

# Kern Bridge Repair Project

On State Routes 119 and 99 in Kern County

06-KER-119/99-PM 4.41, 4.65/26.78

Project ID Number 0620000068

## Initial Study with Proposed Mitigated Negative Declaration

Volume 1 of 2



Prepared by the  
State of California Department of Transportation

January 2023



## General Information About This Document

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

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

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

- Please read 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; the Beale Memorial Library at 701 Truxtun Avenue, Bakersfield, California 93301; the Taft Library at 27 Cougar Court, Taft, California 93268; and online at <https://dot.ca.gov/caltrans-near-me/district-6>.
- 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: G. William "Trais" Norris III, District 6 Environmental Division, California Department of Transportation, 2015 East Shields Avenue, Suite 100, Fresno, California 93726. Submit comments via email to: [trais.norris@dot.ca.gov](mailto:trais.norris@dot.ca.gov).
- Submit comments by the deadline: June 22, 2023.

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

After comments are received from the public and the 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: G. William "Trais" Norris III, District 6 Environmental Division, 2015 East Shields Avenue, Suite 100, Fresno, California 93726; 209-601-3521 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

Bridge abutment and footing repair on State Route 119 at post miles 4.41 and 4.65 and State Route 99 at post mile 26.78 in Kern County

**INITIAL STUDY  
with Proposed Mitigated Negative Declaration**

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

THE STATE OF CALIFORNIA  
Department of Transportation  
and  
Responsible Agency: California Transportation Commission

  
for Philip Vallejo  
Deputy District Director, Environmental D06  
California Department of Transportation  
CEQA Lead Agency

1/31/2023

Date

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**DRAFT**

## **Proposed Mitigated Negative Declaration**

Pursuant to: Division 13, Public Resources Code

**State Clearinghouse Number:** pending

**District-County-Route-Post Mile:** 06-KER-119/99-PM 4.41 and 4.65/26.78

**EA/Project Number:** EA 06-1A550 and Project ID Number 0620000068

### **Project Description**

The California Department of Transportation (Caltrans) proposes to repair two bridges along State Route 119 and one overpass bridge to State Route 99 in Kern County. Broad Creek Bridge (post mile 4.65) and Weed Creek Bridge (post mile 4.41) are on State Route 119, and Airport Drive Bridge (post mile 26.78) is on the southbound onramp to State Route 99. Repairing the bridges would consist of removing unsound concrete from bridge footings, replacing timber caps on abutments, and removing and replacing decayed timber abutments.

### **Determination**

An Initial Study has been prepared by Caltrans, District 6. On the basis of this study, it is determined that the proposed action with the incorporation of the identified mitigation measure would not have a significant effect on the environment for the following reasons:

An Incidental Take Permit is expected for the San Joaquin (Nelson's) antelope squirrel. The mitigation measure proposed for impacts to the San Joaquin (Nelson's) antelope squirrel may include:

- Compensation for loss of habitat would be obtained through the purchase of credits from a mitigation bank, preservation of habitat, or enhancement or restoration of habitat per coordination with the California Department of Fish and Wildlife.

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Philip Vallejo  
Deputy District Director, Environmental D06  
California Department of Transportation

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Date



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# **Chapter 1**      **Proposed Project**

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## **1.1 Introduction**

The California Department of Transportation (Caltrans) proposes to repair two bridges along State Route 119 and one overpass bridge to State Route 99 in Kern County. Broad Creek Bridge (post mile 4.65) and Weed Creek Bridge (post mile 4.41) are on State Route 119, and Airport Drive Bridge (post mile 26.78) is on the southbound onramp to State Route 99. Repairing the bridges would consist of removing unsound concrete from the bridge footings, replacing timber caps on abutments, and removing and replacing decayed timber abutments.

The preliminary estimated construction cost of the project is \$250,000. The project would be funded by the 2020 State Highway Operation and Protection Program's Pavement Preservation Program in the 2023/2024 fiscal year.

Construction is slated to start in April 2024 and would take 90 working days to complete. Night work and road closures are planned for this project under the current project scope.

## **1.2 Purpose and Need**

The purpose and need sections discuss the reasons for the project and justify its development.

### **1.2.1 Purpose**

The purpose of this project is to repair and maintain the bridge structures on State Route 99 at post mile 26.78 (Airport Drive Bridge) and State Route 119 at post mile 4.41 (Weed Creek) and post mile 4.65 (Broad Creek) in Kern County.

### **1.2.2 Need**

Replacing and repairing the bridge structures is necessary to maintain the operational integrity of State Route 119 and State Route 99. Weed Creek Bridge and Broad Creek Bridge are experiencing backfill loss from under the asphalt concrete approach and would need to be replaced or repaired. Replacing and repairing the decayed timber members along the abutments and removing unsound concrete from the footings would stop the loss of backfill underneath the structure.

