

# Morning Drive 3R Rehabilitation

On State Route 184 in and near the City of Bakersfield from 0.1 mile north of Edison Highway to 0.1 mile north of Chase Avenue

06-KER-184-PM 8.5/11.6  
EA/Project ID: 06-0U430/0616000033

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



Prepared by the  
State of California Department of Transportation

**May 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 proposed project in Kern County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

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

Please read this Initial Study. The document is available for review at the Caltrans District 6 office at 1352 West Olive Avenue, Fresno, California 93728 from 8:00 a.m. and 5:00 p.m., and online at <https://www.dot.ca.gov/caltrans-near-me/district-6/district6-projects>.

To request a printed copy or CD of the document to be sent to your home, email Som Phongsavanh, Senior Environmental Planner, at [som.phongsavanh@dot.ca.gov](mailto:som.phongsavanh@dot.ca.gov).

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:

Som Phongsavanh, Senior Environmental Planner  
Southern San Joaquin Valley Management Branch 2  
California Department of Transportation  
855 M Street, Suite 200  
Fresno, CA 93721

- Submit comments via email to: [som.phongsavanh@dot.ca.gov](mailto:som.phongsavanh@dot.ca.gov).
- Submit comments by the deadline: June 21, 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: Som Phongsavanh, Southern San Joaquin Valley Management Branch 2, 855 M Street, Suite 200, Fresno, CA 93721; (559) 445-6447, or use California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

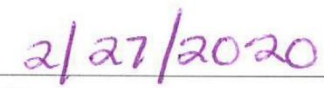
Rehabilitation of deteriorated pavement and sidewalks on State Route 184  
from post miles 8.5 to 11.6 in Kern County

**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, Central Region  
Environmental Southern San Joaquin Valley  
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 and bring to current standards the existing roadway on State Route 184, in Kern County, between 0.1 mile north of Edison Highway at post mile 8.5 and 0.1 mile north of Chase Avenue at post mile 11.6. Complete Streets elements would be incorporated, including Americans with Disabilities Act compliant sidewalks, curb ramps, and continuous bike lanes in both directions, within the project limits.

#### ***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 by 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: Agriculture and Forest Resources, Air Quality, Cultural Resources, Energy, Geology and Soils, Land Use and Planning, Mineral Resources, Population and Housing, Recreation, Transportation, Tribal Cultural Resources, Wildfire.

The project would have no significant effect on: Aesthetics, Biological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, and Utilities and Service Systems.

