

Delano 3R Rehabilitation Project

State Route 155 in Delano in Kern County

06-KER-155-R0.04/R1.33

Project ID 0617000303

Initial Study with Proposed Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

November 2021



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

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District 6 office at 1352 West Olive Avenue, Fresno, California 93728, weekdays from 8:00 a.m. to 4:00 p.m., and the Kern County Library, Delano Branch, 925 10th Avenue, Delano, California 93215, Wednesday through Friday from 12:00 p.m. to 6:00 p.m. To obtain a hard copy of the document, please contact Senior Environmental Planner Juergen Vespermann at 559-832-0051. The document can also be accessed electronically at the following website: <https://dot.ca.gov/caltrans-near-me/district-6/district-6-projects/06-0w810>
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Juergen Vespermann, District 6 Environmental, California Department of Transportation, 2015 East Shields Avenue, Suite 100, Fresno, California 93726. Submit comments via email to: juergen.vespermann@dot.ca.gov.
- Submit comments by the deadline: January 6, 2022.

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 construct all or part of the project.

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

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Juergen Vespermann, District 6 Environmental, California Department of Transportation, 2015 East Shields Avenue, Suite 100, Fresno, California 93726; 559-832-0051 (Voice), or use the California Relay Service 1-800-735-2929 (TTY), 1-800-735-2929 (Voice), or 711.

Resurface, restore and rehabilitate the eastbound and westbound lanes of
State Route 155 from post miles R0.04 to R1.33 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
and
Responsible Agency: California Transportation Commission



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

11/03/2021

Date

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

Juergen Vespermann, District 6 Environmental, 2015 East Shields Avenue, Suite 100,
Fresno, California 93726; phone 559-832-0051



DRAFT

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

District-County-Route-Post Mile: 06-KER-155-R0.04/R1.33

EA/Project Number: 06-0W810/0617000303

Project Description

The California Department of Transportation (Caltrans) proposes to resurface, restore, and rehabilitate the eastbound and westbound lanes of State Route 155 from post miles R0.04 to R1.33 in Kern County.

Determination

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

On the basis of this study, it is determined that the proposed action 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, energy, land use and planning, mineral resources, population and housing, public services, recreation, transportation, tribal cultural resources and wildfires.
- The project would have no significant effect on biological resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise and utilities and service systems.

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

Date

Table of Contents

DRAFT Proposed Negative Declaration	iii
Chapter 1 Proposed Project	1
1.1 Introduction	1
1.2 Purpose and Need	1
1.2.1 Purpose	1
1.2.2 Need	1
1.3 Project Description	2
1.4 Project Alternatives	4
1.4.1 Build Alternative	4
1.4.2 No-Build (No-Action) Alternative	5
1.5 Standard Measures and Best Management Practices Included in All Alternatives	5
1.6 Discussion of the NEPA Categorical Exclusion	7
1.7 Permits and Approvals Needed	7
Chapter 2 CEQA Evaluation	9
2.1 CEQA Environmental Checklist	9
2.1.1 Aesthetics	9
2.1.2 Agriculture and Forest Resources	10
2.1.3 Air Quality	11
2.1.4 Biological Resources	12
2.1.5 Cultural Resources	14
2.1.6 Energy	15
2.1.7 Geology and Soils	15
2.1.8 Greenhouse Gas Emissions	19
2.1.9 Hazards and Hazardous Materials	20
2.1.10 Hydrology and Water Quality	22
2.1.11 Land Use and Planning	25
2.1.12 Mineral Resources	25
2.1.13 Noise	25
2.1.14 Population and Housing	27
2.1.15 Public Services	27
2.1.16 Recreation	28
2.1.17 Transportation	28
2.1.18 Tribal Cultural Resources	29
2.1.19 Utilities and Service Systems	30
2.1.20 Wildfire	33
2.1.21 Mandatory Findings of Significance	34
Appendix A Title VI Policy Statement	35
Appendix B Project Preliminary Plans	37
Appendix C California Department of Transportation Relocation Assistance Program	45

List of Tables

Table 2.1 Estimated Right-of-Way Acquisition for the Project.....	32
---	----

Chapter 1 Proposed Project

1.1 Introduction

This project proposes to resurface, restore, and rehabilitate about 1.3 miles of roadway on State Route 155 in the City of Delano (see Figure 1-1 and Figure 1-2 for vicinity and location maps). State Route 155 serves as a major arterial roadway for eastbound and westbound traffic in Kern County, and connects to State Route 99, State Route 65 and State Route 178.

State Route 155 is an important component of the circulation system for the City of Delano and Kern County. State Route 155 is a two-lane conventional highway with paved and unpaved shoulders. Curb widths vary with some adjacent sidewalks within the project limits. A railroad crossing with crossing lights and arms also occurs in the project area. Commuter, recreational, and truck traffic use State Route 155 within the project limits.

1.2 Purpose and Need

The purpose and need sections discuss the reasons for the proposed project and provide structure for the development of alternatives.

1.2.1 Purpose

The purpose of the project is to:

- Rehabilitate the roadway to a state of good repair.
- Improve accessibility for pedestrians and bicyclists.

1.2.2 Need

The condition of the pavement within the project limits has deteriorated due to storm damage and the high volume of large-truck traffic. These circumstances have resulted in increased costs to maintain the existing pavement. Restoring the roadway to a state of good repair would minimize maintenance costs and result in smoother pavement surfaces that could lead to improved vehicle operations, reduced emissions, increased service life of the pavement and reduced energy consumption.

Improvements for pedestrians and bicyclists include constructing or upgrading Americans with Disabilities Act-compliant curb ramps, sidewalks, driveways, and a continuous bike lane in both directions of State Route 155. Additional bike lanes and sidewalks would encourage other modes of travel and could result in reduced vehicle miles traveled, which would offset energy usage.

Installing Americans with Disabilities Act-compliant curb ramps would provide an accessible route that people with disabilities can use to safely transition from the roadway to the curbed sidewalk.

1.3 Project Description

The project proposes to resurface, restore, and rehabilitate about 1.3 miles on State Route 155 in the City of Delano, from Fremont Street to 0.13 mile west of Browning Road. A Build Alternative and a No-Build Alternative are under consideration for the project. The total cost of the project is estimated to be \$16,740,000. This resurfacing, restoration, and rehabilitation project (known as a “3R” project, as noted in the project name) would be funded under the State Highway Operation and Protection Program.

Figure 1-1 Project Vicinity Map

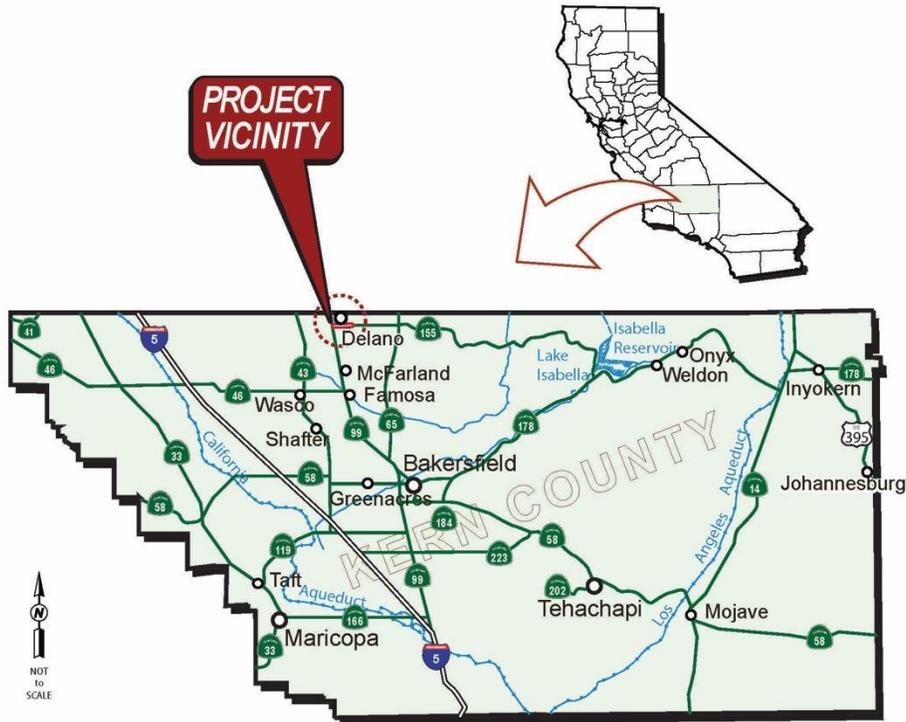
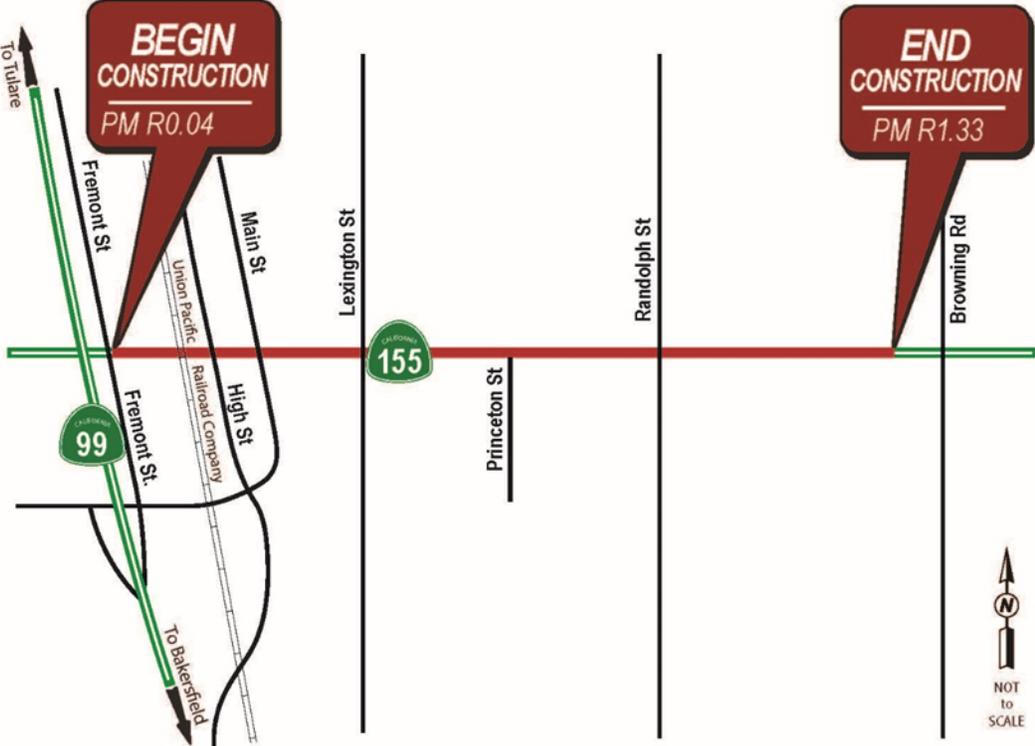


