

# Memorandum

**TAB 40**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** June 25, 2014

**Reference No.:** 2.2b.  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Katrina Pierce, Chief  
Division of  
Environmental Analysis

**Subject:** COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT

## RECOMMENDATION:

That the California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) review and comment at the June Commission meeting on the following Draft Environmental Impact Report:

## ISSUE:

### 06-Ker-58, PM T31.7/R55.6, 06-Ker-99, PM 21.2/26.2

This project in Kern County will construct a new alignment for State Route 58 (SR 58) from Cottonwood Road east of State Route 99 (SR 99) to Interstate 5 (I-5) and improve SR 99 from Wilson Road to Gilmore Avenue in the city of Bakersfield. The project is programmed in the 2014 State Transportation Improvement Program. The total estimated cost is \$378,600,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Transportation Improvement Program.

Alternatives considered for the proposed project include:

- No Build Alternative.
- Alternative A - This alternative proposes to run SR 58 westerly from the existing SR 58/SR 99 interchange for approximately 0.5 mile south of Stockdale Highway. From there it turns northwesterly and spans Stockdale Highway/Montclair Street, California Avenue/Lennox Avenue, Truxton Avenue, and the Kern River before joining the east end of the Westside Parkway near the Mohawk Street interchange. The total length of Alternative A is 8.2 miles.

- Alternative B - This alternative which emerged as the preferred alternative, proposes to run SR 58 westerly from the existing SR 58/SR 99 interchange approximately 1,200 feet south of Stockdale Highway. From there it turns northwesterly and spans Stockdale Highway/Stine Road, California Avenue, Commerce Drive, Truxton Avenue, and the Kern River before joining the east end of the Westside Parkway near the Mohawk Street interchange. This alignment depresses the Centennial Corridor between California Avenue and Ford Avenue. Overcrossings are proposed at Marella Way and La Mirada Drive to improve traffic circulation. The option of removing the La Mirada Drive overcrossing and adding a Ford Avenue undercrossing with Alternative B is also under consideration. The total length of Alternative B is 8.6 miles.
- Alternative C - This alternative proposes to run SR 58 north from the existing SR 58/SR 99 interchange and parallel to the west of SR 99 for approximately one mile. From there it turns west and spans the Burlington Northern Santa Fe Railway rail yard, Truxton Avenue, and the Kern River. This alternative proposes undercrossings at Brundage Lane, Oak Street, SR 99, Palm Avenue, and California Avenue. The total length of Alternative C is 8.7 miles.

The decision to prepare an Environmental Impact Report was made due to the number of anticipated significant environmental impacts associated with the project. In addition there is a substantial amount of public controversy surrounding the project. Impacts include:

- Traffic and Circulation
- Pedestrian/Bicycle Facilities
- Historical Resources
- Community Impacts
- Residential and commercial relocations
- Visual/Aesthetics
- Biological Resources
- Cumulative Impacts

The following measures would be incorporated to minimize impacts of the project:

- Landscaping will be incorporated into the project design.
- Landscaping will incorporate tree replacement at a 1:1 ratio.
- Replacement habitat will be incorporated into the develop plan for the Westside Parkway.
- A pre-construction survey will be conducted by a qualified biologist for nesting raptors and loggerhead shrikes.
- Implementation of measures developed with the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife to reduce impacts to the San Joaquin kit fox.

- A Memorandum of Agreement will be entered into with the State Historic Preservation Officer and the Advisory Council on Historic Preservation to identify mitigation measures to reduce potential impacts to the Rancho Vista Historic District.
- Coordination with the City of Bakersfield to minimize impacts to the Kern River Parkway and Saunders Park.

Attachment

# Centennial Corridor Project

City of Bakersfield and Kern County, CA  
District 6 - KER - 58 - PM T31.7 to PM R55.6  
District 6 - KER - 99 - PM 21.2 to PM 26.2

Project ID # 06-0000-0484

SCH #2008091102

## Draft Environmental Impact Report/ Environmental Impact Statement and Section 4(f) Evaluation



### Executive Summary

Prepared by the  
State of California Department of Transportation

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 the California Department of Transportation under its assumption of responsibility pursuant to 23 U.S. Code 327.

May 2014



Construct a new alignment for State Route 58 to provide a continuous route along State Route 58 from Cottonwood Road (post mile R55.6) on existing State Route 58 (East), east of State Route 99 to Interstate 5 (post mile T31.7).  
Improve State Route 99 from Wilson Road (post mile 21.2) to Gilmore Avenue (post mile 26.2).

**DRAFT ENVIRONMENTAL IMPACT REPORT  
/ENVIRONMENTAL IMPACT STATEMENT  
and Section 4(f) Evaluation**

Submitted Pursuant to: (State) Division 13, California Public Resources Code  
(Federal) 42 U.S. Code 4332(2)(C), 23 U.S. Code 327, and 49 U.S. Code 303

THE STATE OF CALIFORNIA  
Department of Transportation

4/28/2014  
Date of Approval

  
Sharri Bender Ehlert  
District Director  
California Department of Transportation  
National Environmental Policy Act Lead Agency  
California Environmental Quality Act Lead Agency

The following person may be contacted for additional information about this document:

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**Abstract:** The purpose of the project is to provide continuity for traffic using State Route 58 in Kern County. Substantial environmental effects anticipated from the project include: biological resources; displacement of residences/businesses; potentially archaeological resources; historic resources/4(f) for alternative A; parkland/4(f) for alternatives A and C; potential hazardous waste/materials, potential to uncover/encounter significant fossils. Unavoidable adverse impacts anticipated, regardless of alternatives selected, include: aesthetics, community disruption, and noise

Comments on the Draft Environmental Impact Report/Environmental Impact Statement are due no later than July 8, 2014. Comments should be submitted to Ms. Jennifer H. Taylor at the address listed above or emailed to: [Centennial@dot.ca.gov](mailto:Centennial@dot.ca.gov).