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Environmental Southern San Joaquin Valley  
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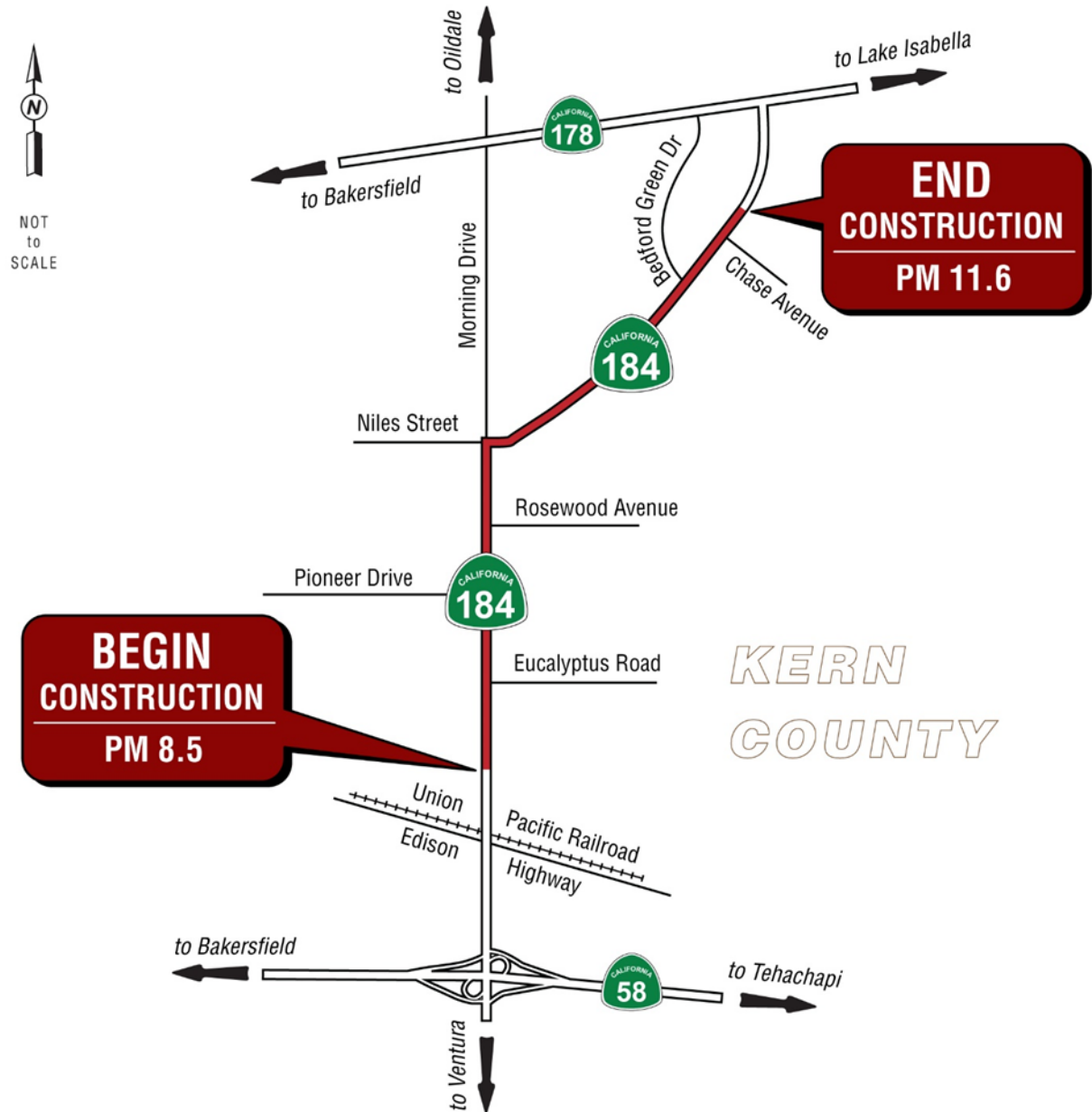
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## Project Location Map



The project is in and near the City of Bakersfield on State Route 184 from 0.1 mile north of Edison Highway to 0.1 mile north of Chase Avenue (post mile 8.5 to post mile 11.6). State Route 184 is a two-lane conventional highway that expands to four lanes in Lamont and Bakersfield. State Route 184 begins at the intersection of State Route 223 and crosses State Route 58, a major freeway that extends throughout the San Joaquin Valley. State Route 184 veers northeast at the intersection of Niles Street and continues until it reaches its junction at State Route 178. The highway's original northerly alignment, just north of Niles Street, is a designated local road called Morning Drive.



### **1.3 Description of Project**

This project proposes to rehabilitate State Route 184 from post mile 8.5 (about 0.1 mile north of Edison Highway) to post mile 11.6 (about 0.1 mile north of Chase Avenue). The shoulders will be widened to 8 feet to allow for a Class 2 bike lane at various locations. All existing curb ramps that are not compliant with the Americans with Disabilities Act and non-standard driveways that require correction will be repaired. A structural pavement section at the intersection of Rosewood Avenue will be replaced. The pavement rehabilitation strategy is to cold plane the existing pavement and overlay with hot mix asphalt, then place a cap of ready hot mix asphalt throughout the project limits. Pavement in spot locations will be reconstructed as needed.

Various sections of damaged sidewalk and pavement will be reconstructed as needed to provide a continuous pedestrian pathway throughout the non-rural areas of the project limits. Drainage improvements such as adjusting manholes, inlets, curbs and gutters, and valves to grade will be required. Several new drain inlets may be added in areas where new sidewalk is proposed. Traffic signals at Pioneer Drive will be replaced. The traffic signal elements may include poles, conduits, detector loops, cabinets replacement, and accessible pedestrian signals.

### **1.4 Surrounding Land Uses and Setting**

State Route 184 serves the local agricultural community south of Bakersfield. The general topography of the project area is characterized by flat agricultural land, and is surrounded by residential communities, public school districts, industrial facilities, and commercial businesses. The project area is heavily linked to agriculture, petroleum extraction, and significant water supply issues. Some of the notable sites surrounding the project area include Foothill High School, where there are baseball and track fields within proximity to the project area. In addition, Hillcrest Memorial Park is located next to Kern Canyon Road and is designated as a cemetery and mortuary.

### **1.5 Other Public Agencies Whose Approval is Required**

No permits are required for this project.

