

State Route 46 Widening Project

KERN COUNTY, CALIFORNIA
DISTRICT 6—KER—46 (PM 29.7/31.9)
06-44255/0612000176

De Minimis Section 4(f) Evaluation



**Prepared by the
State of California, Department of Transportation**

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code 327 and the Memorandum of Understanding dated December 23, 2016, and executed by Federal Highway Administration and Caltrans.

May 2020



06-KER-46-PM 29.7/31.9
06-44255
0612000176

Widen State Route 46 between post mile 29.7 and post mile 31.9 from a two-lane highway to a four-lane conventional highway or expressway

DE MINIMIS SECTION 4(F) EVALUATION

Submitted Pursuant to:

49 U.S. Code 303

THE STATE OF CALIFORNIA
Department of Transportation as assigned

Richard Putler

Richard Putler
Senior Environmental Planner

5/14/2020

Date

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code 327.

Introduction

This section of the document discusses *de minimis* impact determination under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 U.S. Code 138 and 49 U.S. Code 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. Federal Highways Administration's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations 774.3 and Code of Federal Regulations 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the California Department of Transportation pursuant to 23 U.S. Code 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resources that may be affected by a project action.

Description of Section 4(f) Property

There are two potential Section 4(f) properties within the project limits:

1. The California Aqueduct between post mile 29.98 and post mile 30.02; and
2. Lost Hills Wonderful Park between post mile 30.48 and post mile 30.62

California Aqueduct

The California Aqueduct is the largest section of the water conveyance systems developed as part of the State Water Project. The aqueduct is owned and maintained by the California Department of Water Resources. The California Aqueduct comprises 444 miles of the 701 miles of aqueducts, canals, and pipelines that make up the State Water Project. The aqueduct was constructed between 1960 and 1974. Even though the California Aqueduct is less than 50 years old, the State Historic Preservation Officer concurred with Caltrans in July 2012 that the California Aqueduct is a major part of the State Water Project and is eligible for the National Register of Historic Places at the state level of significance. It was also determined that the existing bridge over the California Aqueduct was not eligible for the National Register of Historic Places because the alterations significantly changed the bridge from its original design.

The Finding of Effect stated the character defining features of the California Aqueduct include its location and original alignment, rural setting, original width and length, the unreinforced concrete lining of the canal, other design features, and the access road on each side of the aqueduct. The main attribute of the

California Aqueduct is its size; most canals are at least half the size of the California Aqueduct. The main activity of the California Aqueduct is the distribution of water from the Sacramento-San Joaquin Delta to Southern California.

Lost Hills Wonderful Park

The Kern County Department of Parks and Recreation owns and maintains Lost Hills Wonderful Park, a 17-acre park on the north side of State Route 46 and east of the intersection between State Route 46/Lost Hills Road. The Wonderful Company refurbished Lost Hills Wonderful Park, formally known as Lost Hills Paramount Park, to its current state in 2011. The Wonderful Company has plans to build a pedestrian overcrossing on the east side of the park and add more vegetation along the southern edge of the park.

The features of the park include two community centers, playground, soccer field with metal bleachers, track and field complex, basketball court, splash pad, picnic tables, tennis court, trees, star-shape landscape design at the southwest corner of the park, concrete walking path lined with solar-powered lights and exercise equipment, and two parking lots. Some of the activities at the park include sport competitions, clubs, educational lessons, recreational playground activities, and community events. The attributes of the park include its cleanliness and maintained appearance. These attributes create a safe and warm space for the community to visit the park and host events.

Impacts on Section 4(f) Property

No-build Alternative:

California Aqueduct

Since the no-build alternative would not construct the proposed project, there would be no impacts to the activities, features, and/or attributes of the California Aqueduct.

Lost Hills Wonderful Park

Since the no-build alternative would not construct the proposed project, there would be no impacts to the activities, features, and/or attributes of the Lost Hills Wonderful Park.