## **Summary**

The California Department of Transportation (Caltrans), in cooperation with the City of Bakersfield, proposes to construct a new alignment for State Route 58 to provide a continuous route along State Route 58 from Cottonwood Road (post mile R55.6) on existing State Route 58 (East), east of State Route 99 to Interstate 5 (post mile T31.7). Improvements to State Route 99 from Wilson Road (post mile 21.2) to Gilmore Avenue (post mile 26.2) would also be required for the connection with State Route 58. The project is known as the Centennial Corridor. Caltrans is the lead agency for the project pursuant to both the California Environmental Quality Act and the National Environmental Policy Act.

### ***Overview of Project Area***

The project sits at the southern end of the San Joaquin Valley in the City of Bakersfield in Kern County, California. The project area is bound on the east by Cottonwood Road, on the west by Interstate 5, on the north by Gilmore Avenue, and on the south by Wilson Road.

Land uses in the project vicinity include residential, commercial, industrial, recreation, resource/utility, agriculture, undeveloped/vacant, and government. The eastern and central portions of the project area are more urban; the western portion is generally undeveloped or in agricultural production.

### ***Purpose and Need***

The purpose of the Centennial Corridor project is to provide route continuity and associated traffic congestion relief along State Route 58 within metropolitan Bakersfield and Kern County from the existing State Route 58 (East) (at Cottonwood Road) to Interstate 5.

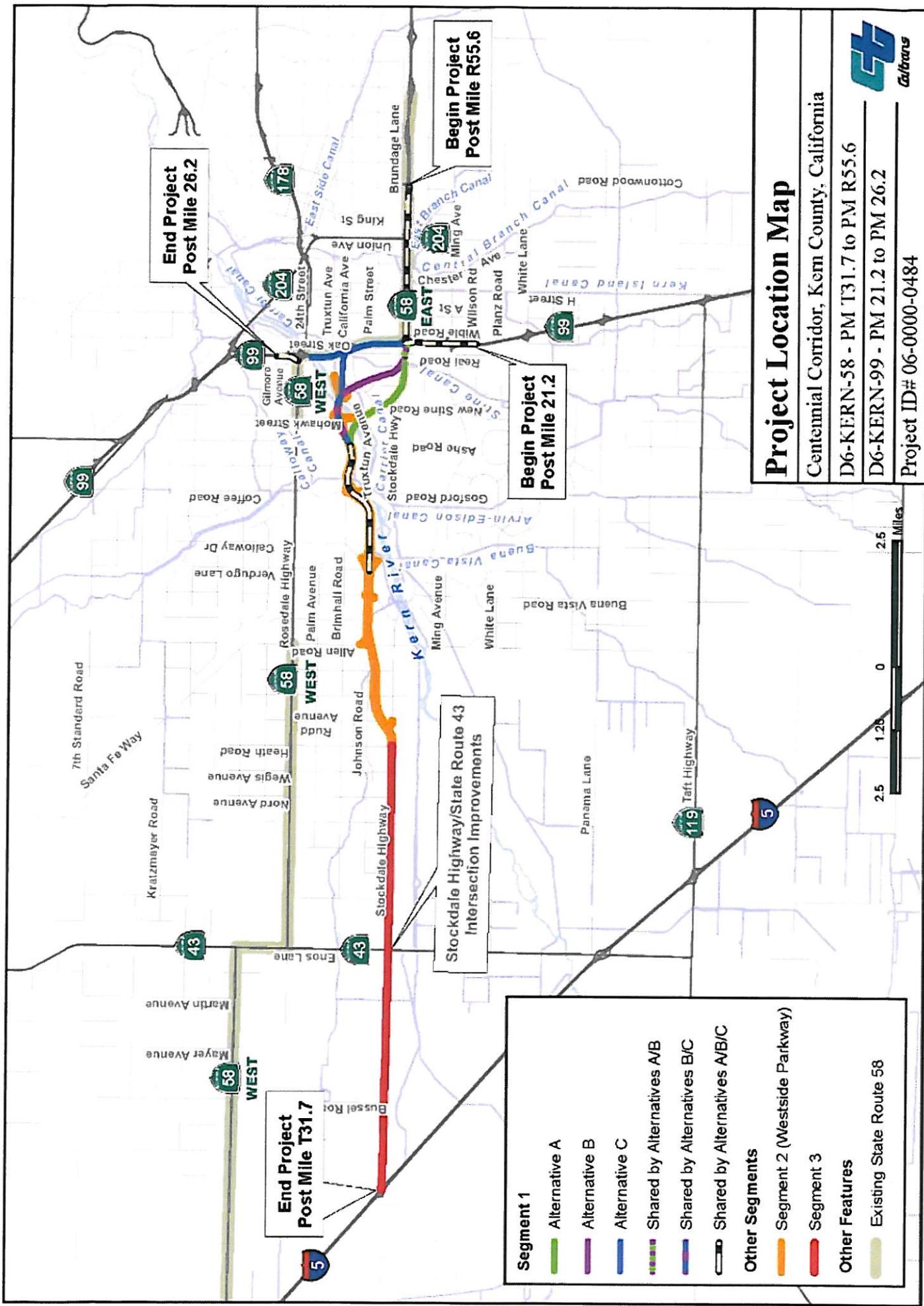
State Route 58 is a critical link in the state transportation network and is used by interstate travelers, commuters, and a large number of trucks. State Route 58 lacks continuity in central Bakersfield, resulting in severe traffic congestion and reduced levels of service on adjoining highways and local streets. (The effectiveness of traffic operations on a transportation facility is measured in terms of “level of service”, an A through F scale with A being best and F being worst. This is further explained in Chapter 1.) This route is offset by about 2 miles at State Route 99 and by about 1 mile at State Route 43. The merging of two major state routes (58 and 99) into one alignment between the eastern and western legs of State Route 58 makes traffic worse on this segment of freeway. Also, State Route 99’s close spacing for its two interchanges with State Route 58 (east and west), in addition to an interchange at California Avenue, results in motorist lane changes that add to congestion.