## **Section 2**      CEQA Environmental Checklist

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### **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 CEQA, not 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 and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are 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**—The project does not contain any scenic vistas; therefore, there would be no substantial adverse effect (Visual Impact Assessment 2019).

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

**No Impact**—The project would not affect scenic resources as it not listed as a State Scenic Highway.

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?

**Less Than Significant Impact**—The visual character of the proposed project would be compatible with the existing visual character of the corridor. The industrial, commercial, and residential structures provide an inconsistent variety of colors and textures that are typical of a mixed suburban area; however, there are about 43 residences that front State Route 184 that have the potential to be affected by the proposed project. Viewer exposure for neighbors is high, but not as high for the highway user. The overall change to visual quality is expected to be low; therefore, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings (Visual Impact Assessment 2019).

Avoidance and minimization measures can lessen visual impacts caused by the project. These would include replacement highway planting and erosion control. The replacement planting would ensure that any trees or shrubs (planted by Caltrans or by others) removed to construct the project must be replaced by Caltrans. Installation of the replacement planting must either be 1) included with this roadway project and include a one-year plant establishment period; or 2) performed under a separate "spin-off" expenditure authorization, funded from this roadway project and include a three-year plant establishment period. Any graded or otherwise disturbed slopes for construction must be treated with a native or drought tolerant seed mix following construction to prevent soil erosion (Visual Impact Assessment 2019).

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

**No Impact**—The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. There may be only a temporary increase in light and glare if night work is required.

## **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**—The project would not 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. Currently, the Farmland Mapping and Monitoring program displays that the project is dominated mostly by Prime Farmland, Semi-Agricultural and Rural Commercial Land, and Urban and Built-Up Land (Kern County Important Farmland Data 2016).

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

**No Impact**—The project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

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**—The project would not 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)).

d) Result in the loss of forest land or conversion of forest land to non-forest use?

**No Impact**—The project would not result in the loss of forest land or conversion of forest land to non-forest use. The project is not in a forest area or within proximity to forest land.

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**—The project would not 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.

### 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**—The project would not conflict with or obstruct implementation of the applicable air quality plan, as it is exempt from all emissions analyses, according to the Transportation Conformity Rule (40 Code of Federal Regulation Section 93.126, Table 2).

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**—The project would not result in a considerable net increase of any criteria pollutant under an applicable federal or state ambient air quality standard.

c) Expose sensitive receptors to substantial pollutant concentrations?

**No Impact**—Air pollutants would be generated during construction of the project. The construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. The largest percentage of pollutants would be windblown dust generated during excavation, grading, hauling, and various other activities. The provisions of Caltrans Standard Specifications, Section 14-9.02 “Air Pollution Control” and Section 10-5 “Dust Control,” require the contractor to comply with the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017 (Noise, Air and Water Studies Memo 2019).

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

**No Impact**—The project would not result in other emissions that would adversely affect a substantial number of people.

### 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 Game or U.S. Fish and Wildlife Service?

### **Less Than Significant Impact—**

#### **Bakersfield Cactus:**

The Bakersfield cactus is federal and California state listed endangered species. Bakersfield cactus is a perennial succulent that has magenta flowers and pads that are about 7 inches long by 0.5 inch thick with small, sharp bristles. It can grow about 16 inches tall and spread to thickets around 33 feet wide. The cactus prefers sandy soil in grasslands of Kern County. Bakersfield cactus is threatened by residential development, agriculture, off-road vehicles, competition from non-native annual grasses among other things. No direct impacts to Bakersfield cactus are expected. Repaving will take place on previously disturbed paved and graded areas. Additional impacts will take place in existing Caltrans right-of-way in previously disturbed, weedy, and compacted soils. The permanent impacts because of the shoulder widening are minimal due to their small extent and proximity to the well-traveled highway. No Bakersfield cactus were observed during botanical surveys.

Pre-construction surveys will be conducted to determine if any Bakersfield cactus plants are present within the project area. If any cactus plants are found and may be impacted, consultation with U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife will occur. If avoidance is not feasible, then translocation to a suitable habitat may be an option.