Build Alternative:

California Aqueduct

Caltrans consulted with the California Department of Water Resources about the design of the proposed structure. The Department of Water Resources requires agencies constructing a new structure over the California Aqueduct not to construct piers in the aqueduct. Therefore, a single-span bridge will be constructed north of the existing structure between post mile 29.98 and post mile

30.02. The new structure will be about 206 feet long, 47 feet wide, and 6 to 7 feet higher than the existing structure. The new structure would place the abutments about 5 to 10 feet from the edge of the channel.

On the western side of the California Aqueduct, there is an existing entrance to the property. While the new structure will be placed at this location, as part of the encroachment permit with the Department of Water Resources, the project will construct a new entrance north of the new structure. The project will not impact the owner's ability to access the aqueduct during construction. See Figure 1 "Proposed work next to the California Aqueduct."

Since the project will construct a single-span bridge and it does not propose any pier work, Caltrans determined the project will not adversely impact the activities, features, and/or attributes of the California Aqueduct. Therefore, Caltrans determined the project would have a *de minimis* impact on the California Aqueduct. The State Historic Preservation Officer concurred with Caltrans on November 20, 2019 that the project will not adversely impact the historic features of the aqueduct and the project will have a *de minimis* impact under Section 4(f).

See the revalidation for more information about the updates to the technical studies.

Lost Hills Wonderful Park

The project would permanently acquire land from the southern edge of the park. The section to be acquired will be about 700 feet long and 35 feet wide (about 0.30 acre). This acquisition will take about 2 percent of the park. See Figure 2 "Expected Land Acquisition from Lost Hills Wonderful Park."

The section to be acquired would include the following features: a part of the star-shape landscape design at the southwest corner of the park. The Chief Officer of the Kern County General Services Division concurred on April 3, 2020 that monetary compensation will mitigate the impacts to the park's landscaping. A cooperative agreement between Caltrans and Kern County will be prepared for the project; the document will include a statement that the funds provided to the county must be used to repair the Lost Hills Wonderful Park landscape.



After reviewing the expected impacts to the park's landscaping and the proposed monetary compensation, Caltrans has determined the project will not adversely impact the activities, features, and/or attributes of the Lost Hills Wonderful park. It was determined the project would have a *de minimis* impact to the Lost Hills Wonderful Park. Caltrans will request written concurrence from the official with jurisdiction, Kern County, after the public has been offered the opportunity to review and comment on this document.

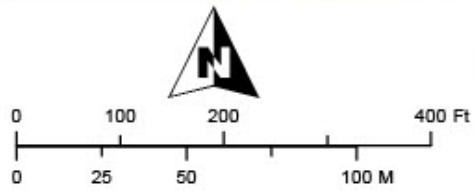
The project noise study was updated in 2018. The updated noise study concluded it was feasible to construct a sound wall at the park. Caltrans received

a letter on June 11, 2019 from Kern County, the owner of the park, about the sound wall. The letter stated Kern County did not want the sound wall because the wall could be possible target for vandalism and it would not provide any practical benefits to the users of the park. See the revalidation for more information about the updates to the technical studies.

Figure 1 Proposed Work Next to the California Aqueduct

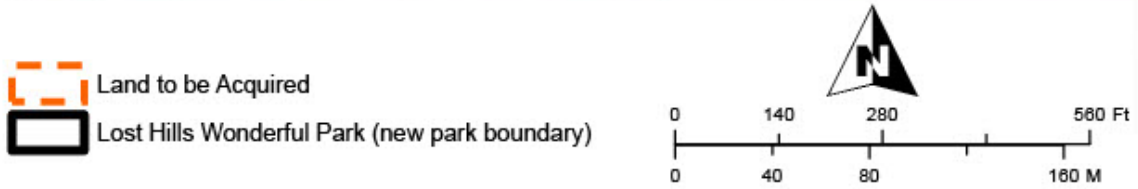


- Existing Aqueduct ROW
-  Proposed Bridge
-  Proposed Access Roads and Proposed Highway



Note:
The 'Proposed Access Roads' line does not show the entire project area of the State Route 46 Widening Project.

Figure 2 Expected Land Acquisition from Lost Hills Wonderful Park



Measures to Minimize Harm to the Section 4(f) Property

California Aqueduct

The Department of Water Resources requires new bridges over the California Aqueduct to be constructed without piers and to set abutments several feet from the edge of the canal. Therefore, the new structure will follow these design requirements. As such the project will not impact the features, attributes, and activities of the California Aqueduct.

