

# Arvin CAPM Project

In the City of Arvin from 0.1 mile west of Comanche Drive

to 0.1 mile east of King Street

06-KER-223-PM-20.10-21.30

Project ID Number 0619000002

State Clearing House Number: 2024010456

## Initial Study with Negative Declaration

Volume 1 of 2



Prepared by the  
State of California Department of Transportation

March 2024



## General Information About This Document

Document prepared by: Jeff Sorensen, Associate Environmental Planner

The Initial Study circulated to the public for 30 days between January 23 and February 26, 2024. Comments received during this period and responses to the comments are included in Appendix B.

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State Clearinghouse Number: 2024010456  
06-KER-223-PM 20.10-21.30  
Project ID Number: 0619000002

Improve State Route 223 by resurfacing and constructing Americans  
with Disabilities Act-compliant curb ramps and Complete Streets  
elements in Kern County in the City of Arvin from 0.1 mile west of  
Comanche Drive to 0.1 mile east of King Street

**INITIAL STUDY  
with 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

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Javier Almaguer  
Office Chief South  
Environmental  
California Department of Transportation  
CEQA Lead Agency

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Date

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## Negative Declaration

Pursuant to: Division 13, Public Resources Code

**State Clearinghouse Number:** 2024010456

**District-County-Route-Post Mile:** 06-KER-223-PM 20.10-21.30

**EA/Project Number:** EA 06-0Y150 and Project ID Number 0619000002

### Project Description

The California Department of Transportation (Caltrans) will improve State Route 223 in Kern County in the City of Arvin from 0.1 mile west of Comanche Drive to 0.1 mile east of King Street. Improvements will include resurfacing the highway and constructing Americans with Disabilities Act-compliant (ADA) curb ramps and Complete Streets elements, including enhancing the visibility of existing crosswalks, rehabilitating crosswalks, installing new crosswalks, installing missing sidewalk segments, installing bulb-outs, and adding rapid rectangular flashing beacon systems with lighting and a pedestrian hybrid beacon system and lighting.

### Determination

An Initial Study has been prepared by Caltrans District 6. On the basis of this study, it is determined that the proposed action will have no effect on aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

In addition, the project will have less than significant effects on greenhouse gas emissions and hazardous waste.

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Javier Almaguer  
Office Chief South  
Environmental  
California Department of Transportation  
CEQA Lead Agency

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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) will improve State Route 223 in Kern County in the City of Arvin from 0.1 mile west of Comanche Drive to 0.1 mile east of King Street. Improvements will include resurfacing the highway and constructing Americans with Disabilities Act (ADA)-compliant curb ramps and Complete Streets elements, including enhancing the visibility of existing crosswalks, rehabilitating crosswalks, installing new crosswalks, installing missing sidewalk segments, installing bulb-outs, and adding rapid rectangular flashing beacon systems with lighting and a pedestrian hybrid beacon system and lighting. The proposed improvements are shown in the project plans in Appendix C.

This project is a result of the Caltrans Americans with Disabilities Act Transition Plan, which requires curb ramps to comply with federal law. A list of locations has been identified where curb ramps are missing or are not to current standards. A missing curb ramp is defined as an intersection corner, mid-block crossing, or alley location where pedestrians may cross that may have been improved but has no curb ramp or pad. Complete Streets improvements are also included to improve pedestrian mobility.

State Route 223 runs through the City of Arvin, connecting to State Route 58 to the east and State Routes 184 and 99 to the west. State Route 223 is an important part of the City of Arvin's transportation system because it serves as the main street through the community and sees heavy pedestrian use. Resurfacing the pavement, installing curb ramps to Americans with Disabilities Act standards, and making Complete Streets improvements will bring a higher level of accessibility to the community.

## **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 improve the ride quality within the project limits, extend the life of the existing pavement, and improve pedestrian mobility and accessibility at various locations on State Route 223 throughout the City of Arvin. The project will also ensure that the curb ramps are built according to current Americans with Disabilities Act standards.

### **1.2.2 Need**

The project is needed to repair the distressed pavement and to improve mobility and pedestrian accessibility for the public by resurfacing the highway, updating curb ramps to current Americans with Disabilities Act standards, and making Complete Streets improvements.

### **1.3 Project Description**

Caltrans will improve State Route 223 in Kern County in the City of Arvin from 0.1 mile west of Comanche Drive to 0.1 mile east of King Street. Improvements will include resurfacing the highway and constructing Americans with Disabilities Act-compliant curb ramps and Complete Streets elements, including enhancing the visibility of existing crosswalks, rehabilitating crosswalks, installing new crosswalks, installing missing sidewalk segments and installing bulb-outs, and adding rapid rectangular flashing beacon systems with lighting and a pedestrian hybrid beacon system and lighting. See Figures 1-1 and 1-2 for vicinity and location maps, respectively.

Figure 1-1 Project Vicinity Map

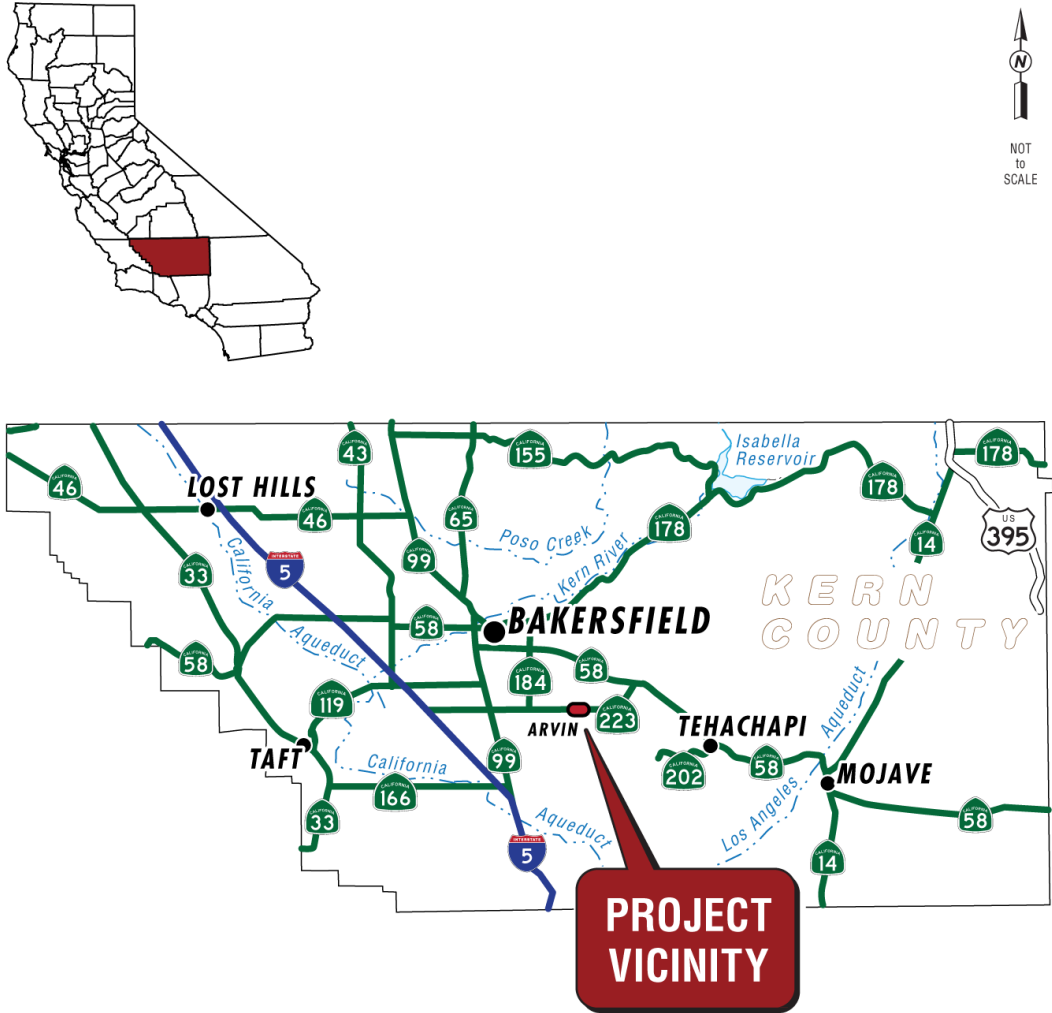
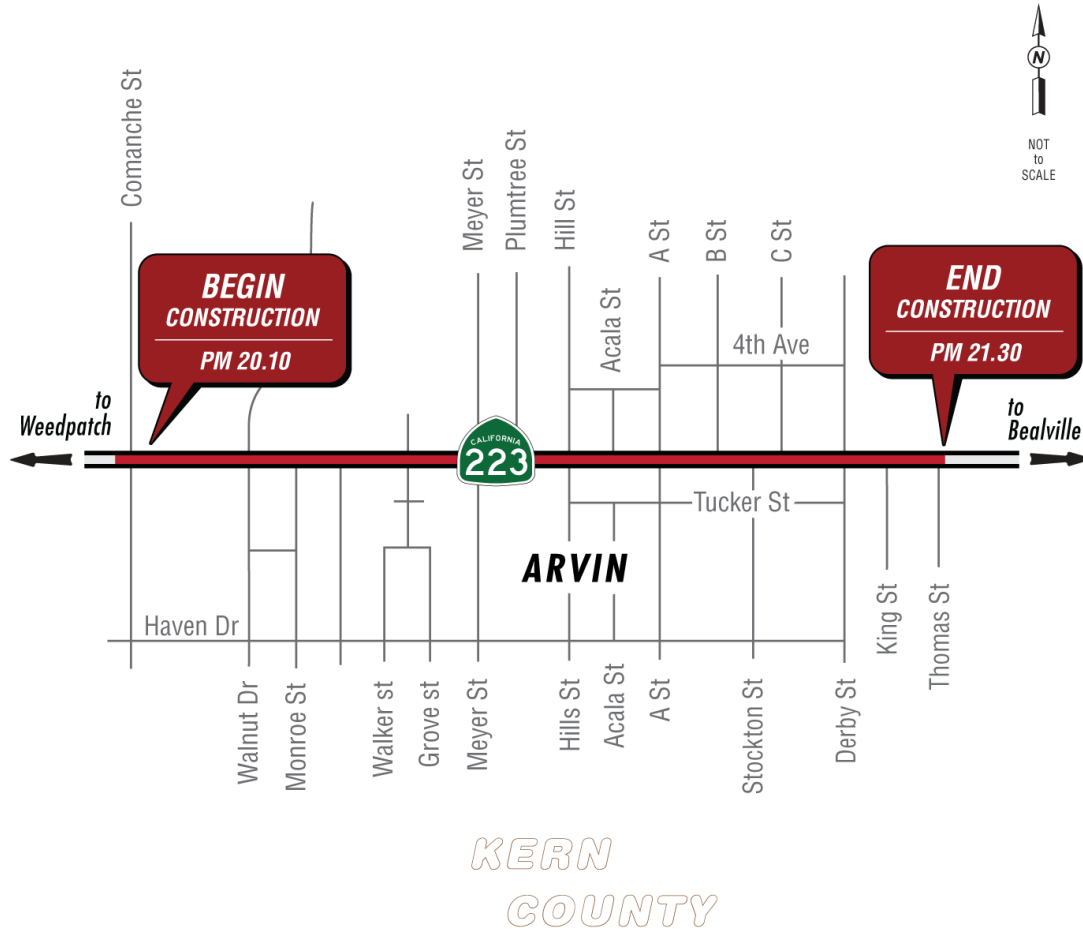


Figure 1-2 Project Location Map



## **1.4 Project Alternatives**

A Build Alternative and a No-Build Alternative were considered for this project.

### **1.4.1 Build Alternative**

The Build Alternative will improve State Route 223 in Kern County in the City of Arvin from 0.1 mile west of Comanche Drive to 0.1 mile east of King Street. Project improvements include resurfacing the highway and constructing Americans with Disabilities Act-compliant curb ramps and Complete Streets elements, including enhancing the visibility of existing crosswalks, rehabilitating crosswalks, installing new crosswalks, installing missing sidewalk segments, installing bulb-outs, and adding rapid rectangular flashing beacon systems with lighting and a pedestrian hybrid beacon system and lighting. The anticipated construction start date is early 2025.

This project contains a number of standardized 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 in this chapter under Section 1.5 under “Standard Measures and Best Management Practices Included in All Build Alternatives.”

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

The No-Build (No-Action) Alternative would leave State Route 223 as it is, with distressed pavement and missing curb ramps or with curb ramps that do not meet the current standards. In addition, no Complete Streets elements would be added for accessibility. This alternative would not meet the purpose and need of the project and would not address the deteriorating pavement condition or accessibility issues for the public.

### **1.4.3 Identification of a Preferred Alternative**

After the public review and comment period, and after comparing and weighing the benefits and impacts of the Build Alternative and No-Build (No-Action) Alternative, the Project Development Team identified the Build Alternative as the preferred alternative. The preferred alternative will meet the purpose and need of the project by improving the ride quality within the project limits, extending the life of the existing pavement, and improving pedestrian mobility and accessibility at various locations on State Route 223 throughout the City of Arvin. The project will also ensure that the curb ramps are built according to current Americans with Disabilities Act standards. The No-Build (No-Action) Alternative would leave State Route 223 in its current condition and would not meet the purpose and need of the project.