Figure 1-2 Project Location Map



1.4 Project Alternatives

A Build Alternative and a No-Build Alternative are being considered for the project.

1.4.1 Build Alternative

This project proposes to resurface, restore, and rehabilitate State Route 155 in the City of Delano, from Fremont Street to 0.13 mile west of Browning Road. Roadway work on the existing eastbound and westbound lanes of State Route 155 includes reconstructing travel lanes from post mile R0.04 to post mile R1.33 and upgrading intersections and shoulders to meet current standards.

Bike lanes, sidewalks, and curb ramps would be added within the project limits. Existing curb ramps and sidewalks would be updated to comply with current Americans with Disabilities Act standards (see Appendix B). Currently, vehicles are encroaching on state right-of-way for parking purposes along portions of State Route 155. The addition of Americans with Disabilities Act-compliant sidewalks could impact the ability for vehicles to park within the state right-of-way after project construction. However, certain areas within the project area could provide parallel parking opportunities along the newly constructed Americans with Disabilities Act-compliant sidewalks.

Traffic Control Systems, traffic signals, loop detectors, pull boxes and other elements would be improved and upgraded. Lighting would be upgraded throughout the project limits, and a total of nine new traffic-count stations are proposed. Upgrading the existing transit stop located just east of the State Route 155 and Oxford Street intersection is being considered in addition to building new transit stops throughout the project limits as needed. Coordination with the City of Delano and Delano Area Rapid Transit would be required to determine the location of new transit stops.

Utility lines near the central portion of the project area would be relocated due to clear-recovery-zone requirements. Additional utility relocation would require adjustments to gas, water, sewer, telecommunication, and fiber optic lines to accommodate for newly installed drainage features. Relocation of power poles and telephone poles is anticipated because the current pole locations may conflict with the proposed sidewalk and drainage work.

Drainage improvements involve installing new drainage inlets, building a drainage basin, and building side ditches between post miles R0.71 and R1.33 to address the existing flooding in the area (see Appendix B). Also, three 18-inch-diameter corrugated steel pipe culverts would be replaced with three 24-inch-diameter reinforced concrete pipe culverts. The three culverts are located on State Route 155 near the intersections of Fremont Street, Glenwood Street and High Street.

Traffic detours are not anticipated for construction activities. Typically, a flagger on either side of the construction work zone will control the flow of traffic intermittently with one direction closed and the other direction open to traffic. Temporary lane closures may be necessary for small sections of the project.

Tree and vegetation removal would be required for project construction, and additional right-of-way would be required.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are listed later in this chapter under “Standard Measures and Best Management Practices Included in All Alternatives.”

1.4.2 No-Build (No-Action) Alternative

State Route 155 would remain as it currently exists under the No-Build Alternative. There would be no improvements to the roadway, which would lead to increased maintenance costs and an unimproved roadway surface with non-standard roadway features.

1.5 Standard Measures and Best Management Practices Included in All Alternatives

7-1.02A General: Pertains to compliance with laws, regulations, orders, and decrees applicable to the project.

7-1.02C Emissions Reduction: The contractor will submit a certification acknowledging compliance with emissions reduction regulations managed by the California Air Resources Board.

13-1.01 Water Pollution Control: Pertains to general specifications for preventing, controlling, and abating water pollution within waters of the State.

14-1.02 Environmentally Sensitive Area: Pertains to environmentally sensitive areas marked on the ground. Do not enter an environmentally sensitive area unless authorized. If breached, immediately stop all work, secure the area, and notify the engineer.

14-2.03 Archaeological Resources: Pertains to archaeological resources discovered within or near construction limits. Do not disturb the resources and immediately stop all work, secure the area, and notify the engineer. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. Archaeological mitigation may include monitoring.

14-6.03 Species Protection: Pertains to protecting regulated species and their habitat that occur within or near the job site. Upon discovery of a regulated species, immediately stop all work within a 500-foot radius of the discovery and notify the engineer.

14-6.03B Bird Protection: Pertains to protecting migratory and nongame birds, their occupied nests and their eggs. Upon discovery of an injured or dead bird or migratory or nongame bird nests that may be adversely affected by construction activities, immediately stop all work within a 500-foot radius of the discovery and notify the engineer. Exclusion devices, nesting-prevention measures, and removing constructed and unoccupied nests may be applied.

14-7.03 Discovery of Unanticipated Paleontological Resources: If paleontological resources are discovered at the job site, do not disturb the resources and immediately stop all work within a 25-foot radius of the discovery, secure the area, and notify the engineer. Do not move paleontological resources or take them from the job site.

14-8.02 Noise Control: Pertains to controlling and monitoring noise resulting from work activities. Noise levels are not to exceed 86 decibels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

14-9.02 Air Pollution Control: Comply with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the construction contract.

14-11 Hazardous Waste and Contamination: Includes specifications relating to hazardous waste and contamination.

14-11.02 Discovery of Unanticipated Asbestos and Hazardous Substances: Upon discovery of unanticipated asbestos or a hazardous substance, immediately stop work and notify the engineer.

14-11.04 Dust Control: Excavation, transportation, and handling of material containing hazardous waste or contamination must result in no visible dust migration. When clearing, grubbing, and performing earthwork operations in areas containing hazardous waste or contamination, provide a water truck or tank on the job site.

14-11.12 Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue: Includes specifications for removing, handling, and disposing of yellow thermoplastic and yellow painted traffic stripe and pavement marking. The residue from the removal of this material is a generated hazardous waste (lead chromate). Removal of existing yellow thermoplastic and yellow painted traffic stripe and pavement marking exposes workers to health hazards that must be addressed in a lead compliance plan.

14-11.13C Safety and Health Protection Measures: Applies to worker protective measures for potential lead exposure.

14-11.14 Treated Wood Waste: Includes specifications for handling, storing, transporting, and disposing of treated wood waste.

1.6 Discussion of the NEPA Categorical Exclusion

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

1.7 Permits and Approvals Needed

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

Agency	Permit/Approval	Status
San Joaquin Valley Air Pollution Control District	Dust Control Plan	A Dust Control Plan would be submitted before construction starts.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

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

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

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

2.1.1 Aesthetics

Considering the information in the Caltrans Scenic Resource Evaluation and Visual Impact Assessment dated August 2021, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

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

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

2.1.2 Agriculture and Forest Resources

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

Considering the information in the California Department of Conservation Important Farmland Finder dated April 2021 and the Caltrans Right-of-Way Data Sheet dated September 2021, the following significance determinations have been made:

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

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

2.1.3 Air Quality

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

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

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact

Question—Would the project:	CEQA Significance Determinations for Air Quality
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

2.1.4 Biological Resources

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

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic Atmospheric Administration Fisheries?	Less Than Significant Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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

a) Affected Environment

The studied area is limited to the Caltrans right-of-way and adjacent agricultural or highly disturbed lands. Developed lands within the project area include residential areas, businesses, and medical facilities. The shoulders along State Route 155 contain mostly weedy plants and bare ground. A row of trees stands on the north side of State Route 155 beginning near the proposed water storage basin site and continuing for about 1,000 feet to the State Route 155 and Randolph Street intersection.