Lost Hills Wonderful Park

It was concluded the project would impact a portion of the landscaping feature at the southwest corner of the park. The project development team reviewed the option to widen the highway on the southside and avoid impacting the park. However, the southern alignment would relocate more homes and businesses in Lost Hills than the northern alignment. The southern alignment would also acquire a significant portion of Pavilion Way, which is the main road to Lost Hills Elementary School and A.M. Thomas Middle School. Furthermore, the southern alignment would bring the highway closer to the schools than which would increase the noise levels outside the school buildings.

Caltrans began coordinating with the Chief Officer of the Kern County General Services Division in January 2020. The coordination notified the Chief Officer of the Section 4(f) process and that Caltrans would like to acquire a portion of the Lost Hills Wonderful Park. The acquisition of the park would impact the landscaping at the southwest corner of the park. Caltrans and the Chief Officer of the Kern County General Services Division discussed options to mitigate the impacts to the landscaping. It was agreed that Caltrans would pay Kern County to repair the landscaping. A cooperative agreement will be prepared and it will state that the funds will be used to repair the landscape at Lost Hills Wonderful Park.

Coordination

California Aqueduct

Caltrans sent a letter and the project's Finding of Effect to the State Historic Officer in July 2019. The Finding of Effect discussed the character defining features of the California Aqueduct and stated that the existing bridge at the aqueduct is not eligible for the national register of historic places because past projects have modified the bridge from its original design. Since the single-span bridge will not construct any piers in the aqueduct and the abutments will be set several feet away from the aqueduct, the new bridge will not adversely impact the character defining features of the California Aqueduct. Caltrans determined in the Finding of Effect that a finding of No Adverse Effect without Standard Conditions is appropriate.

The State Historic Preservation Officer responded to Caltrans' initial letter on August 16, 2019. The State Historic Preservation Officer requested additional

information about the proposed project. Caltrans provided the state agency a revised Finding of Effect on October 28, 2019. On November 20, 2019, the State Historic Preservation Officer concurred with Caltrans that the project will not adversely impact the California Aqueduct and it would have a *de minimis* impact on the historic resource.

Lost Hills Wonderful Park

The California Department of Transportation submitted a letter to the Chief Officer of the Kern County General Services Division, Geoffrey Hill, on January 21, 2020 (a copy of the letter is in the *Letters and Correspondence* section). Since the Park and Recreation Department is under the General Services Division, the Chief Officer of General Services has the authority to make decisions about the park on behalf of Kern County.

Mr. Hill responded to the letter on February 7, 2020. He concurred that the project would not adversely impact the activities, attributes, and/or features of the Lost Hills Wonderful Park. He stated that Kern County would be compensated if construction damages the park. Richard Putler, Caltrans Senior Environmental Planner, mailed another letter to Mr. Hill on March 18, 2020. The letter included items that need to be discussed in Kern County's letter to Caltrans in order to comply with Section 4(f).

Since it is expected the project will impact the landscaping on the southwest corner of the park, additional consultation with Mr. Hill was conducted to determine the appropriate mitigation. It was determined monetary compensation will be provided to Kern County to mitigate the impacts to the landscaping. A cooperative agreement between Caltrans and Kern County will outline that the funds must be used to repair the park. After reviewing the project impacts to the Lost Hills Wonderful park and the proposed monetary compensation, Caltrans determined the project will not adversely impact the park's activities, features, and/or attributes. As such, Caltrans determined the project would have a *de minimis* impact to the Lost Hills Wonderful Park.

After the public is offered the opportunity to review and comment on this document, Caltrans will request the official with jurisdiction, Kern County, written concurrence to the *de minimis* impact determination.

Letters and Other Correspondence

Attach any letters and other correspondence related to the coordination efforts done for the *De Minimis* Section 4(f) Evaluation. At minimum, include all letters and correspondence with the official with jurisdiction.