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

**Air Quality**—To effectively reduce and control emission impacts during construction, Caltrans Standard Specifications, Section 14-9.02, “Air Pollution Control,” and Section 10-5, “Dust Control,” will be included in the bid package.

**Biology**—Section 14-6.03A “Species Protection.” A preconstruction field survey will be required to identify any species within the action area and/or project footprint. Before ground disturbance, the contractor, all employees of the contractor, subcontractors, and subcontractors’ employees will attend a Worker Environmental Awareness Training (WEAT) conducted by a Caltrans-approved biologist.

**Hazardous Waste**—Applicable Standard Special Provisions to be included in the bid package may include, but will not be limited to: Standard Special Provisions Section 7-1.02K(6)(j)(ii) Lead Compliance Plan; Standard Special Provisions Section 7-1.02K (6)(j)(iii)—Ground Disturbance of Unregulated Materials.

**Noise Quality**—Caltrans Standard Specifications Section 14-8.02 “Noise Control,” which pertains to controlling and monitoring noise resulting from work activities, will be included in the bid package. 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.

## **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, has been 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**

No permits, licenses, agreements, or certifications are required for project construction.

# 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

Considering the information in the Visual Impact Assessment dated September 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?	<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 Forestry 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.

The project will not convert prime farmland, unique farmland, or farmland of statewide importance to nonagricultural use or conflict with existing zoning for agricultural use or a Williamson Act contract. There are no forest lands or timberlands within the project area that could be impacted. Considering the information from the Kern County General Plan 2040, 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?	<b>No Impact</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<b>No Impact</b>
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<b>No Impact</b>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<b>No Impact</b>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	<b>No Impact</b>

### 2.1.3 Air Quality

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

Considering the information in the Air Quality Memorandum dated August 2023, 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>

Question—Would the project:	CEQA Significance Determinations for Air Quality
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 Biological Memorandum dated October 2023, 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>No Impact</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>No Impact</b>

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

### 2.1.5 Cultural Resources

Considering the information in the Historic Property Survey Report dated June 2022, 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

Construction activities will cause a temporary increase in energy consumption, but the increase will not be significant. The project will resurface the pavement, construct curb ramps and Complete Streets improvements, and will not increase capacity on State Route 223. Considering these reasons and guidance from the Caltrans Standard Environmental Reference Chapter 13- Energy and the Energy Memorandum dated March 2023, 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 information in the California Geological Survey webpage, Faulting in California, the California Department of Conservation Map Data Viewer webpage, and the Paleontological Identification Report dated February 2022, 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"> <li>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.</li> </ul>	<b>No Impact</b>
ii) Strong seismic ground shaking?	<b>No Impact</b>
iii) Seismic-related ground failure, including liquefaction?	<b>No Impact</b>
iv) Landslides?	<b>No Impact</b>
b) Result in substantial soil erosion or the loss of topsoil?	<b>No Impact</b>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<b>No Impact</b>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<b>No Impact</b>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>No Impact</b>

### 2.1.8 Greenhouse Gas Emissions

Considering the information in the Air Quality Memorandum dated August 2023 and the Climate Change analysis dated April 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<b>Less Than Significant Impact</b>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<b>No Impact</b>

### ***Affected Environment***

State Route 223 runs through the City of Arvin, connecting to State Route 58 to the east and State Routes 184 and 99 to the west. State Route 223 is an important community component in the City of Arvin and sees heavy vehicular and pedestrian use.

### ***Environmental Consequences***

Greenhouse gas emissions impacts of non-capacity-increasing projects like the Arvin CAPM project are considered less than significant under CEQA because there will be no increase in operational emissions. However, construction equipment, 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 (CALCET 2021 v.1.0). The estimated emissions are 29 tons of carbon dioxide over 100 working days.

While some construction greenhouse gas emissions will be unavoidable, implementing standard conditions or Best Management Practices designed to reduce or eliminate emissions as part of the project will reduce impacts to less than significant.

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

Measures to reduce project-level greenhouse gas emissions may include the following:

- No idling more than 5 minutes for delivery and dump trucks and other diesel-powered equipment.
- Use solar-powered or battery-powered equipment, if feasible (for example, changeable message signs, flashing beacons, job site lighting).
- Use only renewable diesel fuel with a minimum of 95 percent renewable diesel for all in-use off-road diesel-fueled vehicles.
- Use Caltrans’ Standard Specifications Section 14-9.02 “Air Pollution Control,” requiring contractors to comply with air pollution control rules, ordinances, regulations, and statutes.
- Use Caltrans’ Standard Specifications Section 10-5 “Dust Control,” requiring contractors to comply with air pollution control rules, ordinances, regulations, and statutes.

**2.1.9 Hazards and Hazardous Materials**

Considering the information in the Initial Site Assessment dated August 2023, 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>

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Hazards and Hazardous Materials</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>
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>Less Than Significant 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>

***Affected Environment***

The Cortese List is a compilation of contaminated and potentially contaminated hazardous waste or material sites. The Cortese List was reviewed as part of the initial screening for this project. This list, or a property’s presence on the list, has a bearing on a project’s local permitting process as well as compliance status with the California Environmental Quality Act.

The project will require right-of-way acquisition from about 30 parcels and Temporary Construction Easements from about 24 parcels. The exact number of acquisitions and easements will be determined once the project plans are finalized.

One parcel requiring right-of-way acquisition and a Temporary Construction Easement was identified on the Cortese List as being previously occupied by a muffler shop that had leaking underground storage tanks. The property sits

at the southwest corner of State Route 223 and A Street (401 Bear Mountain Boulevard). Table 2.1 shows details of the property.

**Table 2.1 Potential Hazardous Waste and Materials Concerns**

Address	Status	Potential Concerns	Current Use
401 Bear Mountain Boulevard	Closed Leaking Underground Storage Tank Site (Regional Board Case #5T1500052; T0602900511, Local Case #630018)  Closure date: 6/9/1995	Contaminated soil (low risk)	Vacant lot. Right-of-way acquisition would be an 11.5-foot-wide portion of the property along State Route 223.

### ***Environmental Consequences***

Although the leaking underground storage tanks case identified in Table 2.1 received closure from the California State Water Resources Control Board in 1995, low levels of contamination may remain in soils and/or groundwater below this facility. Concentrations of petroleum hydrocarbons and metals on this property were documented at concentrations below regulatory thresholds. A small amount of right-of-way and a Temporary Construction Easement are required from this one Cortese listed property; however, no excavations are planned on this site, so the hazardous waste risks are considered low, and impacts to the project are not expected. No other known or suspected hazardous waste sites will be impacted by the project based on the current project description.

Aerially deposited lead (ADL) from the historical use of leaded gasoline, exists along roadways throughout California. There is the likely presence of soils with elevated concentrations of lead as a result of aerially deposited lead on the state highway system right-of-way within the limits of the project alternatives. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. The ADL Agreement allows such soils to be safely reused within the project limits as long as all requirements of the ADL Agreement are met.

A previously conducted study identifying lead concentrations in soil was available for review for this project area. The aerially deposited lead investigation of unpaved shoulders along State Route 223 in the project area took 84 samples from 28 borings and analyzed them for total and soluble lead. Total lead concentrations ranged from 5.0 to 81 milligrams per kilogram, soluble lead ranged from 2.1 to 6.0 milligrams per liter, and potential of hydrogen (pH) values ranged from 7.9 to 8.4. Soils from the project area will,



therefore, be classified as nonhazardous soil. Reuse of soil is allowed within the project area; excess soil may be disposed of at a Class 2 disposal facility (additional sampling may be required for the receiving facility).

Residue from the removal of yellow thermoplastic pavement markings and/or yellow-painted traffic stripes may contain lead chromate. Residue produced from the separate removal of any yellow thermoplastic pavement marking and/or yellow-painted traffic stripe may contain heavy metals in concentrations that exceed thresholds established by the Health and Safety Code and 22 California Code of Regulations.

A lead compliance plan developed by a Certified Industrial Hygienist is required for ground-disturbing activities and for the handling/removal of paint and thermoplastic pavement marking. The estimated cost of the lead compliance plan is \$3,000.

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

- A lead compliance plan developed by a Certified Industrial Hygienist is required for ground-disturbing activities, as stated in Caltrans' Standard Special Provisions Section 7-1.02K(6)(j)(iii) Earth Material Containing Lead. A lead compliance plan for soil disturbance is required before starting construction activities.
- If yellow striping is removed separately, Standard Special Provisions Section 14-11.12 will be required for proper management of hazardous waste residue and a lead compliance plan is required.
- Include Standard Special Provisions Section 36-4 and/or Section 84-9.03B for work involving residue from grinding and cold planing that contains lead from paint and thermoplastic and addresses the need for a lead compliance plan. One lead compliance plan may address soil and paint/marketing materials.
- Standard Special Provisions Section 14-11.14 Treated Wood Waste will be required to address handling and disposal of any potential wood waste generated during the project (signposts, etc.).
- If applicable to the project scope, any upgrade/installation of electrical systems requires Revised Standard Specifications Section 14-11.15 to dispose of electrical equipment requiring special handling. Standard Special Provisions Section 87-21.03D will address the removal of electrical equipment designated as hazardous waste (electrical vehicle sensor nodes).

### 2.1.10 Hydrology and Water Quality

Considering the information in the Water Quality Memorandum dated April 2022 and the Hydraulics Recommendation Memorandum dated April 2023, 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>
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

The project will not physically divide an established community and will not conflict with the City of Arvin General Plan or any other policy or regulation meant to avoid or mitigate an environmental effect. Considering this information, 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 the information in the City of Arvin and Kern County General Plans, 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 September 2023, 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>

Question—Would the project result in:	CEQA Significance Determinations for Noise
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 the project requires only minimal right-of-way acquisition and temporary construction easements, 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)?	<b>No Impact</b>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<b>No Impact</b>

### 2.1.15 Public Services

Considering the project will not trigger the need for new or modified public services, 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?	<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

No parks or recreational facilities are next to the project area along State Route 223. The project does not include recreational facilities or require the construction or expansion of recreational facilities. Considering this information, 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?	<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

The project will resurface the highway, upgrade Americans with Disabilities Act-compliant ramps to current standards and install Complete Streets elements. The project is exempt from vehicle miles traveled analysis under Senate Bill 743 because the project will not lead to a substantial or measurable increase in roadway capacity, according to the California Governor’s Office of Planning and Research, 2018 Technical Advisory. Considering this information, 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?	<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 Historic Property Survey Report dated June 2022, the following significance determinations have been made:

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

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<b>No Impact</b>

Question:	CEQA Significance Determinations for Tribal Cultural Resources
<p>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.</p>	<p><b>No Impact</b></p>

### 2.1.19 Utilities and Service Systems

Considering the scope and location of the project, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
<p>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?</p>	<p><b>No Impact</b></p>
<p>b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	<p><b>No Impact</b></p>
<p>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?</p>	<p><b>No Impact</b></p>
<p>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?</p>	<p><b>No Impact</b></p>

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
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**

The project is not within or near areas or lands classified as very high fire hazard severity zones. Considering the information from the Fire Hazard Severity Zone Map for Kern County from the California Department of Forestry and Fire Protection dated November 21, 2022, 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?	<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>



## **Chapter 3**      **Coordination**

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Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Consultation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination, public notices and Project Development Team meetings. The Native American coordination is summarized below and details Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

### *Native American Coordination*

Native American consultation was initiated through written correspondence with the Native American Heritage Commission by Sylvere Valentin, Caltrans District 6 Archaeologist. The Native American Heritage Commission responded by letter, received March 1, 2022, stating its Sacred Lands File search was negative for the presence of Native American cultural resources and providing names of people who may be interested in the project and/or who may be able to provide information regarding cultural resources in the project area.

Mandy Macias, Caltrans District 6 Native American Coordinator, was consulted regarding this project. Formal Section 106 consultation was initiated. Sylvere Valentin sent project notification letters to 26 individuals on December 14, 2021, and emails to three individuals on March 3, 2021. Jairo F. Avila, Tribal Historic and Cultural Preservation Officer with the Fernandeno Tataviam Band of Mission Indians, responded stating the project is situated outside the Fernandeno Tataviam Band of Mission Indians ancestral tribal boundaries and preferred to defer consultation for this project to local tribes. Ryan Nordness, Cultural Resource Analyst with the San Manuel Band of Mission Indians, responded stating the project is located outside of Serrano ancestral territory and declined participating in consultation. On April 11, 2022, Sylvere Valentin consulted over the phone with Colin Rambo, Cultural Resources Manager with the Tejon Indian Tribe, who did not express any concerns regarding the project. To date, no other responses have been received.



# 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  
(916) 654-6130 | FAX (916) 653-5776 TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



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 white background.

TONY TAVARES  
Director

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



## **Appendix B** Comment Letters and Responses

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This appendix contains the comments received during the public circulation and comment period from January 23 to February 26, 2024, retyped for readability. One comment letter was received. The comment letter is stated verbatim as submitted, with acronyms, abbreviations, and any original grammatical or typographical errors included. A Caltrans response follows each comment presented. A copy of the original comment letter can be found in Volume 2 technical appendices of this document.

