

Fresno 198 Culvert Rehabilitation

State Route 198
Fresno, California
06-FRE-198-0.51/19.5
ID: 0618000015

Initial Study with Proposed Negative Declaration



Prepared by the
State of California Department of Transportation

March 2020



General Information About This Document

Please read this Initial Study. Additional copies of this document are available for review at the following locations:

- Caltrans District 6 office at 1352 West Olive Avenue, Fresno, California 93728
- Fresno Public Library at 2420 Mariposa Street, Fresno, California 93721
- Coalinga-Huron District Library at 305 North 4th Street, Coalinga, California 93210

The document can also be accessed electronically at the following website:
<https://dot.ca.gov/caltrans-near-me/district-6/district-6-projects>

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

Richard Putler, Senior Environmental Planner
Southern San Joaquin Valley Management Branch 1
California Department of Transportation
855 M Street, Suite 200
Fresno, CA 93721

- Submit comments via email to: richard.putler@dot.ca.gov.
- Submit comments by the deadline: April 18, 2020.

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

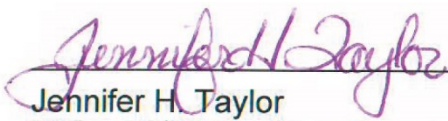
For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Richard Putler, Southern San Joaquin Valley Management Branch 1, 855 M Street, Suite 200, Fresno, CA 93721; 559-445-5286, or use California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

Culvert Rehabilitation on State Route 198
from post mile 0.51 to post mile 19.5 in Fresno County

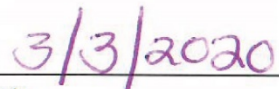
**INITIAL STUDY
with Proposed Negative Declaration**

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

THE STATE OF CALIFORNIA
Department of Transportation



Jennifer H. Taylor
Office Chief, Southern San Joaquin Valley
Central Region
California Department of Transportation



Date

DRAFT
Proposed Negative Declaration
Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to rehabilitate 82 culverts on State Route 198 from post mile 0.51 to post mile 19.5 in Fresno County. The rehabilitation would repair, replace and clean culverts to address worn out and damaged drainage facilities.

Determination

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

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

The project would have no effect on: aesthetics, agriculture and forest resources, air quality, cultural resources, paleontological resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

The project would have less-than-significant effects on greenhouse gas emissions.

The project would have less-than-significant effects on biological resources.

Jennifer H. Taylor
Office Chief, Southern San Joaquin Valley
Central Region
California Department of Transportation

Date

Section 1 Project Description and Background

1.1 Project Title

Fresno 198 Culvert Rehabilitation

1.2 Project Location

The project is in Fresno County. It begins just east of the Monterey County line at post mile 0.51 and extends through the foothills of the Coast Range to about 2 miles southwest of the City of Coalinga at post mile 19.50. See Figures 1 and 2.