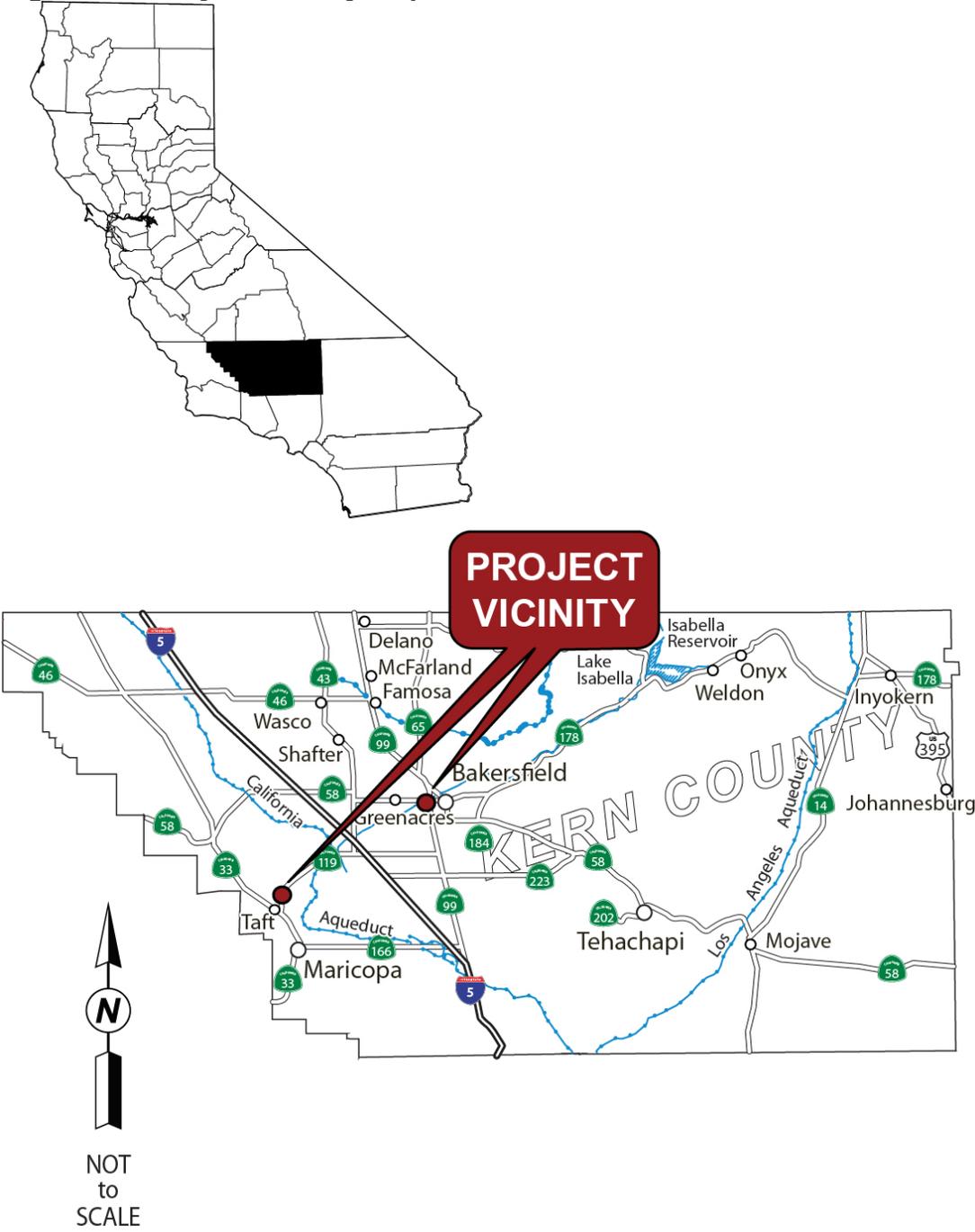
Airport Drive Bridge is experiencing footing erosion at columns 1 and 2 and would need to be repaired. Repairing the unsound concrete footings would protect columns 1 and 2 from further erosion.

### **1.3 Project Description**

This project would repair two bridges along State Route 119 and one overpass bridge to State Route 99 in Kern County. Broad Creek Bridge (post mile 4.65) and Weed Creek Bridge (post mile 4.41) are on State Route 119, and Airport Drive Bridge (post mile 26.78) is on the southbound onramp to State Route 99. Repairing the bridges would consist of removing unsound concrete from the bridge footings, replacing timber caps on abutments, and removing and replacing decayed timber abutments.