### **Comment Letter from the California Department of Fish and Wildlife**

February 20, 2024

Trais Norris  
California Department of Transportation  
1352 West Olive Avenue  
Fresno, California 93728

Subject: Arvin CAPM Project (Project)  
Initial Study with Proposed Negative Declaration  
State Clearinghouse No. 2024010456

Dear Trais Norris,

The California Department of Fish and Wildlife received an Initial Study with Proposed Negative Declaration from the California Department of Transportation (Caltrans) for the above referenced Project pursuant to the California Environmental Quality Act and California Environmental Quality Act Guidelines.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, California Department of Fish and Wildlife appreciates the opportunity to provide comments regarding those aspects of the Project that California Department of Fish and Wildlife, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

### **California Department of Fish and Wildlife Role**

California Department of Fish and Wildlife is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §711.7, subd. (a) & 1802; Pub. Resources Code, §21070; California Environmental Quality Act Guidelines

§15386, subd. (a)). California Department of Fish and Wildlife, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, §1802). Similarly, for purposes of California Environmental Quality Act, California Department of Fish and Wildlife is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

California Department of Fish and Wildlife is also submitting comments as a **Responsible Agency** under California Environmental Quality Act (Pub. Resources Code, §21069; California Environmental Quality Act Guidelines, §15381). California Department of Fish and Wildlife expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to California Department of Fish and Wildlife's lake and streambed alteration regulatory authority (Fish & G. Code, §1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, §2050 et seq.), related authorization as provided by the Fish and Game Code may be required.

In this role, California Department of Fish and Wildlife is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., California Environmental Quality Act), focusing specifically on project activities that have the potential to adversely affect fish and wildlife resources. California Department of Fish and Wildlife provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

**Bird Protection:** California Department of Fish and Wildlife has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

**Unlisted Species:** Species of plants and animals need not be officially listed as Endangered, Rare, or Threatened (E, R, or T) on any State or Federal list to be considered E, R, or T under California Environmental Quality Act. If a species can be shown to meet the criteria for E, R, or T, as specified in the California Environmental Quality Act Guidelines, section 15380, California Department of Fish and Wildlife recommends it be fully considered in the environmental analysis for the Project.



## PROJECT DESCRIPTION SUMMARY

**Proponent:** California Department of Transportation (Caltrans)

**Objective:** The Project proposes to resurface State Route 223 and construct Americans with Disabilities Act curb ramps and Complete Streets elements, including enhancing visibility of existing crosswalks, existing crosswalks, rehabilitating crosswalks, installing new crosswalks, installing missing sidewalk segments, installing bulb-outs, and adding rapid rectangular flashing beacon systems with lighting and a pedestrian hybrid beacon system and lighting.

**Location:** The proposed Project site is located in the City of Arvin along State Route 223 in Kern County from 0.1 mile west of Comanche Drive to 0.1 mile east of King Street between postmiles 20.1 and 21.3.

**Timeframe:** Project construction is estimated to occur between January 2026 through June 2026. Project duration is anticipated to take approximately 140 working days.

## COMMENTS AND RECOMMENDATIONS

California Department of Fish and Wildlife offers the following comments and recommendations to assist Caltrans in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

Based on the Project location and proposed Project activities in the Initial Study, California Department of Fish and Wildlife is concerned regarding potential impacts to special-status species, including but not limited to, the State threatened and federally endangered San Joaquin kit fox (*Vulpes macrotis mutica*).

### I. Environmental Setting and Related Impact

#### San Joaquin Kit Fox

Due to the proximity of the Project to the City of Bakersfield, where known San Joaquin Kit Fox populations occur in urbanized environments, and other populations in the region (California Department of Fish and Wildlife 2024), any ground-disturbing activity could attract San Joaquin Kit Fox with the potential to exist and move into the Project area. San Joaquin Kit Fox population sizes are known to fluctuate over time, and absence in any one year does not necessarily indicate a negative finding. Particularly in Kern County, San Joaquin Kit Fox are known to den along roadsides, in vacant

lots, parks, landscaped areas, etc. in addition to natural habitats. San Joaquin Kit Fox may also be attracted to construction materials (pipes, etc.) and construction footprints in the Project site due to the creation of loose and friable soils as a result of ground disturbance.

California Department of Fish and Wildlife recommends assessing presence/absence of San Joaquin Kit Fox by conducting surveys following the USFWS' "Standardized recommendations for protection of the San Joaquin kit fox prior to or during ground disturbance", and implementing no-disturbance buffers around den sites, as described in the United States Fish and Wildlife Service document (USFWS 2011). Specifically, California Department of Fish and Wildlife recommends conducting these surveys over the entirety of the Project site no less than 14 days and no more than 30 days prior to beginning of ground and/or vegetation disturbing activities. California Department of Fish and Wildlife also recommends a qualified biologist conduct on-site worker awareness training and inspect all construction materials for San Joaquin Kit Fox before use. Any pits or trenches created should be sloped or covered to prevent inadvertent capture or entrapment (take).

San Joaquin Kit Fox detection warrants consultation with California Department of Fish and Wildlife to discuss how to avoid take or, if avoidance is not feasible, to acquire an Incidental Take Permit pursuant to Fish and Game Code section 2081 subdivision (b), prior to initiating or resuming (whichever applies) ground disturbing activities.

## **II. Editorial Comments and/or Suggestions**

### **Nesting Birds**

California Department of Fish and Wildlife encourages that Project implementation occur outside of the bird nesting season (February 1 through September 15). However, if ground-disturbing or vegetation-disturbing activities must occur during this period, the Project applicant is responsible for ensuring that implementation of the Project does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

The Initial Study includes a pre-construction field survey to identify any nesting birds within the Project Impact Area. California Department of Fish and Wildlife recommends that a qualified biologist conduct pre-activity surveys for active nests no more than 7 days prior to the start of ground or vegetation disturbance to maximize the probability that nests that could potentially be impacted are detected. California Department of Fish and Wildlife also recommends a minimum 250-foot buffer around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors. Surveys should cover the minimum buffer distances so that the survey can adequately identify nests, determine their status, and ensure sufficient no-disturbance buffers.

## **ENVIRONMENTAL DATA**

California Environmental Quality Act requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, §21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address: [CNDDDB@wildlife.ca.gov](mailto:CNDDDB@wildlife.ca.gov). The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

## **FILING FEES**

If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by California Department of Fish and Wildlife. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, §753.5; Fish and Game Code, §711.4; Pub. Resources Code, §21089).

## **CONCLUSION**

California Department of Fish and Wildlife appreciates the opportunity to comment on the Project to assist Caltrans in identifying and mitigating the Project's impacts on biological resources.

More information on survey and monitoring protocols for sensitive species can be found at California Department of Fish and Wildlife's website (<https://www.wildlife.ca.gov/Conservation/Survey-Protocols>).

If you have any questions, please contact Grant Piepkorn, Environmental Scientist, at (559) 807-1459, or at [Grant.Piepkorn@wildlife.ca.gov](mailto:Grant.Piepkorn@wildlife.ca.gov).

Sincerely,

Julie A. Vance  
Regional Manager

## **ATTACHMENTS**

References  
Recommended Mitigation Monitoring and Reporting Program (MMRP)

**References:**

California Department of Fish and Wildlife. 2024. Biogeographic Information and Observation System, Version 6 (BIOS 6). <https://www.wildlife.ca.gov/Data/BIOS> (accessed February 12, 2024).

U.S. Fish and Wildlife Service. 2011. Standard Recommendations for the Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance. U.S. Fish and Wildlife Service, Sacramento Fish and Wildlife Office, Sacramento, California.

**CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE**

**RECOMMENDED MITIGATION MONITORING AND REPORTING PROGRAM**

**PROJECT: Arvin CAPM Project**

California Department of Fish and Wildlife provides the following measures be incorporated into the Mitigation Monitoring Reporting Program for the Project:

<b>RECOMMENDED MITIGATION MEASURE</b>	<b>STATUS/DATE/INITIALS</b>
<i>Before Disturbing Soil or Vegetation</i>	[to be entered]
Surveys for San Joaquin Kit Fox	[to be entered]
Potential San Joaquin Kit Fox Section 2081 Incidental Take Permit	[to be entered]
Nesting bird pre-construction survey	[to be entered]
<i>During Construction</i>	[to be entered]
San Joaquin Kit Fox no-disturbance buffer	[to be entered]
Nesting birds no-disturbance buffers	[to be entered]

**Comment 1:**

**San Joaquin Kit Fox**

California Department of Fish and Wildlife recommends assessing presence/absence of San Joaquin Kit Fox by conducting surveys following the USFWS’ “Standardized recommendations for protection of the San Joaquin Kit Fox prior to or during ground disturbance”, and implementing no-disturbance buffers around den sites, as described in the United States Fish and Wildlife Service document (USFWS 2011). Specifically, California Department of Fish and Wildlife recommends conducting these surveys over the entirety of the Project site no less than 14 days and no more than 30

days prior to beginning of ground and/or vegetation disturbing activities. California Department of Fish and Wildlife also recommends a qualified biologist conduct on-site worker awareness training and inspect all construction materials for San Joaquin Kit Fox before use. Any pits or trenches created should be sloped or covered to prevent inadvertent capture or entrapment (take).

San Joaquin Kit Fox detection warrants consultation with California Department of Fish and Wildlife to discuss how to avoid take or, if avoidance is not feasible, to acquire an Incidental Take Permit pursuant to Fish and Game Code section 2081 subdivision (b), prior to initiating or resuming (whichever applies) ground disturbing activities.

### **Caltrans Response to Comment 1:**

Caltrans concurs with the California Department of Fish and Wildlife comments regarding the San Joaquin kit fox. Caltrans will perform preconstruction surveys over the entirety of the project site no less than 14 days and no more than 30 days prior to beginning of ground- and/or vegetation-disturbing activities. A qualified biologist will also conduct onsite worker awareness training and inspect all construction materials for San Joaquin kit fox presence before use. Any pits or trenches created should be sloped or covered to prevent inadvertent capture or entrapment (take). If San Joaquin kit foxes are detected, Caltrans will consult with the California Department of Fish and Wildlife to discuss how to avoid take or, if avoidance is not feasible, to acquire an Incidental Take Permit.

### **Comment 2:**

#### **Nesting Birds**

California Department of Fish and Wildlife recommends that a qualified biologist conduct pre-activity surveys for active nests no more than 7 days prior to the start of ground or vegetation disturbance to maximize the probability that nests that could potentially be impacted are detected. California Department of Fish and Wildlife also recommends a minimum 250-foot buffer around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors. Surveys should cover the minimum buffer distances so that the survey can adequately identify nests, determine their status, and ensure sufficient no-disturbance buffers.