Figure 1 Project Vicinity Map

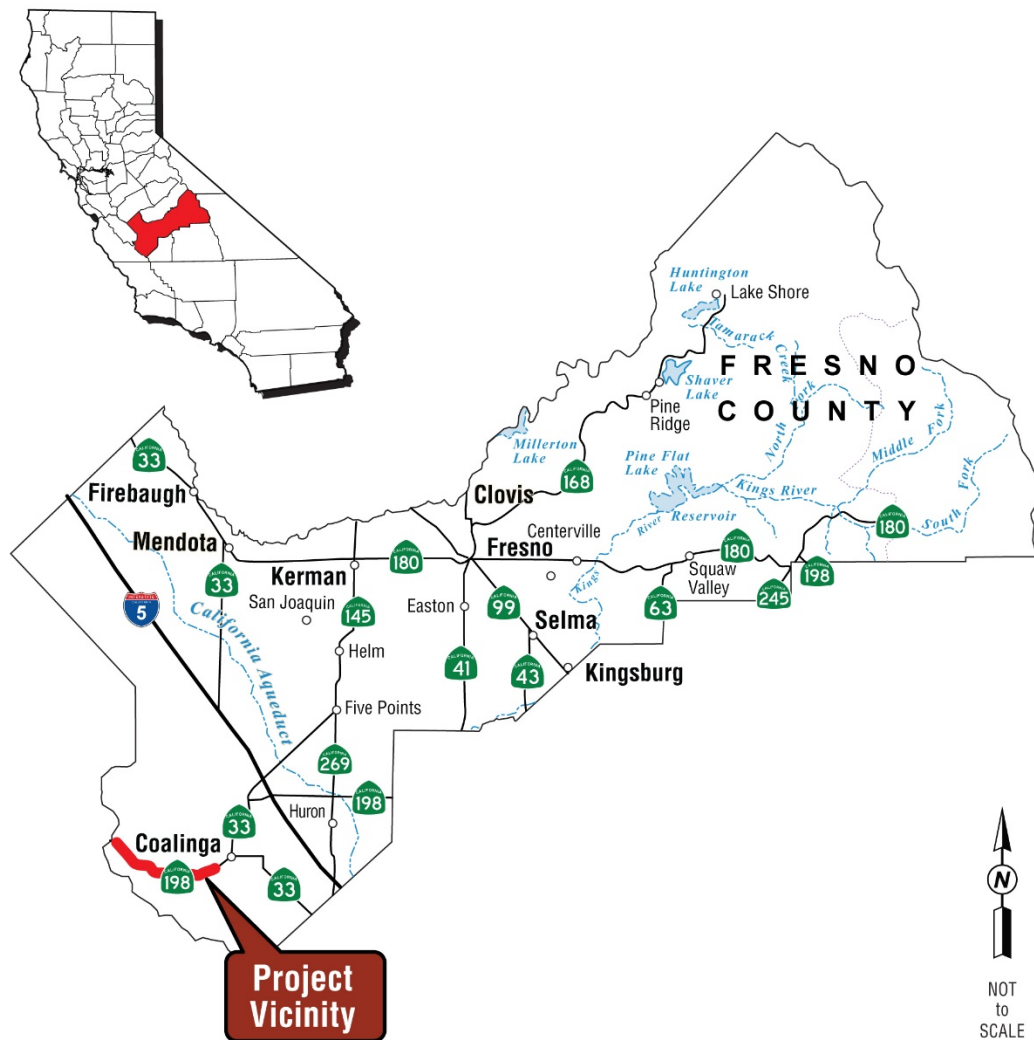
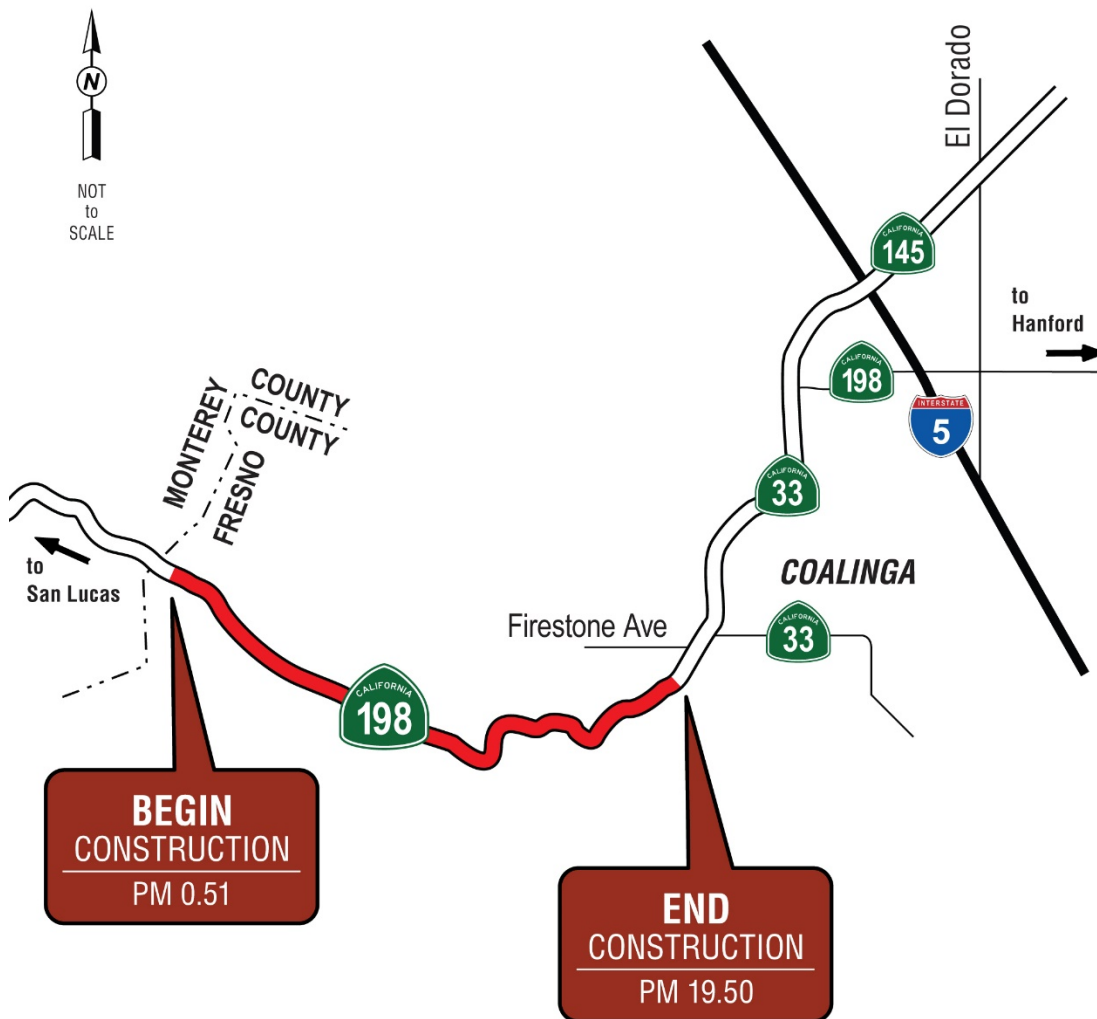


Figure 2 Project Location Map



1.3 Description of Project

The California Department of Transportation (Caltrans) proposes to repair, replace, or clean 82 culverts at various locations along State Route 198 from the Monterey/Fresno County line at post mile 0.51 to post mile 19.50, southwest of the City of Coalinga. The existing culverts are either undersized or so damaged that they will require cleaning, repair, or replacement. Specific culverts have become so clogged with material that they allow very little water to pass through.

The project is needed to maintain proper drainage, prevent flooding, and prevent further pavement deterioration in those areas. Work will include relining and replacing culverts, installing or repairing headwalls, and doing

general maintenance repairs. See Table 1 for a list of the culvert locations and work to be performed.