### **Proposed Action**

The proposed Centennial Corridor has been divided into three segments (see Figure S-1). The actions for the proposed project would be (1) route adoption/transfer for a continuous route from the existing freeway portion of Route 58 east of State Route 99 to Interstate 5 with the western portion on existing Stockdale Highway from Heath Road to Interstate 5; and (2) approval for construction of Segment 1, improvements within Segment 2, and intersection improvements at the Stockdale Highway and State Route 43 (known locally as Enos Lane) intersection. The alternatives for Segment 1 are discussed below.

Segment 1 is the easternmost segment that would connect a local roadway known as the Westside Parkway to the existing State Route 58 (East) freeway. This segment would construct a new section of freeway (which would be part of State Route 58) to provide the direct connection to Segment 2 (the Westside Parkway). In addition, the project would involve modifications to the existing State Route 58 (East) and State Route 99 to accommodate the new connection ramps. Three build alternatives and a No-Build Alternative are being evaluated for this segment. The three build alternatives are each proposed to be built as a four- to six-lane freeway; they are identified as Alternatives A through C. The alternatives are briefly described below:

- Alternative A runs westerly from the existing State Route 58 (East)/State Route 99 interchange for about 0.5 mile south of Stockdale Highway. Then it turns northwesterly and spans Stockdale Highway/Montclair Street, California Avenue/Lennox Avenue, Truxtun Avenue, and the Kern River before joining the east end of the Westside Parkway near the Mohawk Street interchange. Alternative A is about 8.2 miles long.
- Alternative B, which emerged as the preferred alternative, runs westerly from the existing State Route 58 (East)/State Route 99 interchange for about 1,200 feet, south of Stockdale Highway. Then it turns northwesterly and spans Stockdale Highway/Stine Road, California Avenue, Commerce Drive, Truxtun Avenue, and the Kern River before joining the east end of the Westside Parkway near the Mohawk Street interchange. This alignment depresses the Centennial Corridor (the roadway would be lower than the existing ground level) between California Avenue and Ford Avenue. Overcrossings are proposed at Marella Way and La Mirada Drive to help traffic circulation. The option of removing the La Mirada Drive overcrossing and adding a Ford Avenue undercrossing with Alternative B is also under consideration. Alternative B is about 8.6 miles long.
- Alternative C turns north near the existing State Route 58 (East)/State Route 99 interchange, and runs parallel to the west of State Route 99 for about 1 mile. The freeway then turns west and spans the BNSF Railway rail yard, Truxtun Avenue, and the Kern River. This alternative proposes undercrossings at Brundage Lane, Oak Street, State Route 99, Palm Avenue, and California Avenue. Alternative C is about 8.7 miles long.



### Project Location Map

Centennial Corridor, Kern County, California

D6-KERN-58 - PM T31.7 to PM R55.6

D6-KERN-99 - PM 21.2 to PM 26.2

Project ID# 06-0000-0484

Segment 1	
<span style="color: green;">—</span>	Alternative A
<span style="color: purple;">—</span>	Alternative B
<span style="color: blue;">—</span>	Alternative C
<span style="color: magenta;">—</span>	Shared by Alternatives A/B
<span style="color: cyan;">—</span>	Shared by Alternatives B/C
<span style="color: black;">—</span>	Shared by Alternatives A/B/C
Other Segments	
<span style="color: orange;">—</span>	Segment 2 (Westside Parkway)
<span style="color: red;">—</span>	Segment 3
Other Features	
<span style="color: grey;">—</span>	Existing State Route 58



Figure S-1

- The No-Build Alternative would not provide the connection from State Route 58 (East) to the Westside Parkway. None of the improvements in the State Route 58 corridor would be provided. Additionally, the minor intersection improvements in Segment 3 at Stockdale Highway and State Route 43 would not be constructed.

Segment 2 of the Centennial Corridor is composed of the Westside Parkway, which will ultimately extend from about Truxtun Avenue to Stockdale Highway near Heath Road. The final segment of the parkway from Allen Road to Stockdale Highway is currently under construction. The Westside Parkway would be incorporated into the State Highway System with each of the alternatives. Additionally, the current portion of State Route 58 (West) (Rosedale Highway) from Allen Road to Interstate 5 would be relinquished (made a local road, no longer a State highway) to the local jurisdictions (the City of Bakersfield and the County of Kern).

