

# **Reward CAPM**

State Route 58 near McKittrick in Kern County

06-KER-058-PM 6.0/15.4

Project ID 0618000057

## **Initial Study with Proposed Mitigated Negative Declaration**

**Volume 1 of 2**



Prepared by the  
State of California Department of Transportation

**April 2020**



## **General Information About This Document**

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

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

### ***What you should do:***

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans district office at 1352 West Olive Avenue, Fresno, California 93728. Please contact Juergen Vespermann, Senior Environmental Planner at [juergen.vespermann@dot.ca.gov](mailto:juergen.vespermann@dot.ca.gov), if you prefer a printed version of this document or, a CD of this document be sent to your home. The document can also be downloaded at the following website:  
<https://dot.ca.gov/caltrans-near-me/district-6>.
- Tell us what you think. If you have any comments regarding the proposed project, send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Juergen Vespermann, Central Region Environmental, California Department of Transportation, 855 M Street, Suite 200 Fresno, California 93721. Submit comments via email to: [juergen.vespermann@dot.ca.gov](mailto:juergen.vespermann@dot.ca.gov).
- Submit comments by the deadline: June 18, 2020.

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

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

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Capital maintenance paving and culvert replacement on State Route 58 from post  
miles 6.0 to 15.4 near McKittrick in Kern County

**INITIAL STUDY**  
**with Proposed Mitigated Negative Declaration**

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

THE STATE OF CALIFORNIA  
Department of Transportation



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

04-27-2020

Date

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

Juergen Vespermann, Central Region Environmental, 855 M Street, Suite 200 Fresno, California  
93721; 559-445-6369



## **DRAFT**

### **Proposed Mitigated Negative Declaration**

Pursuant to: Division 13, Public Resources Code

#### ***Project Description***

The California Department of Transportation (Caltrans) proposes to resurface the existing pavement on State Route 58 in Kern County from 6 miles southeast of the San Luis Obispo County line to the junction with State Route 33 near McKittrick (post miles 6.0 to 15.4).

#### ***Determination***

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

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

- The project would have no effect on aesthetics, agriculture and forest resources, air quality, cultural resources, paleontology, energy, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfires.
- The project would have no significant effect on greenhouse gas emissions and hydrology and water quality.
- The project would have no significantly adverse effect on biological resources because the following mitigation measure would reduce potential effects to insignificance:
  - A 2081 Incidental Take Permit from the California Department of Fish and Wildlife would be obtained for the San Joaquin antelope squirrel. Caltrans intends to purchase one credit from a California Department of Fish and Wildlife-approved mitigation bank.

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

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Date



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# **Chapter 1**      Proposed Project

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## **1.1 Purpose and Need**

### **1.1.1 Purpose**

The purpose of this project is to preserve, repair, and extend the life of the existing pavement on State Route 58.

### **1.1.2 Need**

The existing pavement within the project limits is deteriorating, cracking, and settling so much that pavement rehabilitation is needed.

## **1.2 Project Description**

Caltrans proposes to resurface the existing pavement on State Route 58 in Kern County from 6 miles southeast of the San Luis Obispo County line to the junction with State Route 33 near McKittrick (post miles 6.0 to 15.4).

## **1.3 Project Alternatives**

A build alternative and a no-build (no-action) alternative are under consideration.

### **1.3.1 Build Alternative**

Project work would include:

Paving:

- Cold plane 3 inches (0.25 foot) off the surface of the existing pavement.
- Seal the cracks and repair failed localized areas.
- Place 3 inches (0.25 foot) of Hot Mix Asphalt (Type A).
- Overlay the entire pavement with 1.2 inches (0.1 foot) of Rubberized Hot Mix Asphalt.

Other safety upgrades:

- Install Intelligent Transportation System elements at post mile 9.34 and post mile 14.87 to upgrade existing traffic monitoring stations.
- Install ground-in centerline rumble strip.

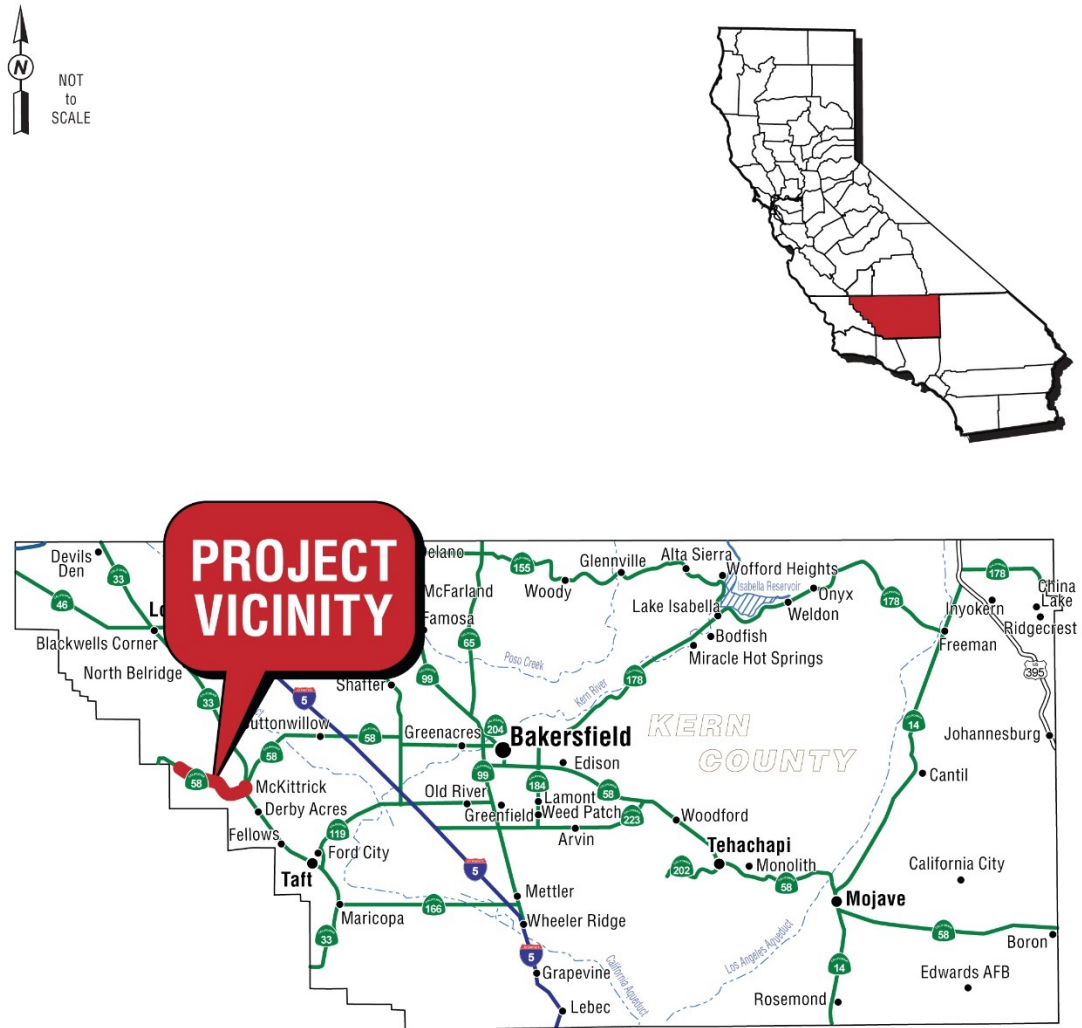
- Upgrade 15 signs within the project limits to current standards.
- Install a stop sign at post mile 15.0.

