

State Route 33 Pavement Rehabilitation

On State Route 33 from Merced Avenue to the west of Hayes Street in

Fresno County

06-FRE-33-PM 14.7-16.7

Project Number 0618000050

Initial Study with Proposed Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

January 2022



General Information About This Document

What's in this document:

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

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District 6 Office at 1352 West Olive Avenue, Fresno, California 93728, and the Coalinga-Huron District Library at 305 North 4th Street, Coalinga, California 93210. The document can also be downloaded at the following website: <http://www.dot.ca.gov/caltrans-districts-near-me/district-6>.
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Trais Norris, Senior Environmental Planner, District 6 Environmental Division, California Department of Transportation, 2015 East Shields Avenue, Suite 100, Fresno, California 93726. Submit comments via email to: Trais.Norris@dot.ca.gov.
- Submit comments by the deadline: May 18th, 2022.

What happens next:

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

Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Trais Norris, District 6 Environmental Division, 2015 East Shields Avenue, Suite 100, Fresno, California 93726; 209-601-3521 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

Restore the pavement along State Route 33 between post miles 14.7 and
16.7 in Fresno County

INITIAL STUDY
with Proposed Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation
and
Responsible Agency: California Transportation Commission

Jennifer H. Taylor

Jennifer H. Taylor
Environmental Office Chief, District 6
California Department of Transportation
CEQA Lead Agency

01-10-2022

Date

The following individual can be contacted for more information about this document:

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California 93726, 209-601-3521



DRAFT

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

District-County-Route-Post Mile: 06-FRE 33-PM 14.7-16.7

EA/Project Number: EA 06-0X290 and Project Number 0618000050

Project Description

The California Department of Transportation (Caltrans) proposes to restore the pavement along State Route 33 from Merced Avenue to the Los Gatos Creek South Channel Bridge (post miles 14.7 to 16.7) in the City of Coalinga in Fresno County. The project would also replace signs, upgrade guardrail and facilities to Americans with Disabilities Act standards, install Transportation Management System elements and street lighting, build and replace curb ramps, and enhance and build bulb-outs and additional crosswalks with one new transit bus stop. Additionally, the project would restripe roadway to install bike lanes, on-street parking, pedestrian refuge, and eight rectangular rapid flashing beacons as Complete Streets elements.

Determination

An Initial Study has been prepared by Caltrans, District 6.

On the basis of this study, it is determined that the proposed action will not have a significant effect on the environment for the following reasons:

The project would have no effect on aesthetics, coastal resources, wild and scenic rivers, parks and recreational facilities, forest resources, growth, community character and cohesion, water quality and stormwater runoff, environmental justice, cultural resources, geology and soils, hazardous materials, paleontological resources, hydrology and floodplains, existing and future land use, mineral resources, noise, energy, public services, recreation, tribal cultural resources, invasive species, wildfire, farmland, population and housing, biology, air quality, and traffic and transportation.

The project would have a less than significant effect utilities and service systems, and greenhouse gas emissions.

Jennifer H. Taylor
Environmental Office Chief, District 6
California Department of Transportation

Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to restore the pavement along State Route 33 from Merced Avenue to the Los Gatos Creek South Channel Bridge between post miles 14.7 and 16.7 in the City of Coalinga in Fresno County. See Figure 1-1 for the project vicinity map and Figure 1-2 for the project location map.

This pavement rehabilitation 2R (resurfacing and restoration) project is funded from the State Highway Operation and Protection Program Pavement Rehabilitation 20.XX.201.122 for the 2023-2024 fiscal year. Because the project would restore the facility to a state of good repair, the roadway would reduce future maintenance. Additionally, the project would improve ride quality and extend the service life of the pavement.

The project would be including road diet which is low cost roadway configuration that integrate turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, bus shelters, parking or landscaping options along the same route. The road diet primary objective is to improve safety for all roadway users, while increasing livability by creating a bicycle-and pedestrian-friendly environment. For this project, the road diet are including center turning lane, on-street parking, pedestrian refuge islands, curb extension (bulb-out) at the sidewalks, new sidewalks to eliminate gaps, green striping at conflict zones, one new transit bus stop, enhanced crosswalks and additional crosswalks, rectangular rapid flashing beacons, Class 2 buffered bike lanes and Class 2 bike lanes Bike parking.