The project biologist conducted site visits to the project area in March and April 2021. Bird nests were observed in some of the trees near the proposed water storage basin site. The observed nests were not occupied during the time of the site visit.

San Joaquin kit foxes and western spadefoot toads were not observed during either site visit. However, observations of these two species have occurred within 6 miles of the project area.

Environmental Consequences

Build Alternative

Construction activities could impact nesting birds in the area near the proposed water storage basin by removing trees. Nearby agricultural land or roadside swales that could be used by San Joaquin kit foxes or western spadefoot toads would not be impacted by project activities.

Implementing standard conditions or Best Management Practices designed to reduce or eliminate impacts to San Joaquin kit foxes, western spadefoot toads and nesting birds as part of the project would reduce impacts to less than significant.

No-Build Alternative

No impacts to biological resources are expected under the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Caltrans and the contractor would follow Best Management Practices during construction. Also, the following standard measures would be implemented:

- Preconstruction environmental awareness training by a qualified biologist for migratory birds, the San Joaquin kit fox, and the western spadefoot toad will be required prior to initiation of construction activities.
- Pre-construction surveys for migratory birds will be required if construction is to occur during the avian nesting season (February 1 to September 30). Surveys for migratory birds and raptors will be completed by a qualified biologist no more than 30 days prior to construction.
- If staging areas are required, they must be approved by the project biologist and will be clearly designated with stakes/flagging. Storage of equipment and materials will not extend beyond the designated staging area.
- Wildlife will be allowed to leave the project area of its own volition.
- Ground disturbance will be limited to the minimum amount necessary.
- Minimize night work to the extent practicable, if night work is required.
- Notify biology staff immediately of any changes to the project scope of work.
- Caltrans biology will monitor initial ground disturbance for the proposed basin.
- If trees are removed, the biologist will have to survey trees for nests before removal.
- Remove trees outside of nesting season to avoid delays to the project, if possible.

No-Build Alternative

No avoidance, minimization and/or mitigation measures are expected under the No-Build Alternative.

2.1.5 Cultural Resources

Considering the information in the Caltrans Historic Property Survey Report for the Delano 3R Rehabilitation Project dated June 2021, and a State Historic Preservation Officer letter dated August 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	No Impact

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

2.1.6 Energy

Considering the information in the Energy section of the Caltrans Standard Environmental Reference dated April 2021, the following significance determinations have been made:

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

2.1.7 Geology and Soils

Considering the information in the California Department of Conservation Earthquake Zone Map dated April 2021, California Department of Conservation Landslide Map dated April 2021, Alquist-Priolo Earthquake Fault Zoning Map dated April 2021, and Caltrans Paleontological Identification/Evaluation Report and Preliminary Mitigation Measures dated July 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 	No Impact

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant Impact

f) Affected Environment

The project sits within the Great Valley Geomorphic Province, a topographic and structural basin that is bound on the east by the Sierra Nevada Mountains and to the west by the Coast Range. The Sierra Nevada, a fault block dipping gently to the southwest, is composed of igneous and metamorphic rocks of pre-Tertiary age that compose the basement complex beneath the valley. The subsurface of the Great Valley is characterized by a thick sequence of unconsolidated to semi-consolidated sediments. Surface sediments underlying the proposed project area consist of Quaternary alluvial fan deposits. These deposits represent the youngest and uppermost geologic units at the surface of the San Joaquin Valley; the Geologic Atlas of California identifies the Quaternary alluvial fan deposits as the Modesto Formation. The Modesto Formation has high paleontological sensitivity, based on multiple fossil localities attributed to this geological formation.

Environmental Consequences

Build Alternative

Ground-disturbing activities in the project area that reach or exceed 1 foot in depth from the original ground surface have the potential to impact scientifically significant non-renewable fossil resources of the underlying Modesto Formation.

Based on the dimensions of the proposed drainage basin and linear excavations, previously undisturbed materials of the Modesto Formation with high paleontological potential may be disturbed.

No-Build Alternative

No impacts to paleontological resources are expected under the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

The following measures must be applied:

- A Paleontological Mitigation Plan (PMP) will be prepared for applicable excavations within the project area; this document will be prepared, reviewed, and approved by a qualified paleontologist in accordance with the guidance provided in the Caltrans Standard Environmental Reference and Standard Special Provision 14-7.04. The Paleontological Mitigation Plan will be prepared by a paleontological subconsultant under contract/task order to Caltrans. The Paleontological Mitigation Plan will also be certified by a California-Licensed Professional Geologist. Applicable excavations are defined as ground disturbance activities extending into previously undisturbed portions of the Modesto Formation (i.e., not previously backfilled materials) at depths greater than 1 foot below original grade.
- A Caltrans- and consultant-prepared Code of Safe Practices will be reviewed, understood, signed, and adhered to by all consultant or in-house personnel.
- All construction and project personnel must complete a construction safety orientation. A procedure for interfacing paleontological and construction personnel will need to be developed in consultation with the Resident Engineer.
- A pre-construction paleontological sensitivity training for earth-moving personnel is to be conducted; documentation of the training (sign-in sheets, hardhat stickers) will be kept with the project records (filed onsite and in the Department Task Order Manager's office).

- The professional paleontologist would designate the paleontological monitor(s) to be present during qualifying earth-moving activities, as previously defined.
- Spot Checking: Excavation of project areas from 1 foot below original grade to 3 feet below original grade: composed of less than 8-hour shifts and non-continuous field inspections of cuts, spoils piles, and graded surface, and screening of exposed sediment for fossilized macroscopic and microscopic material.
- Continuous Monitoring: Excavation of project areas from 3 feet below original grade to total depth: composed of continuous field inspections of cuts, spoils piles, and graded surface, and screening of exposed sediment for fossilized macroscopic and microscopic material.
- If paleontological resources are discovered during earth-moving activities, the construction crew would immediately cease work within a 25-foot radius of the find and immediately notify the Resident Engineer.
- Recovered specimens would be prepared for identification (not exhibition) by competent qualified specialists to a point of maximum specificity. Ideally, identification is of individual specimens to element, genus, and species and stabilized for repository requirements.
- The curation facility should be identified, and a draft curation agreement included (if possible) prior to monitoring or mitigation activities. Because the cost of curation is usually dictated by volume, all excess matrix should, to the greatest extent possible, be removed from the fossil during analysis or pre-curation preparation.
- Specimens would be cataloged, and a complete list would be prepared of specimens introduced into the collections or a repository by the curator of the museum or academic institution.
- A Paleontological Mitigation Report will be prepared following completion of project earth-moving activities and upon completion of all paleontological monitoring activities. The Paleontological Mitigation Report will document compliance with all mitigation measures and include a summary of the field and laboratory methods, site geology and stratigraphy, faunal list, and a brief statement of the significance and relationship of the site to similar fossil localities.
- Guidance provided in Standard Special Provision 14-7.04 will be followed during all phases of the project.

No-Build Alternative

Avoidance, minimization, and mitigation measures are not required under the No-Build Alternative.

2.1.8 Greenhouse Gas Emissions

Considering the information in the Caltrans Climate Change and Greenhouse Gas Emissions Memorandum dated July 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

a, b) Affected Environment

The project sits along State Route 155, a two-lane roadway in Kern County. Land use along State Route 155 varies widely, ranging from agricultural and vacant land to newer subdivisions and businesses to older businesses and communities. Truck and urban traffic use this section of State Route 155.

The 2018 Kern County Regional Transportation Plan by the Kern Council of Governments guides transportation and housing development in the project area. Chapter 4 of the plan—the Sustainable Communities Strategy—discusses the emission reduction strategy for the region. The Sustainable Communities Strategy strives to reduce air emissions from passenger vehicle and light-duty truck travel by better coordinating transportation expenditures with forecasted development patterns and helping to meet greenhouse gas targets for the region.

Environmental Consequences

Build Alternative

Greenhouse gas emissions impacts of non-capacity-increasing projects like the Delano 3R Rehabilitation Project are considered less than significant under CEQA because there would be no increase in operational emissions.

However, construction equipment, traffic delays, material processing and delivery may generate short-term greenhouse gas emissions during construction. Carbon dioxide emissions generated from construction equipment were estimated using the Caltrans Construction Emissions Tool v1.1. The estimated emissions would be 295 tons of carbon dioxide per 70 working days.

While some construction greenhouse gas emissions would be unavoidable, implementing standard conditions or Best Management Practices designed to

reduce or eliminate emissions as part of the project would reduce impacts to less than significant.

No-Build Alternative

No impacts on greenhouse gas emissions are associated with the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Measures to reduce project-level greenhouse gas emissions include:

- Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.
- Schedule truck trips outside of peak morning and evening commute hours.
- Reduce construction waste and maximize the use of recycled materials (reduces consumption of raw materials, reduces landfill waste, and encourages cost savings).
- Incorporate measures to reduce consumption of potable water.
- Construction Environmental Training: Supplement existing training with information regarding methods to reduce greenhouse gas emissions related to construction.
- Earthwork Balance: Reduce the need for transport of earthen materials by balancing cut and fill quantities.