Culverts:

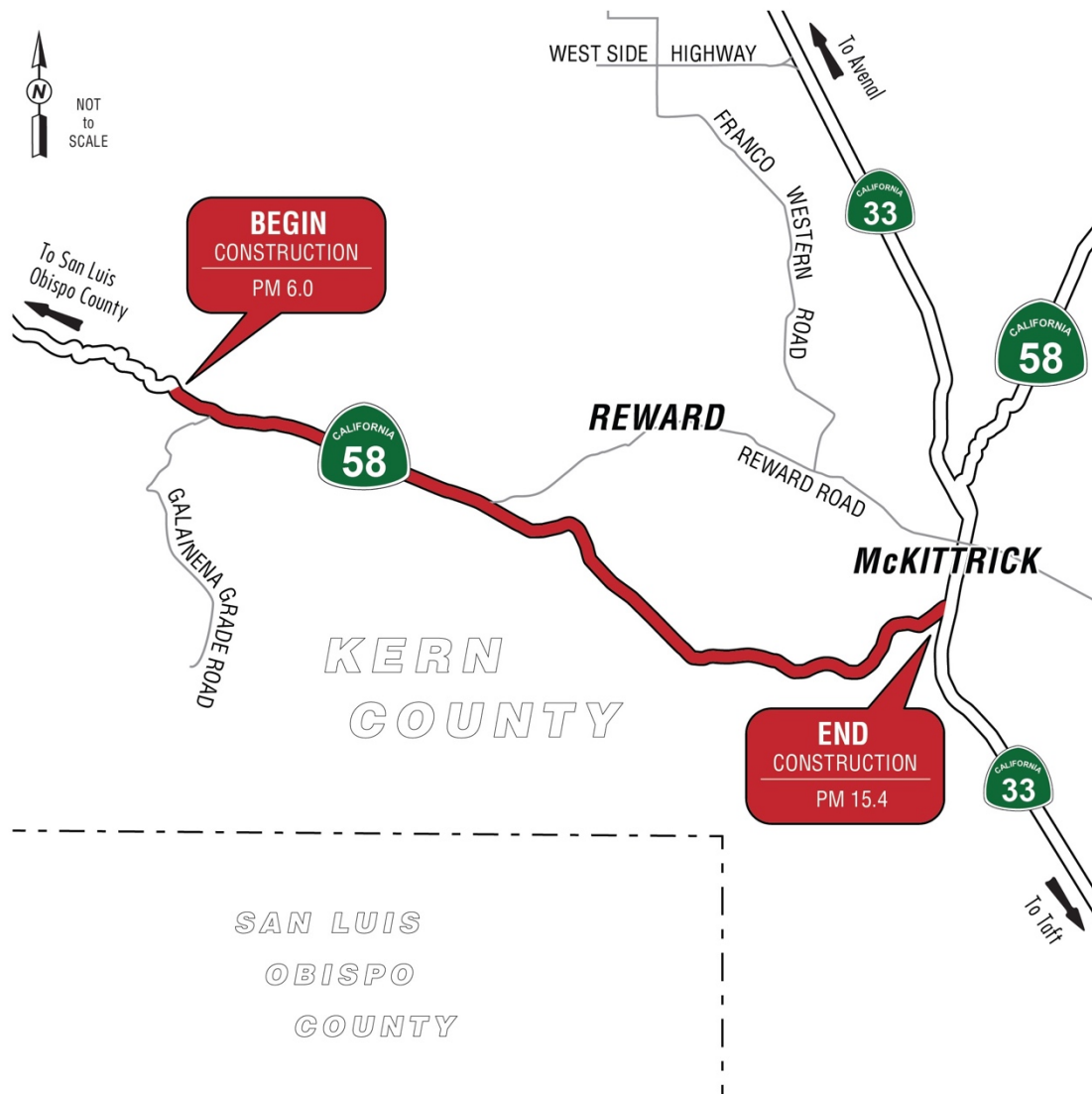
- Replace 8 existing corrugated metal pipe culverts with reinforced concrete pipe culverts, and repair one double culvert by lining it with concrete (see table below for details).