The project's estimated cost is \$13,785,000; construction is expected to begin in 2023 and end in 2024.

Existing State Route 33 in the project area is an urban, undivided two-lane and four-lane conventional highway on level terrain. The two-lane section runs from Merced Avenue to Forrest Street (post miles 14.7 to 15.6), and the four-lane section runs from Forrest Street to the Los Gatos Creek South Channel Bridge (post miles 15.6 to 16.7). This major rural highway provides access to Interstate 5 and State Route 99 for the far west side of the San Joaquin Valley in a north-south direction. In addition, State Route 33 is a north-south alternative to Interstate 5 and State Route 99. It facilitates the movement of agricultural goods and oil refinery products through the valley.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to restore the roadway facility to a state of good repair so that it requires minimal maintenance in the future, improves the ride quality, and extends the service life of the pavement. The purpose is also to incorporate Complete Streets elements, including a road diet (along State Route 33 from 5th Street to Cambridge Avenue), a Class 2 bike lane, and upgrade the non-compliant curb ramps, crosswalks, and sidewalks.

1.2.2 Need

Within the project limits, the existing asphalt concrete pavement has developed significant cracking and rutting. This pavement deterioration results in high maintenance costs and ongoing pavement repair.

The project is also needed to upgrade the existing pedestrian facilities, such as sidewalks, curb ramps, crosswalks, and associated crossing devices, to comply with current American with Disabilities Act standards and provide a safe and traversable facility to use for mobility.

1.3 Project Description

Caltrans proposes to restore the pavement along State Route 33 from Merced Avenue to the Los Gatos Creek South Channel Bridge (post miles 14.7 to 16.7) in the City of Coalinga in Fresno County. The project would also replace signs, upgrade guardrail and facilities to Americans with Disabilities Act standards, install Transportation Management System elements and street lighting, build and replace curb ramps, and enhance and build bulb-outs and additional crosswalks with one new transit bus stop. Additionally, the project would restripe roadway to install bike lanes, on-street parking, pedestrian refuge, and eight rectangular rapid flashing beacons as Complete Streets elements.