No-Build Alternative

Avoidance, minimization, and mitigation measures are not required for the No-Build Alternative.

2.1.9 Hazards and Hazardous Materials

Considering the information in the updated Caltrans Initial Site Assessment dated August 2021, 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?	Less Than Significant Impact

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

a) Affected Environment

The Initial Site Assessment included review of regulatory databases and other site-related record sources. Residential, commercial, industrial, and agricultural land uses are found within the project limits. The project area also includes some vacant and undeveloped land.

Environmental Consequences

Build Alternative

The Build Alternative would generate excess soil because of project activities. Aerially deposited lead information is available for a portion of the project area from a previous study. Analytical results from the study indicate that excess

soil generated by project activities would be considered non-hazardous and can be reused or relinquished without restriction.

The Build Alternative would also include the removal of yellow painted traffic-stripe, yellow painted pavement marking, yellow thermoplastic traffic stripe, or yellow thermoplastic pavement marking that would produce hazardous waste residue.

Implementing standard conditions or Best Management Practices designed to reduce or eliminate hazardous waste/materials impacts as part of the project would reduce impacts to less than significant.

No-Build Alternative

There are no hazardous waste or material concerns with the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

The following measures are required:

- Yellow thermoplastic and paint striping removed during construction may require special handling and disposal requirements.

No-Build Alternative

Avoidance, minimization, and/or mitigation measures are not required for the No-Build Alternative.

2.1.10 Hydrology and Water Quality

Considering the information in the Caltrans Water Quality Memorandum dated July 2021 and the updated Caltrans Hydraulic Recommendation dated September 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	Less than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	Less than Significant Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	No Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

a, c) Affected Environment

The drainage system on State Route 155 in the project area consists of drainage inlets on both sides of State Route 155 and culverts that combine to move water from rainfall into the existing City of Delano storm water system.

Ponding water is an issue at various locations on State Route 155 within the project limits. Building a drainage basin at Princeton Street and State Route 155 and drainage ditches alongside the roadway would reduce the standing water conditions that exist within the project limits. The project is not in a 100-year base floodplain.

Environmental Consequences

Build Alternative

Installing new drainage inlets, replacing culverts and building a drainage basin are not expected to cause long-term water quality impacts on surface waters. Short-term potential impacts to nearby surface water and

groundwater could occur due to the handling, storage, and disposal of construction materials containing pollutants. Also, the maintenance and operation of construction equipment can contribute to fuel, oil, antifreeze, or other fluid leaks on the construction site, which are common sources of stormwater pollution and soil contamination. Also, the maintenance and operation of construction equipment in addition to earth-moving activities may generate soil erosion.

Implementing standard conditions or Best Management Practices designed to reduce or eliminate water quality impacts as part of the project would reduce impacts to less than significant.

No-Build Alternative

No short-term or long-term impacts on water quality are associated with the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

If the project disturbs 1 or more acres of soil, the following standard minimization measures would be required:

- A Notification of Intent is to be submitted to the appropriate Regional Water Quality Control Board at least 30 days prior to the start of construction.
- A Stormwater Pollution Prevention Plan is to be prepared and implemented during construction to the satisfaction of the Resident Engineer.
- A Notice of Termination is to be submitted to the Regional Water Quality Control Board upon completion of construction and site stabilization. A project would be considered complete when the criteria for final stabilization in the Construction General Permit are met.

If the project disturbs less than 1 acre of soil, a Water Pollution Control Program is required to be prepared by the contractor per the Caltrans 2018 Standard Specification Section 13-1 – Water Pollution.

By incorporating proper and accepted engineering practices and Best Management Practices, the project would minimize erosion or siltation onsite or offsite during construction or its operation.

No-Build Alternative

Avoidance, minimization, and/or mitigation measures are not required for the No-Build Alternative.

2.1.11 Land Use and Planning

Considering the information in the 2045 City of Delano General Plan Update, the following significance determinations have been made:

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

2.1.12 Mineral Resources

Considering the information in the 2045 City of Delano General Plan Update, the following significance determinations have been made:

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

2.1.13 Noise

Considering the information in the Caltrans Noise Study Memorandum dated July 2021, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant Impact

Question—Would the project result in:	CEQA Significance Determinations for Noise
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

a, b) Affected Environment

The area within the project limits and adjacent to the project is suburban. Land uses designated for this area are composed of residences, small businesses and government offices. Residences are located on both sides of State Route 155, set back at distances as close as approximately 50 feet from the edge of the traveled way.

Environmental Consequences

Build Alternative

No long-term noise impacts are expected under the Build Alternative. However, local noise levels near the project would increase during project construction. The amount of the increase would vary with the types and models of equipment used. Noise levels from normal construction activities range from 80 to 88 decibels at 50 feet. Noise produced by construction equipment would be reduced over a distance at a rate of 6 decibels per doubling of distance. Project construction is expected to take about 70 working days.

Implementing standard conditions or Best Management Practices designed to reduce or eliminate noise impacts as part of the project would reduce impacts to less than significant.

No-Build Alternative

Noise impacts are not expected under the No-Build Alternative.

Avoidance, Minimization, and/or Noise Abatement Measures

Build Alternative

- Construction noise is regulated by Caltrans Standard Specifications Section 14-8.02 Noise Control, which states construction noise resulting from work activities should not exceed 86 decibels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

- All internal combustion engines should be equipped with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

No-Build Alternative

Avoidance, minimization, and/or noise abatement measures are not required for the No-Build Alternative.

2.1.14 Population and Housing

Considering the information in the Caltrans Right-of-Way Data Sheet dated September 2021, and the U.S. Census Bureau dated May 2021, the following significance determinations have been made:

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

2.1.15 Public Services

Considering the information in the 2045 City of Delano General Plan Update and the Caltrans Traffic Management Data Sheet dated July 2021, the following significance determinations have been made:

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

2.1.16 Recreation

Considering the information in the 2045 City of Delano General Plan Update, the following significance determinations have been made:

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

2.1.17 Transportation

Considering the information in the 2045 City of Delano General Plan Update and the Caltrans Traffic Management Plan Data Sheet dated July 2021, the following significance determinations have been made:

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

2.1.18 Tribal Cultural Resources

Considering the information in the Caltrans Historic Property Survey Report for the Delano 3R Rehabilitation Project dated June 2021, and a State Historic Preservation Officer letter dated August 2021, the following significance determinations have been made:

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

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

2.1.19 Utilities and Service Systems

Considering the information in the Caltrans Right-of-Way Data Sheet dated September 2021, the following significance determinations have been made:

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

a) Affected Environment

Utilities

The following is a list of potential utility owners and associated utilities within the project limits:

- Caltrans – Electrical, Fiber Optic and Telecommunication facilities
- Pacific Bell Telephone Company – Telecommunication
- Pacific Gas & Electric – Electrical and Gas
- Southern California Edison – Electrical
- Southern California Gas – Gas

- Sprint Communication Company – Telecommunication and Fiber Optic
- Time Warner Cable – Telecommunication and Fiber Optic
- Triangle Eye Institute – Telecommunication and Fiber Optic
- City of Delano – Sewer, Water, Irrigation and Storm Drains
- AT&T – Telecommunication and Fiber Optic

Service Systems

A water storage basin and storm drainage system would be constructed between post miles R0.71 and R1.33 to address flooding in the project area. The water storage basin would be constructed near the Princeton Street and State Route 155 intersection. In addition to the water storage basin, drainage ditches would be constructed from the basin area on the north side of State Route 155 and continue east for about 3,000 feet. The drainage ditches would collect storm water from the surface and shoulder of State Route 155, then move it into the water storage basin.

Environmental Consequences

Utilities

Build Alternative

Several utilities located under the pavement and shoulders of State Route 155 would be impacted by the Build Alternative. Overhead utilities throughout the project area would be impacted as well. Gas, sewage, water, fiber optic and telecommunication lines would be uncovered and inspected prior to and during construction activities. Utility relocation costs would be the shared responsibility of Caltrans and the affected utility companies.

Implementing standard conditions or Best Management Practices designed to reduce or eliminate utility relocation impacts as part of the project would reduce impacts to less than significant.

No-Build Alternative

Utility relocation is not required under the No-Build Alternative.

Service Systems

Build Alternative

About 3.29 acres of new right-of-way would be required from three parcels to construct the water storage basin and associated drainage ditches (see Appendix B). Table 2.1 shows the estimated right-of-way acquisition for this project.

An additional 0.0464 acre of right-of-way would be required for six temporary construction easements that are needed to accommodate the construction contractor in their work.