#### **Blunt-Nosed Leopard Lizard:**

The blunt-nosed leopard lizard is federally listed as endangered and California state listed as endangered and fully protected. It is a relatively large lizard with a snout to vent length ranging from 3.4 inches to 4.7 inches. Its color varies from yellowish or light gray-brown to dark brown, depending on the surrounding soils and vegetation. The color pattern on its back consists of longitudinal rows of dark spots interrupted by a series of 7 to 10 white, cream-colored, or yellow transverse bands. The blunt-nosed leopard lizard is a scarce resident of sparsely vegetated alkali and desert scrub habitats. Typically, the blunt-nosed leopard lizard can be found at elevations of 100 feet to 2,400 feet above sea level, on alkali flats, desert washes, arroyos, canyons and low foothills. The non-native grasslands located at the north end of the project provide marginal habitat for blunt-nosed leopard lizards. The most recent California Natural Diversity Database occurrence was in 2006 about 0.35 miles to the east of the project site.

The proposed project is not likely to permanently impact blunt-nosed leopard lizards or their habitat. Repaving will take place on previously disturbed paved and graded areas. Additional impacts will take place in existing Caltrans right-of-way in previously disturbed and compacted soils. The permanent impacts because of the shoulder widening are minimal due to their small extent and proximity to the well-traveled highway. With the implementation of avoidance and minimization measures, no direct impacts to the blunt-nosed leopard lizard are expected.

Due to the potential habitat and recent occurrence to the project, Caltrans has determined the project may affect, but is not likely to adversely affect the blunt-nosed leopard lizard. Caltrans will initiate informal consultation with U.S. Fish and Wildlife Service and expects to receive a Letter of Concurrence from the U.S. Fish and Wildlife Service in support of this determination.

Pre-construction surveys within the project area to determine any presence or sign of the blunt-nosed leopard lizard would be conducted the season prior to the start of construction. If blunt-nosed leopard lizards are found within the project area, the U.S. Fish and Wildlife Service will be contacted to discuss ways to proceed with the project and avoid take to the maximum extent possible. A biological monitor would be onsite during initial ground-disturbing activities. Requiring low speed limits within the construction site will lessen the probability that blunt-nosed leopard lizards could be run over by vehicles and equipment.

### **San Joaquin Kit Fox:**

The San Joaquin kit fox is a small canid species that is endemic to the San Joaquin Valley in California and is federally listed as endangered and California state listed as threatened. This is the smallest species of fox in North America, measuring 20 inches long and weighing about five pounds. Identifying characteristics of the San Joaquin kit fox are the colors of its coat ranging from tan to buff gray, with a whitish belly and black-tipped tail. The non-native grassland located along the north end of the project provides potential foraging and denning habitat for the San Joaquin kit fox. The closest California Natural Diversity Database occurrence was in 2006 within the project area. However, active San Joaquin kit fox dens were found just outside the action area in 2019, so there is potential for this species to move into the area.

The proposed project is not likely to permanently impact San Joaquin kit foxes or their habitat. Repaving will take place on previously disturbed paved and graded areas. Additional impacts will take place in existing Caltrans right-of-way in previously disturbed and compacted soils. The permanent impacts because of the shoulder widening are minimal due to their small extent and proximity to the well-traveled highway. No night work or k-rail are expected on this project, minimizing the potential for disturbance from construction noise

and lights, as well as barriers to movement. With the implementation of avoidance and minimization measures, no direct impacts to the San Joaquin kit fox are expected.

Due to the recent occurrence of San Joaquin kit foxes next to the project Caltrans has determined the project may affect but is not likely to adversely affect the San Joaquin kit fox. Caltrans will initiate informal consultation with the U.S. Fish and Wildlife Service and expects to receive a Letter of Concurrence from the U.S. Fish and Wildlife Service in support of this determination.

The construction contractor will comply with all construction site best management practices specified in the Storm Water Pollution Prevention Plan and any other permit conditions to minimize the introduction of construction related contaminants and mobilization of sediment in and next to the action areas at all project locations, as necessary.

To minimize impacts to the San Joaquin kit fox, the following avoidance and minimizations measures will be used:

- Pre-construction and pre-activity surveys would be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities or any project activity likely to impact the San Joaquin kit fox. Surveys for the San Joaquin kit fox and its dens will be performed throughout the project footprint as well as within 200 feet of the footprint.
- Food trash and other garbage that may attract wildlife to the work area would be disposed of in closed containers and removed at the end of each work day. Feeding of any wildlife would be prohibited.
- All construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored at a construction site for one or more overnight periods should be thoroughly inspected for kit foxes before the pipe is used or moved in any way.
- Speed limit for daytime construction-related traffic within the work zones will be limited to a maximum of 20 miles per hour (except on state highways).
- To prevent the inadvertent entrapment of the San Joaquin kit foxes during construction, all excavated, steep-walled holes or trenches more than 2 feet deep will be covered at the close of each work day or fitted with escape ramps constructed of fill or wooden planks. These will be checked daily for the duration they are covered. Prior to any holes or trenches being filled, they will be thoroughly inspected for trapped individuals.
- Use of rodenticides and herbicides in project areas should be restricted.