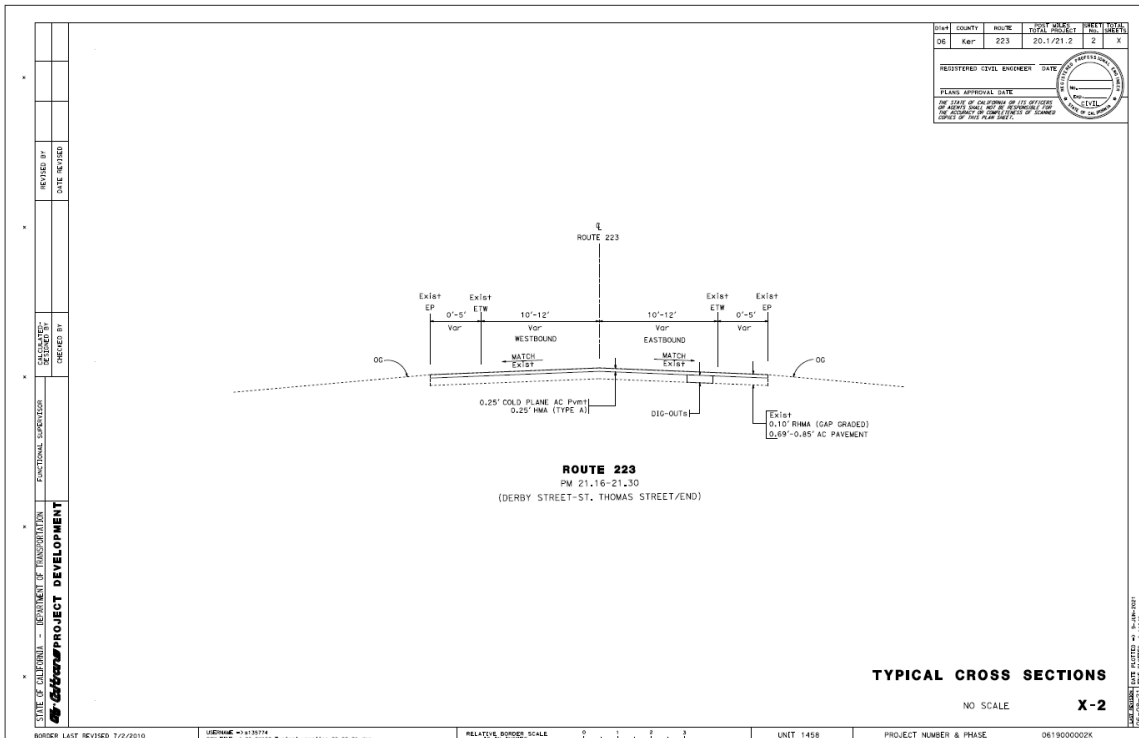
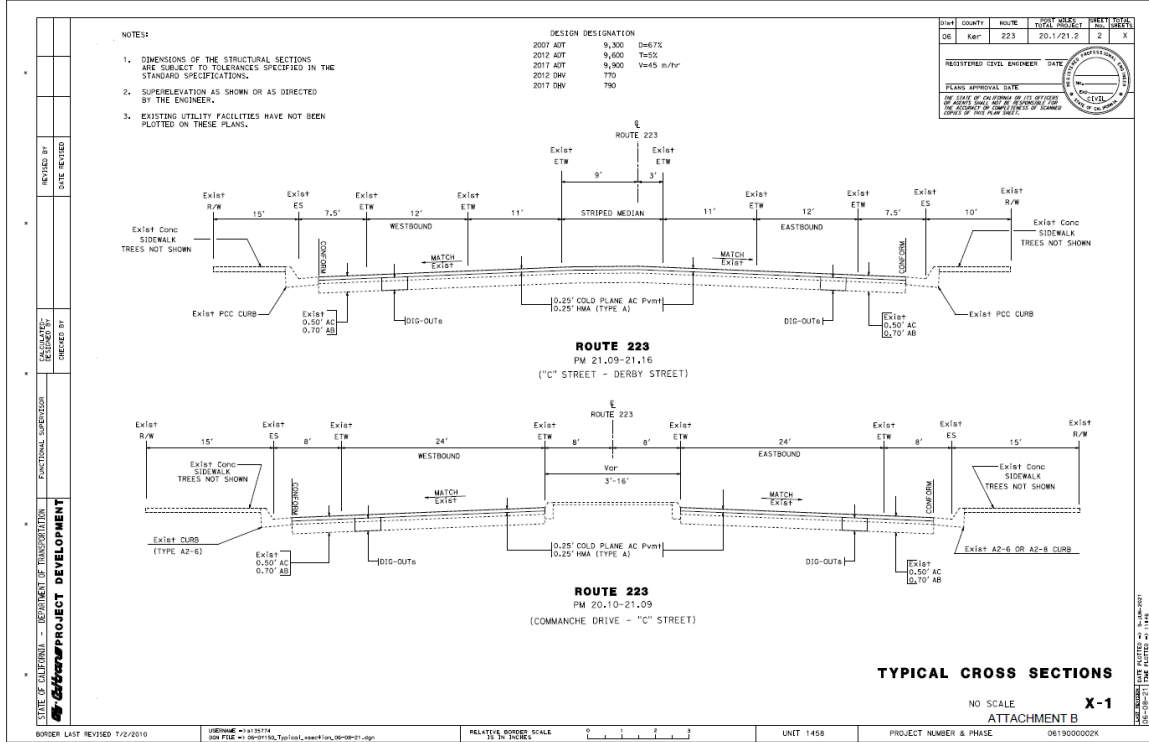
### **Caltrans Response to Comment 2:**

Caltrans concurs with the California Department of Fish and Wildlife regarding nesting birds and raptors. A qualified biologist will conduct preconstruction surveys for active nests no more than 7 days prior to the start of ground or vegetation disturbance. Caltrans will also require a minimum 250-foot buffer

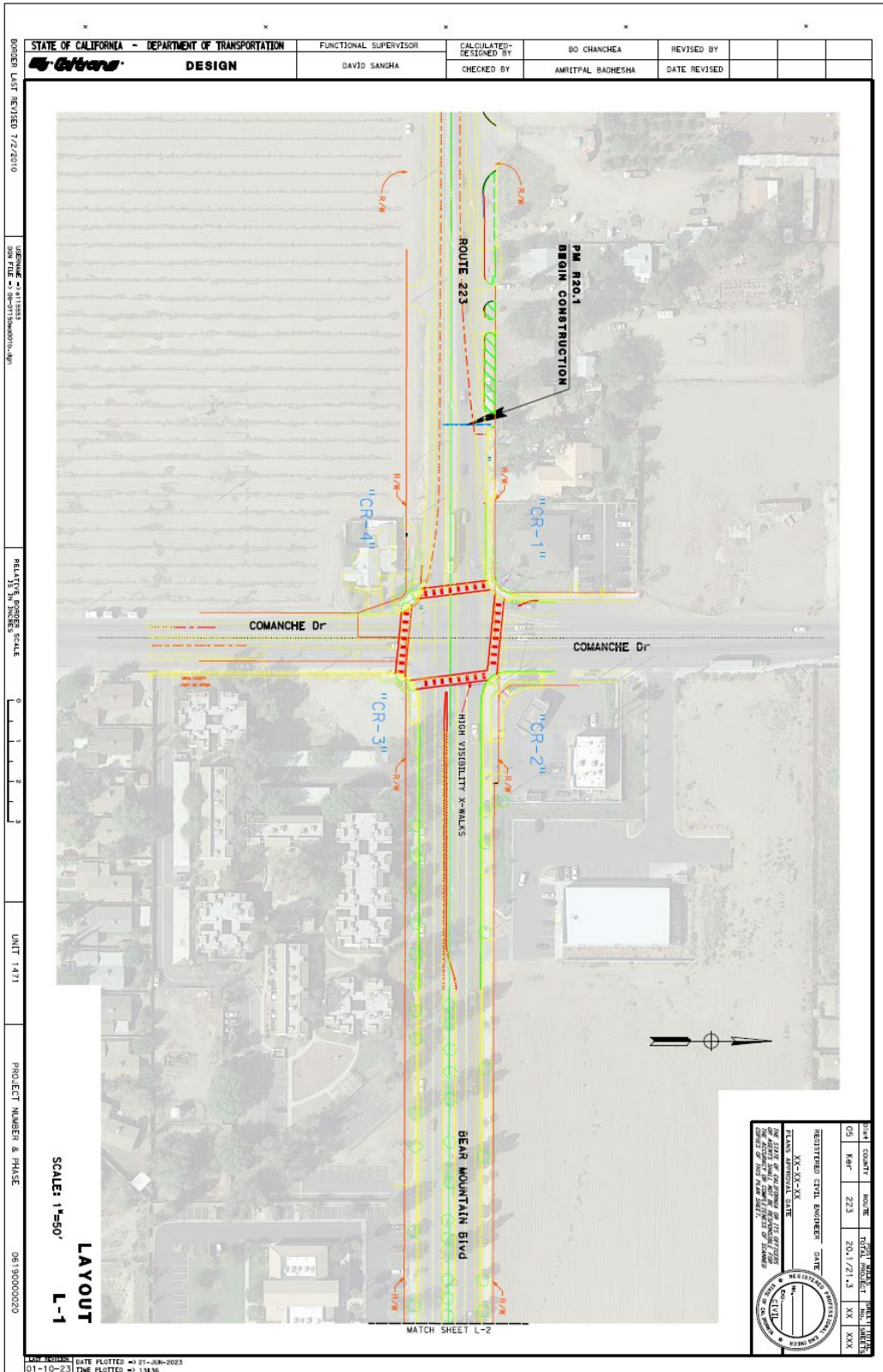
around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors.

# Appendix C Project Plans

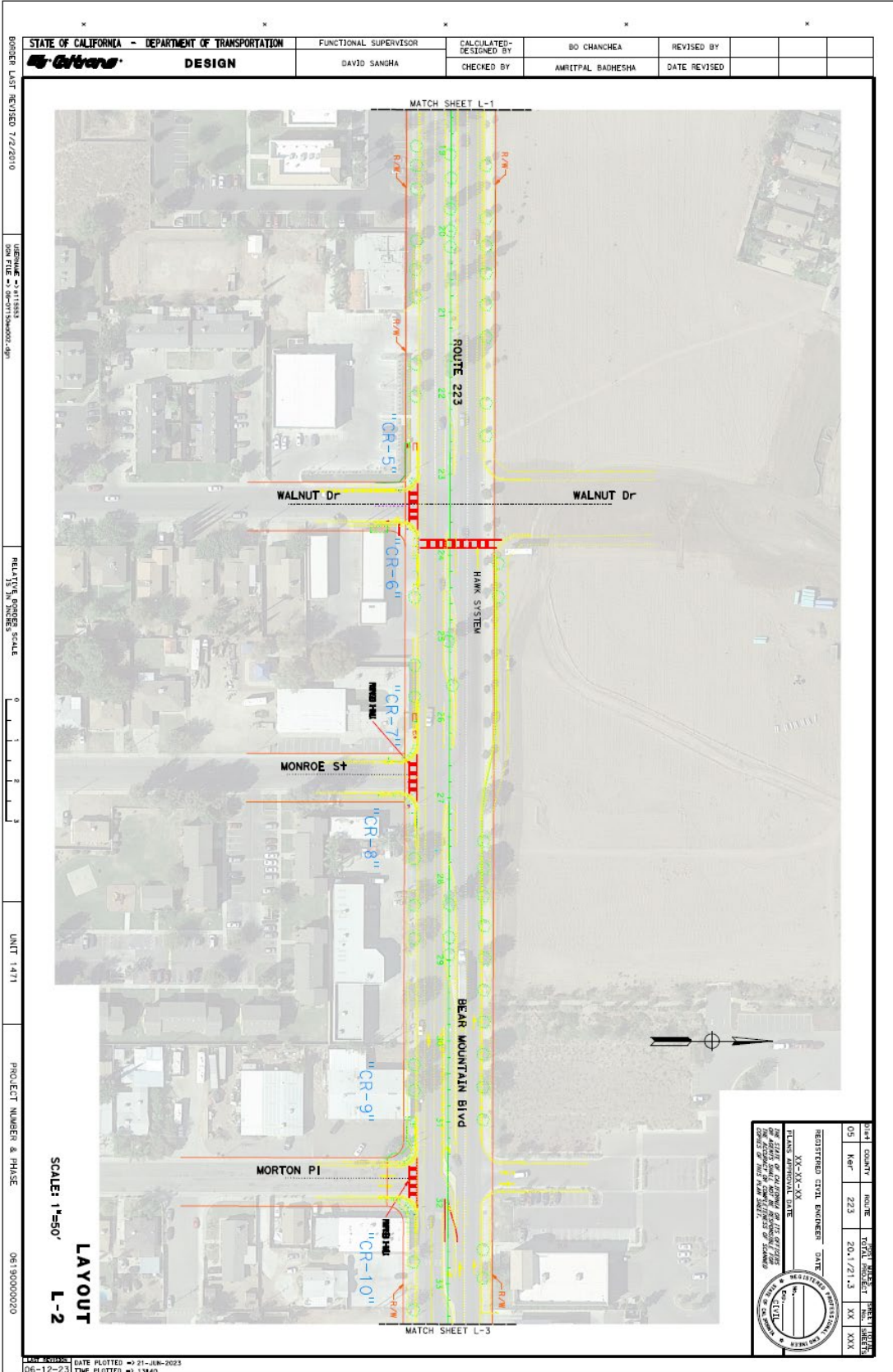
## Typical Cross Sections



# Improvement Plans

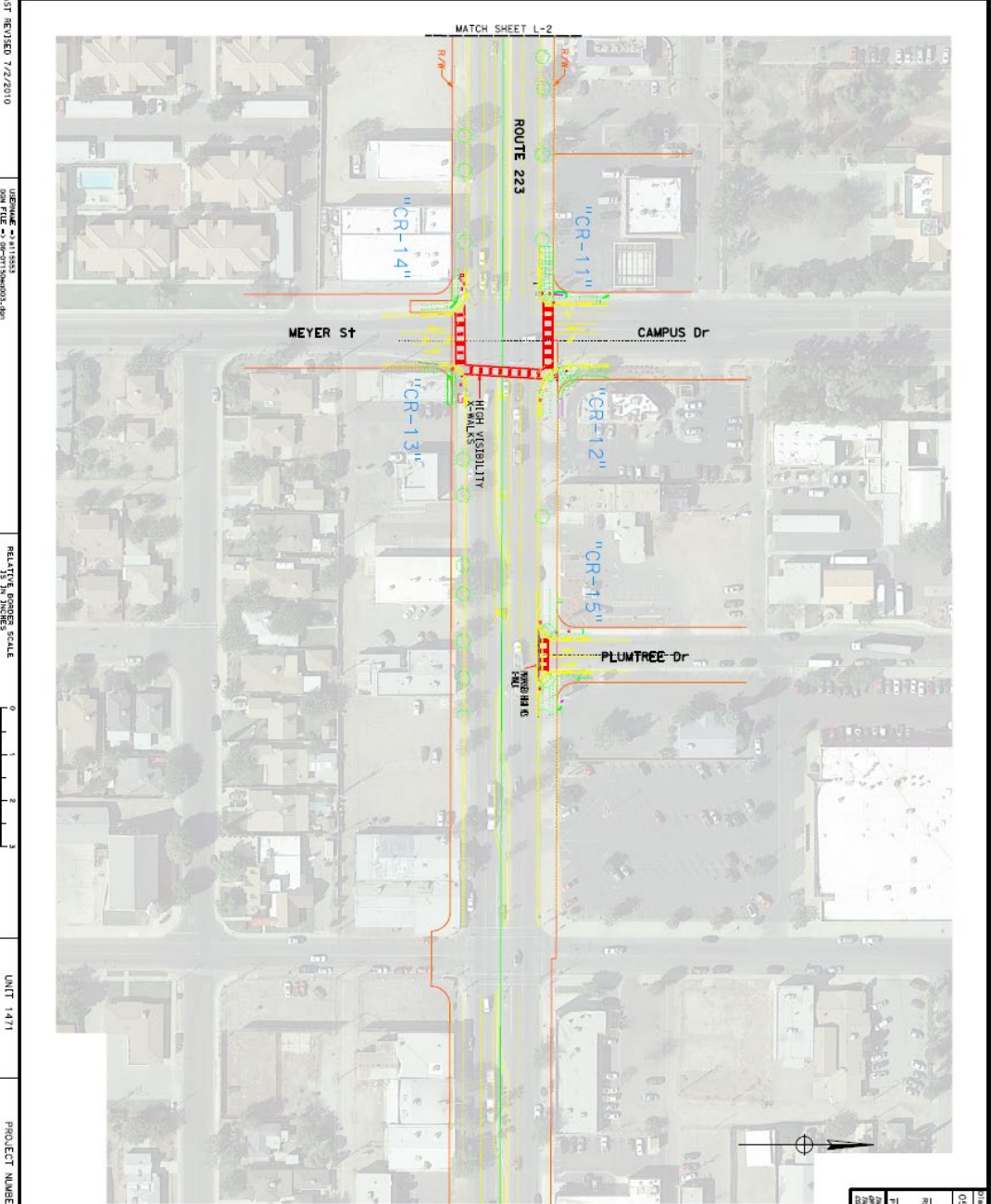






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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION 	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	BO CHANCHEA	REVISED BY	
	DAVID SANGHA	CHECKED BY	AMRITPAL BADHESHA	DATE REVISED	