Figure 1-1 Project Vicinity Map

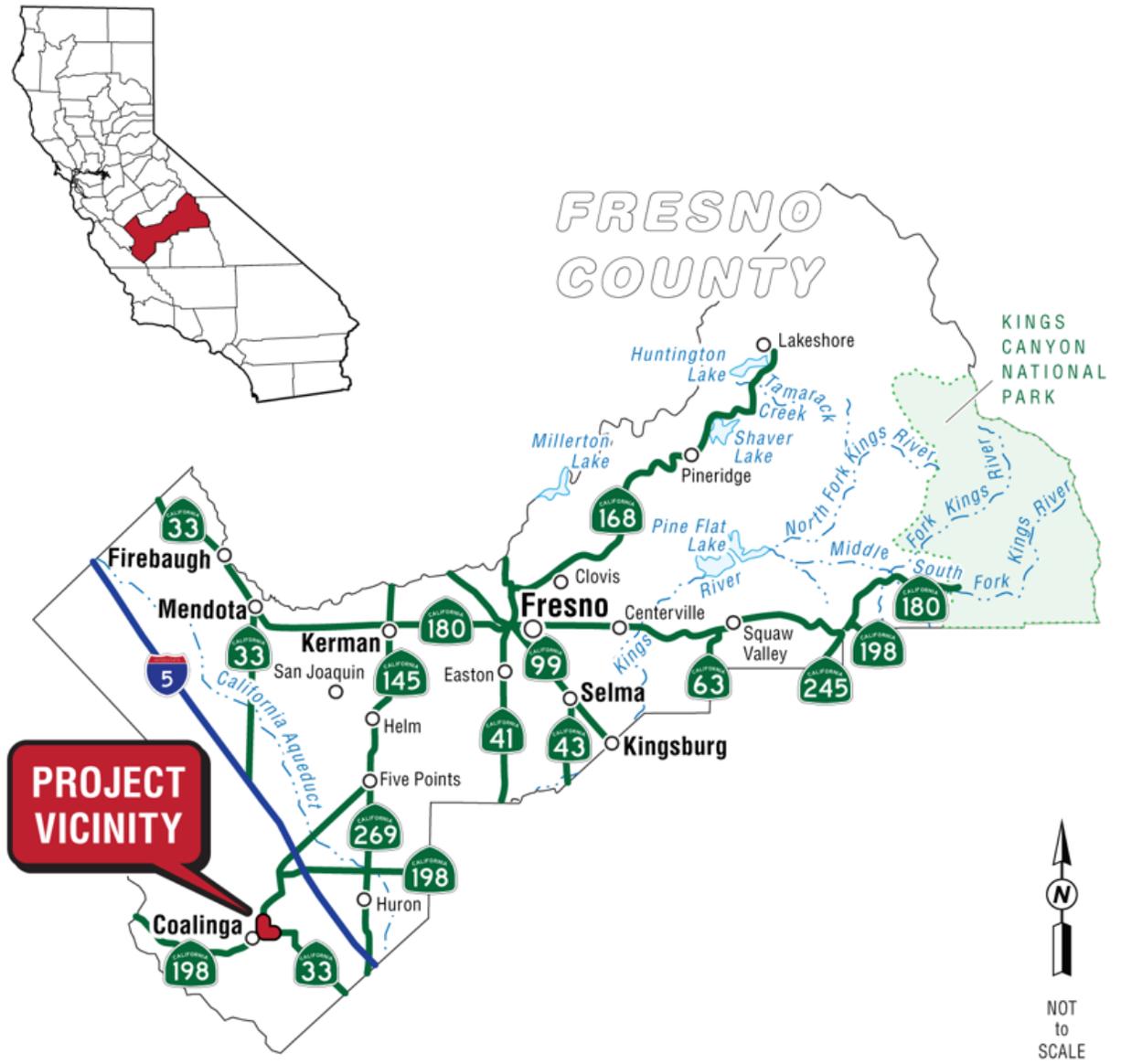
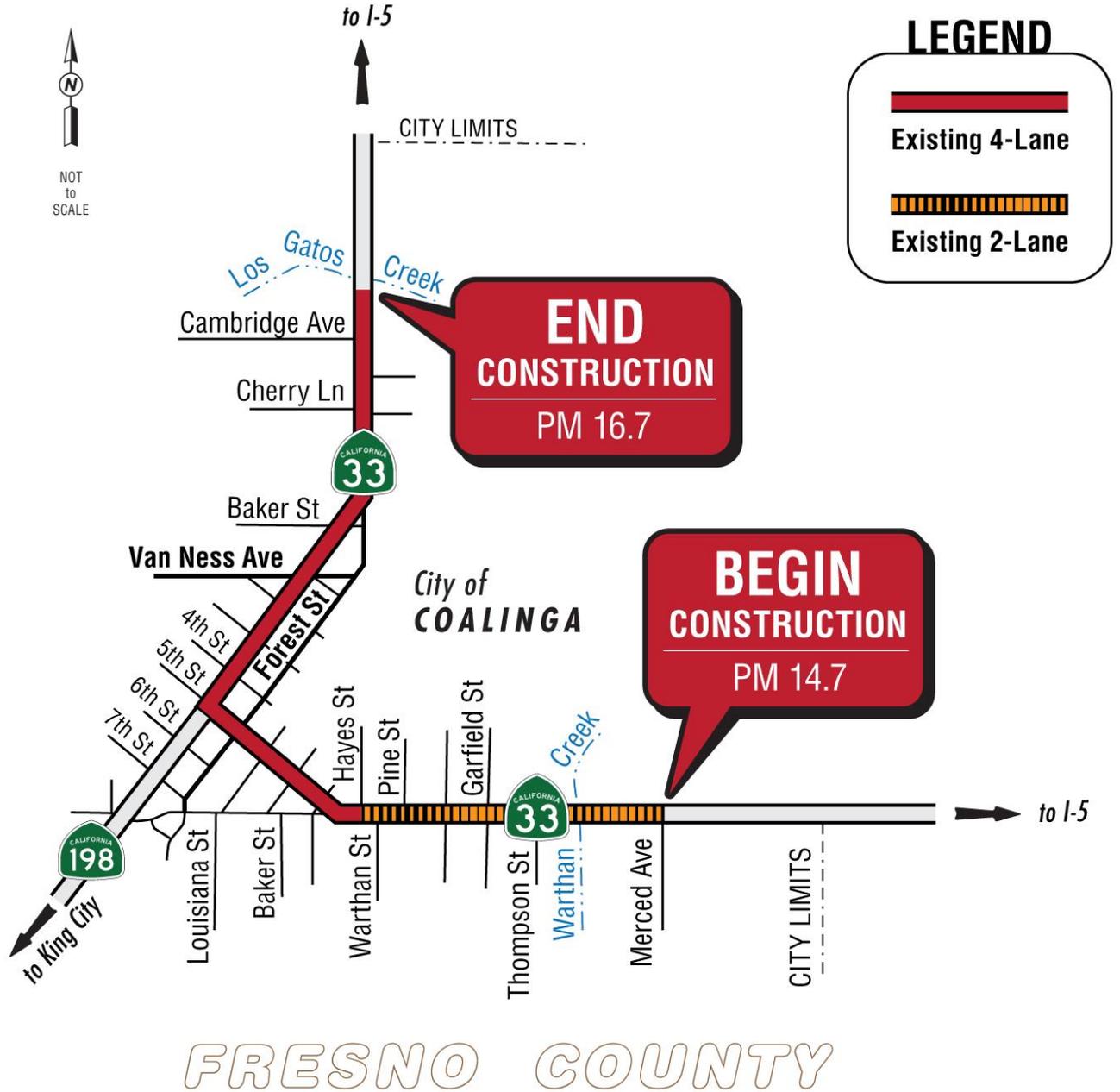