Table 1 State Route 198 Culvert Locations and Work to be Performed

Culvert	Post Mile	Culvert Diameter (feet)	Proposed Work
1	0.51	2	Culvert lining
2	0.57	1.5	Replace with 24-inch reinforced concrete pipe
3	0.60	1.5	Replace with 24-inch reinforced concrete pipe
4	0.66	1.5	Replace with 24-inch reinforced concrete pipe
5	0.77	1.5	Replace with 24-inch reinforced concrete pipe
6	1.04	1.5	Replace flared-end section
7	1.57	1.5	Replace with 24-inch reinforced concrete pipe
8	1.66	1.5	Culvert lining
9	1.97	1.5	Culvert lining
10	2.04	2	Culvert lining
11	2.25	2	Culvert lining
12	2.76	3.5	Replace with 42-inch reinforced concrete pipe
13	2.87	3	Replace with 36-inch reinforced concrete pipe
14	2.92	2	Replace with 24-inch reinforced concrete pipe
15	3.09	3	Replace with 36-inch reinforced concrete pipe
16	3.51	2.5	Culvert lining
17	3.56	2	Culvert lining
18	3.65	2.5	Culvert lining
19	4.18	2	Replace with 24-inch reinforced concrete pipe
20	4.57	2	Replace with 24-inch reinforced concrete pipe
21	4.75	2	Culvert lining
22	4.85	2	Culvert lining

Culvert	Post Mile	Culvert Diameter (feet)	Proposed Work
23	5.17	2	Replace with 24-inch reinforced concrete pipe
24	5.29	2.5	Culvert lining
25	5.56	2.5	Culvert lining
26	6.06	2	Replace with 24-inch reinforced concrete pipe
27	6.21	5	Replace with 60-inch reinforced concrete pipe
28	6.40	4.5	Concrete invert lining
29	6.54	2	Culvert lining
30	6.69	2	Replace with 24-inch reinforced concrete pipe
31	6.86	2	Replace with 24-inch reinforced concrete pipe
32	7.13	4	Concrete invert lining
33	7.24	5	Concrete invert lining
34	7.60	2	Culvert lining
35	7.77	2.5	Culvert lining
36	7.86	2	Culvert lining
37	7.95	2	Replace with 24-inch reinforced concrete pipe
38	8.20	2.5	Culvert lining
39	8.38	2	Culvert lining
40	8.45	2	Culvert lining
41	8.82	4	Fix and replace headwall
42	9.91	2-1.5	Replace flared-end section
43	10.45	1.5	Replace with 36-inch reinforced concrete pipe
44	10.69	2	Replace with 24-inch reinforced concrete pipe
45	10.84	1	Replace with 24-inch reinforced concrete pipe
46	10.92	1	Replace with 30-inch reinforced concrete pipe
47	11.07	1	Replace with 30-inch reinforced concrete pipe
48	11.18	1	Replace with 24-inch reinforced concrete pipe

Culvert	Post Mile	Culvert Diameter (feet)	Proposed Work
49	11.27	1.5	Replace with 24-inch reinforced concrete pipe
50	11.31	1	Replace with 24-inch reinforced concrete pipe
51	11.58	2	Replace with 36-inch reinforced concrete pipe
52	11.83	1	Replace with 24-inch reinforced concrete pipe
53	12.03	1	Replace with 24-inch reinforced concrete pipe
54	12.10	1	Replace with 24-inch reinforced concrete pipe
55	12.33	4	Replace with reinforced concrete box
56	12.48	2	Replace with 24-inch reinforced concrete pipe
57	12.60	2	Culvert lining
58	12.67	2	Replace with 24-inch reinforced concrete pipe
59	12.76	2	Culvert lining
60	13.07	2	Culvert lining
61	13.15	2	Culvert lining
62	13.58	2	Replace with 24-inch reinforced concrete pipe
63	13.77	2	Culvert lining
64	13.93	1.5	Replace with 24-inch reinforced concrete pipe
65	14.45	1.5	Replace with 24-inch reinforced concrete pipe
66	14.74	1	Replace with 24-inch reinforced concrete pipe
67	15.26	2	Culvert lining
68	15.60	4	Culvert lining
69	15.98	2	Replace with 24-inch reinforced concrete pipe
70	16.33	1	Replace with dual 24-inch reinforced concrete pipe
71	16.56	1	Replace with 24-inch reinforced concrete pipe
72	17.33	1.5	Culvert lining
73	17.58	0	Repair
74	17.68	1.5	Replace with 24-inch reinforced concrete pipe

Culvert	Post Mile	Culvert Diameter (feet)	Proposed Work
75	18.17	0	Replace with 24-inch reinforced concrete pipe
76	18.22	dual 2.5	Replace with dual 30-inch reinforced concrete pipe
77	18.26	dual 2.5	Replace with dual 30-inch reinforced concrete pipe
78	18.33	1.5	Culvert lining
79	18.46	1.5	Culvert lining
80	18.61	4	Replace with 54-inch reinforced concrete pipe
81	18.71	1.5	Replace with 24-inch reinforced concrete pipe
82	19.50	1	Replace with 24-inch reinforced concrete pipe

1.4 Surrounding Land Uses and Setting

State Route 198 from the Monterey/Fresno County line to the City of Coalinga is a winding, paved two-lane mountain highway. The project area is developed with a mix of land uses consisting mostly of livestock grazing, recreational use (such as Curry Mountain Trailhead), and minor residential development.

1.5 Other Public Agencies Whose Approval is Required

Agency	Permit/Approval	Status
Central Valley Regional Water Quality Control Board	401	The 401 certification (permit) will be obtained prior to the start of construction.
U.S. Fish and Wildlife Service	Letter of Concurrence	Informal consultation was initiated on December 4, 2019.
California Department of Fish and Wildlife	1600	The 1600 permit will be obtained prior to start of construction.
U.S. Army Corps of Engineers	404	The 404 permit will be obtained prior to start of construction.