**LAYOUT**  
L-3

SCALE: 1"=50'

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TIME PLOTTED	13:44

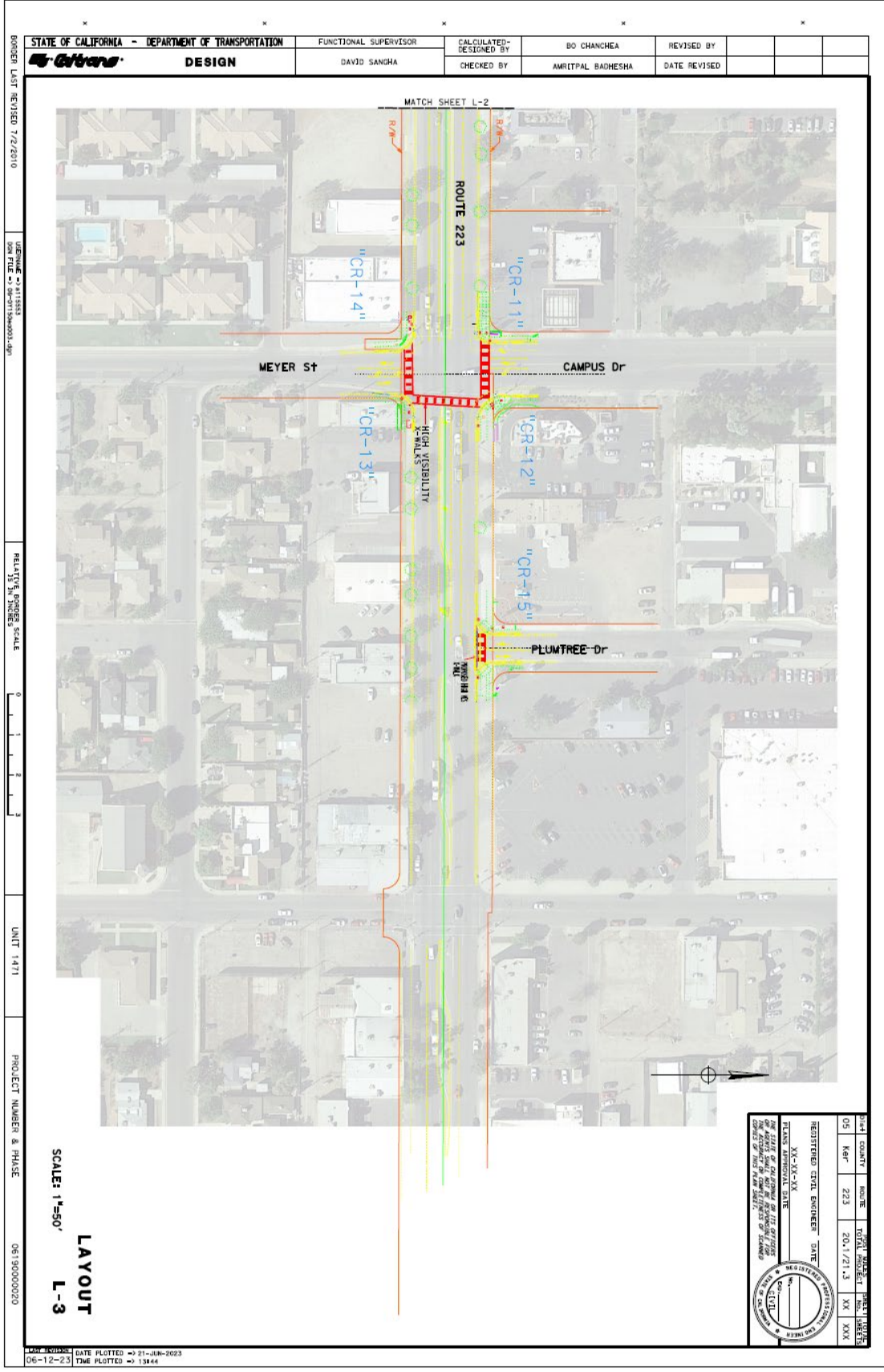
COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
05	223	XX	XXX

REGISTERED CIVIL ENGINEER

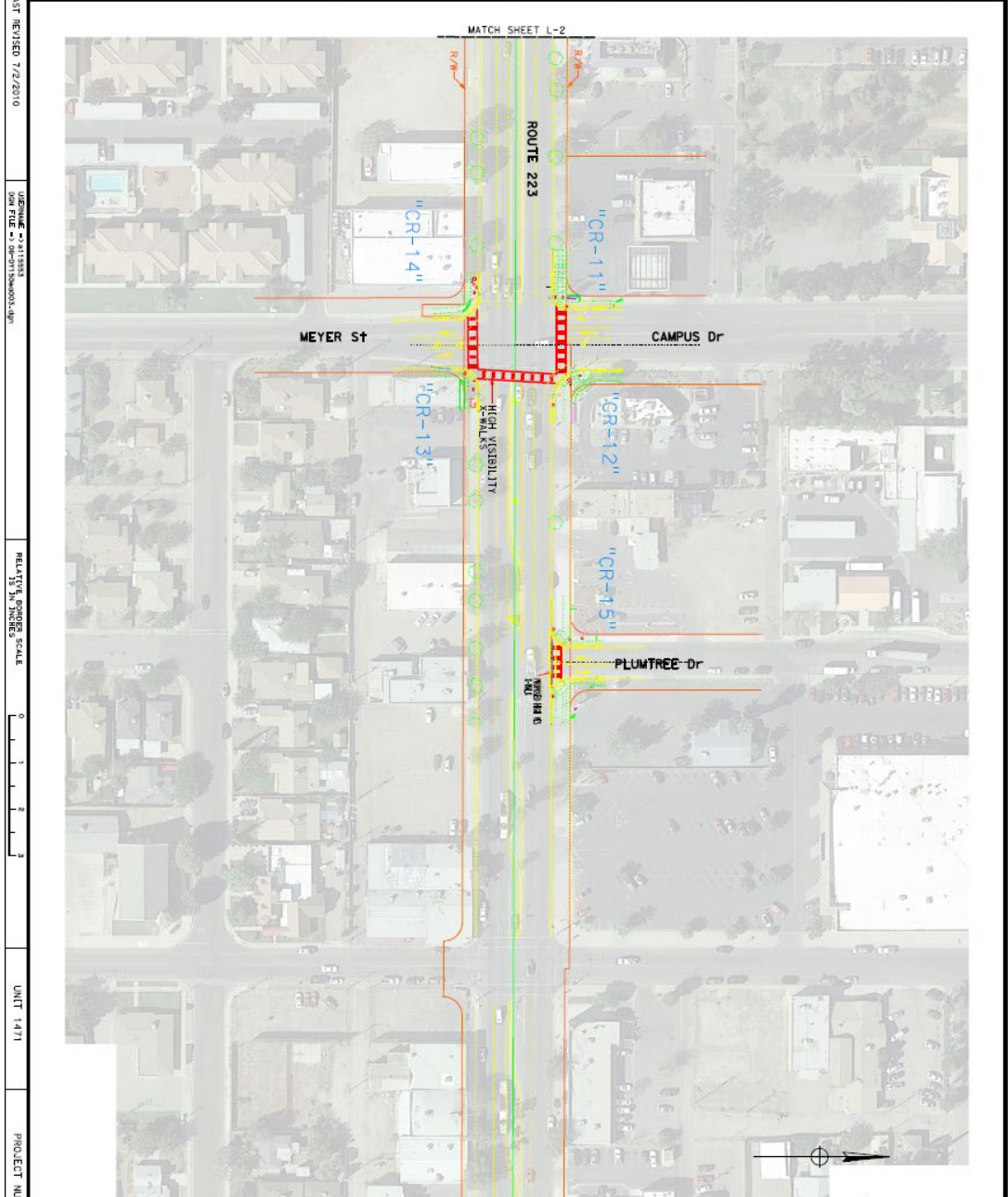
DATE

2011/211.3

DATE PLOTTED 06-12-23 TIME PLOTTED 13:44



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION 	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	BO CHANCHEA	REVISED BY	
	DAVID SANGHA	CHECKED BY	AMRITPAL BADHESHA	DATE REVISED	



**LAYOUT L-3**

SCALE: 1"=50'

DATE PLOTTED: 06-12-23  
TIME PLOTTED: 1344

05	Mer	223	201/21-13	XX	XX
CITY	COUNTY	ROUTE	TOTAL PROJECT	SHEET	SHEETS

REGISTERED CIVIL ENGINEER DATE

XX-XX-XX

PLANS APPROVAL STATE

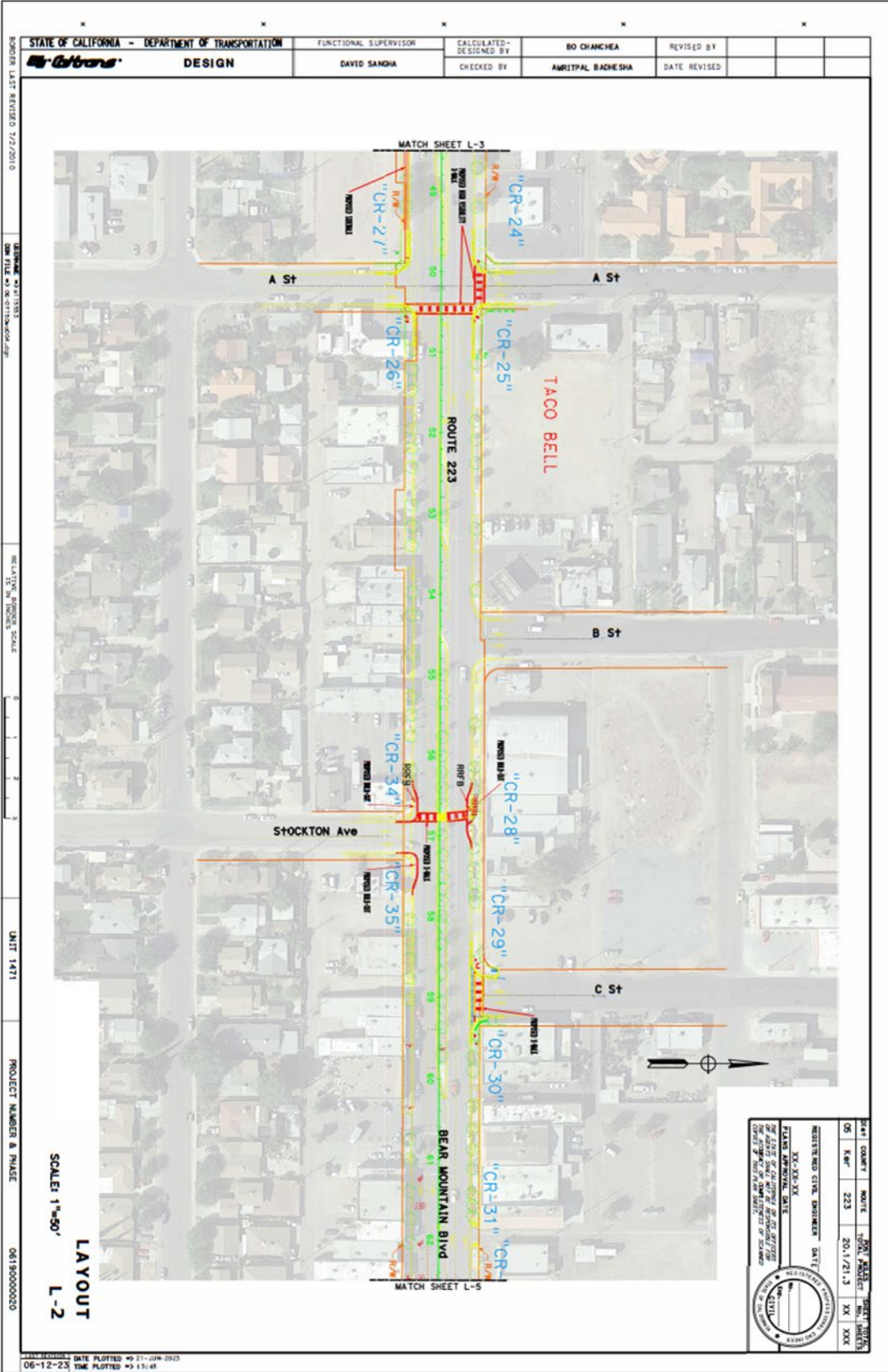
THE STATE OF CALIFORNIA BEING THE OFFICE OF THE REGISTERED PROFESSIONAL ENGINEER