Figure 1-2 Project Location Map



1.4 Project Alternatives

Two alternatives—the Build Alternative and the No-Build Alternative—are being considered.

1.4.1 Build Alternatives

The Build Alternative proposes to restore the pavement along State Route 33 from Merced Avenue to the Los Gatos Creek South Channel Bridge (post miles 14.7 to 16.7) in the City of Coalinga in Fresno County. Design features could be modified in a later phase of the project due to public and stakeholder comments and refinement of the design.

The Build Alternative would do the following:

- Rehabilitate existing two-lane and four-lane of asphalt concrete pavement with about 1.05 feet of hot mix asphalt and Class 2 Asphalt Base, and add a 0.10-foot layer of rubberized hot mix asphalt.
- Build and/or rebuild a minimum of 61 curb ramps within the project limits to meet the current Americans with Disabilities Act guidelines.
- Rebuild curbs and gutters, valley gutters, and drainage facilities where they have been impacted by project improvements.
- Rebuild existing sidewalks that have been damaged by large tree roots.
- Build sidewalk gap closures at identified locations and rebuild impacted driveways at these locations to meet Americans with Disabilities Act standards.
- Upgrade signs within project limits to meet current Manual on Uniform Traffic Control Devices standards.
- Install traffic count stations, detector loops, pull boxes, modified Telephone Demarcation Cabinets, and Portable Automation Traffic Counts at identified locations.
- Modify the traffic signals at the intersections of State Route 33 with Cherry Lane and Cambridge Avenue.
- Relocate fire hydrants that are near curb ramp reconstruction work.
- Replace the existing Type A dike between Warthan Creek Bridge and the cross-culvert system with a Type E dike.
- Remove the existing approach and departure guardrails to the bridge rail at Warthan Creek. The approach guardrails at the Los Gatos Creek South Channel Bridge would be upgraded to standard.
- Adjust existing utility boxes to grade, as needed.