Table 2.1 Estimated Right-of-Way Acquisition for the Project

Location	Assessor's Parcel Number	Parcel Size in Acres	Acres Needed for Project
State Route 155 and Princeton Street	424-012-24-00-7	17.00	2.20
State Route 155 and Princeton Street	424-012-12-00-2	19.03	0.71
State Route 155 and Princeton Street	424-012-13-00-5	19.32	0.38
State Route 155 and Glenwood Street-Temporary Construction Easement	422-071-01-00-7	0.35	0.021
State Route 155 and Glenwood Street-Temporary Construction Easement	037-200-12-00-1	0.20	0.021
State Route 155 and Madison Street-Temporary Construction Easement	424-111-01-00-2	0.14	0.001
State Route 155 and Madison Street-Temporary Construction Easement	424-112-01-00-9	0.13	0.001
State Route 155 and Norwalk Street-Temporary Construction Easement	424-112-13-00-4	0.15	0.0004
State Route 155 and Norwalk Street-Temporary Construction Easement	424-020-02-00-2	1.12	0.002

No-Build Alternative

Service systems are not required under the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures*Utilities**Build Alternative*

Utility users would be informed of the date and time in advance of any service disruptions.

No-Build Alternative

Avoidance, minimization, and/or mitigation measures are not required for utilities under the No-Build Alternative.

*Service Systems**Build Alternative*

Caltrans would acquire the needed right-of-way from the properties listed in Table 2.1 in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (see Appendix C). However, relocations would not be required for this project.

No-Build Alternative

Avoidance, minimization, and/or mitigation measures are not required for service systems under the No-Build Alternative.

2.1.20 Wildfire

Considering the information included in the Fire Hazard Severity Zone Maps dated April 2021, the following significance determinations have been made:

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

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

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
<p>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?</p>	<p>No Impact</p>
<p>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)?</p>	<p>No Impact</p>
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<p>No Impact</p>

Appendix A Title VI Policy Statement

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



*Making Conservation
a California Way of Life.*

August 2020

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

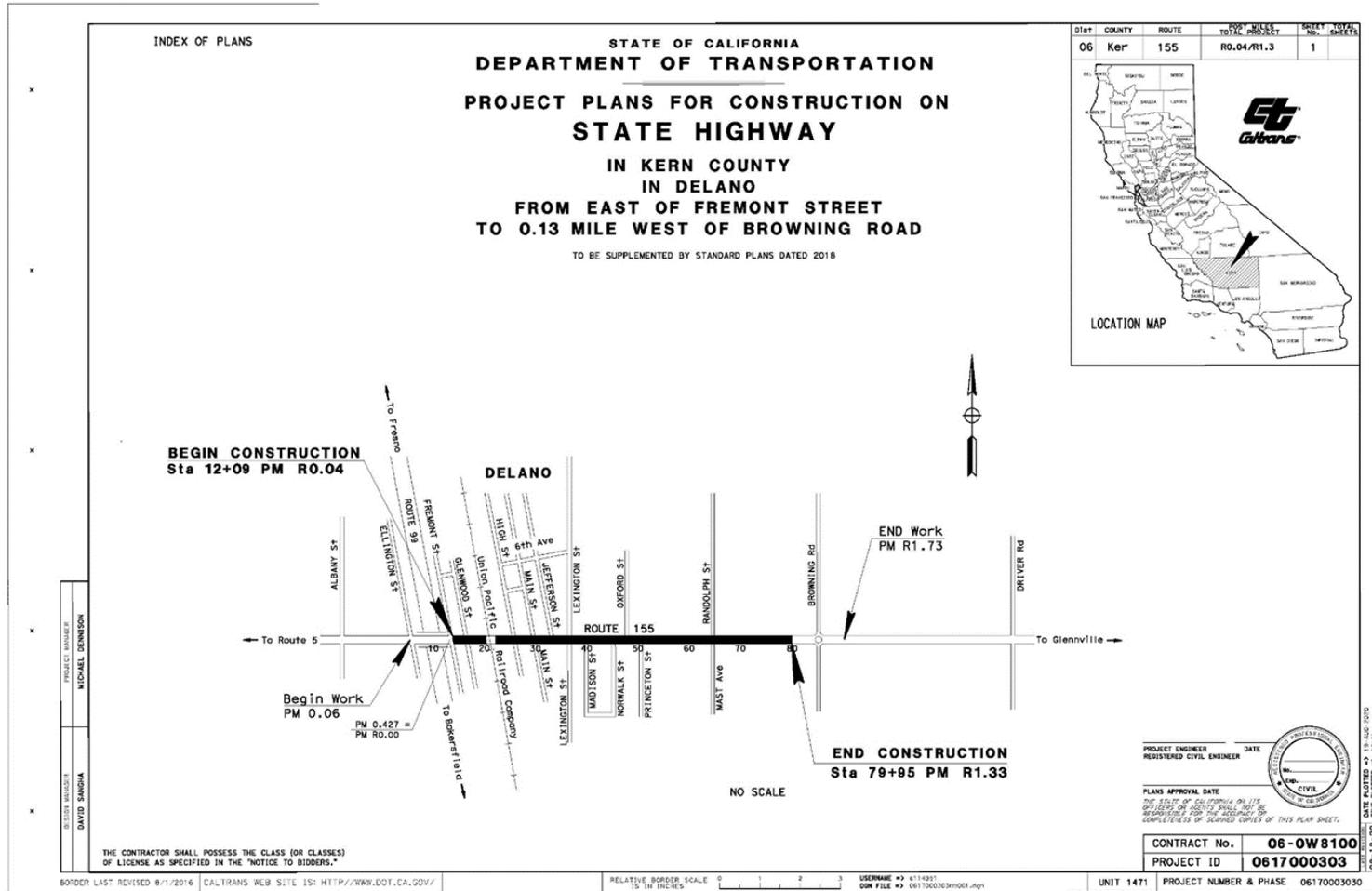
For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/civil-rights/title-vi>.

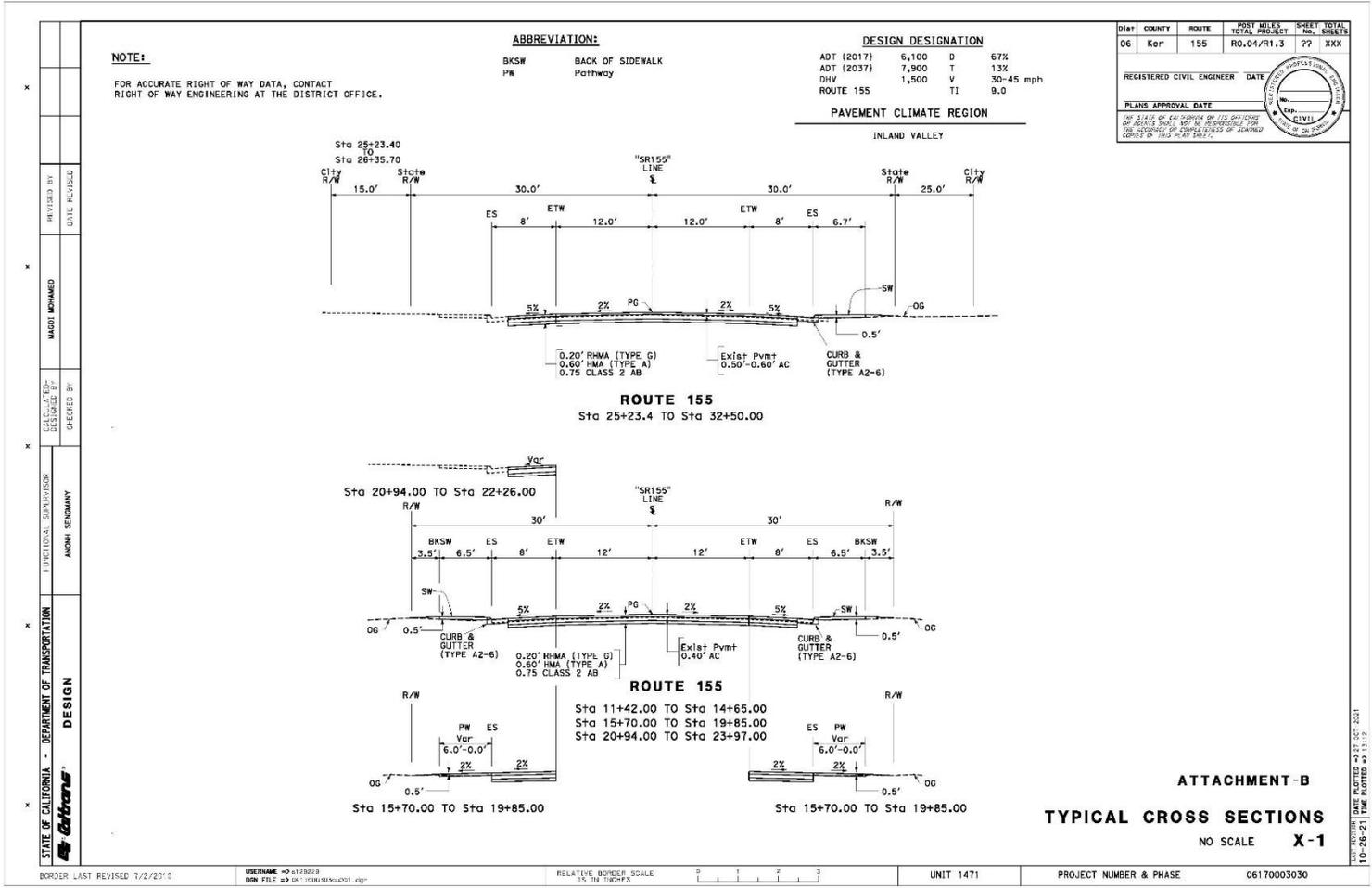
To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at [<Title.VI@dot.ca.gov>](mailto:Title.VI@dot.ca.gov).