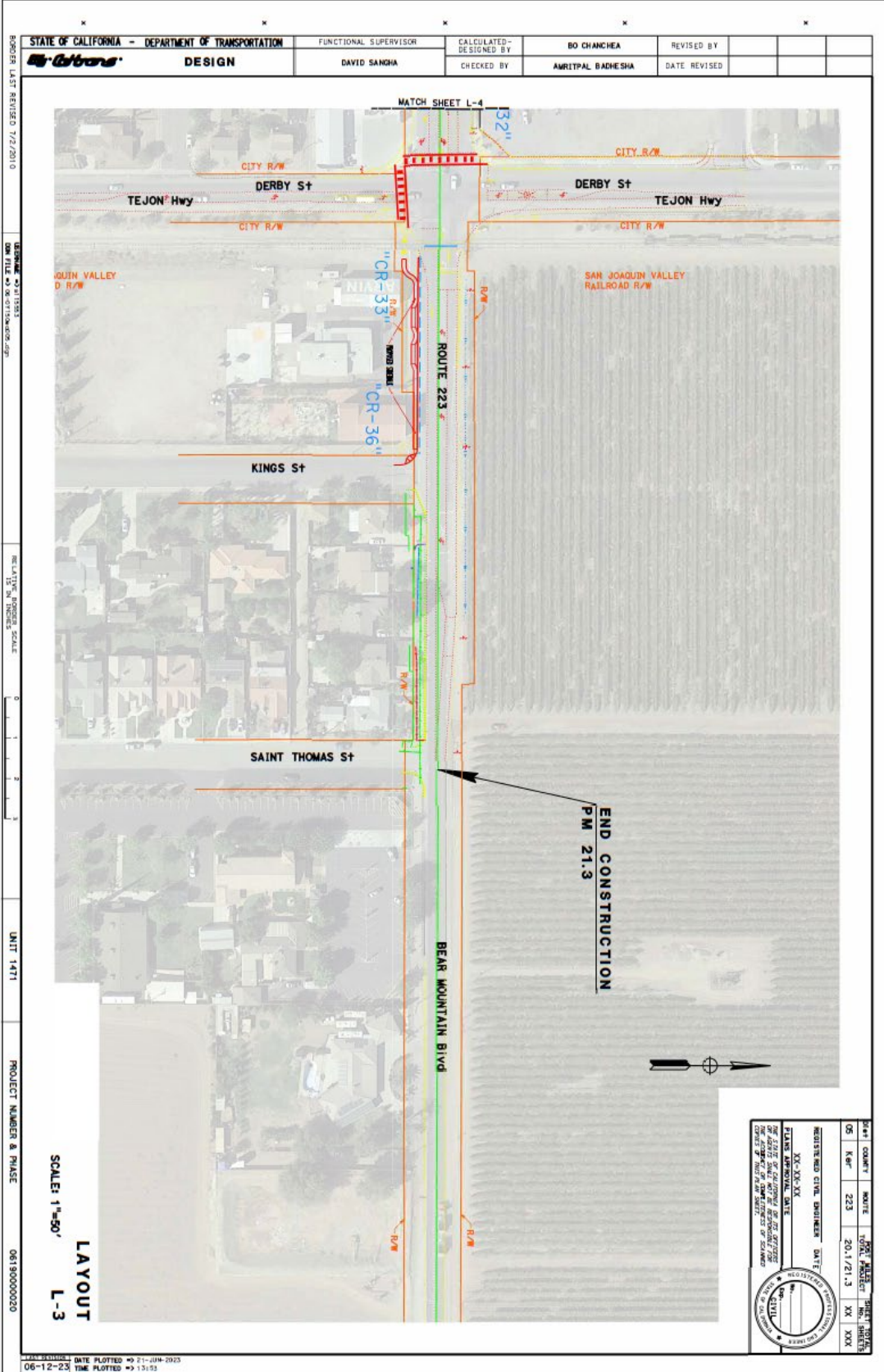
FOR THE COUNTY OF MERCED

DATE OF EXPIRATION OF LICENSE

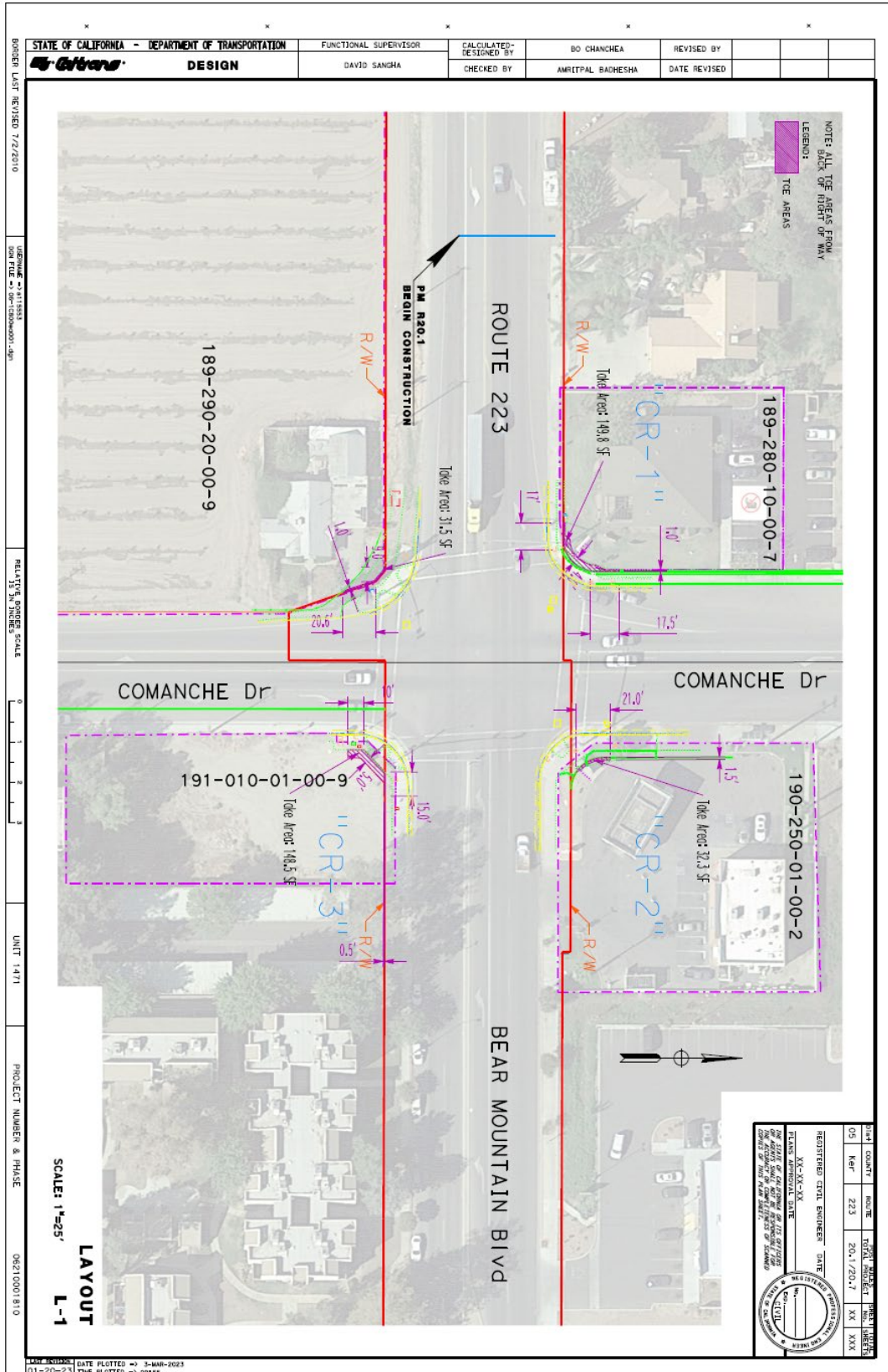
06-12-23

06190000020





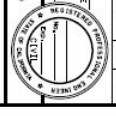
# Temporary Construction Easements



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		FUNCTIONAL SUPERVISOR		CALCULATED-DESIGNED BY		BO CHANCEA		REVISED BY	
DESIGN		DAVID SANGHA		CHECKED BY		AMRITPAL BADHESHA		DATE REVISED	

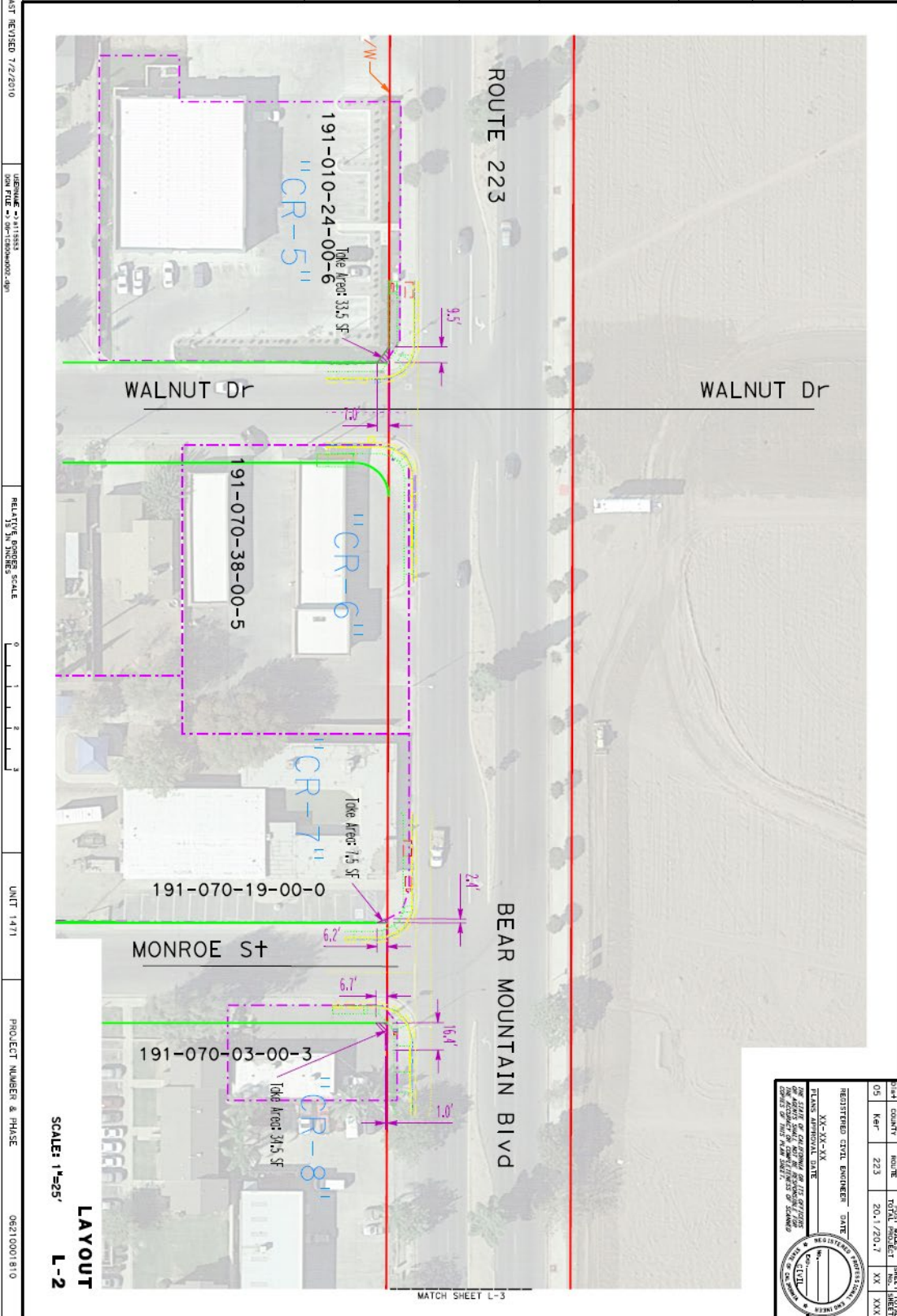
GONDR LAST REVISED 7/22/2010  
 URS/NAME: 2113333  
 URS/FILE: 0911300001-001  
 RELATIVE POSITION SCALE: 1" = 31 INCHES  
 UNIT: 1/71  
 PROJECT NUMBER & PHASE: 06210001810  
 SCALE: 1"=25'  
 LAYOUT L-1