Each of the build alternatives in Segment 1 would require improvements to the Westside Parkway. The changes would be to several ramps and the medians to allow for auxiliary lanes. This would mostly be done within the existing right-of-way. Though technically these improvements are within Segment 2, they are required to accommodate Segment 1 to facilitate traffic operations between the Westside Parkway and the Centennial Corridor. The impacts associated with these improvements in Segment 2 are very minor since the area has already been disturbed for the construction of the Westside Parkway. Rather than split the impact analysis and have a separate impact discussion for Segment 2, any impacts associated with Segment 2 have been included in the impact discussion for Segment 1. However, because the connection with Segment 1 of the Centennial Corridor project would substantially increase traffic on the Westside Parkway (Segment 2), the traffic study prepared for this project analyzed the impacts across the proposed Centennial Corridor from Interstate 5 to Cottonwood Road. Similarly, the noise and air quality analyses were performed using the projected traffic volume for the Centennial Corridor and the analysis extended to cover the Westside Parkway (Segment 2).

Segment 3 traffic would use Stockdale Highway, a two-lane conventional roadway, to link to Interstate 5. To accommodate the additional traffic, improvements to the Stockdale Highway/State Route 43 intersection, such as a new signal and turn lanes, would be made. (State Route 43 is known locally as Enos Lane.) These improvements would be constructed at the same time as the Segment 1 improvements.

Freeway agreements approved by the County of Kern and the City of Bakersfield would also be required.

**Preferred Alternative.** Caltrans has preliminarily identified Alternative B as the preferred alternative. Alternative B is a feasible and prudent alternative that avoids impacts to Section 4(f) properties, such as parkland and historic properties. Therefore, after comparing and weighing the benefits and impacts of all of the feasible alternatives (Alternatives A through C), Caltrans has identified Alternative B as the preferred alternative, subject to public review. Final identification of a preferred

alternative will occur after the public review and comment period. This is discussed in more detail in Section 2.1.4.

### ***Joint California Environmental Quality Act/National Environmental Policy Act Document***

The project is a joint project by Caltrans and the Federal Highway Administration, and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act and the National Environmental Policy Act. Caltrans is the lead agency for the project pursuant to both the California Environmental Quality Act and the National Environmental Policy Act. In addition, the Federal Highway Administration's responsibility for 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.

Some impacts determined to be significant under the California Environmental Quality Act may not lead to a determination of significance under the National Environmental Policy Act because the National Environmental Policy Act is concerned with the significance of the project as a whole.

Following receipt of comments from the public and reviewing agencies, a Final Environmental Impact Report/Environmental Impact Statement will be prepared. Caltrans may do additional environmental and/or engineering studies to address comments. The Final Environmental Impact Report/Environmental Impact Statement will include responses to comments received on the Draft Environmental Impact Report/Environmental Impact Statement and will identify the preferred alternative.

Following circulation of the final environmental document, if the decision is made to approve the project, Caltrans will certify that the project complies with the California Environmental Quality Act, prepare findings for all significant impacts identified, prepare a Statement of Overriding Considerations for impacts that will not be mitigated below a level of significance, and certify that the findings and Statement of Overriding Considerations have been considered prior to project approval. Caltrans will then file a Notice of Determination with the State Clearinghouse that will state that the project will have significant impacts, whether mitigation measures were included as conditions of project approval, that findings were made, and that a Statement of Overriding Considerations was adopted. A Record of Decision will be published for compliance with the National Environmental Policy Act.

### ***Project Impacts***

For Segment 1, Alternatives A and C impact properties protected by Section 4(f) of the Department of Transportation Act of 1966 (49 U.S. Code 303). The full *Section 4(f) Evaluation* is contained in Volume 2, Appendix B. This requires the selection of a prudent and feasible alternative that avoids Section 4(f) properties, which is

Summary

Alternative B. In addition Alternative C has Environmental Justice impacts (discussed later in this document).

Table S.1 provides a brief comparison of the impacts associated with the each of the three build alternatives and the No-Build (also called No-Action) Alternative.

**Table S.1 Summary of Major Potential Impacts from Alternatives**

Environmental Resource	Potential Impact			
	Segment 1 Alternative A	Segment 1 Alternative B	Segment 1 Alternative C	No-Build Alternative
Parks and Recreation	Displacement of 6.28 acres of the Kern River Parkway. This resource is protected by Section 4(f) of the Department of Transportation Act of 1966.	No impacts.	Displacement of 1.95 acres of developed and 1.32 acres of undeveloped portions of Saunders Park, totaling 3.27 acres. Replacement parkland and facilities would be provided. This resource is protected by Section 4(f) of the Department of Transportation Act of 1966.	No impacts.
Cultural Resources	Rancho Vista Historic District would be bisected requiring full take of 41 out of 81 of district contributing properties. This property is protected by Section 4(f) of the Department of Transportation Act of 1966.  Possible uncover of archaeological materials during the construction period. Archaeological resources may be identified when subsurface testing of sensitive areas is conducted for the preferred alternative.	Rancho Vista Historic District would have an elevated structure and soundwalls to the north and east, and would cause an adverse effect (under Section 106 of the National Historic Preservation Act of 1966) due to it's impact on the historic setting. This property is also protected by Section 4(f) of the Department of Transportation Act of 1966 and implementation of this alternative would not result in a constructive use.  Possible uncover of archaeological materials during the construction	No impacts to known historic properties.  Possible uncover of archaeological materials during the construction period. Archaeological resources may be identified when subsurface testing of sensitive areas is conducted for the preferred alternative.	No impacts to architectural or archaeological resources.