California Aqueduct

Letter to the State Historic Preservation Officer—July 15, 2019

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS
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Making Conservation
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July 15, 2019

Julianne Polanco
State Historic Preservation Officer
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Natalie Lindquist

RE: Finding of No Adverse Effect for the State Route 46 Highway Widening – Segment 4B Project, Kern County, California

Dear Ms. Polanco:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation Officer (SHPO) regarding the State Route 46 Highway Widening – Segment 4B Project on State Route 46 in Kern County, California. This consultation is undertaken in accordance with the January 1, 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation* (Section 106 P.A). Caltrans is concurrently complying with PRC 5024 pursuant to Stipulation III of the *Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92* (PRC 5024 MOU).

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Caltrans, as assigned by the Federal Highway Administration (FHWA), proposes to widen the two-lane conventional highway to a four-lane expressway between 1.0 mile west of Browns Material Road (PM 26.5) and the oil field (PM 29.7) and a four-lane conventional highway between the oil field to approximately 1.3 miles east of Lost Hills Road (PM 31.8). The project will construct a new two-lane bridge adjacent to and north of the current California Aqueduct Bridge No. 50-0197 (PM 30.0). After construction, the new bridge would carry westbound traffic on State Route 46, and the current bridge would carry eastbound traffic on State Route 46.

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to enhance California's economy and livability"*

Ms. Julianne Polanco
July 15, 2019
Page 2

The enclosed Finding of No Adverse Effect (FOE) document summarizes Caltrans' application of the Criteria of Adverse Effect for the California Aqueduct within the project Area of Potential Effects (APE). The California Aqueduct was determined eligible for the National Register of Historic Places in 2012 under Criteria A, as the largest and most significant of the water conveyance systems developed as part of the State Water Project (SWP), and C, for its complex design necessary to redistribute water throughout the state of California on such a massive level.

Pursuant to Stipulation X.A of the Section 106 PA and 36 CFR §800.5(a), Caltrans has applied the Criteria of Adverse Effect set forth at 36 CFR §800.5(a)(1) and has determined that a finding of **No Adverse Effect** is appropriate for the Undertaking as a whole, per Stipulation X.B.2 of the Section 106 PA. The proposed construction of the new bridge would be completed in a manner that will ensure that the character defining features of the California Aqueduct will not be adversely affected.

Caltrans, as assigned by FHWA, intends to make a *de minimis* finding for Section 4(f) use of a historic property (CA-RIV-8089H) based on your concurrence on the Section 106 effect finding, pursuant to Section 6009(a) of SAFETEA-LU. Please note that if no response is received from the SHPO within 30 days of receipt of this submittal, Caltrans will still make a *de minimis* impact finding for purposes of Section 4(f) as described in our August 11, 2006 letter agreement.

We look forward to receiving your response within 30 days of your receipt of this submittal in accordance with Stipulation X.B.2.b of the Section 106 PA. Thank you for your assistance with this Undertaking. If you need any additional information, please contact me or John M. Thomas at (559) 445-6461 or John.Q.Thomas@dot.ca.gov.

Sincerely,



ALEXANDRA BEVK NEEB
Section 106 Coordinator
Caltrans Cultural Studies Office

Enclosure:
Finding of No Adverse Effect for the State Route 46 Highway Widening – Segment 4B Project

CC: JThomas, NHeilmann

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Concurrence Letter from the State Historic Preservation Officer—November 20, 2019



State of California • Natural Resources Agency

Gavin Newsom, Governor

**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

November 20, 2019

VIA EMAIL

In reply refer to: FHWA_2019_0715_002

Ms. Alexandra Bevk Neeb, Section 106 Coordinator
Cultural Studies Office
Caltrans Division of Environmental Analysis
1120 N Street, PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Finding of No Adverse Effect for the State Route 46 Highway Widening
– Segment 4B Project, Kern County, CA

Dear Ms. Bevk Neeb:

Caltrans is continuing consultation about the subject undertaking in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA). As part of your documentation, Caltrans submitted a Finding of No Adverse Effect Report for the proposed project (FOE).