COUNTY	ROUTE	TOTAL SHEETS	SHEET NUMBER
05	223	20	1
REGISTERED CIVIL ENGINEER	DATE	EXPIRES	NO. OF SHEETS
XX-XX-XX	20.1/20.7	XX	XX



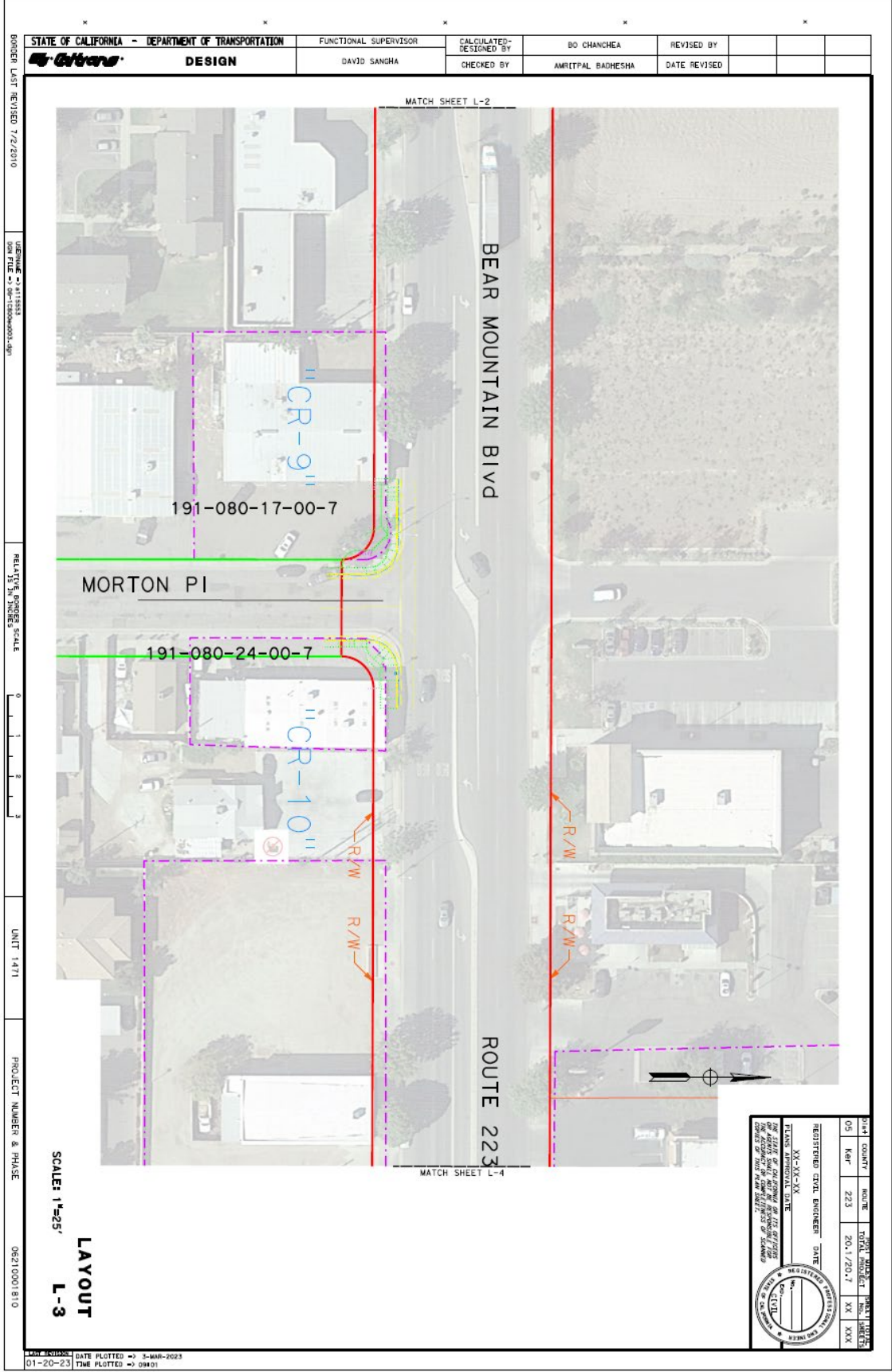
DATE PLOTTED: 3-MAR-2023  
 TIME PLOTTED: 09:55

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	BO CHANCHEA	REVISED BY	
	DAVID SANGHA	CHECKED BY	AMRITPAL BADHESHA	DATE REVISED	



05	05	05	05
Ref	223	20.1/20.7	XX
REGISTERED CIVIL ENGINEER DATE XX-XX-XX			
PLANS APPROVAL DATE XX-XX-XX			

DATE PLOTTED: 3-MAR-2023  
 TIME PLOTTED: 08:57



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION <b>DESIGN</b>	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	BO CHANCHEA	REVISED BY	
	DAVID SANGHA	CHECKED BY	AMRITPAL BADHESHA	DATE REVISED	

BORDER LIST REVISED 7/2/2010

UPGRADE: 01115533  
 SWN FILE: 011155330001.dgn

RELATIVE EASER SCALE  
 1/4" = 10' MINORS

UNIT 1471

PROJECT NUMBER & PHASE  
 06210001810

DATE PLOTTED: 3-MAR-2023  
 TIME PLOTTED: 09401

COUNTY	ROUTE	TOTAL SHEETS	SHEET NO.
05	223	20,1/20,1	XX XXX

REGISTERED CIVIL ENGINEER DATE

XX-XX-XX

REGISTERED PROFESSIONAL ENGINEER

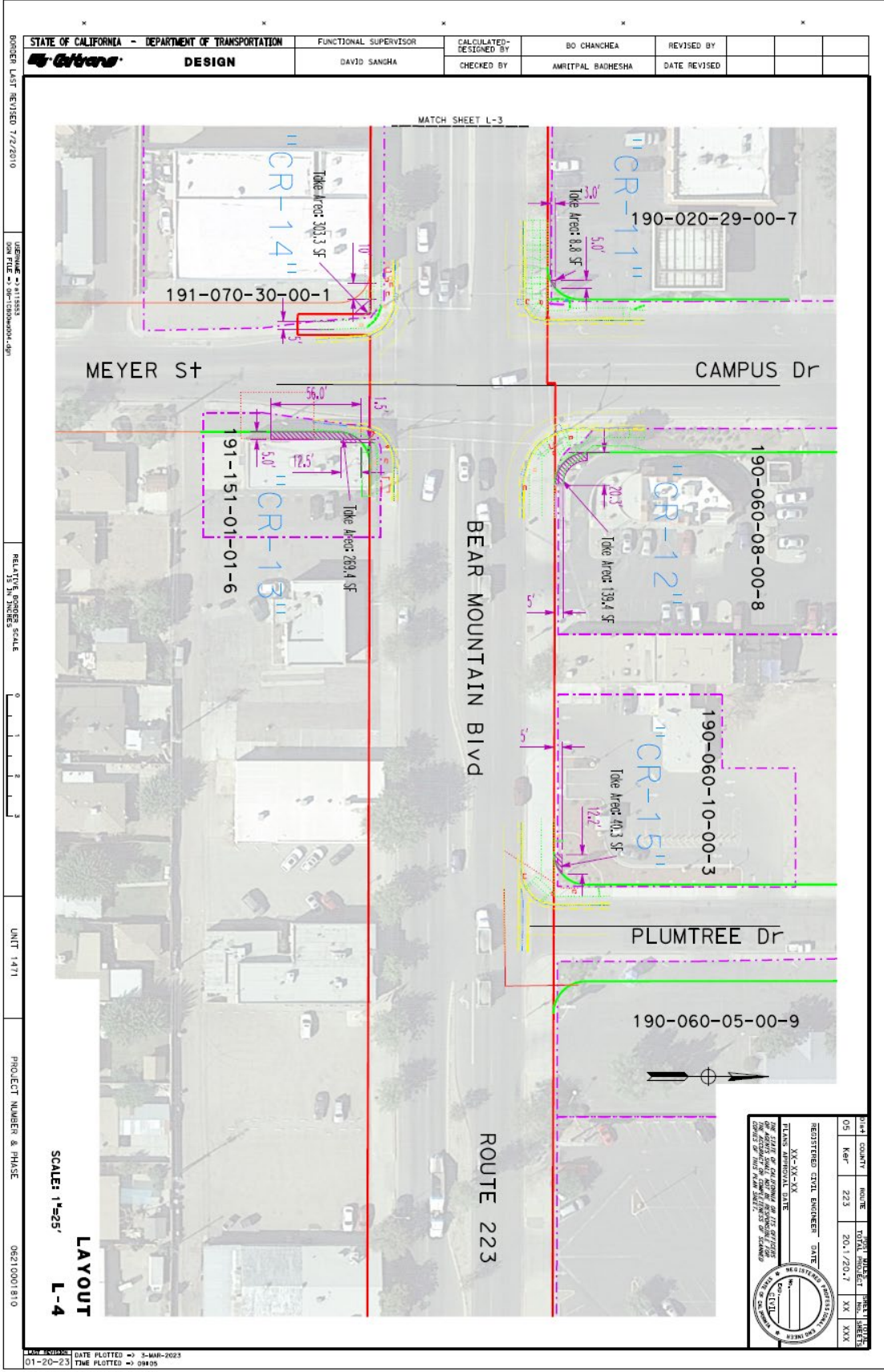
DATE

XX-XX-XX

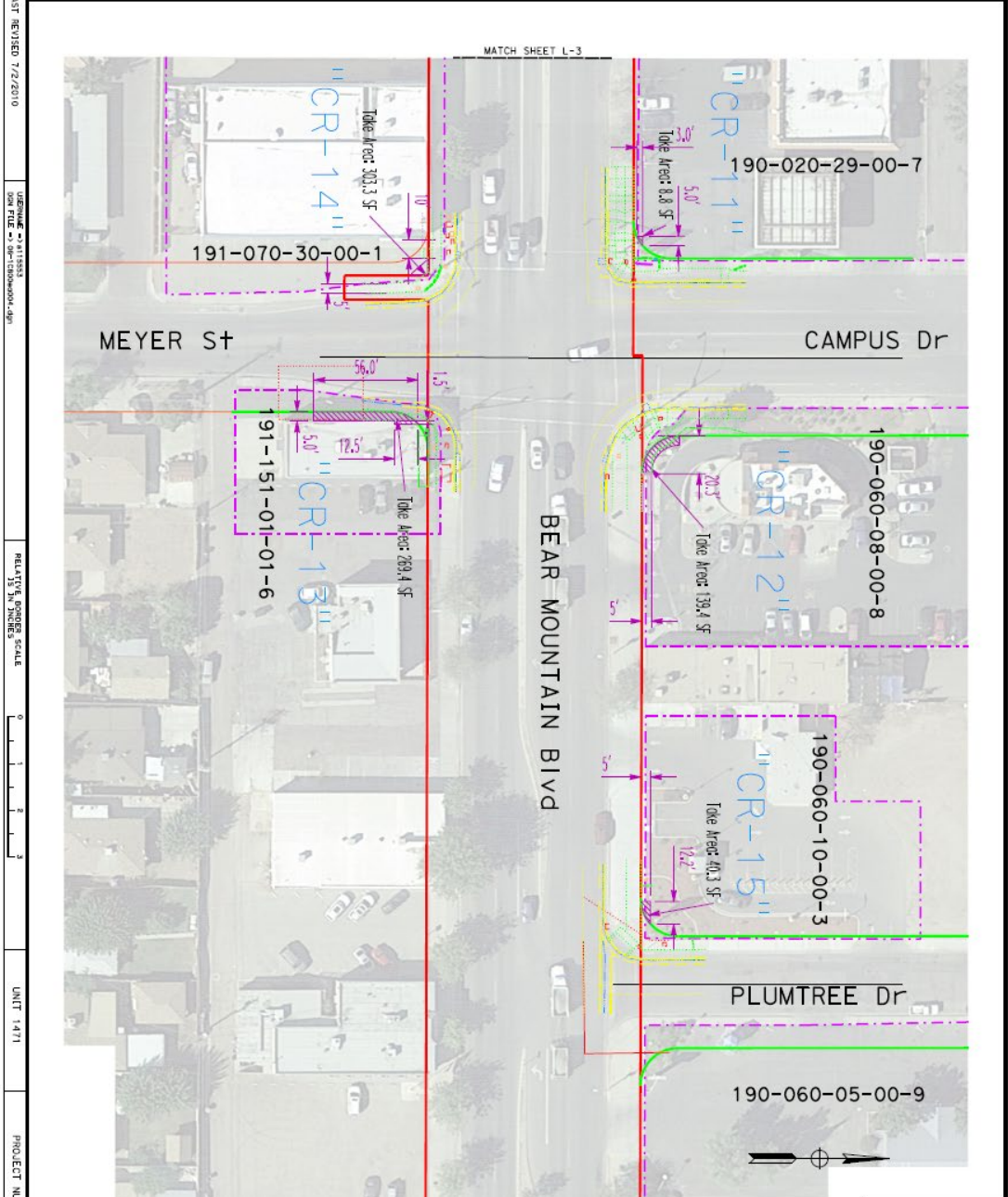
SCALE: 1"=25'