**Table S.1 Summary of Major Potential Impacts from Alternatives**

Environmental Resource		Potential Impact			
		Segment 1 Alternative A	Segment 1 Alternative B	Segment 1 Alternative C	No-Build Alternative
			period. Archaeological resources may be identified when subsurface testing of sensitive areas is conducted for the preferred alternative.		
Community Character and Cohesion		Substantial neighborhood disruption, including business and residential displacements; permanent street closures; and higher exposure to vehicle noise.	Substantial neighborhood disruption, including business and residential displacements; permanent street closures; and higher exposure to vehicle noise. Would divide an existing neighborhood.	Neighborhood disruption, including business and residential displacements; permanent street closures; and higher exposure to vehicle noise. Most residential displacements would be in low income and minority neighborhoods (environmental justice communities).	No impacts.
Relocation	Business displacements	127 businesses.	121 businesses.	198 businesses; including, 1 non-profit organization.	No impacts.
	Housing displacements	356 units	310 units	133 units	No impacts.
Traffic and Transportation/ Pedestrian and Bicycle Facilities		<p>Would provide route continuity.</p> <p><b>Deficient freeway segments</b> 0 in 2018 4 in 2038</p> <p><b>Deficient intersections</b> 26 in 2018 32 in 2038</p> <p>122 parking spaces removed.</p> <p><b>Pedestrian and Bicycle Facilities</b> Local roadways</p>	<p>Would provide route continuity.</p> <p><b>Deficient freeway segments</b> 0 in 2018 4 in 2038</p> <p><b>Deficient intersections</b> 26 in 2018 33 in 2038</p> <p>146 parking spaces removed.</p> <p><b>Pedestrian and Bicycle Facilities</b> This will require a</p>	<p>Would provide route continuity.</p> <p><b>Deficient freeway segments</b> 0 in 2018 5 in 2038</p> <p><b>Deficient intersections</b> 24 in 2018 30 in 2038</p> <p>142 parking spaces removed.</p> <p><b>Pedestrian and Bicycle Facilities</b> Local roadways would be closed, but no</p>	<p>Discontinuity of east-west freeway in Bakersfield continued.</p> <p><b>Deficient freeway segments</b> 4 in 2018 16 in 2038</p> <p><b>Deficient intersections</b> 25 in 2018 34 in 2038</p> <p>No parking removed.</p> <p><b>Pedestrian and Bicycle</b></p>

**Table S.1 Summary of Major Potential Impacts from Alternatives**

Environmental Resource	Potential Impact			
	Segment 1 Alternative A	Segment 1 Alternative B	Segment 1 Alternative C	No-Build Alternative
	would be closed, but no Master Plan bike routes would be affected.	realignment of a planned Class 3 bike route. Alternative routing would be available.	Master Plan bike routes would be affected.	<b>Facilities</b> No Master Plan bike routes would be affected.
Visual/Aesthetics	Long-term visual impacts on key viewpoints range from moderately low to moderately high. The presence of the elevated structure and soundwalls would, for some, result in obstructed views that would adversely affect the visual character of the suburban neighborhoods. The freeway that runs through the neighborhood would change the visual character of the area.	Long-term visual impacts on key viewpoints range from moderately low to moderately high. The presence of the elevated structure and soundwalls would, for some, result in obstructed views that would adversely affect the visual character of the suburban neighborhoods. The freeway that runs through the neighborhood would change the visual character of the area.	Long-term visual impacts on key viewpoints range from average to moderately high. The presence of the elevated structure and soundwalls would, for some, result in obstructed views that would adversely affect the visual character of the suburban neighborhoods.	No impacts.
Air Quality	The project would not cause a new violation or contribute to a violation of standards, and project-level carbon monoxide conformity would be satisfied.  Predicted concentrations of carbon monoxide are estimated to be less than 50 percent of the applicable standards.  Predicted concentrations of	The project would not cause a new violation or contribute to a violation of standards, and project-level carbon monoxide conformity would be satisfied.  Predicted concentrations of carbon monoxide are estimated to be less than 50 percent of the applicable standards.  Predicted concentrations of	The project would not cause a new violation or contribute to a violation of standards, and project-level carbon monoxide conformity would be satisfied.  Predicted concentrations of carbon monoxide are estimated to be less than 50 percent of the applicable standards.  Predicted concentrations of 24-hour average particulate matter (PM <sub>10</sub> ) and annual average fine particulate matter (PM <sub>2.5</sub> ) would be within	Inconsistent with the long-term air quality plans (Regional Transportation Plan).  No construction impacts.