- Firearms (except by qualified and permitted public safety agents) and pets would not be permitted on the work site.
- To the extent possible, a biologist would be available on-call during all construction periods when not present onsite.
- If potential or known dens are discovered prior to or during construction, disturbance to any potential or known San Joaquin kit fox dens will be avoided.
- Potential and atypical dens that are located at least 50 feet from construction will be protected with a 50-foot zone. Known dens that are located at least 100 feet from construction will be protected with a 100-foot zone. In instances where 50-feet or 100-feet exclusion zones cannot be maintained, potential and/or known dens will be monitored for three consecutive nights using tracking medium and/or a remote sensor camera. If potential or known dens are verified to be occupied and an exclusion zone cannot be maintained, the possibility for reduced exclusion zones to be established will be determined in coordination with the U.S. Fish and Wildlife Service. Potential and known dens will continue to be monitored for the duration of work in the area. Details pertaining to monitoring efforts will be discussed with the U.S. Fish and Wildlife Service.
- A qualified biologist will check potential and known dens every two weeks to ensure that the no-work buffers remain intact for the duration of the project. If animal activity is observed, the biologist will monitor the site for a minimum of three consecutive nights to determine whether the potential or known dens are occupied or unoccupied.
- If a natal or pupping den is discovered either within the project footprint or within 200 feet of the footprint, Caltrans will notify the U.S. Fish and Wildlife Service immediately.

### **Burrowing Owl:**

The burrowing owl is recognized as a Species of Special Concern by the California Department of Fish and Wildlife, protected under California Fish and Game Code Section 3503, and federally protected by the Migratory Bird Treaty Act. A small brown owl (typically 8 inches tall) with barred underparts, the burrowing owl primarily uses underground burrows for nesting and shelter. The burrowing owl is a year-round resident of open, dry grasslands, desert habitats, and grass, forb, and shrub stages of pinyon-juniper and ponderosa pine habitats. It may inhabit agricultural landscapes, especially those with low vegetation and loose soils.

General reconnaissance surveys were conducted on June 13 and November 21, 2019. Potential habitat was observed within the project footprint at some locations in the undeveloped fields. No owls or potential burrows were observed within the project footprint during these surveys. California Natural

Diversity Database burrowing owl occurrences are recorded within 2 miles of the project.

The proposed project is not likely to permanently impact burrowing owls or their habitat. Repaving will take place on previously disturbed paved and graded areas. All additional impacts will take place in existing Caltrans right-of-way in previously disturbed and compacted soils. The permanent impacts due to the shoulder widening are minimal due to their small extent and proximity to the heavily traveled highway. Trenching and staging areas occurring outside of the existing roadway will be surveyed for signs of burrowing owls prior to disturbance. With the implementation of avoidance and minimization measures, no direct impacts to burrowing owls are expected.

A biologist will conduct a preconstruction survey for burrowing owl within the project area. If burrowing owls are found within the project area, a no-work buffer would be enforced.

No disturbance should occur within 160 feet of occupied burrows during the non-breeding season (September 1 to January 31) or within 250 feet during the breeding season (February 1 to August 31) without the presence of a biological monitor. Once applied, nesting season disturbance buffers will remain in place until a biologist verifies that juveniles are foraging independently and are capable of independent survival.

### **Migratory Birds:**

Bird species protected by the Migratory Bird Treaty Act of 1918 and California Department of Fish and Game Code Section 3511 use the project area for roosting, nesting, and foraging year-round. With implementation of avoidance and minimization measures, impacts to migratory birds are not expected to occur because of the proposed project.

If removal of trees is deemed necessary, removal would either occur outside of nesting season (February 1 to September 30) or be inspected and cleared by a qualified biologist prior to removal.

A preconstruction survey for migratory birds within the project area would be conducted before the start of construction. If an active nest were detected, a no-work buffer around the nest site may be established to prevent nesting disturbance. Work may be temporarily suspended if nesting activity cannot be prevented. Standard specifications would be included in the construction bid package to avoid impacts to migratory birds.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

**No Impact**—There would not be any substantial adverse effect on riparian habitat or other sensitive natural communities. Sensitive habitat or natural communities of special concern do not occur within the action areas (Natural Environment Study 2019).