LAYOUT L-3

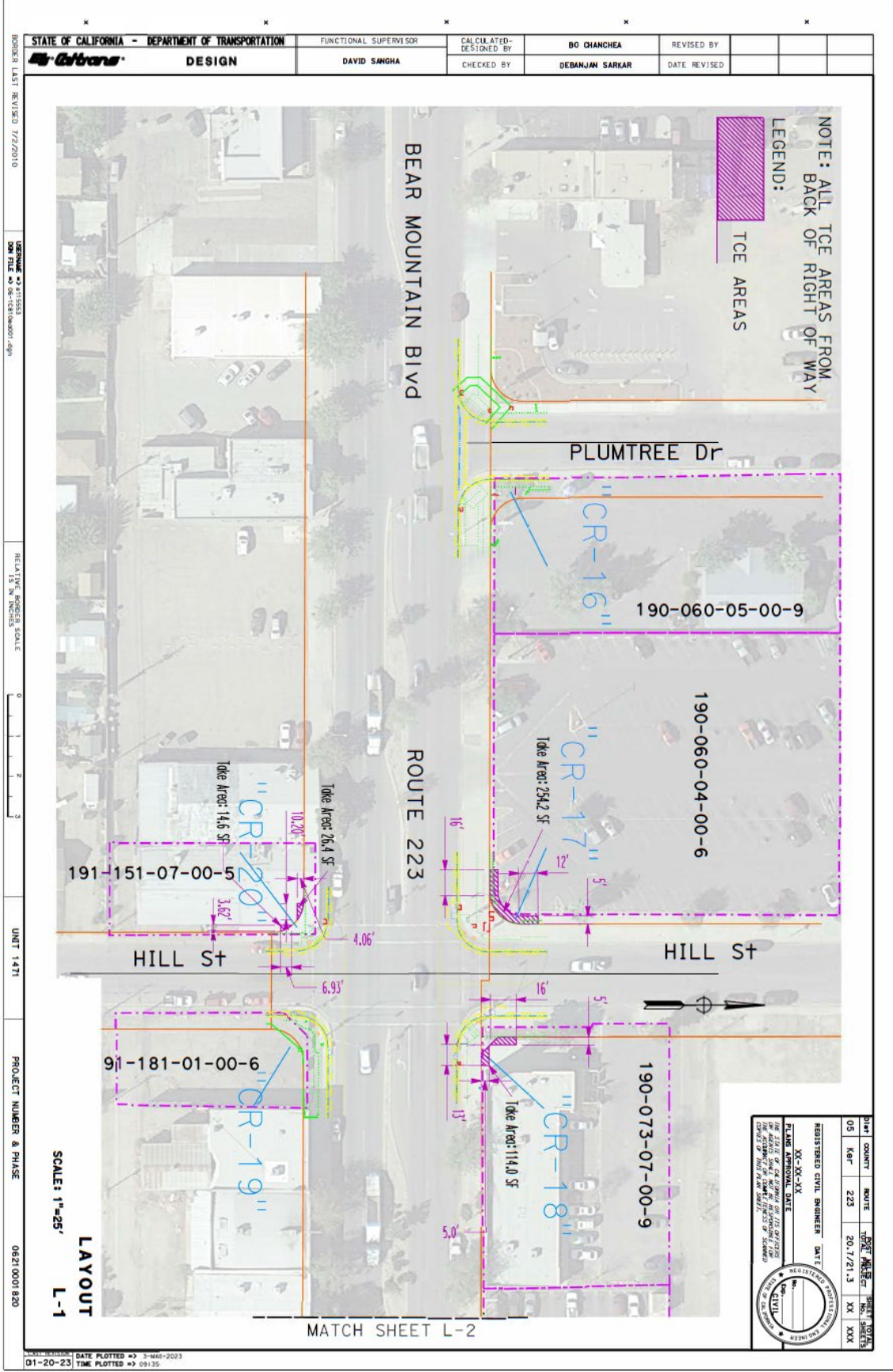


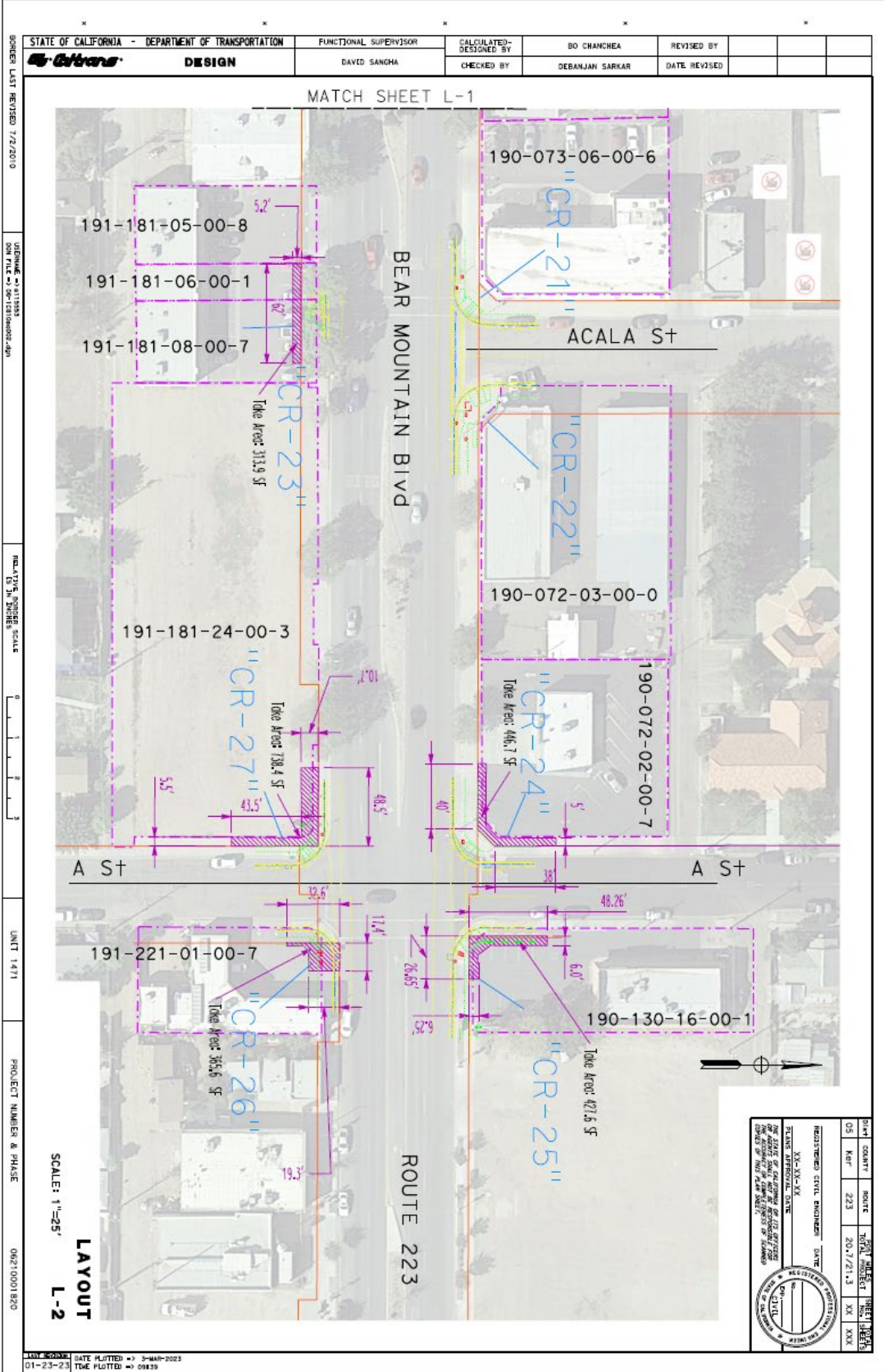


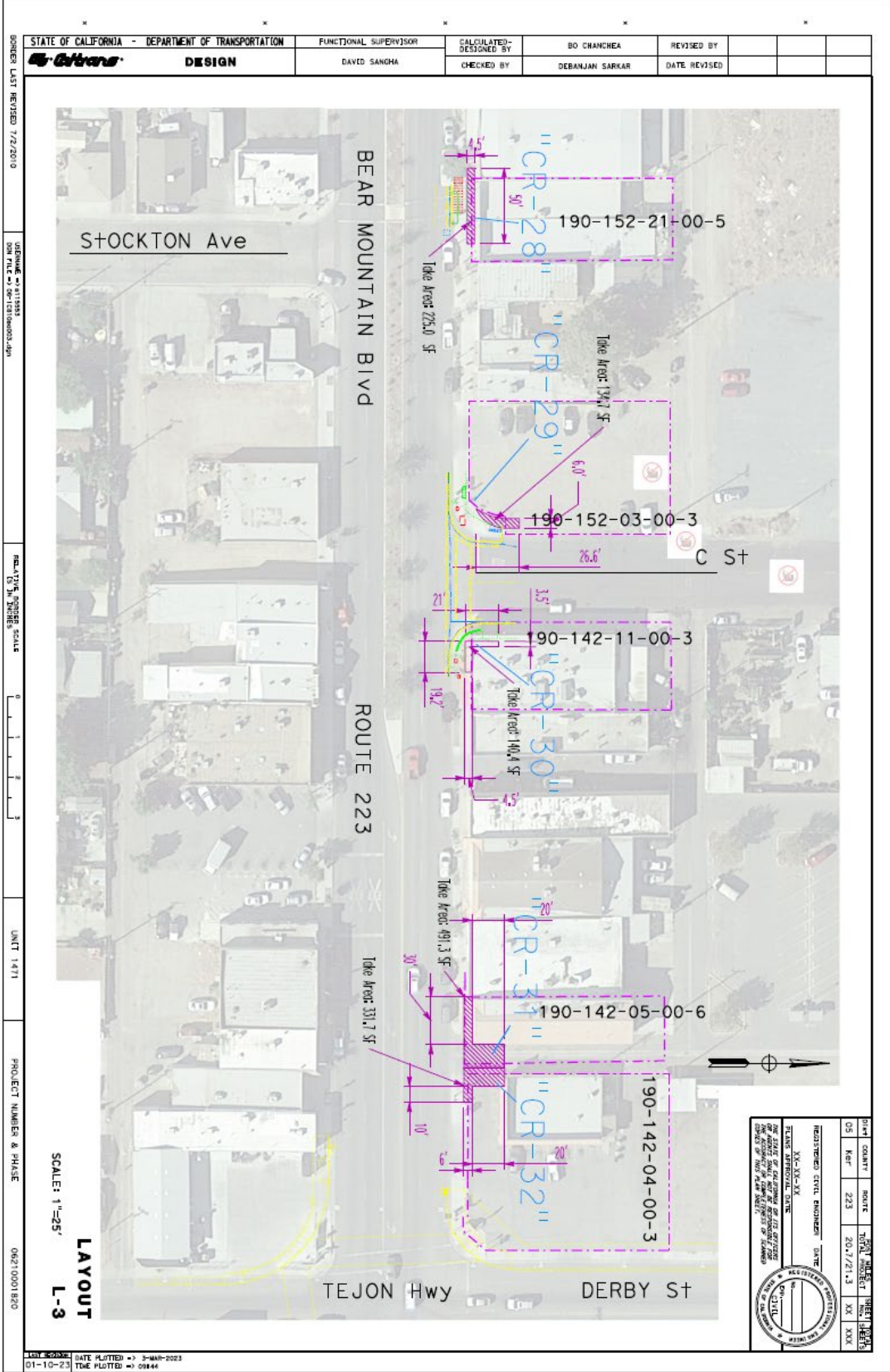
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	DO CHANCEA	REVISED BY	
<b>DESIGN</b>	DAVID SANGHA	CHECKED BY	AMRITPAL BADHESHA	DATE REVISED	



05	Mer	223	20.1 / 20.7	XX	XXX
<p>REGISTERED CIVIL ENGINEER DATE</p> <p>PLANS APPROVAL DATE</p> <p>DATE OF APPROVAL OF THE ORIGINAL</p> <p>DATE OF APPROVAL OF THE ORIGINAL</p> <p>DATE OF APPROVAL OF THE ORIGINAL</p> <p>DATE OF APPROVAL OF THE ORIGINAL</p>					
<p>REGISTERED CIVIL ENGINEER</p> <p>DATE</p> <p>PLANS APPROVAL DATE</p> <p>DATE OF APPROVAL OF THE ORIGINAL</p> <p>DATE OF APPROVAL OF THE ORIGINAL</p> <p>DATE OF APPROVAL OF THE ORIGINAL</p> <p>DATE OF APPROVAL OF THE ORIGINAL</p>					







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

Air Quality Memorandum – August 2023  
Noise Memorandum – September 2023  
Water Quality Memorandum – April 2022  
Biological Memorandum – October 2023  
Hydraulics Recommendation Memorandum - April 2023  
Historic Property Survey Report – June 2022  
Initial Site Assessment – August 2023  
Visual Impact Assessment – September 2021  
Paleontology Identification Report – February 2022  
Energy Memorandum – March 2023  
Climate Change Analysis – April 2023

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

Trais Norris  
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 Trais Norris: 559-320-6045

Please provide the following information in your request:

Project title: Arvin CAPM  
General location information: City of Arvin  
District number-county code-route-post mile: 06-KER-223-PM 20.10-21.30  
EA/Project ID number: 06-0Y150/0619000002