**Table S.1 Summary of Major Potential Impacts from Alternatives**

Environmental Resource	Potential Impact			
	Segment 1 Alternative A	Segment 1 Alternative B	Segment 1 Alternative C	No-Build Alternative
	<p>24-hour average particulate matter (PM<sub>10</sub>) and annual average fine particulate matter (PM<sub>2.5</sub>) would be within applicable federal standards and conformity would be satisfied.</p> <p>Predicted concentrations of 24-hour average fine particulate matter (PM<sub>2.5</sub>) would not exceed no-build concentrations and conformity would be satisfied.</p> <p>There would be a decrease in 2018 and 2038 Mobile Source Air Toxics emissions compared to 2008 levels. The decrease is primarily due to the improved pollutant emission performance resulting from federal and state rules for cleaner fuel and cleaner engines and fleet turnover.</p> <p>For the study area as a whole, the Mobile Source Air Toxics emissions in 2018 and 2038 would be higher than with the No-Build Alternative, except for diesel particulate matter in 2018, which would be less</p>	<p>24-hour average particulate matter (PM<sub>10</sub>) and annual average fine particulate matter (PM<sub>2.5</sub>) would be within applicable federal standards and conformity would be satisfied.</p> <p>Predicted concentrations of 24-hour average fine particulate matter (PM<sub>2.5</sub>) would not exceed no-build concentrations and conformity would be satisfied.</p> <p>There would be a decrease in 2018 and 2038 Mobile Source Air Toxics emissions compared to 2008 levels. The decrease is primarily due to the improved pollutant emission performance resulting from federal and state rules for cleaner fuel and cleaner engines and fleet turnover.</p> <p>For the study area as a whole, the Mobile Source Air Toxics emissions in 2018 and 2038 would be higher than with the No-Build Alternative.</p>	<p>applicable federal standards and conformity would be satisfied.</p> <p>Predicted concentrations of 24-hour average fine particulate matter (PM<sub>2.5</sub>) would not exceed no-build concentrations and conformity would be satisfied.</p> <p>There would be a decrease in 2018 and 2038 Mobile Source Air Toxics emissions compared to 2008 levels. The decrease is primarily due to the improved pollutant emission performance resulting from federal and state rules for cleaner fuel and cleaner engines and fleet turnover.</p> <p>For the study area as a whole, the Mobile Source Air Toxics emissions in 2018 and 2038 would be higher than with the No-Build Alternative.</p>	<p>With the No-Build Alternative, the Mobile Source Air Toxics emissions in 2018 and 2038 would be lower for the study area as</p>

**Table S.1 Summary of Major Potential Impacts from Alternatives**

Environmental Resource	Potential Impact			
	Segment 1 Alternative A	Segment 1 Alternative B	Segment 1 Alternative C	No-Build Alternative
	than with the No-Build Alternative.			a whole, when compared to the build alternatives.
Noise	There are 532 frequent outdoor use areas affected; 19 recommended feasible and reasonable soundwalls would provide feasible abatement for 461 frequent outdoor use areas.	There are 484 frequent outdoor use areas affected; 24 feasible and reasonable recommended soundwalls as well as one feasible but not reasonable recommended soundwall would provide feasible abatement for 408 frequent outdoor use areas.  One soundwall is feasible but not reasonable; however, since this soundwall would close a gap in soundwalls, it is recommended to minimize noise impacts to 4 frequent outdoor use areas.	There are 401 frequent outdoor use areas affected; 17 recommended feasible and reasonable soundwalls would provide feasible abatement for 325 frequent outdoor use areas.	There would be 336 frequent outdoor use areas that would approach the Noise Abatement Criteria with no abatement provided in 2038.
Natural Communities	Removal of 95.38 acres (24.44 permanent; 70.94 temporary) of vegetation.	Removal of 76.83 acres (11.28 permanent; 65.55 temporary) of vegetation.	Removal of 72.49 acres (10.24 permanent; 62.25 temporary) of vegetation.	No impacts.
Threatened and Endangered Species	Affects 95.38 acres of foraging habitat for the Swainson's hawk. Affects 95.38 acres of habitat and 1 active den for the San Joaquin kit fox.	Affects 76.83 acres of foraging habitat for the Swainson's hawk. Affects 76.83 acres of habitat and 3 potential dens for the San Joaquin kit fox.	Affects 72.49 acres of foraging habitat for the Swainson's hawk. Affects 72.49 acres of habitat and 1 potential den for the San Joaquin kit fox.	No Impacts.

**Table S.1 Summary of Major Potential Impacts from Alternatives**

Environmental Resource	Potential Impact			
	Segment 1 Alternative A	Segment 1 Alternative B	Segment 1 Alternative C	No-Build Alternative
Wetlands and Other Waters	3.54 acres (0.35 acre permanent, 3.19 acres temporary) of riparian habitat affected. 7.23 acres (1.20 acres permanent, 6.03 acres temporary) of U.S. Army Corps of Engineers jurisdiction affected. 17.60 acres (4.67 acres permanent, 12.93 acres temporary) of California Department of Fish and Wildlife jurisdiction affected.	1.06 acres temporary of riparian habitat affected. 5.54 acres (1.00 acre permanent, 4.54 acres temporary) of U.S. Army Corps of Engineers jurisdiction affected. 7.74 acres (1.42 acres permanent, 6.32 acres temporary) of California Department of Fish and Wildlife jurisdiction affected.	1.42 acres temporary of riparian habitat affected. 7.42 acres (0.74 acre permanent, 6.68 acres temporary) of U.S. Army Corps of Engineers jurisdiction affected. 10.26 acres (0.95 acre permanent, 9.31 acres temporary) of California Department of Fish and Wildlife jurisdiction affected.	No impacts.

***Coordination with the Public and Other Agencies***

Caltrans, in cooperation with the City of Bakersfield, has coordinated with numerous public agencies throughout the environmental process. A Notice of Intent/Notice of Preparation was prepared to announce the start of the Environmental Impact Report/Environmental Impact Statement.

On September 18, 2008, a Notice of Intent/Notice of Preparation was sent to federal, state, regional, and local government agencies, Native American groups, business groups, and other interested parties. These groups were also invited to the scoping meeting on October 2, 2008. A separate agency scoping meeting was held the afternoon of October 2, 2008, prior to the public scoping meeting held that evening.

Caltrans prepared a coordination plan that identifies the various efforts for public and agency involvement during the environmental review process.