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

**No Impact**— There are no protected wetlands in the project area (Natural Environment Study 2019).

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**—No essential fish habitat is within the project limits. No consultation with the National Oceanic and Atmospheric Administration Fisheries will be completed (Natural Environment Study 2019).

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

**No Impact**—The project does not conflict with any local policies or ordinances protecting biological resources for Kern County.

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**—The project would not interfere with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

## **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 Section 15064.5?

**No Impact**—No historical resources or historic properties were identified within the project area (Historic Property Survey Report 2020).

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

**No Impact**—No archaeological resources would be impacted.

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

**No Impact**—The project is not expected to disturb any human remains. If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities will stop in any area or nearby area suspected to overlie remains, and the county coroner will be contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission, which, pursuant to Public Resources Code Section 5097.98, will then notify the Most Likely Descendent. At that time, the person who discovered the remains will contact the District 6 Native American Coordinator so that they may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

## **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**—The project would not result in significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Caltrans would apply best management practices to ensure that energy resources are used efficiently.

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

**No Impact**—The project would not conflict with or obstruct a state or local plan for renewable energy and energy efficiency. The project is compliant with Kern County's renewable energy plans.

## **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**—The project is not located near any fault zones and would involve only minimal ground disturbance (California Geological Survey, California Department of Conservation 2018).

ii) Strong seismic ground shaking?

**No Impact**—The project would only involve minimal ground disturbance to rehabilitate existing pavement and repair damaged sidewalks. No strong seismic ground shaking is anticipated since the project is not located near any fault zones.

iii) Seismic-related ground failure, including liquefaction?

**No Impact**—The project would not cause seismic-related ground failure, including liquefaction. The project is not in an Earthquake Fault Zone, Liquefaction Zone, Landslide Zone, or has not yet been evaluated (California Geological Survey, California Department of Conservation 2018).

iv) Landslides?

**No Impact**—The project would not cause any landslides, as it is not located near any sloped surfaces. The project is not located within a Landslide Zone (California Geological Survey, California Department of Conservation 2018).

b) Result in substantial soil erosion or the loss of topsoil?

**No Impact**—There would be no substantial soil erosion or loss of topsoil. Excavation in the project area will impact low and high potential paleontological resources that underlie the post mile segment of the project; however, the extent and intensity of the proposed excavations is expected to be limited to shallow soils and/or localized areas (Paleontological Identification Report 2019).

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**—The project is not located on unstable soils and would not become unstable because of the project.

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**—The project is not located on expansive soil or on soils that would create substantial direct or indirect risks to life or property, as defined in Table 18-1-B of the Uniform Building Code (1994). The soil in the project area consists of inorganic clays of low to medium plasticity and sandy/silty/lean clays (Updated Preliminary Structural Section Recommendations 2019).

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**—The project would not generate waste water; therefore, it would not impact any existing water facilities.

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

**No Impact**—The project would not destroy a unique paleontological resource or unique geologic feature.

## **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?

and

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

**Less than Significant Impact**—While the proposed project will result in greenhouse gas emissions during construction, it is expected that the project will not result in any increase in operational greenhouse gas emissions. The project does not conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases. With implementation of construction greenhouse gas-reduction measures, the impact would be less than significant (Climate Change and Greenhouse Gases Analysis 2020).

## **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?

**Less Than Significant Impact**—Due to the historic use of leaded gasoline, concentrations of lead from vehicle emissions have settled along the unpaved areas of older highways. The project would include work off the paved shoulder next to the highway and excess soil will be generated. Construction activities could expose workers and/or the public to lead. A Preliminary Site Investigation would be conducted to determine lead concentrations. Regulated soils could be used onsite per Department of Toxic Substance Control's Aerially Deposited Lead-Contaminated Soil Agreement providing all requirements are met or disposed of at the appropriate landfill. Non-regulated/non-hazardous soil could be disposed of or relinquished to the contractor without restriction (Initial Site Assessment 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?

**Less Than Significant Impact**—Standard Special Provisions would be included in the construction contract package to address proper handling and disposal of lead in surface soils and in roadway pavement striping/markings. The project would create a less than significant hazard to the public or the environment that would result in the release of hazardous materials. Tanks, piping, or potential soil contamination at the gas stations would not likely be encountered since maximum construction depths would only be to 1 foot (Initial Site Assessment 2019).