Location (Post Mile)	Culvert Work	Length (Feet)
10.40	Replace existing 18-inch-diameter corrugated metal pipe with 24-inch-diameter reinforced concrete pipe.	51
10.44	Replace existing 24-inch-diameter corrugated metal pipe with 24-inch-diameter reinforced concrete pipe.	50
10.45	Replace existing 24-inch-diameter corrugated metal pipe with 24-inch-diameter reinforced concrete pipe.	55
11.00	Replace existing 18-inch-diameter corrugated metal pipe with 24-inch-diameter reinforced concrete pipe.	41
12.19	Pave the bottom of the existing 60-inch-diameter double corrugated metal pipe with concrete.	61
13.56	Replace existing 24-inch-diameter corrugated metal pipe with 24-inch-diameter reinforced concrete pipe.	60
15.0	Replace existing 72-inch-diameter corrugated metal pipe with 72-inch-diameter reinforced concrete pipe.	57
15.01	Replace existing 18-inch-diameter corrugated metal pipe with 24-inch-diameter reinforced concrete pipe.	40
15.40	Replace existing 24-inch-diameter corrugated metal pipe with 24-inch-diameter reinforced concrete pipe.	103

Figure 1-1 Project Vicinity Map



**Figure 1-2 Project Location Map**



### 1.3.2 No-Build (No-Action) Alternative

The no-build (no-action) alternative would allow the existing pavement to continue to deteriorate, which would increase maintenance costs.

## 1.4 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 re-establish following construction, and to protect water quality.

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.

Environmentally sensitive areas would be established to protect sensitive environmental resources during construction.

## **1.5 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 (NEPA). 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).

## **1.6 Permits and Approvals Needed**

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

Agency	Permit/Approval	Status
U.S. Fish and Wildlife Service	A Letter of Concurrence is expected for the giant kangaroo rat, San Joaquin kit fox, blunt-nosed leopard lizard, and Kern mallow.	Biological Assessment submitted on January 6, 2020.
California Department of Fish and Wildlife	Section 1602 Lake or Streambed Alteration Agreement	Will be applied for during the Final Design phase of the project
California Department of Fish and Wildlife	2081 Incidental Take Permit for the San Joaquin antelope squirrel	Will be applied for during the Final Design phase of the project
Central Valley Regional Water Quality Control Board	Section 401 Certification	Will be applied for during the Final Design phase of the project
U.S. Army Corps of Engineers	Section 404 Nationwide Permit	Will be applied for during the Final Design phase of the project

## **Chapter 2**      CEQA Evaluation

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### **2.1      CEQA Environmental Checklist**

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

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

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

#### **2.1.1      Aesthetics**

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?	<b>No Impact</b>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<b>No Impact</b>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<b>No Impact</b>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<b>No Impact</b>

### 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.

This project would not acquire any new right-of-way, therefore no farmland (rangeland) would be affected by the project. No timberlands are present within the vicinity of the project, therefore no impacts to timberlands could occur.

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<b>No Impact</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<b>No Impact</b>
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<b>No Impact</b>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<b>No Impact</b>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<b>No Impact</b>

### 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 included in the Air Quality Compliance Study dated April 7, 2020, the following significance determinations have been made:

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

#### 2.1.4 Biological Resources

Considering the information included in the Natural Environment Study dated February 19, 2020, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Biological Resources</b>
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 NOAA Fisheries?	<b>Less Than Significant with Mitigation</b>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Biological Resources
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<b>No Impact</b>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<b>No Impact</b>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<b>No Impact</b>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<b>No Impact</b>

### ***Affected Environment***

#### ***Special-Status Plant Species***

##### **Lemmon's Jewel Flower (*Caulanthus lemmonii*)**

The California Native Plant Society rare and endangered plant inventory ranks the Lemmon's jewel flower as 1B.2. This species is seriously threatened by agricultural conversion, energy development, urbanization, grazing, trampling, and vehicles.

The Lemmon's jewel flower is an annual herb in the Brassicaceae family that is found only in California. It has white flowers than can be tinged red to purple and can be found in pinyon-juniper woodlands, valley grasslands, and foothill grassland habitats, blooming from February to May.

The most recent observations of this species were recorded less than a mile away from the project limits. However, there have been no documented occurrences within or near the project site within the last 20 years.

Protocol-level botanical surveys for Lemmon's jewel flowers were conducted in May 2019 due to the potential habitat present in Caltrans right-of-way. No plants of this species were found as a result of these surveys.

##### **Recurved Larkspur (*Delphinium recurvatum*)**

The California Native Plant Society rare and endangered plant inventory ranks the recurved larkspur as 1B.2. The 1B rank status identifies the plant as

being rare, threatened, or endangered, and the 0.2 further qualifies it as being moderately threatened. This species is potentially threatened by wind development, grazing, and vehicles.

Recurved larkspur is a perennial herb that belongs to the Ranunculaceae family and is found only in California. It is distinguished from other larkspur species by its pale blue, recurved sepals. The blooming period for this species is from March to May. This species is found in Saltbush scrub, Cismontane woodland, and valley and foothill grassland habitats.

There have been no documented occurrences within or near the project site within the last 20 years.

Protocol-level botanical surveys for recurved larkspurs were conducted in May 2019 due to the potential habitat present in Caltrans right-of-way. No individuals of this species were found during these surveys.

*Kern Mallow (Eremalche parryi ssp. kernensis)*

The U.S. Fish and Wildlife Service lists the Kern mallow as endangered. The California Native Plant Society rare and endangered plant inventory ranked the Kern mallow as 1B.1. The 1B rank status identifies the plant as being rare, threatened, or endangered, and the 0.1 further qualifies it as being seriously endangered in California.

Kern mallow is an annual herb and is a member of the Malvaceae family which grows only in California. It is found on eroded hillsides and alkali flats under natural conditions. Kern mallow can be found in Saltbush scrub, Shadscale scrub, and valley and foothill grassland habitats.

The most recent observations of this species were recorded less than a mile away from the project impact area in 1991. However, there have been no documented occurrences within or near the project site within the last 20 years.

The conditions within Caltrans right-of-way are considered marginally suitable habitat.