***Permits Required for the Project***

A number of permits and approvals would be required for project construction. Table S.2, below, provides a list of the agencies for which permits or approvals may be required depending on the Segment 1 alternative ultimately identified to move forward.

**Table S.2 Project Permits and Approvals**

Agency	Permit/Approval	Status
U.S. Fish and Wildlife Service	Section 7 Consultation, as required by the Endangered Species Act for the San Joaquin kit fox	Caltrans was able to initiate the process because the U.S. Fish and Wildlife Service agreed to accept a Biological Assessment that evaluated all three alternatives. The Biological Assessment was submitted to the U.S. Fish and Wildlife Service on April 16, 2013 and formal consultation was initiated on July 22, 2013. A Biological Opinion from the Service on the effects on the San Joaquin kit fox was issued on December 20, 2013.
Federal Emergency Management Agency	Conditional Letter of Map Revision and Letter of Map Revision	During the design phase of the project, coordination with the Federal Emergency Management Agency would be required to ensure there are no improvements that are incompatible with the floodplain.
U.S. Army Corps of Engineers	Section 404 Permit pursuant to the Clean Water Act for filling or dredging "Waters of the United States"	Concurrence on the type of permit or change to the existing permit issued for construction of the Westside Parkway would be required before construction of Centennial Corridor begins.
Federal Highway Administration	Air Quality Conformity Determination	Before approval of the final environmental document, the Federal Highway Administration must make a finding that the project is consistent with the requirements of the Clean Air Act.
California Department of Fish and Wildlife	Section 1602 Agreement for Streambed Alteration pursuant to Section 1600 of the <i>California Fish and Game Code</i>	Caltrans will need to finalize a 1602 Agreement before construction begins.
California Transportation Commission	Route Adoption	After approval of the final environmental document, the California Transportation Commission would be required to approve the route adoption for State Route 58. If a new alignment is selected, the current alignment from Allen Road to Interstate 5 would be relinquished to the local jurisdictions.
State Historic Preservation Officer	Memorandum of Agreement	Caltrans initiated consultation with the State Historic Preservation Officer on February 15, 2013, regarding determinations of National Register eligibility, with their concurrence on April 15, 2013. A Finding of Effect on historic properties for the preferred alternative was submitted to the State Historic Preservation Officer for review on March 13, 2014, with comments received on April 10, and 18, 2014. Consultation with the State Historic Preservation Officer focused on planned identification efforts for potential buried archaeological sites, and an adverse effect determination to the Rancho Vista Historic District from introduction of an elevated structure and soundwalls on the north and east edge of the district. A Memorandum of Agreement will be completed during the public comment period on the Draft EIR/EIS.

**Table S.2 Project Permits and Approvals**

Agency	Permit/Approval	Status
California Transportation Commission, Caltrans and the City of Bakersfield	Transfer Agreement	The City of Bakersfield and Caltrans would enter into an agreement to transfer the Westside Parkway to the state to be designated as State Route 58. This would require the City Council and the California Transportation Commission to adopt the agreement. Coordination with the commission would occur once the project has been approved.
	Freeway Agreement	A freeway agreement which specifies the planned traffic circulation features of the proposed facility will be developed once the project is approved.
Caltrans and the City of Bakersfield	Cooperative Agreement (construction phase)	A cooperative agreement between Caltrans and the City of Bakersfield outlining their respective responsibilities for project implementation would be executed before construction begins.
	Agreement for Park Use and Modification	Caltrans and the City have coordinated on improvements required to the local park facilities to offset any effects from the project. An agreement would be drafted once the project has been approved. The details of the agreement would be included in the final environmental document.
	Maintenance Agreement	An agreement between Caltrans and the City of Bakersfield would identify responsibility for maintenance of enhanced aesthetic features, including graffiti removal.
Caltrans and the County of Kern	Maintenance Agreement	An agreement between Caltrans and the County of Kern would identify responsibility for maintenance of the intersection improvements at Stockdale Highway and State Route 43.
City of Bakersfield	Encroachment Permits Relinquishment of street right-of-way Update General Plan	The City of Bakersfield would need to issue encroachment permits to allow the contractor to change local streets within the City jurisdiction. For those roadways that are being realigned, closed, or made into cul-de-sacs, the City would need to relinquish the roadway right-of-way. Once the State Highway System is changed, the updated plan should be reflected in the local General Plan and, a change to the Master Plan of Bikeways would be required for Alternative B.
County of Kern	Encroachment Permit Update General Plan	The County of Kern would need to issue encroachment permits to allow the contractor to change local streets within the County of Kern jurisdiction.  Once the State Highway System is changed, the updated plan should be reflected in the local General Plan.