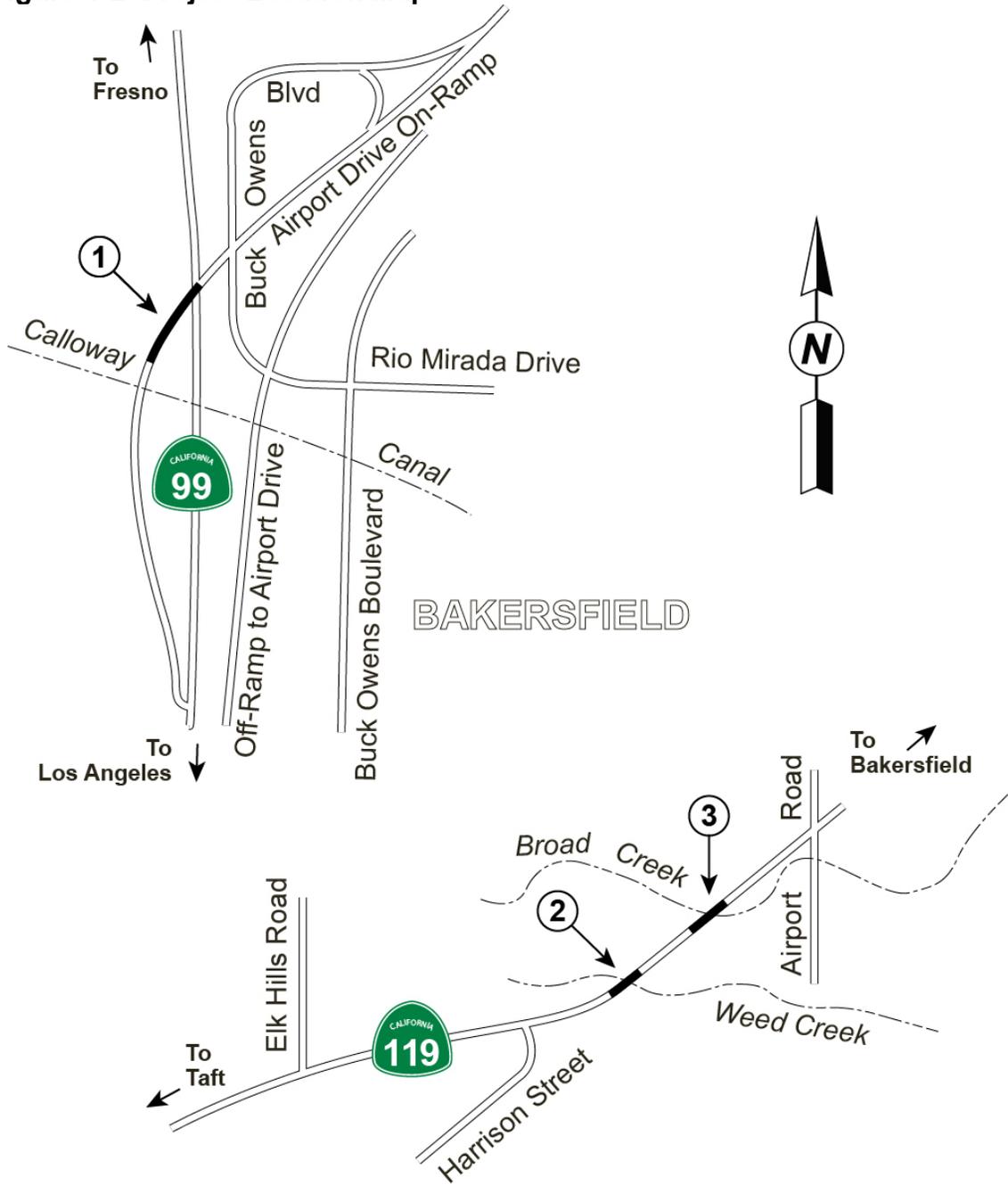
See Figure 1-1 for the project vicinity map and Figure 1-2 for the project location map.

Figure 1-1 Project Vicinity Map



202206-145200\_11\_10-28-20

**Figure 1-2 Project Location Map**



LOCATIONS OF CONSTRUCTION						
Location Number	County	Route	Post Mile	Structure Name	Bridge Number	Location Description
①	Kern	99	26.78	Airport Drive on Ramp	50-0266	0.1 Mile North of Calloway Canal
②	Kern	119	4.41	Weed Creek	50-0124	0.6 Miles East of Elk Hills Road
③	Kern	119	4.65	Broad Creek	50-0125	0.3 Miles West of Airport Road

Map Not to Scale

2016/05-1A6500\_JL\_10-25-20

## **1.4 Project Alternatives**

### **1.4.1 Build Alternatives**

The build alternative would restore the three bridge structures to good condition by replacing the decayed timber along the abutments and repairing the unsound concrete footings identified within the project limits.

The project proposes work at three locations: Airport Drive Bridge (Bridge Number 50-0266) on State Route 99, Weed Creek Bridge (Bridge Number 50-0124) on State Route 119, and Broad Creek Bridge (Bridge Number 50-0125) on State Route 119.

Work on Airport Drive Bridge would remove 3 inches of unsound concrete from the footings of columns 1 and 2 on bent 2 to expose rebar in the footings. The exposed footings would then be encased and replaced with 5 inches of concrete, covering the rebar of columns 1 and 2 of bent 2. A 25-foot-tall by 4-foot-wide temporary support would be placed next to bent 2 (in Calloway Canal) to allow work on bent 2 footings.

Work on Weed Creek Bridge would replace 15 timber plates on abutment 7 between the timber caps and the bottom of the girder. Temporary support would be placed no more than 6 feet from abutment 7, between abutment 7 and bent 6. Bent 2 would then have a new 13-foot treated lumber pile cap installed spanning columns 2, 3, and 4.