Complete Streets elements from the intersection of Elm Street and 5th Street to Cambridge Avenue include:

- Road reduction (road diet)
- Center turning lane
- On-street parking

- Pedestrian refuge islands
- Curb extension (bulb-out) at the sidewalks
- New sidewalks to eliminate gaps
- Green striping at conflict zones
- One new transit bus stop
- Enhanced crosswalks and additional crosswalks
- Rectangular rapid flashing beacons
- Class 2 buffered bike lanes and Class 2 bike lanes
- Bike parking
- State Route 33 and Garfield Street: Add crosswalk on the east leg with Rectangular Rapid Flashing Beacon Rectangular.
- State Route 33 and Hachman Street: Add crosswalk on the west leg with Rectangular Rapid Flashing Beacon Rectangular.
- State Route 33 and Warthan Street: Add crosswalk on the west leg with Rectangular Rapid Flashing Beacon Rectangular.
- State Route 33 and Ivy Avenue: Add crosswalk on the west leg with Rectangular Rapid Flashing Beacon Rectangular.
- State Route 33 and Forest Avenue: Traffic operation to do traffic counts and all-way stop warrants.
- Add bike lanes on State Route 33 between 5th Street and Merced Avenue by eliminating parking on the north side between 5th Street and Hayes Street, south side between Hachman Street and Garfield Street, and north side east of Garfield Street. Where parking is not eliminated, place shared lane marking.
- Add bike lanes on 5th Street.

No work is proposed on bridges or waterways. No traffic detour is expected during construction. If required, reversing traffic control in which traffic may travel in either direction for the two-lane section of the highway would be implemented.

Lane closure on the four-lane section of the highway would be required. The project would take an estimated 100 working days to complete, with all work done during the day. Additional right-of-way fee parcels are expected for curb ramps that need an additional landing area to meet Americans with Disabilities Act standards.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project.

1.4.2 No-Build (No-Action) Alternative

The No-Build Alternative would leave the stretch from post mile 14.7 to post mile 16.7 of State Route 33 in its current condition. The pavement would continue to deteriorate, which would result in ongoing costly maintenance and rough pavement for the traveling public. This alternative does not meet the purpose and need of the project.

1.5 Standard Measures and Best Management Practices Included in All Alternatives

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

- Temporary and permanent erosion control measures (Best Management Practices) are required on all Caltrans projects to conserve soil, prevent erosion, allow vegetation to reestablish following construction, and protect water quality.
- The contractor, as required in Caltrans Standard Specifications Section 13-1, must abide by Best Management Practices at a minimum and address all potential water quality impacts that may occur when performing construction activities.
- Before any ground-disturbing activities, the contractor would be required to prepare a Water Pollution Control Plan—per the Construction General Permit Order 2009-0009-DWQ—that includes erosion control measures and construction waste containment measures.
- Construction Site Management standard specifications include regular trash and debris removal.
- A Transportation Management Plan would be prepared for the project.
- Standard specifications that deal with the discovery of unanticipated cultural materials or human remains would be included in the project plans and specifications.
- If human remains are discovered on nonfederal land, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner should be contacted. The resident engineer would be contacted so that he or she can work with the most likely descendant on the respectful treatment and disposition of remains.

- The construction contractor would comply with Construction Site Best Management Practices specified in the Stormwater Pollution Prevention Plan and any other permit conditions to minimize the introduction of construction-related contaminants and mobilization of sediment in and next to the project areas at all project locations, as necessary. Best Management Practices would be selected to achieve maximum sediment removal and represent the best available technology that is economically achievable and are subject to review and approval by Caltrans.
- The Stormwater Pollution Prevention Plan would include a Hazardous Spill Prevention, Control, and Countermeasure plan. The plan would include onsite handling rules to keep construction and maintenance materials from entering the river, including procedures related to refueling, operating, storing, and staging construction equipment and preventing and responding to spills. The plan would also identify the parties responsible for monitoring the spill response. During construction, any spills would be cleaned up immediately, according to the Spill Prevention, Control, and Countermeasure plan.
- Temporary erosion control measures, such as sandbagged silt fences, would be applied throughout the construction of the project and would be removed after the working area is stabilized or as directed by the engineer. Soil exposure would be minimized through the use of temporary Best Management Practices, groundcover, and stabilization measures. Exposed dust-producing surfaces would be sprinkled daily, if necessary, until wet; this measure would be controlled to avoid producing runoff. Paved roads would be swept daily following construction activities.