**Table S.2 Project Permits and Approvals**

Agency	Permit/Approval	Status
State Water Resources Control Board and the Central Valley Regional Water Quality Control Board, Region 5	Storm Water Discharge Permit National Pollutant Discharge Elimination System Coordination	Compliance with (1) the Statewide National Pollutant Discharge Elimination System Permit for Storm Water Discharge from the State of California, Department of Transportation Properties, Facilities, and Activities (Order Number 2012-0011-DWQ, NPDES No. CAS000003) and (2) the National Pollutant Discharge Elimination System General Permit for Storm Water Discharge Requirements for Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by 2010-0014-DWQ).
	Section 401 Certification pursuant to the Clean Water Act	Certification of compliance would be obtained before construction.
	Discharge of Construction Water (Dewatering)	If dewatering is expected for the preferred alternative, the contractor must fully conform to the requirements specified in Order No. R5-00-175, General Waste Discharge Requirements for Discharges to Surface Water which Pose an Insignificant ( <i>De Minimus</i> ) Threat to Water Quality, from the Central Valley Regional Water Quality Control Board.
	Municipal Separate Storm Sewer System Permit	The Central Valley Regional Water Quality Control Board has issued waste discharge requirements for the County of Kern and the City of Bakersfield for urban storm water discharges (Order No. 5-01-130, National Pollutant Discharge Elimination System No. CA00883399). During subsequent design phases, the latest version of the Storm Water Management Plan/Standard Urban Storm Water Mitigation Plan developed and implemented by the County of Kern and the City of Bakersfield must be evaluated to determine which requirements apply to a road and highway project such as the Centennial Corridor.
San Joaquin Valley Air Pollution Control District	Dust Control Permit and Approved Air Impact Assessment per Rule 9510, Indirect Source Review  Rule 8210, Limits to fugitive particulate matter emissions during construction activities	Coordination at a staff level has occurred as part of preparation of the Air Quality Study Report. The permit would be acquired after project approval and before construction.
Public Utilities Commission	Relocation of the electrical transmission towers would require Public Utilities Commission authorization	Coordination with Public Utilities Commission staff would be required as part of the design effort for the relocation of the electrical transmission towers. No coordination with the commission or the utility company has occurred to date. Coordination would begin during the design phase of the project.
	Approval for the construction of new or modification of existing, highway-rail crossings (General Order 88B and 26D) (Alternative C)	Coordination has not begun with the Public Utilities Commission. This coordination would occur if Alternative C is selected as the preferred alternative.

**Table S.2 Project Permits and Approvals**

Agency	Permit/Approval	Status
California Department of Conservation, Department of Oil, Gas, and Geothermal Resources	Abandonment of oil wells would need to be done in compliance with Department of Conservation requirements	Coordination has not begun. Before construction, a Notice of Intent would be filed with the Department of Conservation, Division of Oil, Gas and Geothermal Resources, and an abandonment plan would be prepared for all oil wells that would be abandoned.
BNSF Railway, Union Pacific Railroad, and San Joaquin Valley Railroad	Acquisition of right-of-way or easement and changes to existing agreements for work in the rail corridor	Coordination with the railroad would occur prior to construction.
Central Valley Flood Protection Board	Approval of flood control improvements and floodplain encroachment	Coordination would begin during the design phase of the project.

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Draft EIR/EIS  
Volumes 1 and 2

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Air Quality Study Report.....	November 2013
Noise Study Report.....	January 2013
Noise Abatement Decision Report.....	May 2013
Water Quality Assessment Report.....	November 2012
Natural Environment Study .....	March 2013
Biological Assessment.....	March 2013
Location Hydraulic Study .....	November 2012
Historical Property Survey Report.....	January 2013
• Historic Resource Evaluation Report.....	January 2013
• California Historic Bridge Inventory Sheet .....	October 2011
• Archaeological Survey Report.....	January 2013
• Extended Phase I (Geoarchaeological Study).....	November 2012
Finding of Effect.....	April 2014
Initial Site Assessment.....	November 2012
Focused Initial Site Assessment.....	October 2013
Visual Impact Assessment .....	September 2013
Paleontological Evaluation Report .....	November 2012
Community Impact Assessment .....	September 2013
Traffic Study Report for the Centennial Corridor Project .....	November 2012
Preliminary Geotechnical Report .....	Revised May 2012

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2014

Reference No.: 2.2b. (1)  
Action

From: ANDRE BOUTROS  
Executive Director

Subject: **DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (DEIR/EIS) FOR THE STATE ROUTE (SR) 58 CENTENNIAL CORRIDOR PROJECT 06-KER-58, PM T31.7/R55.6, 06-KER-99, PM 21.2/26.2 (PPNO 3705)**

## **ISSUE:**

Should the Commission, as a Responsible Agency, provide comments in response to the DEIR/EIS for the Centennial Corridor Project in Kern County?

## **RECOMMENDATION:**

Staff recommends that the Commission make no comments relative to the alternatives or environmental impacts addressed in the DEIR/EIS. However, staff recommends that a letter be sent to the Department that states the following:

- The Commission has no comments with respect to the alternatives or environmental impacts addressed in the DEIR/EIS.
- The Commission recommends that the Department and its partners identify and secure the necessary funding to complete the project.
- As this project is programmed in the 2014 STIP and actions under the purview of the Commission are anticipated, upon completion of the final environmental document, notification should be provided to the Commission as a Responsible Agency.

## **BACKGROUND:**

The Department is the designated CEQA/NEPA Lead Agency responsible for the environmental review of the project. The Centennial Corridor Project will 1.) construct an approximately 8 mile long new section of freeway connecting the existing SR 58/SR 99 interchange with the eastern edge of Westside Parkway, 2.) construct operational improvements to the existing SR 58 east alignment and SR 99 to accommodate the new connection ramps, 3.) widen Westside Parkway to provide an auxiliary lane in each direction, and 4.) construct a series of improvements at the intersection of SR 43 and Stockdale Highway. This project is currently programmed for funding in the 2014 STIP and it is anticipated that the Commission will be asked to approve a new route adoption for SR 58. For additional project information and summaries of the build alternatives and environmental impacts identified in the DEIR/EIS, please see the Department's memorandum included as agenda item 2.2b (1).