Work on Broad Creek Bridge would replace the decayed portion of abutment 7 caps (under girders 21 and 22) with two plates. The lumber blocking at abutment 1 would have 12 new treated lumber pieces (2 inches by 12 inches by 24 inches) screwed into place to prevent further loss of backfill. The lumber blocking at abutment 7 would have 20 new treated lumber pieces of the same dimensions screwed into place. Abutment 1 and abutment 7 girders would be cleaned of debris and blocked off with new 2-by-12-by-24-inch treated lumber and screwed into place.

For all locations, the existing thermoplastic striping would be removed and replaced in kind. No new right-of-way is expected; however, construction easements may be needed. Construction work is expected to occur at night and require road closures.

### **1.4.2 No-Build (No-Action) Alternative**

The No-Build Alternative would maintain the existing facility in its present condition. The No-Build Alternative would not address the unsound concrete bridge footings and decayed timber abutments of the existing bridges. The No-Build Alternative would not meet the purpose and need of the project.

## 1.5 Standard Measures and Best Management Practices Included in All Build Alternatives

The project may include, but would not be limited to, the following Standard Special Provisions:

- 7-1.02K(6)(j)(iii) Earth Material Containing Lead
- 13-2 Water Pollution Control Program
- 13-4 Job Site Management
- 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, notify the resident engineer.
- 14-6.03 Species Protection: Pertains to protecting regulated species and their habitats that occur within or near the job site. Upon discovery of a regulated species, notify the resident 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 and notify the resident engineer. Exclusion devices and nesting-prevention measures may be used as well as removing constructed and unoccupied nests.
- 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 60-foot radius of the discovery, secure the area, and notify the resident engineer. Do not move paleontological resources or take them from the job site.
- 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.
- 14-11.04 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 (also see 36-4 and/or 84-9.03B) 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 stripes 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 stripes 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.

## **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 would 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:

<b>Agency</b>	<b>Permit/Approval</b>	<b>Status</b>
California Department of Fish and Wildlife	1602 Lake and Streambed Alteration Agreement	Caltrans would apply for a Section 1602 Lake and Streambed Alteration Agreement during the project's design phase.
California Department of Fish and Wildlife	2081 Incidental Take Permit	Caltrans would apply for a Section 2081 Incidental Take Permit during the project's design phase.
U.S. Fish and Wildlife Service	Letter of Concurrence	Caltrans expects a letter of concurrence from the U.S. Fish and Wildlife Service before the final environmental document is complete.
Central Valley Regional Water Quality Control Board	Section 401 Water Quality Certification	Caltrans would apply for a Section 401 Water Quality Certification during the project's design phase.

# Chapter 2 CEQA Evaluation

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## 2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact 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

During the scoping phase of the project, it was determined, based on the type of project, that a Scenic Resources Evaluation did not need to be prepared; therefore, the following determinations have been made:

Except as provided in Public Resources Code Section 21099:

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

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?	<b>No Impact</b>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<b>No Impact</b>

### 2.1.2 Agriculture and Forest Resources

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

Considering that this project would not acquire any new right-of-way, the following 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 nonagricultural use?	<b>No Impact</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<b>No Impact</b>

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

### 2.1.3 Air Quality

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

Considering the information in the Air Quality Memorandum dated August 26, 2020, 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?	<b>No Impact</b>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<b>No Impact</b>
c) Expose sensitive receptors to substantial pollutant concentrations?	<b>No Impact</b>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<b>No Impact</b>

### 2.1.4 Biological Resources

Considering the information in the Natural Environment Study dated March 9, 2022, 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 and Atmospheric Administration Fisheries?	<b>Less Than Significant Impact With Mitigation Incorporated</b>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<b>No Impact</b>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<b>Less Than Significant Impact</b>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<b>No Impact</b>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<b>No Impact</b>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<b>No Impact</b>

#### **Affected Environment**

a) For details of biological studies, please refer to the Natural Environment Study in Volume 2. See the List of Technical Studies Bound Separately (Volume 2) for a list of other technical studies that are also available upon request.

See Appendix B for a list of Federal Endangered Species Act determinations for the project.

### *Special-Status Plant Species*

The following special-status plant species have the potential to be in the study area but were not seen and are not expected to be present within the action area (the area that would be directly affected by the project, plus nearby areas that may be indirectly affected): Bakersfield cactus (federally endangered, state endangered, and California Native Plant Society List 1B.1), California jewelflower (federally endangered, state endangered, and California Native Plant Society List 1B.1), Kern mallow (federally endangered, California Native Plant Society List 1B.2), and the San Joaquin woollythread (federally endangered and California Native Plant Society List 1B.2).

None of the special-status plant species were seen during the several botanical surveys conducted throughout the growing season. However, these species could potentially be present within the action area.

### *Unlisted Plant Species*

Although the following species are of special concern, they were not seen during botanical surveys. There is a moderate potential for these plants to grow in the project footprint.

#### *Bakersfield smallscale*

The Bakersfield smallscale is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.1 plant.

#### *California screw moss*

The California screw moss is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 4.2 plant.

#### *Cottony buckwheat*

The cottony buckwheat is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 4.2 plant.

#### *Crownscale*

The crownscale is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.2 plant.

Heartscale

The heartscale is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.2 plant.

Hoover's eriastrum

Hoover's eriastrum is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 4.2 plant.