Section 2 **CEQA Environmental Checklist**

2.1 CEQA Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant 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 words “significant” and “significance” used throughout the following checklist are related to California Environmental Quality Act (CEQA), not National Environmental Policy Act (NEPA), impacts. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

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

2.1.1 Aesthetics

CEQA Significance Determinations for Aesthetics

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

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

No Impact

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

No Impact

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

CEQA Significance Determinations for Agriculture and Forest Resources

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

Would the project:

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

No Impact

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

No Impact

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

No Impact

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

CEQA Significance Determinations for Air Quality

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

Would the project:

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

No Impact

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?

No Impact

2.1.4 Biological Resources

CEQA Significance Determinations for Biological Resources

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact—A Biological Assessment and Natural Environment Study (Minimal Impacts) were prepared by Caltrans to determine to what extent the proposed project may affect threatened,

endangered or candidate or sensitive species. Species lists are included in the Natural Environment Study (Minimal Impacts).

Special-status animal species listed for protection under the California Endangered Species Act that may be impacted by the proposed project include: American badger, blunt-nosed leopard lizard, California glossy snake, California tiger salamander, Crotch bumble bee, Nelson's antelope squirrel, Northern California legless lizard, San Joaquin coachwhip, and western spadefoot toad.

American Badger

Survey Results

No American badgers or their signs were observed during reconnaissance-level site visits, but marginal suitable habitat is present within the action area. Ground squirrel burrows are present nearby, and they could be enlarged for a badger. Two historic observations of this species occur about 2.5 miles south of the project location. Based on these results, American badgers could potentially be within the biological study area but are unlikely to occur within the project footprint.

Project Impacts

Temporary indirect impacts may occur over a span of six months. Due to work occurring during daylight, it is unlikely the species will be directly impacted. Indirect impacts such as collapsing potential dens and removing potential prey may deter the species from the area and alter foraging movement. No permanent impacts are expected; therefore, the American badger is not likely to be adversely affected by the project.

Avoidance and Minimization Efforts

Pre-construction surveys will be performed by a Caltrans-approved biologist 30 days prior to any ground disturbance. Surveys will identify American badgers or their signs within 50 feet of any proposed culvert replacement. Potential burrows in the right-of-way will be avoided as much as possible. Construction equipment staging areas will be surveyed and cleared by a Caltrans-approved biologist prior to use. Staging will occur in pre-disturbed areas. A Worker Environmental Awareness Training describing special-status species will be presented to all contract workers. No direct impacts to the species are expected, and no compensatory mitigation is proposed.

Blunt-Nosed Leopard Lizard

Survey Results

No blunt-nosed leopard lizards were seen during reconnaissance-level site visits; however, marginally suitable habitat is present near the eastern locations between post miles 17.33 and 19.50. There are three historic observations (dated 1935, 1979, and 1989) roughly 2.5 miles east of post mile 19.5. Vegetation in the area is dense; therefore, the potential for finding

blunt-nosed leopard lizards in the biological study area and project footprint is low.

Project Impacts

No impacts are expected.

Avoidance and Minimization Efforts

Protocol-level surveys will occur the year prior to construction. Results will be submitted to the California Department of Fish and Wildlife. Negative findings are expected. A pre-construction survey will occur within 30 days prior to beginning construction. A Worker's Environmental Awareness Training describing special-status species will be presented to all contract workers. Construction equipment staging areas will be surveyed and cleared by a Caltrans-approved biologist prior to use. Staging will occur in pre-disturbed areas. No direct impacts to the species are expected. No compensatory mitigation is proposed.

California Glossy Snake

Survey Results

No California glossy snakes were seen during reconnaissance-level site visits; however, suitable habitat is present within the biological study area. Historic occurrences have been noted within three miles east of the proposed culverts. Observations have been made at the Curry Mountain Trailhead. A good prey source is present at the location. Based on these results, there is potential for California glossy snakes to be within the biological study area and project footprint.

Project Impacts

Disruption of habitat and foraging areas will be temporarily and permanently impacted due to clearing and grubbing, culvert extension, and the compaction of any sandy soils. Direct impacts such as crushing are unlikely to occur due to individuals avoiding the loud disturbance. Use of heavy equipment may collapse potential burrows used by the species. However, additional microhabitat may be created from clearing and grubbing.

Avoidance and Minimization Efforts

Pre-construction surveys will be conducted by a Caltrans-approved biologist, 30 days prior to any ground disturbance. Construction equipment staging areas will be surveyed and cleared by a Caltrans-approved biologist prior to use. Staging will occur in pre-disturbed areas. A Worker Environmental Awareness Training describing special-status species will be presented to all contract workers. No compensatory mitigation is proposed.

California Tiger Salamander

Survey Results

No California tiger salamanders were seen during the reconnaissance-level site visit; however, the visit occurred during the dry months when any salamanders would be in burrows. Suitable upland habitat is present within the biological study area, and potential breeding habitat is within one mile of the proposed project. An observation was made in 2017 about four miles south of State Route 198. Based on these results, there is potential for California tiger salamanders to be present within the biological study area, but presence is unlikely within the project footprint.

Project Impacts

Temporary and negligible permanent impacts are expected. Temporary impacts to upland habitat such as potential burrows, leaf litter cover, and foraging habitat may be caused from off-pavement equipment use, foot traffic, and the need to clear and grub vegetation. Negligible permanent impacts to foraging habitat and ground cover may result from the installment of larger headwalls, though suitability of habitat directly surrounding the headwalls is very low.