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**—Douglas Fletcher Elementary and Paul Cato Middle Schools are located within the project boundaries, but they would not be impacted by the project.

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**—Caltrans prepared an Initial Site Assessment for the project in November 2019, which included a regulatory database search.

Two facilities are on the Cortese List, that are adjacent to or within project boundaries, but should not impact the project are. They are:

- Hillcrest Memorial Park, 9101 Kern Canyon Road, which is a closed Leaking Underground Storage Site as of November 1986.

- Douglas Fletcher Elementary and Paul Cato Middle Schools, which is a Department of Toxic Substances Control Cleanup Site. There is no action required.

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**—The project is not located within an airport land use plan; therefore, would not result in a safety hazard or excessive noise impacts.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

**No Impact**—The project work would not interfere with an adopted emergency response plan or emergency evacuation plan. Emergency response personnel would be contacted in case of any road closures during construction.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

**No Impact**—According to the 2007 California Department of Forestry and Fire Protection Fire Hazard Severity Zones in the State Responsibility Area Map for Kern County, the project area does not lie in a severity zone. There would not be a significant risk of loss, injury or death involving wildland fires.

## 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**—The project would not violate any water quality standards, waste discharge requirements or substantially degrade surface or ground water quality (Noise, Air and Water Studies Memo 2019).

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**—The project would not interfere substantially with groundwater recharge or impede sustainable groundwater management. The project would only require drainage improvements and the addition of new drain inlets in areas where new sidewalk is proposed.



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**—The project would not result in substantial erosion or siltation.

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

**No Impact**—The project would not increase the rate or amount of surface runoff that would result in flooding. The proposed work would not impact the floodplain as the improvement would not cause an increase in roadway elevation and alter the natural flow of the existing floodplain (Location Hydraulic Study 2019).

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**—The project would not contribute to runoff water that would exceed the capacity of existing or planned storm water drainage systems. The project would not contribute to increased water runoff or pollutants.

iv) Impede or redirect flood flows?

**No Impact**—The project would not impede or redirect flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

**Less than Significant Impact**—The project is not in a flood hazard, tsunami, or seiche zone. The project would not result in a risk release of pollutants due to project inundation, because it does not lie in an inundation zone (California Geological Survey, California Department of Conservation 2018).

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

**No Impact**—The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Best management practices will be incorporated to ensure that sustainable water strategies are implemented.

### **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**—The project would not physically divide an established community, since the project involves the rehabilitation of an existing facility that would improve transportation options for the established community.

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**—The project would not cause an environmental impact due to a conflict with any land use plan, policy or regulation. The goal of the project is to improve an existing facility and prevent further degradation to an existing highway.

### **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**—The project would not 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) 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**—The project would not result in a loss of availability of any locally important mineral resource recovery site delineated on a local general plan. The project area does not contain any significant mineral resources (Department of Conservation, Mineral Resource Zones for Kern County 2015).

### **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?

**Less Than Significant Impact**—The project would generate construction noise impacts that may vary for different areas of the project site, depending on the construction activities. Construction activities should conform to Chapter 14-8 “Noise and Vibration” from the Caltrans Standard Specifications, 2018. The Caltrans specification states that noise resulting from work activities should not exceed the maximum sound level of 86 A-weighted decibels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. (Noise, Air and Water Studies Memo 2019).

b) Generation of excessive groundborne vibration or groundborne noise levels?

**Less Than Significant Impact**—The project would not generate excessive groundborne vibration or groundborne noise levels; however, the degree of construction noise impacts may vary for different areas of the project site and depending on the construction activities. Some of the sensitive receptors that are close to the freeway may be impacted. To alleviate vibration disturbance, newer equipment with improved noise muffling may be used to ensure that all equipment items have the manufacturers’ recommended noise abatement measures. Caltrans may also use construction methods that would provide the lowest level of noise and ground vibration impact such as alternative low-noise pile installation methods.

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**—The project is not located within the vicinity of a private airstrip or an airport land use plan. The project is not within two miles of a public airport or public use airport, which would not expose people residing or working in the project area to excessive noise levels.

## **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**—The project would not induce substantial unplanned population growth in an area, directly or indirectly. The project involves rehabilitation of existing pavement and sidewalks, which does not include new homes, businesses, extension of roads or infrastructure.

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

**No Impact**—The project would not displace existing people or housing; therefore, construction of replacement housing would not be required.