No Kern mallow were observed during protocol-level botanical surveys or focused surveys within Caltrans right-of way conducted in May 2019.

***Environmental Consequences***

A Biological Assessment was prepared and submitted to the U.S. Fish and Wildlife Service on January 6, 2019, to initiate informal consultation for the federally endangered giant kangaroo rat, San Joaquin kit fox, blunt-nosed leopard lizard, and Kern mallow. Caltrans has made a May Affect, [but is] Not Likely to Adversely Affect determination for these four species.

No temporary or permanent impacts are expected for Lemmon's jewel flower or recurved larkspur.

Temporary impacts of up to 1.71 acres of Kern mallow habitat are expected because vegetation would be removed at the culvert locations for construction.

Permanent impacts are not expected for Kern mallow.

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

The following avoidance and minimization measures would be implemented for all three special-status plant species during construction. No compensatory mitigation is expected for these species.

- Where feasible, restrict vegetation removal to required areas only.
- Implement Caltrans' Best Management Practices during construction.
- A qualified biologist would provide all construction workers with a worker environmental awareness training to educate them on special-status species that have the potential to occur within the action area.

### ***Affected Environment***

#### ***Special-Status Animal Species***

##### ***San Joaquin Kit Fox (*Vulpes macrotis mutica*)***

The U.S. Fish and Wildlife Service designates the San Joaquin kit fox as an endangered species; the California Department of Fish and Wildlife designates the San Joaquin kit fox as a threatened species.

San Joaquin kit foxes occupy valley and foothill grasslands, or grassy open-stage habitats with scattered shrubs, in areas of loose-textured soils with a suitable prey base.

San Joaquin kit foxes are mainly nocturnal and stay active throughout the year. They have been impacted by the loss and fragmentation of their habitat from urban development, agricultural development, and the development of petroleum fields, wind farms, canals, and power lines, and roads, among others. San Joaquin kit foxes continue to be affected by vehicle mortalities, rodenticides, pesticides, shootings, and predation by coyotes, bobcats, red foxes, American badgers, feral dogs, and large raptors.

Caltrans determined through performing a habitat assessment that habitat within the action area was suitable for San Joaquin kit foxes.

During the field review in March 2019, a roadkill San Joaquin kit fox was found within the project limits. In September, another dead San Joaquin kit fox was found; it had been hit by a vehicle within the project footprint.

San Joaquin kit fox dens were identified within the project limits, but it was determined that none of the dens are active.

San Joaquin Antelope Squirrel (*Ammospermophilus nelsoni*)

The California Department of Fish and Wildlife lists the San Joaquin antelope squirrel, also known as Nelson's antelope squirrel, as a threatened species. This species is threatened by loss of habitat due to agricultural and urban developments, grazing, vehicle collisions, and mining.

San Joaquin antelope squirrels only live within California, in the San Joaquin Valley, the Cuyama and Panoche Valleys, and the Carrizo and Elkhorn Plains. They prefer dry, open habitats with loosely scattered shrubs, and friable, fine-grained, sandy, or gravelly soils. This species lives in the same locations as kangaroo rats, often using their abandoned burrows or those of other mammals.

An individual San Joaquin antelope squirrel was caught during trapping surveys for another special-status species. Multiple mammal burrows were found during protocol surveys that could be potential dens for San Joaquin antelope squirrels.

American Badger (*Taxidea taxus*)

The California Department of Fish and Wildlife classifies the American badger as a species of special concern.

The American badger has long brown or black fur with white stripes on its cheeks and one stripe running from its nose to the back of its head. American badgers have long foreclaws and are excellent diggers.

American badgers are carnivorous and are well-adapted to preying on burrowing rodents, including ground squirrels, but they also prey on other non-burrowing mammals. They need open, uncultivated ground to dig their burrows.

The nonnative annual grasslands in the project impact area provide marginally suitable habitat.

Three occurrences of the American badger within 5 miles of the project area were recorded southeast of the project site in 1999.

No signs of the American badger were discovered during wildlife surveys that were conducted for the project in 2019.

Giant Kangaroo Rat (*Dipodomys ingens*)

The U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife list the giant kangaroo rat as an endangered species.

The giant kangaroo rat differs from other species of kangaroo rats in the state because it has five toes on its hind feet—other kangaroo rats only have four toes on their hind feet.

Historically, giant kangaroo rats occupied grassland and Saltbush scrub habitats along the western portion of the San Joaquin Valley, Carrizo Plain, and Cuyama Valley. Giant kangaroo rats prefer semi-arid sloped habitats with none to moderate shrub cover, with loose, friable, sandy loam soils.

The giant kangaroo rat prefers to eat seeds, but also eats green herbaceous material, and insects.

There were several documented observations of the giant kangaroo rat in 1992 that occurred about 1 to 2 miles from the action area along State Route 58.

Nighttime small mammal surveys were conducted in September and October 2019. No giant kangaroo rats or their burrow complexes were found.

No individual giant kangaroo rats are expected to be present in the project footprint due to the negative trapping results. Also, because the more aggressive Heermann's kangaroo rats (*Dipodomys heermanni*) live within the action area, it is unlikely that giant kangaroo rats would move into the area.

#### Short-Nosed Kangaroo Rat (*Dipodomys nigratoides brevinasus*)

The short-nosed kangaroo rat is a California Department of Fish and Wildlife species of special concern.

The short-nosed kangaroo rat is the largest of three subspecies of the San Joaquin kangaroo rat. Typically, short-nosed kangaroo rats live in grasslands with scattered shrubs and desert shrubs on powdery soils. They also live in highly saline soils around Soda Lake on the Carrizo Plain. Most of the short-nosed kangaroo rats' diet consists of seeds.

Suitable mammal burrows and preferred vegetation types are present within the action area.

Multiple historical occurrences have been recorded within 5 miles of the project site, the most recent in 2015.

One individual short-nosed kangaroo rat was captured during nighttime small mammal surveys that were conducted in September and October 2019.