Avoidance and Minimization Efforts

Pre-construction surveys will be conducted by a Caltrans-approved biologist, 30 days prior to any ground disturbance. Construction equipment staging areas will be surveyed and cleared by a Caltrans-approved biologist prior to use. Staging will occur in pre-disturbed areas. A Worker Environmental Awareness Training describing special-status species will be presented to all contract workers. Also, potential burrows in the right-of-way will be avoided as much as possible. Work will stop if there is a 70% chance of rain or if it has rained within the last 48 hours. Further measures may be outlined in the Letter of Concurrence from the U.S. Fish and Wildlife Service, if informal consultation is required. No compensatory mitigation is proposed.

Crotch Bumble Bee

Survey Results

No Crotch bumble bees were seen during site visits; however, historic observations occur along State Route 198 within the biological study area near the eastern portion of the project. Appropriate plant species are present within the Caltrans right-of-way to provide pollen and nectar. Based on these results, there is potential for Crotch bumble bees to be present within the biological study area and project footprint.

Project Impacts

Potential foraging and nesting habitat may be temporarily impacted from clearing and grubbing vegetation and the use of off-pavement vehicles. It is

unlikely the Crotch bumble bee will be directly impacted due to the evasive nature of bees.

Avoidance and Minimization Efforts

Pre-construction surveys will be conducted by a Caltrans-approved biologist, 30 days prior to any ground disturbance. If any Crotch bumble bees are detected the California Department of Fish and Wildlife will be consulted. Construction equipment staging areas will be surveyed and cleared by a Caltrans-approved biologist prior to use. Staging will occur in pre-disturbed areas. A Worker Environmental Awareness Training describing special-status species will be presented to all contract workers. Discussions are planned to occur with the California Department of Fish and Wildlife to determine adequate pre-construction survey protocol and may include additional avoidance and minimization measures. No compensatory mitigation is proposed.

Nelson's Antelope Squirrel

Survey Results

No Nelson's antelope squirrels were seen during the site visits; however suitable habitat is present at the eastern edge of the biological study area between post miles 19.5 and 12.3. Historic observations were made about 3 miles southeast of the project area in lower elevations. Potential burrows were noted within the study area but decreased in number within the project footprint. Based on these results, there is potential for Nelson's antelope squirrels to be present within the survey area but unlikely within the project footprint.

Project Impacts

No impacts are expected. Survey results are expected to support this determination.

Avoidance and Minimization Efforts

Reconnaissance surveys will occur one and two years prior to the start of construction. Two years prior to construction, camera trapping and visual/auditory surveys will be conducted. Camera trapping details will be discussed with the California Department of Fish and Wildlife at a later date. One year prior to construction, reconnaissance surveys will be conducted during blunt-nosed leopard lizard surveys. Negative findings are expected. If any individuals are found, the California Department of Fish and Wildlife will be consulted. Construction equipment staging areas will be surveyed and cleared by a Caltrans-approved biologist prior to use. Staging will occur in pre-disturbed areas. A Worker Environmental Awareness Training describing special-status species will be presented to all contract workers. No compensatory mitigation is proposed.

Northern California Legless Lizard

Survey Results

No Northern California legless lizards were seen during reconnaissance-level site visits; however, observations were made roughly 2 miles north of State Route 198 at Curry Mountain Trailhead. Suitable habitat is present at various culvert locations due to moisture within culverts. Based on these results, there is potential for Northern California legless lizards to be within the project footprint.

Project Impacts

Disruption of habitat and foraging areas will be temporarily and permanently impacted due to clearing and grubbing, culvert extension, and compaction of any sandy soils. Direct impacts such as crushing are unlikely to occur due to individuals avoiding the loud disturbance. Stress from construction may cause individuals to “drop” their tail in defense. However, increasing the culvert capacity may create new moist habitat and positively impact the species.

Avoidance and Minimization Efforts

Pre-construction surveys will be conducted by a Caltrans-approved biologist, 30 days prior to any ground disturbance. Construction equipment staging areas will be surveyed and cleared by a Caltrans-approved biologist prior to use. Staging will occur in pre-disturbed areas. A Worker Environmental Awareness Training describing special-status species will be presented to all contract workers. Any areas expected to be cleared or grubbed by off-pavement vehicles will be gently raked by the contractor prior to clearing to ensure no lizards are in the area. Any lizards found will be allowed to leave on their own accord. No direct impacts to the species are expected, and no compensatory mitigation is proposed.

San Joaquin Coachwhip

Survey Results

No San Joaquin coachwhips were seen during reconnaissance-level site visits; however, a historic observation was made near the eastern culverts. Suitable habitat is present within Caltrans’ right-of-way because potential burrows are available within the biological study area. Prey is plentiful within the project area. Based on these results, there is potential for San Joaquin coachwhips to be in the biological study area.

Project Impacts

Disruption of habitat and foraging areas will cause temporary and permanent impacts due to clearing and grubbing, culvert extension, and compaction of any sandy soils. Direct impacts such as crushing are unlikely to occur due to individuals avoiding the loud disturbance. Use of heavy equipment may collapse potential burrows used by the species. However, additional microhabitat may be created from clearing and grubbing.

Avoidance and Minimization Efforts

Pre-construction surveys will be conducted by a Caltrans-approved biologist, 30 days prior to any ground disturbance. Construction equipment staging areas will be surveyed and cleared by a Caltrans-approved biologist prior to use. Staging will occur in pre-disturbed areas. A Worker Environmental Awareness Training describing special-status species will be presented to all contract workers. Also, any small roadkill animals found along the state route will be removed from the area to prevent luring San Joaquin coachwhips to the roadway. No compensatory mitigation is proposed.