### **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**—The project would not impact fire protection services.

Police protection?

**No Impact**—The project would not impact police protection.

Schools?

**No Impact**—The project would not significantly impact or physically alter the existing schools that are located within the project area.

Parks?

**No Impact**—The project would not impact any parks.

Other public facilities?

**No Impact**—The project would not impact any other public facilities.

### **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**—The project work would not increase the use of existing neighborhood parks or recreational facilities.

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**—The project work would not require the construction or expansion of recreational facilities.

### **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**—The proposed work would not conflict with any adopted program plans, ordinance, or policy addressing the circulation system. This project proposes to rehabilitate existing State Route 184. The shoulders will be widened to 8 feet to allow for a Class 2 bike lane. All existing non-American with Disabilities Act-compliant curb ramps and non-standard driveways that require correction will be repaired. The project would upgrade existing infrastructure to improve the current traffic circulation system and its transit facilities.

b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

**No Impact**—The proposed project would only improve existing pavement features and repair damaged pedestrian facilities; therefore, the project would not increase capacity or contribute to an increase in vehicle miles traveled.

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**—The proposed project would not increase hazards due to a geometric design feature or incompatible use. The purpose of the project is to rehabilitate existing infrastructure and improve an existing roadway.

d) Result in inadequate emergency access?

**No Impact**—The proposed work would not result in inadequate emergency access. Caltrans would ensure traffic management practices are in place to provide emergency access.

### **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**—No historical resources or historic properties were identified within the project area. The project would not cause any substantial adverse changes to protected cultural resources in the project area (Historic Property Survey Report 2020).

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**—No significant cultural resources or archaeological sites were identified within the project area. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

### **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?

**Less Than Significant Impact**—The proposed project would involve relocation of utility poles for sidewalk or curb ramp construction. Underground utilities, natural gas lines and fiber optic crossings are also located within project limits. Some of the utility poles would require relocation for Americans with Disabilities Act compliance. Surveying and potholing for utility crossings would be required during the Plans, Specifications & Estimates phase development to positively identify potential utility conflicts with the proposed

design and field verified by the contractor during construction to confirm exact locations.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

**No Impact**—The proposed project work would not require additional water supplies within the project area.

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**—The proposed project would not impact any existing or future wastewater treatment plants. The project work would not contribute to additional wastewater or require a determination from a wastewater treatment provider.

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**—The project work would not generate solid waste exceeding state or local standards. Caltrans would use recycled materials, such as existing hot mix asphalt, shoulder material, traffic signals, lighting and road signs to maximize the use of non-renewable resources and contribute less solid waste to the environment.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

**No Impact**—The proposed project would comply with federal, state and local regulations regarding management and reduction of solid waste. Caltrans would use best management practices to ensure proper disposal of all waste.

## **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**—The project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Caltrans would

coordinate with Kern County to communicate any vital emergency information prior to construction.

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**—The project includes work on existing pavement and drainage features; therefore, it would not pose significant wildfire risks. Caltrans would implement best management practices to minimize the risk of wildfires.

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**—The project would not require installation or maintenance of new fuel breaks, emergency water sources, or utilities; therefore, the project would not worsen fire risk or temporary 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?

**No Impact**—The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides.

### **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?

**Less Than Significant Impact**—The project would not 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. Caltrans would employ best management practices, avoidance and minimization measures, and follow



standard specifications to ensure that the proposed project does not substantially impact the environment.

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**—The proposed project would not have cumulatively considerable impacts because the purpose of the project is to rehabilitate and prevent further deterioration to existing infrastructure.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

**Less Than Significant Impact**—The proposed project would not have any substantial adverse effects on human beings, either indirectly or directly. Appropriate measures would be in place to minimize and avoid all impacts to the environment in the project area.

# Appendix A Title VI Policy Statement

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STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

## DEPARTMENT OF TRANSPORTATION

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November 2019

## NON-DISCRIMINATION POLICY STATEMENT

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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**

Visual Impact Assessment Study: September 9, 2019

Air Quality Memo: December 6, 2019

Noise, Air and Water Studies Memo: October 29, 2019

Natural Environment Study: January 17, 2020

Historic Property Survey Report: January 23, 2020

Location Hydraulic Study: April 30, 2019

Initial Site Assessment: November 25, 2019

Paleontological Identification Report: March 7, 2019

Climate Change and Greenhouse Gases Analysis: January 2020

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](mailto: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).