Construction Notification to our office if impacts to waters and wetlands of the U.S. are less than 0.10 acre. However, per notification requirements as defined in *Nationwide Permit Summary* for Nationwide Permit 14: Linear Transportation Projects, "The permittee must submit a Pre-Construction Notification (PCN) to the district engineer prior to commencing the activity if: (1) the loss of waters of the United States exceeds 1/10-acre; or (2) there is a discharge in a special aquatic site, including wetlands." (See general condition 31) Table 3.44 of the Final EIS indicates that, 0.009 acre of the previously mentioned "Detention Basin" would be impacted by the proposed project. Should the Corps determine this aquatic feature is a wetland regulated under Section 404 of the Clean Water Act, a PCN would be required for the project.

To ascertain the extent and jurisdiction of the "Detention Basin(s)" on the project site, you should prepare a supplemental wetland delineation in accordance with "Final Map and Drawing Standards for the South Pacific Division Regulatory Program" as described under "Jurisdiction" on our website at the address below, and submit it to this office for verification.

Please refer to identification number SPK-2008-01813 in any correspondence concerning this project. If you have any questions, please contact Evan G. Kreklow Carnes at our California South Regulatory Branch, 1325 J Street, Room 1350, Sacramento, California 95814-2922, by email at *Evan.G.KreklowCarnes@usace .army.mil,* or telephone at 916-557-7506. For more information regarding our program, please visit our website at *www.spk.usace.army.mil/Missions/Regulatory.aspx.*

Response: Caltrans is in receipt of the *Preliminary Jurisdictional Determination* issued March 24, 2015, and is intending to submit a request for an *Approved Jurisdictional Determination* after the ROD has been issued. The request for a final determination will provide additional information, including maps, which will clarify the jurisdictional status of the isolated detention basins. These basins were characterized as isolated in the *Centennial Corridor Project Natural Environment Study* (p. 67), meaning that they each lack either direct or indirect connection with the nearest navigable waterway, the Kern River. For this reason, they were classified as being Waters of the State of California, but not Waters of the United States. These maps were subsequently submitted to the California Department of Fish and Wildlife as part

of the submission package for a Streambed Alteration Agreement as required under Fish and Game Code 1602. The only detention basin that was characterized as having all three wetland characteristics was the basin at the intersection of Enos Lane and Stockdale Road; however, this isolated basin was designed for the purpose of capturing and recycling irrigation water, and it is equipped with a drain and pump for that purpose. Caltrans will coordinate with the United States Army Corps of Engineers during the final design phase of the project to evaluate jurisdiction of detention basins through preparation of an *Approved Jurisdictional Determination*.

Caltrans agrees with the United States Army Corps of Engineers that Pre-Construction Notification will be submitted if the project impacts to Waters of the United States exceed 0.10 acre or if a discharge in a special aquatic site, including wetlands, were to occur; however, preliminary design plans indicate that impacts to Waters of the United States is less than 0.10 acre (0.009 acre).

Local Agencies and Organizations

Daniel L. De León, Kern Delta Water District

Transcribed Letter: After reading through the "Final Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation," which was received by Kern Delta Water District (District) on December 10th, I noticed that impacts to the District were missing under at least two sections. The first is the "Project Impacts" section. The Centennial Corridor Project will have an impact on the District's ability to serve water via the Stine Canal, where Alternatives B and C cross. With that being said, the second section where the District is not mentioned is under the "Permits Required for the Project." The District requires an encroachment permit to perform any work within its right-of-way. Furthermore, the District will need to enter some sort of either common use agreement or maintenance agreement for any culvert or culvert extension required by the Centennial Corridor Project. Currently, the District is working with TRIP and Parsons on the crossing; however, the District needs to be named in the "Permits Required for the Project" and the "Project Impacts" section. If you have any questions, don't hesitate to contact me, thanks.