Lost hills crownscale

The lost hills crownscale is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.2 plant.

Mason's neststraw

The Mason's neststraw is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.1 plant.

Oil neststraw

The oil neststraw is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.1 plant.

Recurved larkspur

The recurved larkspur is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.2 plant.

San Joaquin bluecurls

San Joaquin bluecurls are considered endangered but are not listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 4.2 plant.

Tejon poppy

The Tejon poppy is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.1 plant.

Focused botanical surveys of the Biological Study Area were completed in March 2021 and February 2022. No special-status or unlisted plant species were seen during these surveys. Based on the highly disturbed nature of the Biological Study Area, in addition to Caltrans' routine maintenance activities of the Biological Study Area, it is unlikely for these species to be present in the project impact area.

### *Special-Status Animal Species*

The following special-status animal species have the potential to be in the study area, but were not seen and are not expected to be present within the action area (the area that would be directly affected by the project, plus nearby areas that may be indirectly affected): blunt-nosed leopard lizard (federally endangered and state endangered), Crotch's bumblebee (state endangered), giant kangaroo rat (federally endangered and state endangered), and the San Joaquin kit fox (federally endangered and state threatened).

Protocol-level small mammal trapping was performed within the project impact area in August and September 2021. The blunt-nosed leopard lizard, Crotch's bumblebee, giant kangaroo rat, and San Joaquin kit fox were not seen during these surveys. Based on the highly disturbed nature of the Biological Study Area, in addition to Caltrans' routine maintenance activities of the Biological Study Area, it is unlikely for these species to be present in the project impact area.

Due to the habitat that allscale scrub and annual grasslands provide in the Biological Study Area, the small mammal trapping captured one state-listed species: San Joaquin (Nelson's) antelope squirrel (state threatened). A total of 12 were captured, measured, and released.

### *Unlisted Special-Status Animal Species*

Although the following species were not observed during surveys, the presence of allscale scrub and annual grasslands within the Biological Study Area provides potential habitat for these unlisted special-status animal species to be present in the project footprint. The American badger, Bakersfield legless lizard, burrowing owl, California glossy snake, LeConte's thrasher, San Joaquin coachwhip, Swainson's hawk, Tulare grasshopper mouse, and western spadefoot are California Species of Special Concern.

The short-nosed kangaroo rat was the only unlisted special-status animal species that was observed in the Biological Study Area.

### *Short-nosed kangaroo rat*

The short-nosed kangaroo rat is a California species of special concern. This species was present during small mammal trapping surveys within the Biological Study Area from August to September 2021. A total of five short-nosed kangaroo rats were captured, measured, and released.

### *c) Waters and Wetlands*

All flow lines in the Biological Study Area are intermittent and perennial creeks that run underneath State Route 119, where construction activities are proposed to occur. The Calloway Canal flows under the Airport Drive Bridge and would require work in the waterway. Both creeks receive water only from

precipitation and road runoff. The flow lines eventually become surface runoff, which flows into agricultural fields, fallow fields, or saltbush habitats.

### ***Environmental Consequences***

#### ***a) Special-Status and Unlisted Plant Species***

No direct or indirect impacts to special-status and unlisted plant species are expected from this project. Work would be confined mostly in the channel underneath the bridge structures. No special-status plant species are known to be currently occupying areas within or right next to proposed worksites. Preconstruction plant species surveys, environmentally sensitive area fencing, and biological monitoring, if necessary, would enable the project to avoid and minimize impacts on special-status plant species.

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

Potential temporary impacts would occur during soil disturbance, but no permanent impacts are expected to the following species or their habitat: blunt-nosed leopard lizard, Crotch's bumblebee, giant kangaroo rat, and San Joaquin kit fox.

Due to the presence of the San Joaquin (Nelson's) antelope squirrel, a Section 2081 Incidental Take Permit from the California Department of Fish and Wildlife is expected to be needed. Compensation for loss of habitat would occur through the purchase of credits from a mitigation bank, preservation of habitat, or enhancement or restoration of habitat as identified through coordination with the California Department of Fish and Wildlife.

Work would be confined mostly in the channel underneath the bridge structures. No special-status animal species are known to be currently occupying areas within or right next to proposed worksites. The most likely impacts would be from construction-related disturbances resulting from noise, vibration, vehicle activity, and the presence of work crews, which could cause animals to be displaced from the work area. Preconstruction special-status animal species surveys, environmentally sensitive area fencing, and biological monitoring, if necessary, would enable the project to avoid and minimize impacts on special-status animal species.

Before construction begins, a qualified biologist would conduct Worker Environmental Awareness Training for all work personnel to inform them of the special-status animal species potentially within the work area, protective measures, reporting procedures, and consequences of violating environmental laws and permit requirements.

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

No impacts are expected to the following unlisted special-status animal species or their habitat: The American badger, Bakersfield legless lizard, burrowing owl, California glossy snake, LeConte's thrasher, San Joaquin

coachwhip, Swainson's hawk, Tulare grasshopper mouse, and western spadefoot.

Work would be confined mostly in the channel underneath the bridge structures.