#### Blunt-Nosed Leopard Lizard (*Gambelia sila*)

The U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife both list the blunt-nosed leopard lizard as an endangered species. The California Department of Fish and Wildlife also lists the species as fully

protected. The blunt-nosed leopard lizard is threatened by habitat loss, and alteration, degradation, and fragmentation resulting from urbanization, water development, agricultural developments, and pesticide use.

Blunt-nosed leopard lizards are large lizards that range from 3-5 inches from snout to vent. They are typically gray to brown with cream-colored crossbands and large dark spots.

Blunt-nosed leopard lizards are found in semi-arid grasslands, alkali flats, and dry wash habitats. This species historically ranged throughout the San Joaquin Valley and nearby foothills of Southern California. Their current estimated range is on the San Joaquin Valley floor and the foothills of the Coast Range, consisting of isolated populations in areas of undisturbed habitat. Blunt-nosed leopard lizards are unable to survive on cultivated lands.

Three sightings of the blunt-nosed leopard lizard have been recorded within 5 miles of the project area—two were reported in 1978 and 1979 within 1 mile of the project, and a third occurrence about 3.5 miles east of the project area was reported in 1994.

Protocol-level surveys were conducted for this species along the project action area, where only marginally suitable habitat was present. No blunt-nosed leopard lizards were found. Therefore, Caltrans does not expect this species to be present in the action area.

*San Joaquin Coachwhip (Coluber flagellum ruddocki)*

The California Department of Fish and Wildlife considers the San Joaquin coachwhip a species of special concern.

The San Joaquin coachwhip is a medium-sized, slender non-poisonous snake with smooth scales, a large head and eyes, and a thin neck and tail. The average length of adults is 3-6 feet.

The San Joaquin coachwhip is found only in California. Its range is from the Sacramento Valley in Colusa County southward to the Grapevine in the Kern County portion of the San Joaquin Valley, and westward into the inner South Coast Ranges.

San Joaquin coachwhips' preferred preys are lizards and small mammals. San Joaquin coachwhips live in open, dry, treeless areas with little or no cover, including valley grasslands and Saltbush scrub. Habitat for this species is present in the action area.

Although a specific survey was not conducted to find this species, individual snakes of this species were identified during surveys on two separate occasions.



### Migratory Birds

Three migratory birds—burrowing owl, loggerhead shrike, and LeConte's thrasher—that the California Department of Fish and Wildlife considers species of special concern could be present within the project area. Low-quality foraging habitat is present.

Migratory nesting bird surveys were conducted on April 19 and May 15, 2019. During these surveys, no nests or any potential nesting locations were discovered within the project action area. During these surveys, however, migratory birds were seen on telephone poles, posts, and flying through the project action area.

### **Environmental Consequences**

A Biological Assessment was prepared and submitted to the U.S. Fish and Wildlife Service on January 6, 2019, to initiate informal consultation for the federally endangered giant kangaroo rat, San Joaquin kit fox, blunt-nosed leopard lizard, and Kern mallow. Caltrans has made a May Affect, [but is] Not Likely to Adversely Affect determination for these four species.

#### *San Joaquin Kit Fox (*Vulpes macrotis mutica*)*

Removing vegetation around the culverts is expected to temporarily impact up to 1.71 acres of San Joaquin kit fox habitat.

All temporarily disturbed areas would be hydroseeded with a native seed mix that would provide suitable habitat for San Joaquin kit fox.

Pre-construction surveys would be conducted for the San Joaquin kit fox. A biological monitor would be present during construction to observe work that takes place off of the pavement.

No permanent impacts are expected for the San Joaquin kit fox.

#### *San Joaquin Antelope Squirrel (*Ammospermophilus nelsoni*)*

Removing vegetation around the culverts is expected to temporarily impact up to 1.71 acres of San Joaquin antelope squirrel habitat.

All temporarily disturbed areas would be hydroseeded with a native seed mix that would provide suitable habitat for San Joaquin antelope squirrels.

Pre-construction surveys would be conducted specifically for San Joaquin antelope squirrels no more than 30 days before the start of ground disturbance or construction activities. A biological monitor would be present during construction to observe work that takes place off of the pavement.

However, it is expected that a majority of San Joaquin antelope squirrel burrows within the project limits cannot be avoided during construction. A

2081 Incidental Take Permit would be applied for and obtained before construction.

*American Badger (Taxidea taxus)*

Removing vegetation around the culverts is expected to temporarily impact up to 1.71 acres of potential habitat for the American badger.

All temporarily disturbed areas would be hydroseeded with a native seed mix that would provide suitable habitat for American badgers.

No temporary or permanent impacts to the American badger are expected.

*Giant Kangaroo Rat (Dipodomys ingens)*

Removing vegetation around the culverts is expected to temporarily impact up to 1.71 acres of potential habitat for the giant kangaroo rat. No permanent impacts to giant kangaroo rats are expected to occur.

All temporarily disturbed areas would be hydroseeded with a native seed mix that would provide suitable habitat for giant kangaroo rats.

Pre-construction surveys would be conducted for the giant kangaroo rat. A biological monitor would be present during construction to observe work that takes place off of the pavement.

*Short-Nosed Kangaroo Rat (Dipodomys nitratoides brevinasus)*

Removing vegetation around the culverts is expected to temporarily impact up to 1.71 acres of short-nosed kangaroo rat habitat. No temporary or permanent impacts to short-nosed kangaroo rats are expected to occur.

All temporarily disturbed areas would be hydroseeded with a native seed mix that would provide suitable habitat for short-nosed kangaroo rat.

Pre-construction surveys would be conducted for the short-nosed kangaroo rat. A biological monitor would be present during construction to observe work that takes place off of the pavement.

*Blunt-Nosed Leopard Lizard (Gambelia sila)*

Removing vegetation around the culverts is expected to temporarily impact up to 1.71 acres of blunt-nosed leopard lizard habitat. No permanent impacts to blunt-nosed leopard lizards are expected to occur.