Caltrans proposes to widen the two-lane conventional highway to a four-lane expressway between 1.0 mile west of Browns Material Road (PM 26.5) and the oil Field (PM 29.7) and a four-lane conventional highway between the oil field to approximately 1.3 miles east of Lost Hills Road (PM 31.8). The project will construct a new two-lane bridge adjacent to and north of the current California Aqueduct Bridge No. 50-0197 (PM 30.0). After construction, the new bridge would carry westbound traffic on State Route (SR) 46, and the current bridge would carry eastbound traffic on SR 46. A full project description is located on pages 2-3 of the FONAE.

Caltrans, as part of its identification efforts, identified one historic property eligible for the National Register of Historic Places (NRHP) that is located within the area of potential effects for the project:

Ms. Bevk Neeb
November 20, 2019
Page 2 of 2

FHWA_2019_0715_002

- **California Aqueduct** (Aqueduct) – Under Criterion A the Aqueduct is the largest and most significant of the water conveyance systems developed as part of the State Water Project. Under Criterion C it is eligible for the complex design necessary to redistribute water throughout the State of California on such a massive level.

Caltrans has applied the Criteria of Adverse Effect and found that pursuant to Stipulation X.B.2 of the PA the undertaking will have no adverse effect on the Aqueduct. In Caltrans' opinion, the proposed construction of the new bridge would be completed in a manner that will ensure that the character defining features of the Aqueduct will not be adversely affected.

Based on review of the submitted documentation, I have no objection to Caltrans' finding of no adverse effect.

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

First letter to Mr. Geoffrey Hill—January 21, 2020

DEPARTMENT OF TRANSPORTATION

DISTRICT 6 OFFICE

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January 21, 2020

Mr. Geoffrey Hill
Chief General Services Officer
Kern County General Services
1115 Truxtun Avenue, 3rd Floor
Bakersfield, CA 93301

Dear Mr. Hill:

I am a Senior Environmental Planner from the California Department of Transportation (Caltrans) and I am writing to you to discuss and begin the Section 4(f) consultation process in regard to the Kern 46 Widening project in Lost Hills, California.

Caltrans proposes to widen State Route 46 from a two-lane highway to a four-lane highway between Post Mile (PM) 26.5 and PM 31.8. This segment includes widening the highway in Lost Hills, California. After reviewing the project area, it was determined the project will permanently impact the southern edge of Lost Hills Park due to right-of-way acquisition and construction. Since the project will receive federal funds from the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program (a United States Department of Transportation program), Caltrans must conduct a Section 4(f) analysis.

Section 4(f) applies when a project will receive funding from or require approval by an agency of the United States Department of Transportation. The policy requires the lead agency to "... determine there is no feasible and prudent alternative that avoid the Section 4(f) properties and that the project includes all possible planning to minimize harm to the Section 4(f) properties" (Section 4(f) Tutorial, "When is Section 4(f) required?"¹). Section 4(f) properties are defined as "...publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any public or privately-owned historic site listed or eligible for listing on the National Register of Historic Places" (Section 4(f) Tutorial, "What are Section 4(f) properties?"²).

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Mr. Geoffrey Hill
January 21, 2020
Page 2

Since Caltrans anticipates the impacts to the Lost Hills Park to be *de minimis*, per Section 4(f) the agency must consult the public landowner and obtain their concurrence. A *de minimis* impact is defined as an impact that will not permanently impact the activities, attributes, and features of the Section 4(f) property (Section 4(f) Tutorial, "What is a *de minimis* impact?"³). To comply with the process, Caltrans is requesting to consult with you about the process and types of impact under Section 4(f). Please reach out to me to set up a meeting to discuss these items via email richard.putler@dot.ca.gov or phone 559-445-5286. Your prompt response is greatly appreciated.

If you would like to learn more about the Section 4(f) policy, please check out the Section 4(f) Tutorial website:
https://www.environment.fhwa.dot.gov/env_topics/4f_tutorial/default.aspx. The website was created by the Federal Highway Administration.