Before construction begins, a qualified biologist would conduct Worker Environmental Awareness Training for all work personnel to inform them of the special-status species potentially within the work area, protective measures, reporting procedures, and consequences of violating environmental laws and permit requirements.

With the implementation of avoidance and minimization measures, no cumulative effects would occur to the aforementioned unlisted special-status animal species.

### *c) Waters and Wetlands*

No riparian or wetland habitat was present in the Biological Study Area or within the aquatic resource study area. No aquatic animals were seen in the Biological Study Area.

While all flow lines in the Biological Study Area are intermittent and perennial creeks that run underneath State Route 119, where construction activities are proposed to occur, no impacts to these waterways are proposed or expected.

Some locations proposed for work under this project are expected to fall under the jurisdiction of the California Department of Fish and Wildlife and the Regional Water Quality Control Board as ephemeral to intermittent natural drainages as Waters of the U.S.

The project would also obtain a 401 Water Quality Certification from the Regional Water Quality Control Board.

The project would obtain a 1602 Lake and Streambed Alteration Agreement because this permit is required for impacts to natural channels, including ephemeral drainages. However, mitigation under a 1602 permit is typically required only for permanent impacts to jurisdictional channels, and no permanent impacts are expected at this time.

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

The following avoidance and minimization measures are proposed for plant species:

- A qualified biologist would conduct Worker Environmental Awareness Training for all work personnel to inform them of the special-status plant species potentially within the work area, protective measures, reporting

procedures, and consequences of violating environmental laws and permit requirements.

- Focused botanical preconstruction surveys would be performed during the flowering season before construction starts at worksites where ground disturbance is expected and suitable habitat for listed species exists.
- If the Kern mallow or Bakersfield cactus is discovered during focused botanical preconstruction surveys or construction, Caltrans would coordinate with the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, as needed, to determine the best plan of action to avoid impacts.

The following avoidance and minimization measures are proposed for animal species:

- A qualified biologist would conduct Worker Environmental Awareness Training for all work personnel to inform them of the special-status species potentially within the work area, protective measures, reporting procedures, and consequences of violating environmental laws and permit requirements.
- A qualified biologist would be present at the construction site during initial ground-disturbing activities and for activities in habitats that may contain potential special-status animal species.
- Any observations of the species discussed in the previous section would be uploaded to the California Department of Fish and Wildlife's online California Natural Diversity Database.
- Active San Joaquin (Nelson's) antelope squirrel burrows would be marked with a pin flag and avoided with a 50-foot-wide buffer area, where possible.
- Exclusionary trapping would occur until no San Joaquin (Nelson's) antelope squirrels are captured for three consecutive days.
- If avoidance is not possible, a biological monitor with a current San Joaquin (Nelson's) antelope squirrel handling permit would excavate the burrow by hand.
- For blunt-nosed leopard lizards, protocol-level surveys would be conducted during the survey season before work starts.
- Any observations of blunt-nosed leopard lizards would be uploaded to the California Department of Fish and Wildlife's online California Natural Diversity Database, California Department of Fish and Wildlife, and the U.S. Fish and Wildlife Service would be notified.
- If burrowing owls are seen, the known burrows would be flagged and avoided by 160 feet during the nonbreeding season and 250 feet during the breeding season. If work must occur within the buffer, a biological monitor would be present onsite for work that occurs in the buffer.

- If a Crotch's bumblebee nest is observed, the California Department of Fish and Wildlife would be contacted to provide guidance on how to proceed.
- Preconstruction surveys for giant kangaroo rats, such as trapping, would occur to ensure no new signs of giant kangaroo rats are present within the exclusionary fencing.
- Exclusionary fencing for giant kangaroo rats would be installed around the proposed work area. Exclusionary trapping would occur and continue until three consecutive nights of empty traps have been reached.
- Before the start of ground-disturbing activities, environmentally sensitive area fencing would be installed at the limit of the project impact area at all culverts that contain suitable San Joaquin (Nelson's) antelope squirrel habitat. Environmentally sensitive area fencing installation and removal would be monitored by a biological monitor or biologist approved by Caltrans, the U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife.
- A preconstruction visual survey would be conducted no less than 14 days and no more than 30 days before the beginning of ground disturbance and/or construction activities for all habitats within the project impact area that could support special-status animal species. If any special-status animal species are present within the project impact area, work would stop, and the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife would be contacted. To the greatest extent practicable, efforts would be made to avoid the species' potential habitat.
- Preconstruction/pre-activity surveys would be conducted no less than 14 days and no more than 30 days before the beginning of ground disturbance and/or construction activities or any project activity likely to impact the San Joaquin kit fox. Camera stations would be set up at potential dens in the project impact area.
- Project-related vehicles would observe a daytime speed limit of 20 miles per hour throughout the site in all project areas except on county roads and state and federal highways. Requiring low speed limits within the construction site would lessen the probability that special-status species could be run over by vehicles and equipment.
- All steep-walled trenches or excavations deeper than 12 inches would include escape ramps. At least one escape ramp would be provided in any onsite trenches or excavations at no more than a 2-to-1 slope. Such trenches or excavations would be inspected for wildlife immediately before backfilling.
- Any holes, trenches, or excavations without escape ramps that would not be filled within the working day must be covered overnight and inspected before beginning work on the following day.