All temporarily disturbed areas would be hydroseeded with a native seed mix that would provide suitable habitat for blunt-nosed leopard lizard.

Pre-construction surveys would be conducted for the blunt-nosed leopard lizard. A biological monitor would be present during construction to observe work that takes place off of the pavement.

*San Joaquin Coachwhip (Coluber flagellum ruddocki)*

Removing vegetation around the culverts is expected to temporarily impact up to 1.71 acres of San Joaquin coachwhip habitat. No temporary or permanent impacts to San Joaquin coachwhips are expected to occur.

All temporarily disturbed areas would be hydroseeded with a native seed mix that would provide suitable habitat for San Joaquin coachwhip.

*Migratory Birds*

Project maintenance activities would not permanently impact potential nesting areas for migratory birds.

Pre-construction surveys would be conducted for nesting birds if construction takes place between February 1 and August 31. A biological monitor would be present during construction to observe work that takes place off of the pavement.

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

*San Joaquin Kit Fox (Vulpes macrotis mutica)*

The following avoidance and minimization measures would be implemented for the San Joaquin kit fox during construction:

- Implement Caltrans' Best Management Practices during construction.
- Conduct a worker environmental education program.
- Where feasible, restrict vegetation removal to required areas only.
- Staging would occur on roadways to the maximum extent practical and may be limited to previously disturbed areas.
- A qualified biologist would conduct a pre-construction survey for the San Joaquin kit fox no more than 30 days before the start of ground disturbance or construction activities.
- All food-related trash items, such as wrappers, cans, bottles, and food scraps, would be disposed of in a closed and secured container, and removed from the project site at the end of each workday.
- No deliberate feeding of wildlife would be allowed.
- No firearms would be allowed on the project site—except for those carried by federal, state, or local law enforcement personnel or security personnel.
- Pets would not be allowed on the project site.
- The use of rodenticides, herbicides, and pest or rodent traps on the project site would not be allowed during construction.

- Revegetate areas subject to temporary disturbance. Once the project is completed, all areas where the ground had been disturbed would be reseeded using California native plant species from a local source.
- All excavated, steep-walled holes or trenches more than 2 feet deep would be fitted with one or more escape ramps built out of earthen fill or wooden planks. Before such holes or trenches are filled, they would be inspected for trapped animals.
- All construction pipes, culverts, or similar structures with a diameter of 4 inches or greater that are stored on the site for one or more nights would be thoroughly inspected for San Joaquin kit foxes or other special-status animal species before the pipe is buried, capped, or moved.
- If animals are discovered in a pipe, the pipe would not be moved until after San Joaquin kit foxes or other animals have escaped.
- Within the southern 2 miles of the project, a biological monitor would conduct spot checks at dusk and dawn to ensure that all measures for the San Joaquin kit fox are being followed.
- A qualified biologist would be on call during construction in case of any San Joaquin kit fox sightings near or within the project area.
- If an individual San Joaquin kit fox is discovered within the action area, they would be allowed to move out of the area unharmed and of their own choice. Work in the area would be stopped, and a protective no-work buffer would be established.

*San Joaquin Antelope Squirrel (Ammospermophilus nelsoni)*

Caltrans will apply for a Section 2081 Incidental Take Permit from the California Department of Fish and Wildlife for this species. Based on potential permanent impacts associated with the project, Caltrans intends to purchase one species credit from a California Department of Fish and Wildlife-approved mitigation bank as compensatory mitigation.

Additionally, the following avoidance and minimization measures would be implemented for the San Joaquin antelope squirrel during construction:

- Implement Caltrans' Best Management Practices during construction.
- Conduct a worker environmental education program.
- Staging would occur on roadways to the maximum extent practical and may be limited to previously disturbed areas.
- If San Joaquin antelope squirrels are discovered within the action area, they would be allowed to move out of the area voluntarily and unharmed.
- A qualified biologist with demonstrated experience in identifying San Joaquin antelope squirrels would conduct a pre-construction survey for the species in the project site. The survey would be conducted no more than 30 days before the start of ground disturbance or construction activities.

- Efforts would be taken during construction to avoid burrows; however, a Section 2081 Incidental Take Permit would be obtained for burrows that cannot be avoided.

*American Badger (Taxidea taxus)*

The following avoidance and minimization measures would be implemented during construction:

- Implement Caltrans' Best Management Practices during construction.
- Conduct a worker environmental education program.
- Staging would occur on roadways to the maximum extent practical and may be limited to previously disturbed areas.
- If American badgers are discovered within the action area, they would be allowed to move out of the area voluntarily and unharmed. Work in the area would be stopped, and a protective no-work buffer would be established.

*Giant Kangaroo Rat (Dipodomys ingens)*

- Implement Caltrans' Best Management Practices during construction.
- Conduct a worker environmental education program.
- Staging would occur in the roadway to the maximum extent practical and may be limited to previously disturbed areas.
- If giant kangaroo rats are discovered within the action area, they would be allowed to move out of the area voluntarily and unharmed. Work in the area would be stopped, and a protective no-work buffer would be established.

*Short-Nosed Kangaroo Rat (Dipodomys nitratoides brevinasus)*

- Implement Caltrans' Best Management Practices during construction.
- Conduct a worker environmental education program.
- Staging would occur on roadways to the maximum extent practical and may be limited to previously disturbed areas.
- If short-nosed kangaroo rats are discovered within the action area, they would be allowed to move out of the area voluntarily and unharmed. Work in the area would be stopped, and a protective no-work buffer would be established.

*Blunt-Nosed Leopard Lizard (Gambelia sila)*

- No more than 30 days before ground disturbance or construction activities start, a qualified biologist familiar with the biology of the blunt-nosed leopard lizard would conduct a pre-construction survey for the species in suitable habitat within the action area and a 200-foot-wide survey buffer, where access allows.
- Implement Caltrans' Best Management Practices during construction.