Western Spadefoot Toad

Survey Results

No western spadefoot toads were seen during the reconnaissance-level site visit; however, suitable upland habitat is present within the biological study area. Warthan Creek is south of the state route and offers suitable aquatic and terrestrial habitat. The most recent reported observation is from 2005 about 3.6 miles south of the project location near Jacalitos and Salt creeks.

Project Impacts

Temporary direct impacts to potential habitat may occur for approximately six months. Due to work occurring during the daylight, it is unlikely the amphibian will be directly harmed (such as being crushed by equipment). Use of heavy equipment may collapse occupied or potential burrows and directly impact the species. Potential impacts decrease as work is performed outside of rainy periods. Minimal permanent impacts to potential foraging habitat are anticipated due to the installation of culvert headwalls.

Avoidance and Minimization Efforts

Pre-construction surveys for the western spadefoot toad will be conducted by a Caltrans-approved biologist, 30 days prior to any ground disturbance. If precipitation is expected during construction, a Caltrans approved biologist will be consulted to determine whether additional surveys are warranted. Surveys will identify western spadefoot toads or their signs within 50 feet of proposed culvert replacements. Potential burrows in the right-of-way will be avoided as much as possible. Construction equipment staging areas will be surveyed and cleared by a Caltrans-approved biologist prior to use. Staging will occur in pre-disturbed areas. A Worker Environmental Awareness Training describing special-status species will be presented to all contract workers. No compensatory mitigation is proposed.

Migratory Bird Protection

The Federal Migratory Bird Treaty Act (15 U.S. Code 703-711), 50 Code of Federal Regulations Part 21 and 50 Code of Federal Regulations Part 10, prohibits killing, possessing, or trading of migratory birds. Executive Order 13186 requires that any project with federal involvement address impacts of

federal actions on migratory birds. Although these species are not protected under federal or state endangered species acts, the Fish and Game Code (Sections 3503, 3513, and 3800) does protect them from harassment or harm and protects their eggs and nestlings. Disturbance that causes nest abandonment or loss of reproductive effort or both is considered “take” by the California Department of Fish and Wildlife.

Red-tailed hawks have been seen in the biological study area. The project location is surrounded by suitable nesting area for a variety of migratory birds. If work must occur during nesting bird season (February 1 to September 30), pre-construction surveys will be conducted to identify nests. If a nesting raptor is found, a 500-foot buffer will be used. If nesting migratory birds are found, a 100-foot buffer will be used.

Special-Status Plant Species

The plants listed below are of special concern based on (1) federal, state, or local laws regulating their development; (2) limited distributions; and/or (3) the presence of habitat required by the special-status plants occurring onsite. Habitat associated with Eastwood’s buckwheat, Hall’s tarplant, Hernandez spineflower, Hoover’s eriastrum, Indian Valley bush-mallow, pale-yellow layia, showy golden madia, and western Heermann’s buckwheat were found to be present in the project area.

Project Impacts

Temporary indirect impacts are unlikely to occur due to clearing and grubbing of vegetation. Direct impacts may result from ground-disturbing activities that would occur during the culvert removal and replacement process. Individual plants might be crushed by off-pavement equipment or foot traffic. These impacts are unlikely to occur due to use of avoidance and minimization measures and Caltrans Best Management Practices. All plant species listed have similar project impacts.

Avoidance and Minimization Efforts

The following avoidance and minimization efforts are proposed for the plant species listed below.

- Pre-construction surveys during appropriate blooming periods will be conducted.
- If presence of the species is confirmed within 50 feet of any of the culvert impact areas, the identified plant will be flagged and avoided.
- If the work will occur during the blooming season and the plant cannot be avoided, the California Native Plant Society will be consulted.
- If the work will occur outside of the blooming season and the species is discovered within the project footprint, the topsoil will be preserved to ensure the seed bank remains in place.

- All employees of the contractor will attend a Worker Environmental Awareness Training to gain knowledge of special-status species.

No compensatory mitigation is proposed at this time.

Eastwood's Buckwheat

Survey Results

Eastwood's buckwheat was not found during the reconnaissance-level site visit; however, suitable habitat is present throughout the project area. Similar buckwheat varieties are known to occur in the area, and Eastwood's buckwheat was found about 2.5 miles away from the biological study area. Caltrans' right-of-way is highly disturbed, and the soil has higher than average levels of nitrogen, which is beneficial for invasive species. Based on these results, it is unlikely Eastwood's buckwheat will be found in the biological study area.

Hall's Tarplant

Survey Results

Hall's tarplant was not found during the reconnaissance-level site visit. Ten individuals were seen and reported in 2017. They were found 2.4 miles north of Culvert 39 (see Table 1). One individual was seen at the western edge of the project in 2019 by the Bureau of Land Management. Suitable habitat is present at the outer edges of the biological study area. Caltrans' right-of-way is highly disturbed habitat and contains higher than average levels of nitrogen, which is beneficial for invasive species. Based on these results, it is unlikely Hall's tarplant will be found in the biological study area.

Hernandez Spineflower

Survey Results

The Hernandez spineflower was not found during the reconnaissance-level site visit. A historic observation was made near the eastern edge of the project. Additional observations have been made more than 8 miles north of the project area. Caltrans' right-of-way is highly disturbed and contains higher than average levels of nitrogen, which is beneficial for invasive species. Based on these results, it is unlikely the Hernandez spineflower will be found in the biological study area.

Hoover's Eriastrum

Survey Results

No Hoover's eriastrum was found during the site visit. The most recent observation is from 1991; the closest is right along the state route but is from 1987 along Warthan Creek. Botanical experts from the area agree the likelihood of observing rare plants is low. Caltrans' right-of-way contains higher than average levels of nitrogen, which is more beneficial to invasive

species. Based on these results, it is unlikely Hoover's eriastrum will be found in the biological study area.