Original signed by
Toks Omishakin
Director

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

Appendix B Project Preliminary Plans





Sta*	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
06	Ker	155	RO.04/R1.3	72 XXX

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

BORDER LAST REVISED: 7/2/2010

USERNAME => 6125813
DGN FILE => 06_10000036201.dgn

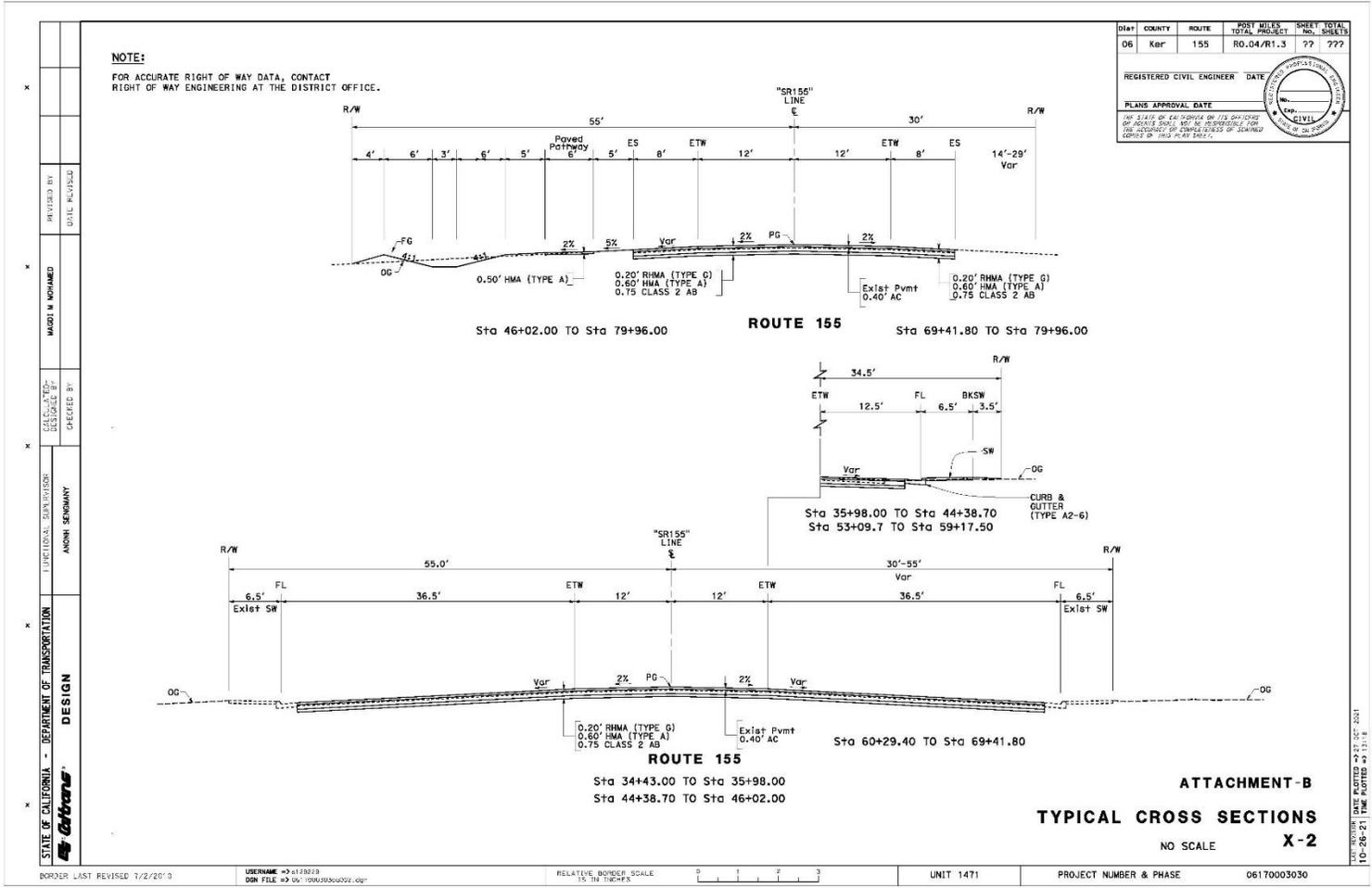
RELATIVE BORDER SCALE
15 TH THICKNES

UNIT 1471

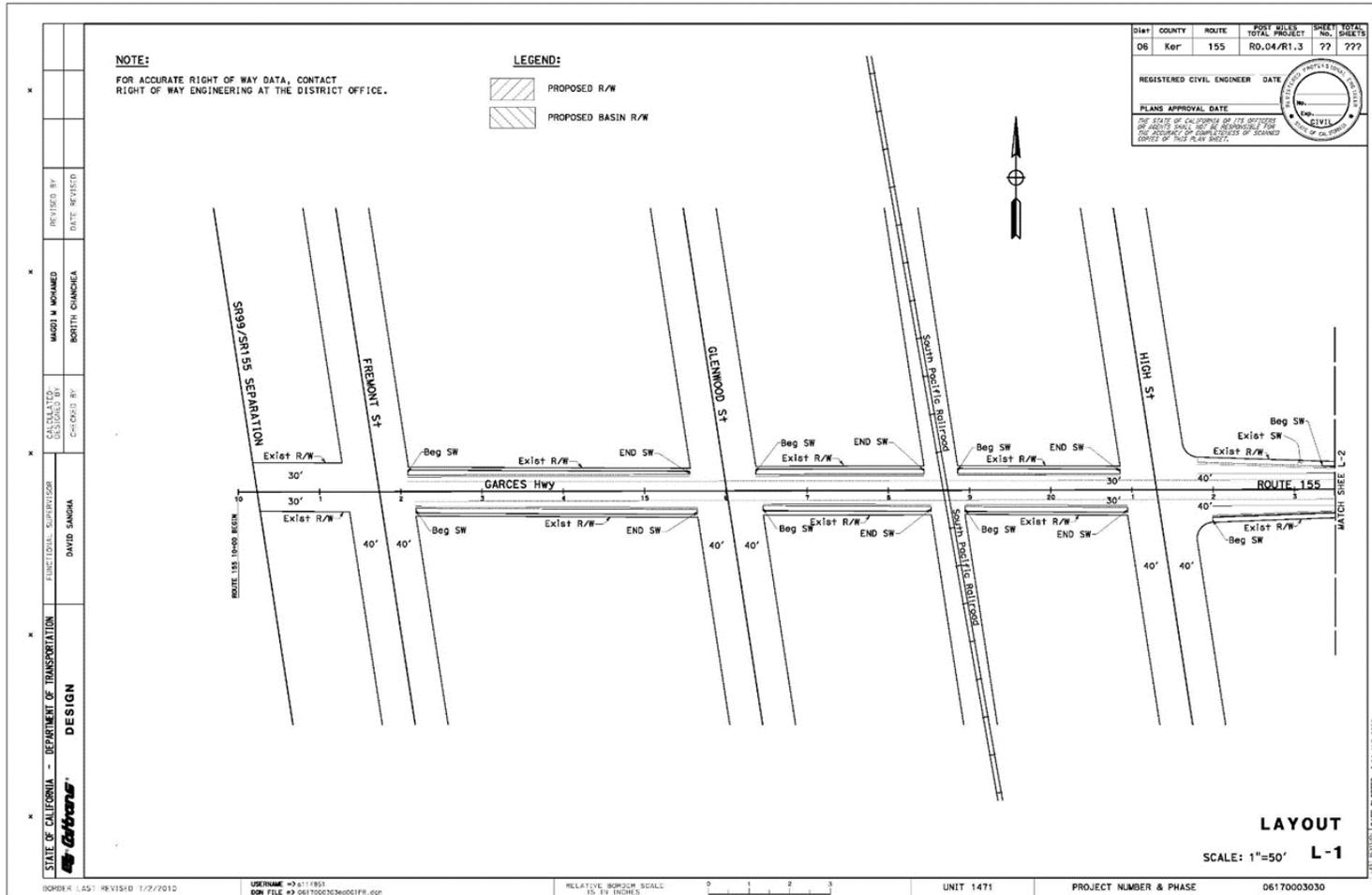
PROJECT NUMBER & PHASE 06170003030

10-285-21 TIME PLOTTED 11:12

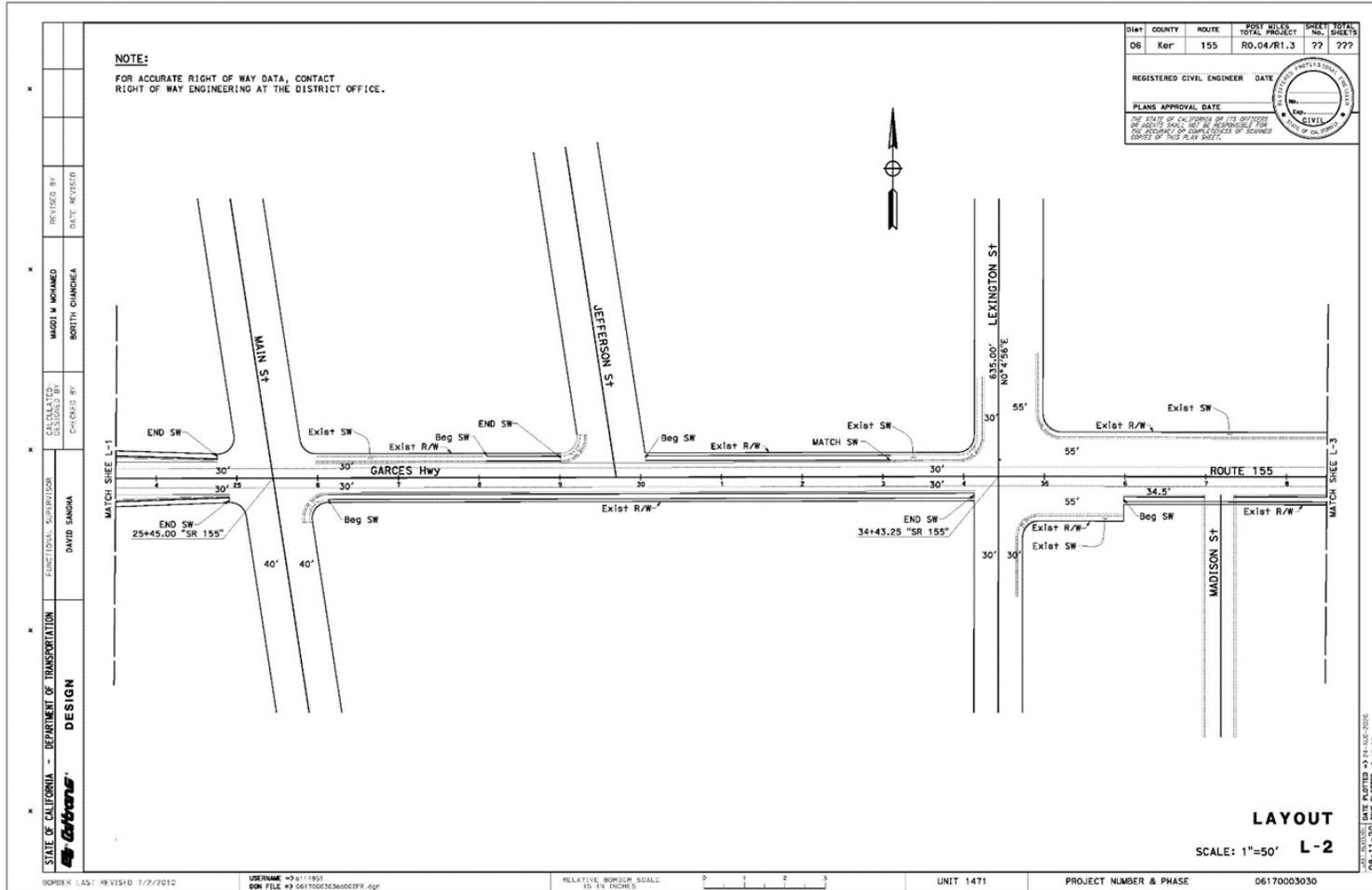
Appendix B • Project Preliminary Plans



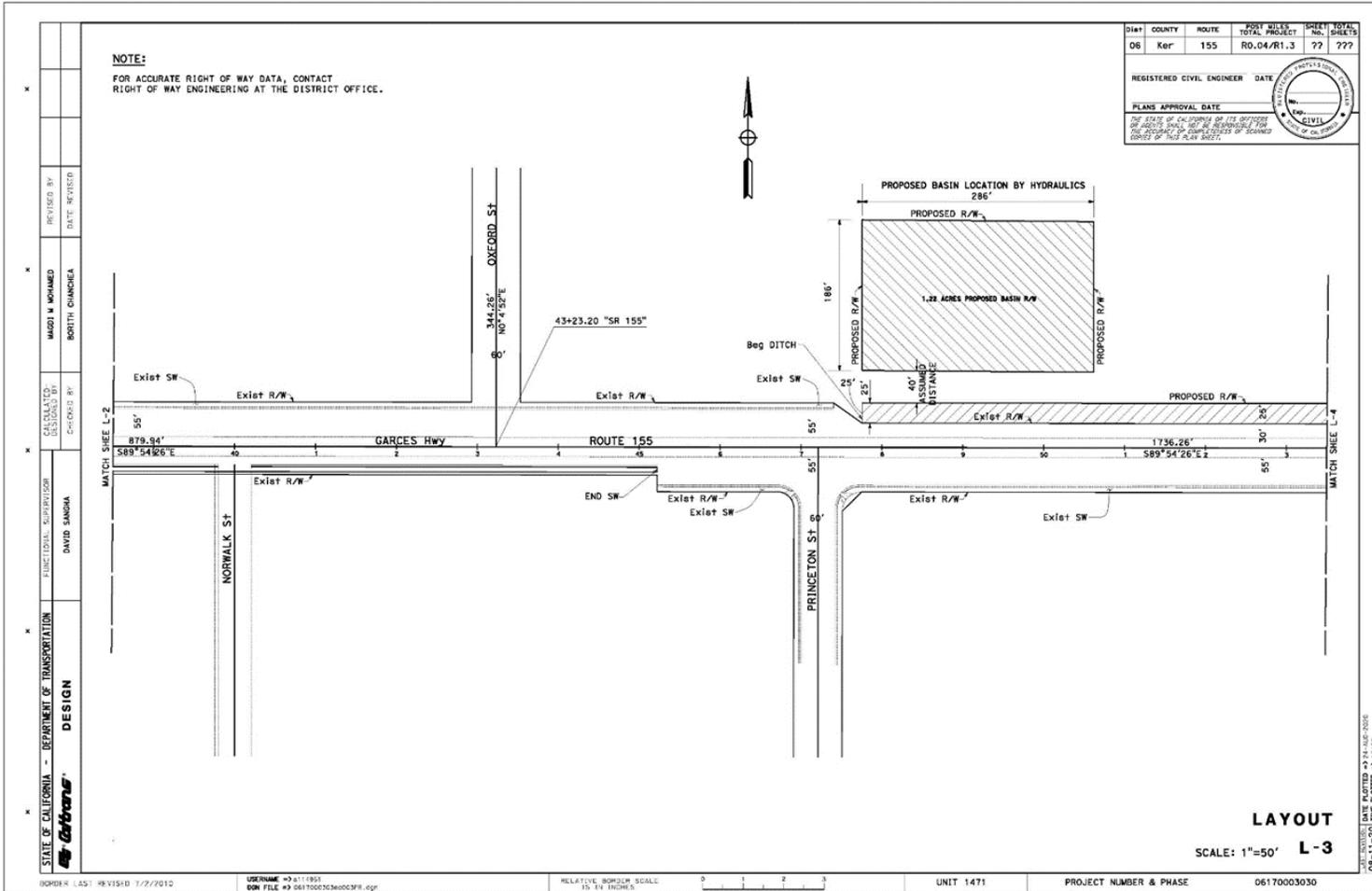
Appendix B • Project Preliminary Plans



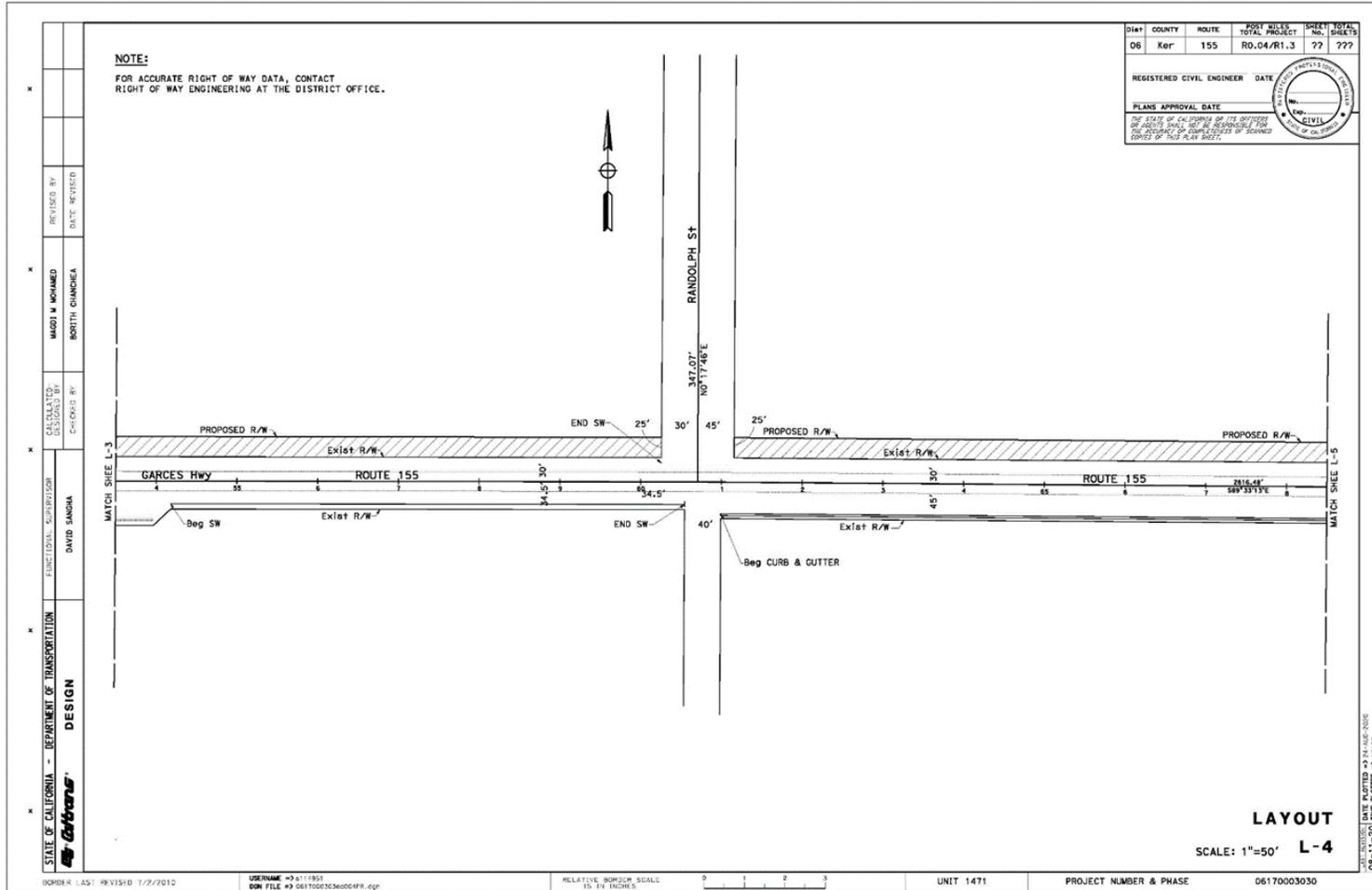
Appendix B • Project Preliminary Plans



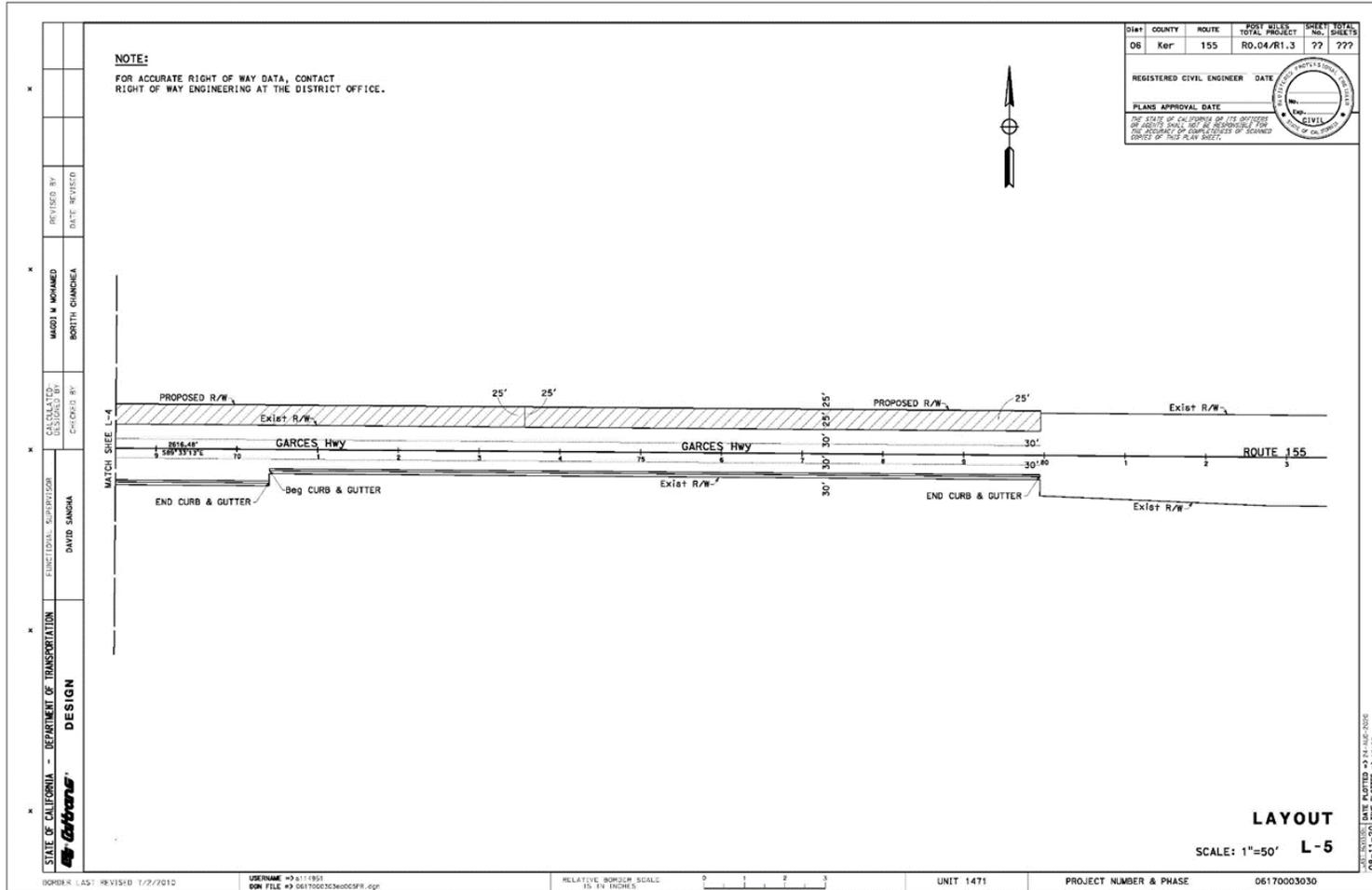
Appendix B • Project Preliminary Plans



Appendix B • Project Preliminary Plans



Appendix B • Project Preliminary Plans



Appendix C California Department of Transportation Relocation Assistance Program

DECLARATION OF POLICY

“The purpose of this title is to establish a uniform policy for fair and equitable treatment of persons displaced as a result of federal and federally assisted programs in order that such persons shall not suffer disproportionate injuries as a result of programs designed for the benefit of the public as a whole.”

The Fifth Amendment to the U.S. Constitution states, “No Person shall...be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation.” The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and financial benefits, as discussed below.