Response: Based on the preliminary project design plans analyzed in the Final Environmental Impact Report/EIS, there are no permanent impacts to the Stine Canal for the Selected Alternative, Alternative B. A bridge structure is proposed to be constructed to span over the Stine Canal; however, temporary impacts during the construction of the Selected Alternative at Stine Canal are anticipated due to construction activities within Kern Delta Water District's right-of-way. An encroachment permit from the Kern Delta Water District would be obtained prior to starting construction activities. Impacts to the Stine Canal and other canals are provided in the final environmental document in Section 3.3.2, Wetlands and Other Waters, in Volume 1, which summarizes impacts to canals by each alternative. There are no expectations that there will be an impact on the Kern Delta Water District's ability to serve water via the Stine Canal with construction of the Selected Alternative. During the final design phase, if changes to the design plans will result in impacts to the Stine Canal, then coordination will be initiated between Caltrans, the City of Bakersfield, and the Kern Delta Water District, and a maintenance agreement or a common use agreement will be obtained.

Caltrans agrees with the Kern Delta Water District's request to be added to the Project's Permits and Approvals tables. Please refer to Attachment B of this ROD for the requested replacement pages to these tables.

Marvin Dean, Minority Contractors Association of Kern County

Transcribed Letter: This letter is a follow up to my telephone message I left earlier today After reviewing the Centennial Corridor Project Final EIR/EIS Report KMCA wanted raise our concern regarding the EIR/EIS report did not mention the project adverse impact on environment justice residents, business & community of color, provide any mitigation measures or outline any economic benefit to EJ residents & small business effect by the construction of this project.

It's my understanding large federal funded project like the Centennial Corridor project are require to study impact on environment justice residents / small business & community of color and outline mitigation measures to address project impacts.

I notice in your Final EIR / EIS Report Section 4(f) Executive Summary xii you mention that September 11, 2008 Notice of Intent / Notice of Preparation was sent business group & interested parties were invited to scoping meeting *KMCA did not receive invited to the scoping meeting, but we have attended any prior public meeting to raise our concern regarding project construction impact on EJ & request for construction job & small business contract for EJ effect residents.

KMCA have watch any local Caltrans / TRIP projects move forward that have affected EJ residents & small business with the lack EJ impact concern address or economic benefit during the construction of these projects.

KMCA repeated since 1988 has offered to assist both local & regional transportation staff to address concern for EJ resident & small business project construction job.

If this project do not address the concern raise above KMCA will be filing a formal complaint with Federal Highway Admin on behalf of local environmental justice residents and small businesses.

If KMCA require to take this action our legal friends will be ask to file the formal complaint on our behalf for the past 25+ years KMCA have try to work in partnership with local and regional transportation staff on this concern as any project keep moving forward.

KMCA continue to reach out to local & regional transportation staff to develop a local regional program that provide opportunity for effected EJ residents & small businesses for project construction jobs & contracting, KMCA request a future meeting with Caltrans district 6, Kern Cog, cityof Bakersfield to discuss our concern & proposal, I ask your help setting up future meeting when you get a chance I look forward discussing this matter in more detail.

Response: The Centennial Corridor Project complies with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Chapter 3.1.4.3 of the final environmental document discusses environmental justice communities affected by the project. The study area for Alternative B (the Selected Alternative) is contained within 11 census tracts, 3 of which are considered environmental justice communities. Based on the analysis documented in the final environmental document, there is no indication that either construction or operation of the proposed Centennial Corridor Project would result in disproportionately high and adverse impacts to minority or low-income communities because of the equivalent distribution of the effects on all communities through which the Selected Alternative alignment passes; the other 8 non-environmental justice census tracts would experience similar effects as the 3 environmental justice census tracts.

Of the three build alternatives analyzed in this final environmental document, the Selected Alternative has the least effects to environmental justice communities in terms of relocations: Alternative A would have

36 relocations in 4 environmental justice neighborhoods, compared to 447 relocations in the non-environmental justice neighborhoods; Alternative B (Preferred Alternative) would have 7 relocations within environmental justice neighborhoods, compared to 424 relocations in non-environmental justice neighborhoods; Alternative C would have 88 relocations within environmental justice neighborhoods, compared to 243 relocations in non-environmental justice neighborhoods. The Selected Alternative also has the least effects on service-oriented facilities compared to Alternatives A and C. Caltrans' Relocation Assistance Program is consistent with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), which ensures "*that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.*" Additionally, the Relocation Assistance Program provides an advisory service and monetary benefits for individuals and businesses being displaced as a result of a public project. The recommended mitigation measures contain provisions to "ensure the relocation needs of the elderly, low-income, and non-English speaking residents are met" (Section 3.1.4.1 – Community Character and Cohesion; Avoidance, Minimization, and Mitigation Measures of the Final Environmental Impact Report/EIS).