- To prevent inadvertent entrapment of kit foxes or other animals during project construction, all excavated, steep-walled holes or trenches more than 2 feet deep would be covered at the close of each working day by plywood or similar materials or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals.
- Food trash and other garbage that may attract wildlife to the work area would be disposed of in closed containers and removed at the end of each workday. Feeding wildlife would be prohibited.
- All construction pipes, culverts, or similar structures with a diameter of 4 inches or greater that are stored at a construction site for one or more overnight periods would be thoroughly inspected for kit foxes before they are used or moved in any way.
- Use of rodenticides and herbicides in project areas would be restricted.
- Firearms, except those carried by qualified and permitted public safety agents, and pets would not be permitted on the worksite.
- If natal/pupping dens are discovered within the project area or 200 feet of the project impact area, the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife would be immediately notified.
- Proposed buffers may include a 250-foot-wide no-disturbance buffer to be established around natal dens, a 150-foot-wide no-disturbance buffer around known dens, and a 50-foot-wide no-disturbance buffer around potential or atypical dens. Disturbance to all San Joaquin kit fox dens would be avoided to the maximum extent possible.
- To the extent possible, a biologist would be available on-call during all construction periods when not present onsite.

The following mitigation measure is proposed for the San Joaquin (Nelson's) antelope squirrel

- Compensation for loss of habitat would be obtained through the purchase of credits from a mitigation bank, preservation of habitat, or enhancement or restoration of habitat as identified through coordination with the California Department of Fish and Wildlife.

#### *Waters and Wetlands*

The project would obtain a 401 Water Quality Certification from the Regional Water Quality Control Board.

The project would also obtain a 1602 Lake and Streambed Alteration Agreement because this permit is required for impacts to natural channels, including ephemeral drainages. However, because no permanent impacts to 1602 jurisdictional channels are expected, no compensatory mitigation is proposed.

### 2.1.5 Cultural Resources

Considering the information provided in the screening memorandum dated August 17, 2020, 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?	<b>No Impact</b>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<b>No Impact</b>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<b>No Impact</b>

### 2.1.6 Energy

Considering that the project would repair bridge structures, 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?	<b>No Impact</b>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<b>No Impact</b>

### 2.1.7 Geology and Soils

Considering the Alquist-Priolo Earthquake Fault Zones Map viewed at <https://maps.conservation.ca.gov/cgs/eqzapp/> and <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=landslides> on November 18, 2021, the information included in the Water Quality Memorandum dated March 16, 2022, and the Paleontological Identification Report dated January 31, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p>	<b>No Impact</b>
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>ii) Strong seismic ground shaking?</p>	<b>No Impact</b>
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>iii) Seismic-related ground failure, including liquefaction?</p>	<b>No Impact</b>
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>iv) Landslides?</p>	<b>No Impact</b>
<p>b) Result in substantial soil erosion or the loss of topsoil?</p>	<b>No Impact</b>
<p>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?</p>	<b>No Impact</b>
<p>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?</p>	<b>No Impact</b>
<p>e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</p>	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>No Impact</b>

**2.1.8 Greenhouse Gas Emissions**

Considering the information in the Climate Change technical report dated March 15, 2022, the following significance determinations have been made:

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

***Affected Environment***

a, b) This project would repair bridge structures on State Route 119 and State Route 99 in Kern County. The main purpose of the routes is to serve local agricultural and petroleum production-related traffic needs and provide a corridor for truck traffic.

***Environmental Consequences***

a, b) This project would not add capacity to the highway. There would be no increase in operational emissions because the project would repair bridge structures. With the implementation of construction greenhouse gas reduction measures, impacts would be less than significant.

Construction greenhouse gas emissions for the project were calculated using Caltrans’ Construction Emissions Tool (CAL-CET) v1.1. Project construction is expected to generate about 335 tons of carbon dioxide during 90 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.

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

Measures to reduce greenhouse gas emissions include the following:

- Limit idling to five minutes for delivery and dump trucks and other diesel-powered equipment.
- Encourage improved fuel efficiency from construction equipment.
- Construction Environmental Training: Supplement existing training with information regarding methods to reduce greenhouse gas emissions related to construction.
- Lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.
- Earthwork Balance: Reduce the need to transport earthen materials by balancing cut and fill quantities.
- Reduce the need for electric lighting by using ultra-reflective sign materials that are illuminated by headlights.

No mitigation is needed.