- Conduct a worker environmental education program.
- Staging would occur on roadways to the maximum extent practical and may be limited to previously disturbed areas.
- If blunt-nosed leopard lizards are discovered within the action area, they would be allowed to move out of the area voluntarily and unharmed. Work in the area would be stopped, and a protective no-work buffer would be established.

*San Joaquin Coachwhip (Coluber flagellum ruddocki)*

- Conduct a pre-construction survey for sensitive reptiles and amphibians.
- Conduct a worker environmental education program.
- Staging would occur on roadways to the maximum extent practical and may be limited to previously disturbed areas.
- If San Joaquin coachwhips are discovered within the action area and cannot be avoided by construction, then a qualified biologist may move them outside the project area. Work in the area would be stopped, and a protective no-work buffer would be established.

*Migratory Birds*

- Conduct pre-construction surveys for nesting birds if construction would occur during the nesting season. If it is not feasible to schedule construction during the non-nesting season, then a qualified biologist would conduct pre-construction surveys for nesting birds to ensure that no nests would be disturbed during project implementation.
- A qualified biologist would conduct these surveys no more than 7 days before the start of construction or ground disturbance activities. If an active nest is found close enough to work areas to be disturbed by these activities, the biologist would determine the extent of a buffer zone that would be established around the nest. Buffer zones are typically 500 feet for raptors and 100 feet for other birds. Work in the area would be stopped and a protective no-work buffer would be established.

No compensatory mitigation is proposed for the San Joaquin kit fox, American badger, giant kangaroo rat, short-nosed kangaroo rat, blunt-nosed leopard lizard, San Joaquin coachwhip, or migratory bird species.

### **2.1.5 Cultural Resources**

Considering the information included in the Historic Property Survey Report dated February 26, 2020, and the Supplemental Historic Property Survey Report dated April 14, 2020, the following significance determinations have been made:

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

### 2.1.6 Energy

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

### 2.1.7 Geology and Soils

Considering the Alquist-Priolo Earthquake Fault Zones viewed on the California Department of Conservation website on February 18, 2020, and the information included in the Negative Paleontological Identification Report dated March 27, 2020, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Geology and Soils</b>
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p>	<b>No Impact</b>

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:  ii) Strong seismic ground shaking?	<b>No Impact</b>
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:  iii) Seismic-related ground failure, including liquefaction?	<b>No Impact</b>
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:  iv) Landslides?	<b>No Impact</b>
b) Result in substantial soil erosion or the loss of topsoil?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>No Impact</b>



### 2.1.8 Greenhouse Gas Emissions

Considering the information included in the Climate Change technical memo for the project dated April 3, 2020, 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?	<b>Less Than Significant Impact</b>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<b>No Impact</b>

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

The project is in a rural area consisting mainly of open space with sparse vegetation. Some areas within the project vicinity contain mineral and petroleum refineries. State Route 58 is the main transportation route to and through the area for both passenger and commercial vehicles. The nearest alternative route is State Route 166, which is 27 miles to the south.

The California Air Resources Board sets regional targets for California's 18 Metropolitan Planning Organizations to use in their Regional Transportation Plan/Sustainable Communities Strategy to plan future projects that will cumulatively achieve greenhouse gas reduction goals. Targets are set at a percent reduction of passenger vehicle greenhouse gas emissions per person from 2005 levels. The Kern Council of Governments is the Metropolitan Planning Organization and regional transportation planning agency for the project area. The project is included in the Kern Council of Governments' (Kern COG) 2018 Regional Transportation Plan/Sustainable Communities Strategy.

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

##### ***Operational Emissions***

The purpose of the project is to replace the deteriorating pavement and several culverts; the project would not increase the vehicle capacity of the roadway. This type of project causes minimal or no increase in operational greenhouse gas emissions. Because the project would not increase the number of travel lanes on State Route 58, it would not cause an increase in vehicle miles traveled. While some greenhouse gas emissions during the construction period would be unavoidable, no increase in operational greenhouse gas emissions is expected.

### *Construction Emissions*

Construction greenhouse gas emissions would result from material processing, on-site 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 lives, 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.

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 71.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all California Air Resources Board emission reduction regulations. Construction contracts also include Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions that reduce construction vehicle emissions also help reduce greenhouse gas emissions.

Although the project would cause greenhouse gas emissions during construction, the project is not expected to cause an increase in operational greenhouse gas emissions. The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With the implementation of construction greenhouse gas emissions reduction measures, the impact would be less than significant.

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

The following measures would reduce greenhouse gas emissions and potential climate change impacts from the project:

- Caltrans staff will enhance the environmental training provided for contractor staff by adding a module on greenhouse gas emissions reduction strategies, including limiting equipment idling time as much as possible.

The contractor would be required to:

- Incorporate measures to reduce the use of potable water.
- Operate construction equipment with improved fuel efficiency by:
  - Properly tuning and maintaining equipment.
  - Limiting equipment idling time.
  - Using the right-size equipment for the job.

- Caltrans Standard Specification 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.
- A Traffic Management Plan would be developed to minimize delays and traffic idling.

The project design will include the following:

- Some of the asphalt ground up by cold planing operations would be reused for shoulder backing, and the excess materials may be salvaged.
- The top layer of new paving would be Rubberized Hot Mix Asphalt, which contains recycled rubber.
- The project would update the existing traffic monitoring station with Intelligent Transportation System elements at two locations.

### 2.1.9 Hazards and Hazardous Materials

Considering the information included in the Initial Site Assessment dated April 1, 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?	<b>No Impact</b>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<b>No Impact</b>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<b>No Impact</b>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<b>No Impact</b>

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Hazards and Hazardous Materials</b>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<b>No Impact</b>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<b>No Impact</b>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<b>No Impact</b>

### 2.1.10 Hydrology and Water Quality

Considering the information included in the Noise and Water Quality Study dated April 3, 2020, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Hydrology and Water Quality</b>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	<b>Less Than Significant Impact</b>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<b>No Impact</b>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:  (i) result in substantial erosion or siltation on- or off-site;	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<b>No Impact</b>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<b>No Impact</b>
(iv) impede or redirect flood flows?	<b>No Impact</b>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<b>No Impact</b>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<b>No Impact</b>

### ***Affected Environment***

The existing highway through the area is a two-lane road with paved shoulders. Most stormwater runoff flows off the roadway and into side storage ditches or bordering rangelands.