Please note that the effects on environmental justice communities are analyzed, per federal guidelines, on *disproportionate impacts* to low-income and minority communities compared to non-environmental justice communities. The conclusion of the environmental justice analysis indicates that there would be no impacts borne predominantly by low-income and/or minority populations or disproportionately experienced by such groups. The project will benefit all residents, including environmental justice communities, with faster commute times within the project area through the reduction of congestion. Therefore , the environmental justice analysis provided in this final environmental document and the supporting *Community Impact Assessment* (2015) prepared for the Centennial Corridor Project adequately analyzes potential impacts to low-income and minority populations.

As a condition of receiving Federal Highway Administration funds, Caltrans has implemented the Disadvantaged Business Enterprise Program. The Disadvantaged Business Enterprise Program is based on federal regulations (Title 49 Code of Federal Regulations Part 26) mandated by the U.S. Department of Transportation. It is the policy of Caltrans that businesses identified as a Disadvantaged Business Enterprise, as defined in these federal regulations, have an equal opportunity to receive and participate in U.S. Department of Transportation-assisted contracts. A Disadvantaged Business Enterprise is defined as a for-profit small business that is at least 51% owned by one or more individual(s) who are both socially and economically disadvantaged. As defined by the Title 49 Code of Federal Regulations, Part 26.67, the social and economic disadvantaged include women, Black Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans, Subcontinent Asian-Americans or other minorities found to be disadvantaged by the regulations, or any individual found to be socially and economically disadvantaged on a case-by-case basis (http://www.dot.ca.gov/hq/bep/files/Disadvantaged_Business_Enterprise_DBE_Program_FAQs.pdf).

Caltrans' Disadvantaged Business Enterprise Program helps remove barriers to the participation of disadvantaged businesses through creating an opportunity for small businesses to participate in federally funded contracts.

Disadvantaged Business Enterprises must be certified under the Unified Certification Program. The link to check for certified Disadvantaged Business Enterprises can be found at http://www.dot.ca.gov/ucp/GetLicenseForm.do. Although Caltrans understands your concern, please note the procurement of construction services for the project is outside the purview of this final environmental document.

To ensure that the Centennial Corridor Project adheres to federal regulations on participation of Disadvantaged Business Enterprises, a goal is established in relation to federal funding. Participation percentages are updated annually for the city of Bakersfield on a project-by-project basis during the final design phase of the project.

As an advocate of small business participation, Caltrans Central Region has implemented a small business Architectural & Engineering mentor-protégé program, known as the "Calmentor Program," which has quarterly meetings. In promoting partnerships with the private consulting industry, Calmentor supports the participation of certified Disadvantaged Business Enterprise Programs, as well as Small Business Enterprise and Disabled Veterans Business Enterprise firms in the Central Region architectural and engineering contracts. Calmentor is consistent with the Governor's Executive Order No. S-11-06 to promote small and emerging business contracting with the State. More information can be found at: www.dot.ca.gov/dist6/ppm/calmentor.

I. Record of Decision Approval

Following robust and thorough analysis of the Centennial Corridor Project, Alternative B was identified as the Preferred Alternative. The identification of Alternative B as the Selected Alternative is based on the following: the ability of this alternative to meet the project purpose and need, including route continuity, projected demand, travel time savings, and relief of east-west traffic congestion; the Selected Alternative's consistency with system planning; the Alternative's environmental impacts, including impacts on Section 4(f) resources, historic resources, and environmental justice communities; the availability of funding for the project; community input; and coordination with regulatory agencies and local stakeholders, including Kern County and the City of Bakersfield. Caltrans based its decision on the Final EIS and supporting studies, as well as comments received from the public and agencies. All practical measures to avoid, minimize, and mitigate environmental harm have been adopted and are incorporated into this decision. It is the decision of Caltrans to approve Alternative B as the Selected Alternative for the Centennial Corridor Project.