Indian Valley Bush-Mallow

Survey Results

The Indian Valley bush-mallow was not found during the reconnaissance-level site visit; however, suitable habitat is in the biological study area. Several observations along State Route 198 were made in the past few years, specifically near Culvert 39 (see Table 1) and Crump Lane. Botanists from the area confirm potential for this species to occur. Caltrans' right-of-way is highly disturbed and contains higher than average levels of nitrogen, which is beneficial for invasive species. Based on these results, it is unlikely the Indian Valley bush-mallow will be found in the biological study area.

Pale-Yellow Layia

Survey Results

No pale-yellow layia was found during the reconnaissance-level site visit; however, potential habitat is in the biological study area. The most recent documented observation is more than 8 miles southeast of the project. Historic observations have been documented along the state route but are older than 30 years. Caltrans' right-of-way is highly disturbed and contains higher than average levels of nitrogen, which is beneficial for invasive species. Based on these results, it is unlikely the pale-yellow layia will be found in the biological study area.

Showy Golden Madia

Survey Results

No showy golden madia was found during the reconnaissance-level site visit. Based on Calflora, there are historical observations along the state route; however, the most recent observation is more than 10 miles north of the biological study area. Caltrans' right-of-way is highly disturbed and contains higher than average levels of nitrogen, which is beneficial for invasive species. Based on these results, it is unlikely the showy golden madia will be found in the biological study area.

Western Heermann's Buckwheat

Survey Results

No western Heermann's buckwheat was found during the reconnaissance-level site visit. Suitable habitat and similar species are in the biological study area. Historic observations have been made along the state route near Crump Lane, but the most recent occurrence is roughly 10 miles northwest of the project. Caltrans' right-of-way is highly disturbed and contains higher than average levels of nitrogen, which is beneficial for invasive species. Based on these results, it is unlikely the western Heermann's buckwheat will be found in the biological study area.

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?

Less Than Significant Impact—A Biological Assessment and Natural Environment Study (Minimal Impacts) were prepared by Caltrans to determine to what extent the proposed project may affect riparian habitat or other sensitive natural communities.

Habitats and Natural Communities of Special Concern

Habitats or natural communities of special concern in the biological study area, which may be affected by implementation of the project, include oak woodlands.

Oak Woodlands

Survey Results

Oak woodland habitat lies within the biological study area and the project footprint. Some blue oaks and live oaks are near culvert inlets and outlets and may need to be trimmed to access the culvert. Many of the oaks near culverts are under 10 inches in diameter at breast height. No presence of Sudden Oak Death was observed on oaks within the project footprint.

Project Impacts

Temporary direct impacts are expected. Some culvert locations have oaks growing very close to the inlets and outlets. These oaks will need to be trimmed to allow equipment in the area. At this time, it is unknown if any oaks will have to be completely removed; however, oaks that could be removed are below 10 inches diameter at breast height. At this time, no heritage oaks are expected to be affected by the proposed project.

Avoidance and Minimization Efforts

Removal of oaks will be avoided wherever feasible. Trimming of trees will be the first solution in gaining access to the culverts. Establishment of environmentally sensitive areas around the drip-line of individual trees will be put in place for oaks that do not require trimming.

Currently, no oaks are expected to be removed. If removal is necessary and diameter at breast height exceeds 4 inches, replanting may be required.

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?

Less Than Significant Impact—A Biological Assessment and Natural Environment Study (Minimal Impacts) were prepared by Caltrans to

determine if substantial adverse effects on state or federally protected wetlands would occur.

Jurisdictional Areas

Waterway and wetland jurisdictional areas will be delineated during the rainy season of 2019/2020 (December 2019–February 2020). Delineations will follow the procedures described in the U.S. Army Corps of Engineers' Wetlands Delineation Manual of January 1987. The California Department of Fish and Wildlife, the U.S. Army Corps of Engineers, and the California Regional Water Quality Control Board will be notified of delineations to gain applicable permits.

Avoidance and Minimization Efforts

Once waterway and wetland delineation is completed, appropriate avoidance or minimization measures will be determined, if needed.

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

CEQA Significance Determinations for Cultural Resources

Would the project:

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

No Impact

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

No Impact

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

No Impact

2.1.6 Energy

CEQA Significance Determinations for Energy

Would the project:

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

No Impact

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

No Impact

2.1.7 Geology and Soils

CEQA Significance Determinations for Geology and Soils

Would the project:

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

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

No Impact

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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact

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

No Impact

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

No Impact

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

No Impact

2.1.8 Greenhouse Gas Emissions

CEQA Significance Determinations for Greenhouse Gas Emissions

Would the project:

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

Less than Significant Impact—While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. With implementation of construction GHG-reduction measures, the impact would be less than significant.

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

Less than Significant Impact— The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

2.1.9 Hazards and Hazardous Materials

CEQA Significance Determinations for Hazards and Hazardous Materials

Would the project:

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

No Impact—Standard Special Provisions (SSP) 7-1.02K(6)(j)(ii) Lead Compliance Plan and Non-Standard Special Provisions (NSSP) 14-11.10 Disturbance of Soil Containing Naturally Occurring Asbestos apply to this project. With these provisions, the project would not result in a significant hazard to the public or the environment through transport, use or disposal of hazardous materials. (Preliminary Site Investigation Summary, December 9, 2019)

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 one-quarter 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 two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact

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

CEQA Significance Determinations for Hydrology and Water Quality

Would the project:

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

No Impact

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 on- or off-site;

No Impact

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

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; or

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

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

CEQA Significance Determinations for Land Use and Planning

Would the project:

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

CEQA Significance Determinations for Mineral Resources

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

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

CEQA Significance Determinations for Noise

Would the project result in:

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

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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact

2.1.14 Population and Housing

CEQA Significance Determinations for Population and Housing

Would the project:

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

No Impact

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

No Impact

2.1.15 Public Services

CEQA Significance Determinations for Public Services

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

No Impact

Police protection?