1.6 Discussion of the NEPA Categorical Exclusion

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

1.7 Permits and Approvals Needed

No permits, licenses, agreements, and certifications are required for project construction.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

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

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

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

2.1.1 Aesthetics

Considering the information in the Visual Impact Assessment Memorandum dated September 2021, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

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

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

2.1.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact

2.1.3 Air Quality

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

Considering the information in the Air Quality Memorandum dated May 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact

Affected Environment

An Air Quality Report for the project was completed in October 2021. The purpose of the report was to document the expected air quality effects of the project and address both state and federal air quality standards with the intent to satisfy the requirements of CEQA and NEPA.

The project is on State Route 33 from Merced Avenue to just west of Hayes Street and from west of Hayes Street to the Los Gatos Creek South Channel Bridge in the City of Coalinga in Fresno County. It lies within the San Joaquin Valley Air Basin. The San Joaquin Valley, almost 300 miles long, stretches from the Tehachapi Mountains in the south to the Sacramento-San Joaquin River Delta in the north. The Sierra Nevada forms the eastern boundary of the valley, while the lower coastal ranges form the boundary on the west. The climate within Fresno County is semiarid Mediterranean. Winters tend to be cool, with a varying amount of rain, fog, and frost. Summers are long, dry, and, at times, very hot, with temperatures reaching over 100 degrees. Precipitation in the San Joaquin Valley ranges from 8 to 13 inches annually, with about 70 percent of the annual rainfall occurring between December and April. The project area also experiences dense, seasonal fog, called “Tule fog,” during the winter months.

For particulate matter pollutants—broken down into particles of 2.5 micrometers and smaller (particulate matter 2.5) and particles of 10 micrometers or smaller (particulate matter 10)—the project area lies in a portion of the San Joaquin Valley Air Basin that is in nonattainment for particulate matter 2.5 and attainment/maintenance for particulate matter 10. According to the Environmental Protection Agency’s conformity guidance, particulate matter 2.5 hotspot analysis is required for Projects of Air Quality Concern in nonattainment and maintenance areas. Projects that are exempt or not Projects of Air Quality Concern do not require a hotspot analysis. The project is within the San Joaquin Valley Air Basin. According to 40 Code of Federal Regulations Section 93.126, the project is exempt under Table 2 titled “Shoulder Improvements.” Therefore, it determined that the project was “Not a Project of Air Quality Concern,” and it would not require consulting the San Joaquin Valley Interagency Coordinating Committee.

Environmental Consequences

Build Alternative—Construction Phase

During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment powered by gasoline and diesel engines are also expected and would include carbon monoxide, nitrogen oxides, volatile organic compounds, directly emitted particulate matter 2.5 and particulate matter 10 and toxic air contaminants, such as diesel exhaust particulate matter. A

temporary increase in traffic resulting from construction would create a localized increase in emissions from traffic.

Construction emissions were estimated for the Build Alternative. Construction emissions for the project were calculated using the Caltrans Construction Emissions Tool (CAL-CET) v1.1. Project construction is expected to generate about 348 tons of carbon dioxide during the 100 working days.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications Section 14-9.02 Air Pollution Control and Section 10-5 Dust Control require the contractor to comply with the air pollution control rules, ordinances, regulations, and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017.

2.1.4 Biological Resources

Considering the information in the Biological Compliance dated June 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact

Question—Would the project:	CEQA Significance Determinations for Biological Resources
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

2.1.5 Cultural Resources

Considering the information in the Historic Property Survey Report dated September 2021 and the Archaeological Survey Report dated August 2021, the following significance determinations have been made:

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

2.1.6 Energy

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

2.1.7 Geology and Soils

Considering the information in the Paleontological Identification Report dated June 2020 and the California Geological Survey, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Report and Air Quality Memorandum dated October 2021, the following significance determinations have been made:

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

Affected Environment

This major rural highway provides access for the far west side of the San Joaquin Valley in a north-south direction. In addition, State Route 33 is a north-south alternative to Interstate 5 and State Route 99. It facilitates the movement of agricultural goods and oil refinery products through the valley. Land uses designated for the area are urban residential with a commercial zone. The project is within the San Joaquin Valley Air Pollution Control District.