The ROD for the Centennial Corridor Project is hereby approved.

Sharri Bender Ehlert

2/8/2016

Sharri Bender Ehlert,
District Director
District 6 – Central Region
California Department of Transportation
National Environmental Policy Act Lead Agency
California Environmental Quality Act Lead Agency

Date

Attachment A

Comments Received

1) Connell Dunning, United States Environmental Protection Agency
2) Kathleen A. Dadey, United States Army Corps of Engineers
3) Daniel L. De León, Kern Delta Water District
4) Marvin Dean, Minority Contractors Association of Kern County

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

JAN 1 1 2016

Sharri Bender Ehlert, District Director
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Subject: Comments on the Final Environmental Impact Statement for the Centennial Corridor Project, Kern County, California (CEQ#20150348)

Dear Ms. Ehlert:

The U.S. Environmental Protection Agency (EPA) has reviewed the Final Environmental Impact Statement (EIS) for the Centennial Corridor Project in Bakersfield, CA, pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

EPA reviewed the Draft EIS and provided a written comment letter (July 8, 2014) that identified our rating for this project as *Environmental Objections- Inadequate Information (EO-3)* based upon the anticipated potential localized air quality impacts and lack of information important for analyzing and mitigating the project's potentially significant impacts on air quality. EPA also provided a written comment letter (June 10, 2015) following our review of an Administrative Draft of the Final EIS. EPA appreciates the opportunity to review an earlier draft of the Final EIS and we appreciate the ongoing coordination to address EPA's concerns. EPA acknowledges the additional information for air quality, environmental justice, noise, and relocation impacts provided in the Final EIS. We appreciate that Caltrans negotiated a Voluntary Emissions Reduction Agreement with the San Joaquin Valley Air Pollution Control District to reduce air quality impacts and note the specific commitments to address community cohesion impacts. Through this letter, we also provide recommendations for Caltrans to consider for future projects when analyzing Children's Health impacts and Mobile Source Air Toxics.

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Recommendation:
In the ROD, describe any additional information known about the timing and implementation of the VERA as it relates to the timing of the construction and operation of the proposed project.

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Recommendation:
In the ROD, clearly state the community cohesion efforts that Caltrans will implement during construction and operation of the project.

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As noted in our June 2015 comments on the Administrative Draft of the Final EIS, EPA reiterates that Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, directs that each federal agency shall make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and shall ensure that its policies, programs, activities, and standards address these risks. It applies to all significant decisions made by federal agencies and is not specific to actions which are regulatory in nature, as suggested in the Response to Comments (p. 1168) in the Final EIS.[1] EPA supports Caltrans' commitment to diesel bus upgrades and heating, ventilation, and air conditioning upgrades to daycare centers, preschools, and schools within 1500 feet of the preferred alternative, as these measures will result in better air quality for children in these areas.

Recommendation:
In the ROD, describe the schedule of the VERA-funded 1) diesel bus upgrades to reduce particulate matter emissions and 2) heating, ventilation, and air conditioning upgrades to daycare centers, preschools, and schools within 1500 feet of the preferred alternative. Provide an anticipated schedule of implementation along with responsible parties.

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1 U.S. EPA. August 28, 2012. Memorandum: Addressing Children's Health through Reviews Conducted Pursuant to the National Environmental Policy Act and Section 309 of the Clean Air Act. Available at http://www.epa.gov/compliance/resources/policies/nepa/NEPA-Children's-Health-Memo-August-2012.pdf.

Mobile Source Air Toxics

EPA appreciates the expanded discussion and analysis of the Mobile Source Air Toxics (MSATs) in the Final EIS, and we are supportive of Caltrans' commitment to monitor MSAT concentrations between opening and horizon years at the Bakersfield-California Avenue air monitoring station. We understand that Caltrans intends to provide the resulting air quality data to EPA.

