

**NEPA/CEQA RE-VALIDATION FORM**  
**CEQA Addendum**

<b>DIST-CO-RTE:</b> 06 - KIN - 041
<b>PM/PM:</b> 28.400/R39.800
<b>EA or Fed-Aid Project No.:</b> 06-0W820_ / 0617000304
<b>Other Project No.(specify):</b>
<b>Project Title:</b> Stratford-Lemoore CAPM
<b>Environmental Approval Type:</b> CE(23 USC 326) / IS
<b>Date Approved:</b> / 6/21/2022
<b>Reason for Consultation (23 CFR 771.129):</b> <input checked="" type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> N/A (Re-Validation for CEQA only)
<b>Description of Changed Conditions:</b> See continuation sheet.

**NEPA CONCLUSION - VALIDITY**

Based on an examination of the changed conditions and supporting information: (*Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.*)

- The original environmental document or CE remains valid. No further documentation will be prepared.
- The original environmental document or CE is in need of updating; further documentation has been prepared and  is included on the continuation sheet(s) or  is attached. With additional documentation, the original ED or CE remains valid.
- Additional public review is warranted (23 CFR 771.111(h)(3))  Yes  No
- The original document or CE is no longer valid.
- Additional public review is warranted (23 CFR 771.111(h)(3))  Yes  No
- Supplemental environmental document is needed  Yes  No
- New environmental document is needed  Yes  No (If "Yes," specify type:\_\_\_)

**CONCURRENCE WITH NEPA CONCLUSION**

I concur with the NEPA conclusion above.

Shane Gunn 9/29/2023  
Signature: Environmental Branch Chief Date

Shavonne Conley 9/29/23  
Signature: Project Manager/DLAE Date

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**CEQA CONCLUSION** (Only mandated for projects on the State Highway System)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: *(Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)*

- Original document remains valid. No further documentation is necessary.
- Only minor technical changes or additions to the previous document are necessary.
  - An addendum has been or will be prepared and is  included in the continuation sheets or  will be attached. It need not be circulated for public review. *(CEQA Guidelines, §15164)*
- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. *(CEQA Guidelines, §15163)*
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. *(CEQA Guidelines, §15162)*  
(Specify type of subsequent document, e.g., Subsequent FEIR):
- The CE is no longer valid. New CE is needed:  Yes  No

**CONCURRENCE WITH CEQA CONCLUSION**

I concur with the CEQA conclusion above.

 _____ Signature: Environmental Branch Chief	9/29/2023 _____ Date
 _____ Signature: Project Manager/DLAE	9/29/23 _____ Date

## **NEPA/CEQA RE-VALIDATION FORM**

### **CONTINUATION SHEET**

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

#### **Changes in project design, e.g., scope change; new alternative; change in project alignment.**

A new parcel was identified for mitigation. Proposed mitigation for impacts to the Tipton kangaroo rat is required for the Incidental Take Permit from the California Department of Fish and Wildlife (CDFW), Caltrans will implement a Vegetation Restoration Plan at the northeast quadrant of State Route 41 and Jackson Avenue. The 11.6-acre parcel will be revegetated with a mix of native seed approved by CDFW.

Two new, previously unidentified Temporary Construction Easements (0.08 ac) are needed on both sides of the road (APN 026-100-017-000) for construction access at culvert PM 33.82 to perform culvert joint repair. The Permanent Easement previously identified for construction access for the culvert at PM 33.82 in the Environmental Document will now only require a Temporary Construction Easement.

New lighting and pull boxes will be installed at SR41/Lansing (PM 33.587), SR41/Kansas (PM 34.689), SR41/Jersey (PM 36.68), SR41/Jackson (PM 37.8) intersections. Structure approach slabs will be constructed at Empire Canal No. 2 bridge at post mile 33.80.

The project end post mile has been extended from R39.8 to R40.1.

#### **Change in environmental setting, e.g., new development affecting traffic or air quality.**

There are no changes in the environmental setting of the project since approval of the Mitigated Negative Declaration (MND) in June 2021.

#### **Change in environmental circumstances, e.g., new law or regulation; change in the status of a listed species.**

There are no changes in environmental circumstances since approval of the Mitigated Negative Declaration (MND) in June 2021.

#### **Change in environmental impacts of the project, e.g., new type of impact, or a change in the magnitude of an existing impact.**

The new project changes mentioned above would not result in new environmental impacts. There are no changes in environment impacts since the approval of the Mitigated Negative Declaration (MND) in June 2021.

#### **Change to avoidance, minimization, and/or mitigation measures since the environmental document was approved.**

The project requires an Incidental Take Permit (ITP) from California Department of Fish and Wildlife (CDFW), pursuant to 14 CCR Section 783.2 and California Public Resources Code

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Section 2081, for impacts to Tipton kangaroo rat (TKR). The Tipton kangaroo rat is a federally and state listed species and has received a “may affect, likely to adversely affect” determination from U.S. Fish and Wildlife Service (USFWS). USFWS issued a Biological Opinion for the project on June 1, 2022 (File No. 2022-002722-S7-001). Mitigation is a requirement of the ITP, typically in the form of a credit purchase by Caltrans from a CDFW-approved mitigation bank. CDFW and Caltrans negotiated the revegetation of a parcel in Caltrans in Caltrans right-of-way located in the northeast quadrant of SR 41/Jackson Avenue. This parcel is an approximately 11.6-acre triangular plot of native alkali scrub vegetation that was previously revegetated by Caltrans following the construction of the Jackson Avenue Channelization Project (06-0J040). The parcel was encroached upon and illegally disked by an adjacent landowner in August 2021. CDFW has authorized the complete restoration of this parcel as mitigation for the Stratford-Lemoore CAPM ITP. The parcel will be revegetated with a mix of native seed approved by CDFW.

**Change to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.**

Archaeological and Native American monitoring was previously required for all ground disturbing work within the original project limits. The addition of the mitigation parcel and revised scope of work will also require Archaeological and Native American monitoring for all ground disturbing activities. As a condition of the ITP, a mitigation monitoring and reporting plan to CDFW may be required.