No Impact

Schools?

No Impact

Parks?

No Impact

Other public facilities?

No Impact

2.1.16 Recreation

CEQA Significance Determinations for Recreation

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

No Impact

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

CEQA Significance Determinations for Transportation

Would the project:

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

No Impact

b) Conflict with 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

CEQA Significance Determinations for Tribal Cultural Resources

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

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

No Impact

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

No Impact

2.1.19 Utilities and Service Systems

CEQA Significance Determinations for Utilities and Service Systems

Would the project:

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

No Impact

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

2.1.20 Wildfire

CEQA Significance Determinations for Wildfire

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

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

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

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

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 List of Preparers

This document was prepared by the following Caltrans Central Region staff:

Alyssa Anderson, Environmental Planner (Natural Sciences). B.S., Ecology, Evolution, and Conservation, California State University, Sacramento; 4 years of experience in ecology, restoration, and wildlife biology. Contribution: Natural Environment Study—Minimal Impacts (NESMI).

David Arredondo, Associate Environmental Planner. B.A., Sociology, University of California, Davis; 12 years of environmental planning experience. Contribution: Environmental Generalist and prepared the Initial Study.

Jon L. Brady, Associate Environmental Planner/Architectural Historian. M.A., History, California State University, Fresno; B.A., Political Science and Anthropology; more than 30 years of experience as a consulting archaeologist and historian. Contribution: Archaeological Survey Report (ASR)/Historical Property Survey Report (HPSR).

Adam Inman, Engineering Geologist. M.Sc., Geology, California State University, Fresno; B.Sc., Geology with a minor in Applied Geology, California State University, Stanislaus; 5 years of engineering and environmental geology experience. Contributions: Hazardous Waste Study.

David Lanner, Associate Environmental Planner (Archaeologist). B.F.A., Art, Utah State University; 26 years of cultural resources experience. Contribution: Archaeological Survey Report (ASR)/Historical Property Survey Report (HPSR).

Rogério Leong, Engineering Geologist. B.S., Geology, University of Sao Paulo, Brazil; 17 years of environmental site assessment and investigation experience. Contribution: Water Quality Report.

Mandy Macias, Associate Environmental Planner (Archaeology). B.A., Anthropology, California State University, Fresno; more than 20 years of California and Great Basin archaeology and cultural resources management experience. Contribution: Prehistoric Archaeology, Native American Consultation.

Kai Pavel, Engineering Geologist. Professional Geologist (P.G.). M.A., Geography, Geology, Heinrich Heine Universitaet Dusseldorf, Germany; 14 years of hazardous waste/materials, water quality, environmental technical studies experience. Contribution: Paleontological Study.

- Richard Putler, Senior Environmental Planner. M.A., City and Regional Planning, California State University, Fresno; B.A., Political Science, University of California, Davis; 20 years of environmental planning experience. Contribution: Oversight review of the Initial Study.
- Kendra Reif, Associate Environmental Planner (Generalist and Air Quality Specialist). M.P.A., Public Administration, California State University, Fresno; B.A., Political Science, University of Nevada, Reno; 3 years of transportation and environmental planning experience; 2 years of air quality analysis experience. Contribution: Air Quality Report.
- Denesse Segura, Associate Environmental Planner (Natural Sciences). M.S., California State University, Dominguez Hills; B.S., Biology, University of California, Los Angeles; 10 years of experience in California biology. Contribution: Natural Environment Study—Minimal Impacts (NESMI).
- Jane Sellers, Associate Environmental Planner. B.A., Journalism, California State University, Fresno; 18 years of environmental compliance experience, focusing on Quality Assurance/Quality Control and reviewing and editing NEPA and CEQA environmental documents. Contribution: Quality Assurance/Quality Control Technical Editor.
- Lea Spann, Engineering Geologist. B.A., Environmental Studies, University of California, Santa Barbara; over 20 years of hazardous waste/materials experience and 6 years of environmental planning experience. Contribution: Hazardous Waste Study.
- Jennifer H. Taylor, Environmental Office Chief. Double Bachelor of Arts in Political Studies and Organizational Sciences, Pitzer College; more than 30 years of experience in environmental and land use planning. Contribution: Oversight review of the environmental document.
- Vladimir Timofei, Transportation Engineer. M.S., Civil Engineering, California State University, Fullerton; 18 years of environmental technical studies experience. Contribution: Noise Quality Report.

Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

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Making Conservation
a California Way of Life.

November 2019

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

A blue ink signature of Toks Omishakin, consisting of a stylized 'T' followed by a series of loops and a horizontal line.

Toks Omishakin
Director

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

List of Technical Studies

Air Quality Memo: May 6, 2019

Noise Study Report: July 8, 2019

Water Quality Report: March 15, 2019

Biological Assessment: December 4, 2019

Natural Environment Study: February 28, 2020

Initial Floodplain Study: November 20, 2015

Historic Property Survey Report: December 17, 2019

Archaeological Survey Report: December 17, 2019

Preliminary Site Investigation Summary (Task Order): December 17, 2019

Paleontological Identification Report: May 6, 2019

Climate Change Analysis: December 17, 2019

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to the following email address:
d6.public.info@dot.ca.gov

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