The Final EIS also states that "neither the EPA nor California Air Resources Board (CARB) has established regulatory concentration targets for the seven relevant mobile source air toxics for use in the project development process. For the same reason, states are not required to achieve an identified level of air toxics in the ambient air or to identify air toxics reduction measures in the State Implementation Plan. Developing strategies for reducing mobile source air toxics is a cooperative effort between federal and local authorized agencies." Due to the unique characteristics of MSAT emissions compared to the emissions of air toxics from stationary sources, federal and state agencies have regulated these emissions in different ways. However, the absence of project development concentration targets for mobile sources should not imply that there are no benefits to better understanding possible adverse health impacts associated with human exposure to elevated MSATs. A comparison of total cancer and non-cancer risk from elevated exposure to air toxics between proposed alternatives would be very informative to decision-makers and the public.

EPA continues to note that the MSAT analysis in Tables 4-7 and 4-8 in the *Final Air Quality Study Report* (2014) showed decreases of air toxics for almost all Build Alternatives for 2018 and 2038 compared with baseline year 2008, and that the same analysis showed elevated MSATs for the Preferred Alternative for 2018, persisting into 2038, compared with the No Build Alternative. The increase in MSATs was shown across all seven indicators. While this analysis may not inform a decision in choosing between the Alternatives for this project, the analysis does forecast elevated air toxics in the vicinity of the Build Alternatives, where people and sensitive receptors live and work. In particular, Caltrans' MSAT analysis in the Air Quality Study Report indicated that concentrations of air toxics along Real Road, near part of the Preferred Alternative route, and near a community with environmental justice concerns (Census Tract 18.01), will increase in 2018 before declining at a horizon year of 2038. The forecasted increase indicated by this analysis would occur despite the shift of mobile-source emissions off local roads and onto the new facility, and despite the anticipated decline of per-vehicle emissions over time as a result of EPA regulations. EPA appreciates Caltrans' commitment to monitor MSATs between the opening and horizon years of the Centennial project from the California Avenue site to validate the modeling.

> *Recommendation:*
> In the ROD, confirm the commitment to monitor MSAT concentrations, and specify which air toxics will be monitored, along with the location of the monitors, the anticipated schedule and frequency of monitoring and the responsible party to complete the monitoring. Include copies of the air monitoring agreements between Caltrans and CARB as they pertain to these MSAT monitors. Commit to publicly disclose MSAT data from these monitors.

Assessing Project-specific Health Impacts from MSATs

As previously stated in our comments following our review of the Draft EIS and Administrative Draft Final EIS, EPA continues to dispute the characterization of uncertainty regarding MSATs and health impacts expressed in the Final EIS and suggests that Caltrans consider the following information in subsequent environmental analyses for projects with the potential to affect near-roadway health.

The Final EIS states (Vol 1, Chapter 3, Page 259) that the tools and techniques for assessing project-specific health impacts from MSATs are limited, that those tools that are available do not enable reliable predictions of project-specific health impacts of the emissions changes associated with the alternatives, and that there is too much uncertain science, as well as confounding factors, to make a complete determination of the MSAT health impacts of this project. EPA has provided Caltrans with links to data, methodology, and guidance available to assess health impacts and perform risk characterization for air toxics. Other resources include hotspot risk assessment guidance from the California Air Resource Board (CARB), and the methods used by the South Coast Air Quality Management District (SCAQMD) in their MATES IV study. The underlying scientific research that supports the assessment of MSAT (and other air toxic) risk is robust and widely used in many applications throughout the US by federal, state, and local agencies, as well as by academics and other relevant stakeholders. Further, whereas statements in the Final EIS describe uncertainty with the potential to lead to a "false positive" statement about health risk (i.e., an overestimation of the risk), missing from the discussion is a description of the sources of uncertainty that can lead to a chance of "false negative" statements about health risk (i.e., an underestimation of the risk).

Recommendation:
We recommend Caltrans correctly characterize the robustness of available technical tools to analyze the health risks associated with mobile source air toxics (MSATs) exposure, and suggest that future discussions addressing potential overestimation of risk also address potential underestimation of risk. EPA is available to meet with Caltrans to further discuss the available technical tools and literature regarding this area.

EPA further notes that the *Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of Mobile Source Air Toxics* includes references to outdated analyses and could be expanded to reflect the most recent literature. For example, there is a new SCAQMD comprehensive study on air toxics that was released in 2015. EPA can provide information that demonstrates risk assessment for MSATs is not too uncertain to support decision making.