Potential waters of the U.S and State were identified within the project footprint. Twenty-nine ephemeral drainages and six intermittent drainages were identified within the action area. Ephemeral drainages are typically shallow and have flowing water for brief periods in response to rainfall. Intermittent drainages have flowing water for at least some part of the year from surface runoff and groundwater discharge.

No drinking water reservoirs and/or recharge facilities have been identified within the project limits. No Total Maximum Daily Loads have been identified with any water bodies in the area.

### ***Environmental Consequences***

The total disturbed soil area is about 0.05 acre where the culverts would be removed and replaced. Project construction would not cause a net gain of an impervious surface area.

Project construction activities are not expected to cause short-term or long-term water quality impacts.

By incorporating proper and accepted engineering practices and Best Management Practices, the project would not significantly impact water quality during construction or its operation.

Replacing culverts during construction is expected to temporarily impact potential waters of the U.S. or waters of the State. Permanent impacts could result but have not been estimated.

The project would apply for a 1602 Lake or Streambed Alteration Agreement from the California Department of Fish and Wildlife, a Section 401 Permit from the Central Valley Regional Water Quality Control Board, and a Section 404 Permit from the U.S. Army Corps of Engineers.

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

The following avoidance and minimization measures would be implemented to protect water quality:

- The project would comply with the provisions of the Caltrans Statewide National Pollutant Discharge Elimination System Permit (Order 2012-0011-DWQ), which became effective July 1, 2013, and if applicable, the Construction General Permit (Order 2009-0009-DWQ).
- Before starting 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 so that waters of the U.S. and/or State are protected during and after project construction.

### **2.1.11 Land Use and Planning**

Considering the information obtained from the Kern County Planning and Natural Resources Department website and a Google web search dated February 19, 2020, the following significance determinations have been made:

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

### 2.1.12 Mineral Resources

Considering the information obtained in the Kern County General Plan Land Use, Open Space, and Conservation Element viewed on March 3, 2020, the following significance determinations have been made:

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

### 2.1.13 Noise

Considering the information included in the Noise and Water Quality Study dated April 3, 2020, the following significance determinations have been made:

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

### 2.1.14 Population and Housing

Considering the information obtained from a Google web search on March 3, 2020, the following significance determinations have been made:

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

### 2.1.15 Public Services

Considering the information obtained from a Google web search on March 3, 2020, the following significance determinations have been made:

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



### 2.1.16 Recreation

Considering the information obtained from a Google web search on February 19, 2020, the following significance determinations have been made:

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

### 2.1.17 Transportation

Considering the information obtained from the Kern County General Plan on March 3, 2020, the following significance determinations have been made:

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

### 2.1.18 Tribal Cultural Resources

Considering the information included in the Historic Property Survey Report dated February 26, 2020, and the Supplemental Historic Property Survey

Report dated April 14, 2020 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	<b>No Impact</b>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<b>No Impact</b>

### 2.1.19 Utilities and Service Systems

The type of project proposed, repaving the highway and repairing and replacing existing culverts, would not trigger the need for any new or additional utilities or service systems within the surrounding area.

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<b>No Impact</b>

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Utilities and Service Systems</b>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<b>No Impact</b>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<b>No Impact</b>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<b>No Impact</b>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<b>No Impact</b>

### 2.1.20 Wildfire

Considering the information obtained from the California Department of Forestry and Fire Protection Fire Hazard Severity Zone Maps ([https://osfm.fire.ca.gov/media/6687/fhszs\\_map15.pdf](https://osfm.fire.ca.gov/media/6687/fhszs_map15.pdf)) on March 3, 2020, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Wildfire</b>
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<b>No Impact</b>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<b>No Impact</b>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or	<b>No Impact</b>

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Wildfire</b>
that may result in temporary or ongoing impacts to the environment?	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<b>No Impact</b>

### 2.1.21 Mandatory Findings of Significance

<b>Question:</b>	<b>CEQA Significance Determinations for Mandatory Findings of Significance</b>
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<b>Less Than Significant Impact</b>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<b>No Impact</b>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<b>No Impact</b>

The following are in response to question a):

Although construction of this project has the potential to affect sensitive species, potential impacts would not be substantial.

After implementing mitigation measures that would be stated in a 2081 Incidental Take Permit for the San Joaquin antelope squirrel, impacts to the species would be less than significant.

After implementing the avoidance and minimization measures proposed above for the giant kangaroo rat, San Joaquin kit fox, blunt-nosed leopard lizard, and Kern mallow, potential impacts would be less than significant.

The following is in response to question b):

This project would not have cumulatively considerable impacts. Most work for this project would take place on existing roadways, except for the replacement of existing culverts. The project area is remote, surrounded by ranches and oil-fields, and is not slated for development. Therefore, there is no impact.

The following is in response to question c):

The project would not have any environmental effects which could cause effects to people, either directly or indirectly. Therefore, there is no impact.



# Appendix A Title VI Policy Statement

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STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

## DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-6130  
FAX (916) 653-5776  
TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



Making Conservation  
a California Way of Life.

November 2019

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

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

A 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 Bound Separately (Volume 2)**

Air Quality Compliance Study

Climate Change and Greenhouse Gas

Natural Environment Study

Historic Property Survey Report

Hazardous Waste Reports

Initial Site Assessment

Initial Paleontology Study

Noise and Water Quality Study

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

Juergen Vespermann

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

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

Or call: 559-445-6369

Please provide the following information in your request:

Reward CAPM

State Route 58 near McKittrick in Kern County

06-KER-58-PM 6.0 to 15.4

Project ID Number 0618000057