Sincerely,



Richard Putler
Senior Environmental Planner

Citations

1. https://www.environment.fhwa.dot.gov/env_topics/4f_tutorial/overview.aspx?j=e#j
2. https://www.environment.fhwa.dot.gov/env_topics/4f_tutorial/overview.aspx?k=e#k
3. https://www.environment.fhwa.dot.gov/env_topics/4f_tutorial/overview.aspx?b=e#b

Enclosure

Project Map of the Kern 46 Widening project

- c: Jennifer Taylor, Office Chief – Southern San Joaquin Valley Environmental Office, California Department of Transportation – District 6
Garth Fernandez, Project Manager, California Department of Transportation – District 6
Deanna McNurlan, Associate Environmental Planner, California Department of Transportation – District 6

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Mr. Geoffrey Hill's response to the first letter—February 7, 2019

From: [Putler, Richard C@DOT](mailto:Putler_Richard_C@DOT)
To: [McNurlan, Deanna@DOT](mailto:McNurlan_Deanna@DOT)
Subject: FW: SR 46 widening project
Date: Wednesday, March 25, 2020 8:09:53 AM

From: Geoffrey Hill <hillg@kerncounty.com>
Sent: Friday, February 7, 2020 11:57 AM
To: Putler, Richard C@DOT <richard.putler@dot.ca.gov>; Fernandez, Garth D@DOT <garth.fernandez@dot.ca.gov>
Cc: Joseph Arriola <arriolaj@kerncounty.com>; Samuel Lux <LuxS@kerncounty.com>; Donald Anderson <AndersonD@kerncounty.com>
Subject: SR 46 widening project

EXTERNAL EMAIL. Links/attachments may not be safe.

Richard/Garth,

As requested, Kern County concurs the impacts to the 4(f) property (“Lost Hills Park” or “Wonderful Park”) will not permanently impact the activities, attributes, and features of the park, that there is no feasible and prudent alternative that avoid the Section 4(f) property, and that the project includes all possible planning to minimize harm to the Section 4(f) property.

Kern County General Services concurs and deems the project impacts to county property to be minor and easily mitigated. We also expect and understand the County will be compensated to offset any impacts brought by the project.

Geoffrey Hill
Chief General Services Officer

Second letter to Mr. Geoffrey Hill—March 18, 2020

DEPARTMENT OF TRANSPORTATION

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March 18, 2020

Mr. Geoffrey Hill
Chief General Services Officer
Kern County General Services
1115 Truxtun Avenue, 3rd Floor
Bakersfield, CA 93301

Dear Mr. Hill:

Thank you for replying to our request to begin the Section 4(f) process due to acquiring a portion of the Lost Hills Park. When drafting your official response, please include the following items:

1. After reviewing the transportation use of the Lost Hills Park, in conjunction with the compensation of acquiring the land and replacing items removed during construction (i.e. trees, picnic tables, etc.), the County agrees that the project would not adversely affect the activities, features, or attributes of the Lost Hills Park.
2. As such, the County agrees with Caltrans that the project would cause a *de minimis* impact as defined under Section 4(f) policy.

Lastly, the response must be prepared on a letter with your department's official department letterhead with your signature. We greatly appreciate your cooperation through this process and look forward to your letter.

Sincerely,

A handwritten signature in blue ink that reads "Richard Putler".

Richard Putler
Senior Environmental Planner
Southern San Joaquin Valley Management Branch 1

Official Letter from Geoffrey Hill—Caltrans received this letter on April 22, 2020



April 3, 2020

California Department of Transportation
District 6
ATTN: Mr. Richard Putler
855 M Street, Suite 200
Fresno, CA 93721-2716

RE: Caltrans State Route 46 Widening Project and Impact to County Facility

Dear Mr. Putler:

After reviewing the transportation use of the 4(f) property ("Lost Hills Park" or "Wonderful Park"), in conjunction with the compensation of acquiring the land and replacing items removed during construction, Kern County concurs that the project will not permanently impact the activities, attributes, and features of the park, that there is no feasible and prudent alternative that avoid the Section 4(f) property, and that the project includes all possible planning to minimize harm to the Section 4(f) property.

Kern County General Services concurs and deems the project impacts to county property to be minor and easily mitigated. We also expect and understand the County will be compensated to offset any impacts brought by the project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Geoffrey Hill".

Geoffrey Hill
Chief General Services Officer

GROUNDED  BOUNDLESS