Recommendation:
For future analyses, we recommend Caltrans revise the information presented in this section to include the latest studies provided by EPA, including these two resources.

- CARB hot spot risk assessment guidance: http://www.arb.ca.gov/toxics/toxics.htm
- SCAQMD MATES IV study: http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies/mates-iv

Thank you for the opportunity to comment on the Final EIS. When the ROD is finalized, please provide a copy to the address above (mail code: ENF 4-2). If you have any questions, please contact Zac Appleton, the lead reviewer for this project. You may reach Zac at 415-972-3321 or appleton.zac@epa.gov.

Sincerely,

for Connell Dunning, Supervisor
Environmental Review Section

CC via email: Jennifer Taylor, Caltrans
Kirsten Helton, Caltrans
Brenda Powell-Jones, Caltrans
Vincent Mammano, Federal Highway Administration
Seyed Sadredin, San Joaquin Valley Air Pollution Control District
Robert Ball, Kern Council of Governments

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

December 30, 2015

Regulatory Division SPK-2008-01813

California Department of Transportation, District 6
Attn: Ms. Jennifer H. Taylor
855 M Street, Suite 200
Fresno, California 93721

Dear Ms. Taylor:

We are responding to your December 11, 2015, Notice of Availability of *Final Environmental Impact Report/Environmental Impact Statement for the Centennial Corridor Project* (Final EIS).

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, and marshes. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

Our office verified a Preliminary Jurisdictional Determination for this project on March 24, 2015, concurring with your determination of approximately 136 acres of wetlands and water bodies on the site as depicted on the *Jurisdictional Resources, Centennial Corridor, Kern County, California, Figures 2A-2T*, drawings prepared by Caltrans. However, in the Final EIS, *Table 3.44, Build Alternatives' Impacts on Waters of the U.S. Under the Jurisdiction of the U.S. Army Corps of Engineers and Regional Water Quality Control Board,* 4.413 acres of "Detention Basins" are identified as "Isolated Waters – within the jurisdiction of the Regional Water Quality Control Board but are not under the jurisdiction of the U.S. Army Corps of Engineers". These "Detention Basin" features are not shown on the drawings verified by the Corps, and furthermore, must be deemed non-jurisdictional by the Corps through the verification of an Approved Jurisdictional Determination.

Additionally, *Table S.2, Project Permits and Approvals,* in the Final EIS, indicates that the project is not required to submit a Pre-Construction Notification to our office if impacts to waters and wetlands of the U.S. are less than 0.10 acre. However, per notification requirements as defined in *Nationwide Permit Summary* for Nationwide Permit 14: Linear Transportation Projects, "The permittee must submit a Pre-

Construction Notification (PCN) to the district engineer prior to commencing the activity if: (1) the loss of waters of the United States exceeds 1/10-acre; **or (2) there is a discharge in a special aquatic site, including wetlands**." (See general condition 31) Table 3.44 of the Final EIS indicates that, 0.009 acre of the previously mentioned "Detention Basin" would be impacted by the proposed project. Should the Corps determine this aquatic feature is a wetland regulated under Section 404 of the Clean Water Act, a PCN would be required for the project.

To ascertain the extent and jurisdiction of the "Detention Basin(s)" on the project site, you should prepare a supplemental wetland delineation in accordance with "Final Map and Drawing Standards for the South Pacific Division Regulatory Program" as described under "Jurisdiction" on our website at the address below, and submit it to this office for verification.

Please refer to identification number SPK-2008-01813 in any correspondence concerning this project. If you have any questions, please contact Evan G. Kreklow Carnes at our California South Regulatory Branch, 1325 J Street, Room 1350, Sacramento, California 95814-2922, by email at *Evan.G.KreklowCarnes@usace.army.mil*, or telephone at 916-557-7506. For more information regarding our program, please visit our website at *www.spk.usace.army.mil/Missions/Regulatory.aspx.*

Sincerely,

Kathleen A. Dadey, Ph.D.
Chief, California South Branch
Regulatory Division

cc:

Mr. Javier Almaguer, California Department of Transportation, District 6,
Javier.Almaguer@dot.ca.gov
Mr. Matthew Scroggins, Central Valley Regional Water Quality Control Board,
MScroggins@waterboards.ca.gov

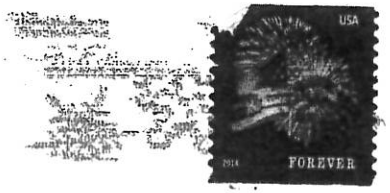
From: Daniel Deleon
Sent: Wednesday, December 16, 2015 8:36 AM
To: 'Jennifer.Taylor@dot.ca.gov'
Cc: Mark Mulkay; Chris Bellue
Subject: Centennial Corridor Final EIR

Jennifer,

After reading through the "Final Environmental Impact Report/Environmental Impact Statement and Section 4(f) Evaluation", which was received by Kern Delta Water District (District) on December 10th, I noticed that impacts to the District were missing under at least two sections. The first, is the "Project Impacts" section. The Centennial Corridor Project will have an impact on the District's ability to serve water via the Stine Canal, where alternatives B and C cross. With that being said, the second section where the District is not mentioned is under the "Permits Required for the Project". The District requires an encroachment permit to perform any work within its right-of-way. Furthermore, the District will need to enter some sort of either common use agreement, or maintenance agreement for any culvert or culvert extension required by the Centennial Corridor Project. Currently, the District is working with TRIP and Parsons on the crossing, however, the District needs to be named in the "Permits Required for the Project" and the "Project Impacts" section. If you have any questions, don't hesitate to contact me, thanks.

Daniel L. De León
Staff Engineer
Kern Delta Water District
Phone: 661-834-4656
Fax: 661-836-1705
E-mail: Daniel@kerndelta.org

Kern Minority Contractors Association
1330 E. Truxtun Ave, Bakersfield, Ca. 93305



Caltrans District 6
855 M Street # 200
Fresno, Ca. 93721- 2716
Attn: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley

Re: Centennial Corridor Project Final EIR/EIS Report

93721275350

Marvin Dean
President
(661) 747-1465 Cell

KMCA
Kern Minority Construction Association
Building Bridges to Remove Barriers

Bid Plan Room
Member Services
Resource Center

1330 E. Truxtun Avenue
Bakersfield, CA 93305
Email: KMCA@att.net
www.KernMinorityContractors.org

Office: (661) 324-7535
Fax: (661) 323-9287
Email: info@kmca.biz
www.kmca.biz

Kern Minority Contractors Association

1330 E. Truxtun Ave, Bakersfield, Ca. 93305

Date: December 18, 2015

Caltrans District 6
855 M Street # 200
Fresno, Ca. 93721- 2716
Attn: Jennifer H. Taylor
Office Chief, Central Region
Environmental Southern San Joaquin Valley

Re: Centennial Corridor Project Final EIR/EIS Report

This letter is a follow up to my telephone message I left earlier today
After reviewing the Centennial Corridor Project Final EIR/EIS Report KMCA wanted raise our concern regarding the EIR/EIS report did not mention the project adverse impact on environment justice residents, business & community of color, provide any mitigation measures or outline any economic benefit to EJ residents & small business effect by the construction of this project.

It's my understanding large federal funded project like the Centennial Corridor project are require to study impact on environment justice residents / small business & community of color and outline mitigation measures to address project impacts.

I notice in your Final EIR / EIS Report Section 4(f) Executive Summary xii you mention that September 11, 2008 Notice of Intent / Notice of Preparation was sent business group & interested parties were invited to scoping meeting * KMCA did not receive invited to the scoping meeting, but we have attended any prior public meeting to raise our concern regarding project construction impact on EJ & request for construction job & small business contract for EJ effect residents.

KMCA have watch any local Caltrans / TRIP projects move forward that have affected EJ residents & small business with the lack EJ impact concern address or economic benefit during the construction of these projects.

KMCA repeated since 1988 has offered to assist both local & regional transportation staff to address concern for EJ resident & small business project construction job.

If this project do not address the concern raise above KMCA will be filing a formal complaint with Federal Highway Admin on behalf of local environmental justice residents and small businesses.