Environmental Consequences

Operational climate change emissions do not need to be estimated because this is not a capacity-increasing project. This project is not expected to cause any operational effects on air pollutants.

Construction greenhouse gas emissions would result from material processing, onsite construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement life, improved Traffic Management Plans, and changes in materials, the greenhouse gas emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

Per Caltrans protocol, carbon dioxide emissions generated from construction equipment (which are used to gauge impacts to climate change) were estimated using the Caltrans Construction Emissions Tool (CAL-CET) v1.1. The estimated carbon dioxide construction emissions are 384 U.S. tons over a 100-day work period.

Avoidance, Minimization, and/or Mitigation Measures

While the project would produce greenhouse gas emissions during construction, it is not expected to cause an increase in operational greenhouse gas emissions. The project would not conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases. With the implementation of construction greenhouse gas reduction measures, the impacts would be less than significant.

Caltrans Standard Specifications Section 14-9.02 Air Pollution Control requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Measures that reduce construction vehicle emissions also help reduce greenhouse gas emissions. The following greenhouse gas reduction measures would be implemented for the project:

Project-Level Measures To Be Implemented To Reduce Greenhouse Gas Emissions Related to Construction Activities

Additional environmental measures would be determined during the final design phase.

- Schedule truck trips outside of peak morning and evening commute hours.
- Reversing traffic control for the two-lane section of the highway when lane closures are necessary during construction.

Project-Level Measures To Be Implemented To Reduce Operational Greenhouse Gas Emissions

Incorporate Complete Streets components and traffic-calming elements along with Americans with Disabilities Act improvements to include the following:

- Construct a “road diet” (restriping and road re-channelization) on Elm Street as well as lane reductions for the remainder of the project; provide a Class 2 bicycle lane (a 2-foot striped buffer would be provided on Elm Street); add about 900 feet of sidewalk; provide pedestrian median refuge islands near Elm Street and Truman Street.
- Install high contrast crosswalks; add bulb-outs within the Coalinga downtown area; provide flashing beacons at midblock crossings; make potential transit facility improvements, including bicycle racks on Elm Street (northwest of Cherry Lane); and perform tree/stump removal and sidewalk reconstruction from root damage. The aforementioned traffic calming features would promote the pedestrian environment and reduce automobile traffic.

2.1.9 Hazards and Hazardous Materials

Considering the information in an updated Initial Site Assessment dated June 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact

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

2.1.10 Hydrology and Water Quality

Considering the information in the Water Compliance Memorandum dated June 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	No Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

2.1.11 Land Use and Planning

Considering the information in the Transportation Concept Report for State Route 33 dated March 2017 and the City of Coalinga General Plan 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

2.1.12 Mineral Resources

Considering the information in the Fresno County General Plan Update dated February 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

2.1.13 Noise

Considering the information in the Noise Compliance Memorandum dated June 2021, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

2.1.14 Population and Housing

Considering the information in the City of Coalinga General Plan 2025 (Housing Element Update 2015-2023) and the Caltrans Draft Project Report dated October 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.1.15 Public Services

Considering the information in the City of Coalinga General Plan 2025 and the Caltrans Draft Project Report dated October 2021, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

2.1.16 Recreation

Considering the information in the City of Coalinga General Plan 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

2.1.17 Transportation

Considering the information in the City of Coalinga General Plan 2025 and the Caltrans Draft Project Report dated October 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

2.1.18 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report dated September 2021, the following significance determinations have been made:

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

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

2.1.19 Utilities and Service Systems

Considering the information in the Caltrans Draft Project Report dated October 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant Impact —The project would result in the relocation or construction of new or expanded water drainage, electric poles/signals, or telecommunications facilities.
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

Affected Environment

Various utilities throughout the project area would need to be relocated or modified to build the project.