**2.1.9 Hazards and Hazardous Materials**

Considering the information in the Initial Site Assessment dated March 17, 2022, the Noise Compliance Memorandum dated August 26, 2020, and the California Department of Forestry and Fire Protection’s Fire Hazard Severity Zone Maps, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<b>No Impact</b>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<b>No Impact</b>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<b>No Impact</b>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<b>No Impact</b>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<b>No Impact</b>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<b>No Impact</b>

### 2.1.10 Hydrology and Water Quality

Considering the information in the Water Quality Memorandum dated March 16, 2022, and the Location Hydraulic Study signed June 13, 2022, 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?	<b>No Impact</b>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<b>No Impact</b>

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

### 2.1.11 Land Use and Planning

Considering that the project would repair bridge structures, the improvements would not affect the land use of properties next to the highway, 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?	<b>No Impact</b>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<b>No Impact</b>

### 2.1.12 Mineral Resources

Considering that the project would not acquire any new right-of-way, 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?	<b>No Impact</b>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<b>No Impact</b>

### 2.1.13 Noise

Considering the information in the Noise Memorandum dated August 26, 2020, 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?	<b>No Impact</b>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<b>No Impact</b>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<b>No Impact</b>

### 2.1.14 Population and Housing

Considering that the project would not add capacity to the highway or acquire any new right-of-way, the following 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)?	<b>No Impact</b>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<b>No Impact</b>

### 2.1.15 Public Services

Considering that the project would not affect any government facilities or trigger the need for new facilities or government services, the following 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?	<b>No Impact</b>
Police protection?	<b>No Impact</b>
Schools?	<b>No Impact</b>
Parks?	<b>No Impact</b>
Other public facilities?	<b>No Impact</b>

### 2.1.16 Recreation

Considering that the project would not affect parks or recreational facilities or trigger the need for more recreational facilities to be built, the following 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?	<b>No Impact</b>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<b>No Impact</b>

### 2.1.17 Transportation

Considering that this maintenance project would not add capacity to the highway or reconfigure the roadway, the following 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?	<b>No Impact</b>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<b>No Impact</b>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>No Impact</b>
d) Result in inadequate emergency access?	<b>No Impact</b>

### 2.1.18 Tribal Cultural Resources

Considering the information in the screening memorandum dated August 17, 2020, the following significance determinations have been made:

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

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

**2.1.19 Utilities and Service Systems**

Considering that the project is a highway maintenance project and would not trigger the need for utilities and service systems, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Utilities and Service Systems</b>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<b>No Impact</b>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<b>No Impact</b>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<b>No Impact</b>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<b>No Impact</b>

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Utilities and Service Systems</b>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<b>No Impact</b>

**2.1.20 Wildfire**

Considering the information in the California Department of Forestry and Fire Protection’s Fire Hazard Severity Zone Maps and information in the Climate Change technical report dated March 15, 2022, the following significance determinations have been made:

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

**2.1.21 Mandatory Findings of Significance**

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><b>No Impact</b></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><b>No Impact</b></p>
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<p><b>No Impact</b></p>

# Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

## California Department of Transportation

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001  
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September 2022

### 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 non-discriminatory 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) 639-6392 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 PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov).

A handwritten signature in black ink, appearing to read 'Tony Tavares', is written over a horizontal line.

TONY TAVARES  
Director

“Provide a safe and reliable transportation network that serves all people and respects the environment”



## Appendix B Federal Endangered Species Act Determinations

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Species	Scientific Name	Status	Federal Endangered Species Act Determination
Buena Vista Lake ornate shrew	<i>Sorex ornatus relictus</i>	Federally Endangered	No effect
Giant kangaroo rat	<i>Dipodomys ingens</i>	Federally Endangered	May affect, not likely to adversely affect
San Joaquin kit fox	<i>Vulpes macrotis mutica</i>	Federally Endangered	May affect, not likely to adversely affect
Tipton kangaroo rat	<i>Dipodomys nitratoides nitratoides</i>	Federally Endangered	No effect
California condor	<i>Gymnogyps californianus</i>	Federally Endangered	No effect
Blunt-nosed leopard lizard	<i>Gambelia sila</i>	Federally Endangered	May affect, not likely to adversely affect
Giant garter snake	<i>Thamnophis gigas</i>	Federally Threatened	No effect
Green sea turtle	<i>Chelonia mydas</i>	Federally Threatened	No effect
California red-legged frog	<i>Rana draytonii</i>	Federally Threatened	No effect
Delta smelt	<i>Hypomesus transpacificus</i>	Federally Threatened	No effect
Monarch butterfly	<i>Danaus plexippus</i>	Candidate	No effect
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	Federally Threatened	No effect
Bakersfield cactus	<i>Opuntia basilaris var. treleasei</i>	Federally Endangered	May affect, not likely to adversely affect
Kern mallow	<i>Eremalche parryi</i> spp. <i>kernensis</i>	Federally Endangered	May affect, not likely to adversely affect



## **List of Technical Studies Bound Separately (Volume 2)**

Air Quality Memorandum

Noise Memorandum

Energy Analysis Memorandum

Water Quality Memorandum

Natural Environment Study

Location Hydraulic Study

Historical Resources Memorandum

Cultural Resources Memorandum

Hazardous Waste Memorandum

- Initial Site Assessment

Paleontological Identification Report

Climate Change Study

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

G. William "Trais" Norris III  
District 6 Environmental Division  
California Department of Transportation  
2015 East Shields Avenue, Suite 100, Fresno, California 93726

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

Or call: 209-601-3521

Please provide the following information in your request:

Project title: Kern Bridge Repairs Project

General Location Information: State Route 119 and State Route 99 in Kern County

District number-county code-route-post mile: 06-KER-119, 99-PM 4.41, 4.65/26.78

Project ID number: 0620000068