If KMCA require to take this action our legal friends will be ask to file the formal complaint on our behalf for the past 25 + years KMCA have try to work in partnership with local & regional transportation staff on this concern as any project keep moving forward.

KMCA continue to reach out to local & regional transportation staff to develop a local regional program that provide opportunity for effected EJ residents & small businesses for project construction jobs & contracting, KMCA request a future meeting with Caltrans district 6, Kern Cog, City of Bakersfield to discuss our concern & proposal, I ask your help setting up future meeting when you get a chance I look forward discussing this matter in more detail.

Sincerely,

Marvin Dean, KMCA President
Cell # 661-747-1465

Cc: City of Bakersfield, Kern Cog, Federal Highway Admin

Attachment B

Errata Sheets dated January 11, 2016

Replacement Pages for the Final Environmental Impact Report/Environmental Impact Statement dated December 4, 2015

Table S.2 Project Permits and Approvals

Agency	Permit/Approval	Status
San Joaquin Valley Air Pollution Control District	Dust Control Permit and Approved Air Impact Assessment per Rule 9510, Indirect Source Review Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities), Limits to fugitive particulate matter emissions during construction activities	Coordination at a staff level has occurred as part of preparation of the Air Quality Study Report. The permit would be acquired after project approval and before construction.
	National Emission Standards for Hazardous Air Pollutants Notification	Notification to the San Joaquin Valley Air Pollution Control District will be made 10 days prior to construction activities (changes or demolitions).
	Voluntary Emission Reduction Agreement	A Voluntary Emission Reduction Agreement was executed on November 13, 2014 between Caltrans and the San Joaquin Valley Air Pollution Control District to provide improvements to local air quality within the project area. See Appendix L in Volume 2 for a copy of the Voluntary Emission Reduction Agreement.
Public Utilities Commission	Approval for the construction of new or modification of existing, highway-rail crossings (General Order 88B and 26D) (Alternative C)	Coordination has not begun with the Public Utilities Commission. This coordination would occur if Alternative C were selected as the Preferred Alternative (Alternative B has been selected as the Preferred Alternative).
California Department of Conservation, Division of Oil, Gas, and Geothermal Resources	Abandonment of oil wells would need to be done in compliance with Department of Conservation requirements	Coordination has not begun. Before construction, a Notice of Intent would be filed with the Department of Conservation, Division of Oil, Gas and Geothermal Resources, and an abandonment plan would be prepared for all oil wells that would be abandoned.
BNSF Railway, Union Pacific Railroad, and San Joaquin Valley Railroad	Acquisition of right-of-way or easement and changes to existing agreements for work in the rail corridor	Coordination with the railroad would occur prior to construction.
Central Valley Flood Protection Board	Approval of flood control improvements and floodway encroachment	Coordination would begin during the final design phase of the project.
Kern Delta Water District	Encroachment permit	The Kern Delta Water District would need to issue an encroachment permit to allow the contractor to perform any work within its right-of-way.
	Common use agreement	If the project requires modifications to canals managed by the Kern Delta Water District, Caltrans and/or the city of Bakersfield would enter into a common use agreement prior to construction.

Table 2.4 Project Permits and Approvals

Agency	Permit/Approval	Status
San Joaquin Valley Air Pollution Control District	Dust Control Permit and Approved Air Impact Assessment per Rule 9510, Indirect Source Review District Rule 8021(Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities), Limits to fugitive particulate matter emissions during construction activities	Coordination at a staff level has occurred as part of preparation of the Air Quality Study Report. The permit would be acquired after project approval and before construction.
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Public Utilities Commission	Approval for the construction of new or modification of existing, highway-rail crossings (General Order 88B and 26D) (Alternative C)	Coordination has not begun with the Public Utilities Commission. This coordination would occur if Alternative C were selected as the Preferred Alternative. (Alternative B has been selected as the Preferred Alternative).
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Kern Delta Water District	Encroachment permit	The Kern Delta Water District would need to issue an encroachment permit to allow the contractor to perform any work within its right-of-way.
	Common use agreement	If the project requires modifications to canals managed by the Kern Delta Water District, Caltrans and/or the city of Bakersfield would enter into a common use agreement prior to construction.