FAIR HOUSING

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require the Department to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state’s relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department relocation advisor.

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the Department will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. The Department will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by the Department.

RESIDENTIAL RELOCATION FINANCIAL BENEFITS

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual

reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until the Department obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by the Department prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when the Department determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to the Department’s initiation of negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, the Department will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

NONRESIDENTIAL RELOCATION ASSISTANCE

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items identified as real property may not be moved

under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.

- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to \$2,500, for reasonable expenses actually incurred.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to \$25,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 nor more than \$40,000.

ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any federal law providing local "Section 8" Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Department relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from the Department's Division of Right of Way and Land Surveys. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

List of Technical Studies Bound Separately (Volume 2)

Air Quality Memorandum June 2021

Noise Study Memorandum July 2021

Water Quality Memorandum July 2021

Biological Compliance Memorandum May 2021

Hydraulics Recommendation and Memorandum September 2020

Climate Change/Greenhouse Gas Memorandum July 2021

Historical Property Survey Report June 2021

- Historic Resource Evaluation Report
- Historic Architectural Survey Report
- Archaeological Survey Report

Hazardous Waste Reports

- Initial Site Assessment August 2021

Scenic Resource Evaluation and Visual Impact Assessment Memorandum August 2021

Paleontological Identification/Evaluation Report and Preliminary Mitigation Measures July 2021

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

Juergen Vespermann
District 6 Environmental
California Department of Transportation
2015 East Shields Avenue, Suite 100, Fresno, CA 93726

Or send your request via email to: juergen.vespermann@dot.ca.gov
Or call: (559) 832-0051.

Please provide the following information in your request:

Project title: Delano 3R Rehabilitation Project

General location information: State Route 155 in Delano in Kern County

District number-county code-route-post mile: 06-KER-155-R0.04/R1.33

Project ID number: 0617000303