Utility companies with impacted facilities include:

- American Telephone and Telegraph Company Incorporated
- Pacific Gas and Electric Company
- Southern California Edison
- Southern California Gas Company
- Charter Communications
- Pacific Bell

- City of Coalinga
- Verizon
- Xfinity
- Verizon
- Phillips 66 Pipeline
- California Water Service
- Shell Pipeline Company Limited Partnership
- Vast Networks

Types of utilities in the project area include overhead power lines, underground communication utilities, and gas utilities. About 16 curb ramp locations would require partial right-of-way acquisitions for the construction of landing areas to meet Americans with Disabilities Act standards and designed to prevent the accumulation of water. In addition, within the project limits, numerous drainage inlets and manholes would be built along with modified fire hydrants, phone boxes, light poles, and signal lights.

Environmental Consequences

Overhead power and communication utilities within the project area would have to be relocated. The affected utilities would vary on the geometry of the roadway. Several properties would be acquired for project construction. The total right-of-way needed would amount to 0.0099 acre, as follows:

- 0.00489 acre for curb ramp-related right-of-way (total for all 16 locations)
- 0.00511 acre for [drainage inlets (22), manholes (35), and utilities (such as fire hydrants) (21), phone boxes (2), electrical poles (9), and light poles/signal lights (142).]

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures would prevent temporary impacts to utilities:

- All utility relocation work would be done by the utility companies. Utility users would be informed of the date and time in advance of any service disruptions.
- All construction work on surface roads and underground would be coordinated with the City of Coalinga Public Works Department.
- During the design phase of the project, a more detailed study would be conducted to determine the necessary relocation of utilities. Caltrans would meet with the affected utility providers and the City of Coalinga to coordinate the details for relocations and easements to avoid or minimize any interruption in service.

A detailed Traffic Management Plan would be developed during the Plans, Specifications, and Estimates phase of the project to address the expected impact of vehicular and non-motorized traffic as well as temporary removal or relocation of bus stops and on-street parking during construction. The Traffic Management Plan would minimize delays and maximize safety for the workforce and the traveling public, including motorists, bicyclists, pedestrians, and those with disabilities during construction. The Traffic Management Plan may include but would not be limited to the following:

- Public information:
 - Brochures and Mailers
 - Press Releases
 - Internet
- Motorist Information Strategies:
 - Changeable Message Signs (Portable)
 - Ground-Mounted Signs
- Incident Management
 - Construction Zone Enhanced Enforcement Program—A program that uses California Highway Patrol officers during construction to improve the safety of construction crews and the motoring public. The officers may be used for traffic control and provide needed emergency response support services. Caltrans coordinates and manages road user information such as identifying the fixed changeable message signs and highway advisory radio on the State Highway System that would be used during construction.
- Construction Strategies
 - Lane closure chart—If required, reversing traffic control where traffic may travel in either direction for the two-lane section of the highway would be implemented. Lane closure on the four-lane section of the highway would be required.
- Alternative Strategies
 - Parking restrictions
 - Temporary Bus Stop Closures
 - Coordination with local cities for lane closure charts should occur during the Plans, Specifications, and Estimates phase.

2.1.20 Wildfire

Considering the information in the California Department of Forestry and Fire Protection's online Fire Hazard Severity Zone Maps dated November 2008, the following significance determinations have been made:

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

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No Impact

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

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Making Conservation
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August 2020

NON-DISCRIMINATION POLICY STATEMENT

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

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

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

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

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

Original signed by
Toks Omishakin
Director

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

List of Technical Studies Bound Separately (Volume 2)

Air Quality Memorandum

Noise Compliance Memorandum

Water Quality Memorandum

Biological Compliance Memorandum

Location Hydraulic Study

Historic Property Survey Report

Initial Site Assessment Memorandum

Visual Impact Assessment

Paleontological Identification Report Memorandum

Climate Change

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

Trais Norris, Senior Environmental Planner
District 6 Environmental Division
California Department of Transportation
2015 East Shields Avenue, Suite 100, Fresno, California 93726

Or send your request via email to: Trais.Norris@dot.ca.gov
Or call Trais Norris at: 209-601-3521

Please provide the following information in your request:

State Route 33 Pavement Rehabilitation

On State Route 33 in Fresno County

06-FRE-33-PM 14.7-16.7

EA: 06-0X290

Project ID number 0618000050