

**ATTACHMENT 4**

**Addendum Environmental Impact Report (AEIR)**

# Draft Addendum Environmental Impact Report



June 26, 2009

Prepared For:



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**Certification of the 2007  
Destination 2030 Regional Transportation Plan  
Environmental Impact Report (EIR) and Addendum EIR  
as the EIR for the  
Proposed 2007 Destination 2030 Regional Transportation Plan  
Amendment #2**  
*June 26, 2009*

## INTRODUCTION

Kern Council of Governments (Kern COG) has prepared a second amendment to the 2007 Destination 2030 Regional Transportation Plan (2007 RTP). The 2007 RTP, adopted on May 17, 2007 by Kern COG, included a list financially constrained improvement projects. On January 15, 2009, Kern COG amended the 2007 RTP (Amendment #1) to reflect changes to the list of projects and certified an Addendum EIR (AEIR) to address potential environmental effects. Improvement project financing sources and project delivery schedules reflected in the 2007 RTP and in Amendment #1 are proposed to be revised again (RTP Amendment #2) as discussed in the Project Description below. This AEIR has been prepared to address potential environmental effects related to Amendment #2.

## CEQA PROVISIONS

As a part of Kern COG's current review of the RTP Amendment #2, it is necessary to identify any areas of the 2007 RTP EIR that might be substantially impacted by changes in projects or policy direction. Section 15162 of the California Environmental Quality Act (CEQA) provides that "[the lead agency...shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." (CEQA Guidelines §15164(a)). The referenced provision states that "no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- ◆ Substantial changes are proposed in the project, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- ◆ Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and/or
- ◆ New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
  - The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - Significant effects previously examined will be substantially more severe than shown in the previous EIR;

- Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; and/or
- Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This AEIR, prepared pursuant to the California Environmental Quality Act (CEQA), Public Resources Code 21000 *et seq.*, constitutes an Addendum to the 2007 Destination 2030 Regional Transportation Plan EIR (2007 RTP EIR) prepared and certified on May 17, 2007, and proposes that the certified 2007 EIR serves as the EIR for the proposed 2007 RTP Amendment #2 (project). This AEIR outlines the changes to the project, as analyzed in the 2007 EIR and in the AEIR prepared for the 2007 RTP Amendment #1, and evaluates whether those changes, or new information or changed circumstances, would require substantial changes to the impacts identified or mitigation measures proposed.

Based upon review of the project and review of the potential environmental effects, it has been determined that the proposed project does not create any new significant adverse environmental impacts outside of the scope of the analyses already contained in the previously certified 2007 RTP EIR or the AEIR for Amendment #1. Since the proposed project would not generate any new significant adverse environmental impacts or make any existing significant impacts substantially worse, an Addendum to the 2007 RTP EIR has been prepared. The 2007 RTP, 2007 RTP EIR, 2007 RTP Amendment #1, and the 2007 RTP AEIR prepared to address RTP Amendment #1 can be found at [www.kerncog.org](http://www.kerncog.org) and are on file at Kern COG offices.

## **PROJECT DESCRIPTION**

### **2007 Destination 2030 Regional Transportation Plan, Program EIR, and Amendment #1 AEIR**

The 2007 RTP is a planning guide containing transportation policy and projects for a 22 year period (through Fiscal Year 2029/30). The Plan includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and financing.

The RTP's primary use is as a regional long-range plan for federally funded transportation projects. It also serves as a comprehensive, coordinated transportation plan for all governmental jurisdictions within the region. Different jurisdictions have different transportation implementation responsibilities under the Plan. These jurisdictions include Caltrans, County of Kern, and the eleven incorporated cities. The RTP addresses effects of planned growth and development on the existing and planned transportation system and the resultant analysis documents existing and future year (Year 2029/30) multimodal transportation system conditions. Modes studied include highways and arterials, public transit, aviation non-motorized systems, passenger and freight rail, goods movement, congestion management, and Intelligent Transportation Systems (ITS).

The process to approve the 2007 RTP included: (1) assessing Kern County's transportation needs, identifying projects to address the needs, evaluating the projects considering benefit vs. cost and other performance objectives, and addressing air quality conformity requirements; (2) conducting public hearings on the RTP by Kern COG, and certification of the 2007 EIR by Kern COG, and (3) approval of a resolution passed by Kern COG approving the 2007 RTP. Public involvement was encouraged throughout the 2007 RTP development process.

The 2007 RTP consists of required elements and is organized into various chapters.

- ◆ Chapter 1. Executive Summary;
- ◆ Chapter 2. Transportation Planning Policies;
- ◆ Chapter 3. Planning Assumptions;
- ◆ Chapter 4. Strategic Planning Investments;
- ◆ Chapter 5. Financing Transportation;
- ◆ Chapter 6. Environmental Justice;
- ◆ Chapter 7. Future Links;
- ◆ Chapter 8. Monitoring Progress;
- ◆ Chapter 9. References; and
- ◆ Appendices.

The RTP, in conjunction with General Plan Circulation Elements adopted by the County of Kern and each of the cities within the County, designates the location and scale of existing and proposed transportation systems. The financing program contained in the 2007 RTP considered a projection of funding sources that may be available to finance transportation improvement projects over time. The projection of funds was accomplished considering historical allocations of federal, state and other funding.

To evaluate the regional impacts associated with the 2007 RTP, a Program EIR was prepared and certified. CEQA guidelines (Section 15168) define a Program EIR as, "an EIR that may be prepared on a series of actions that can be characterized as one large project and are related either geographically, or are logical parts in the chain of contemplated actions, or are in connection with issuance's of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways." After reviewing CEQA Section 15164 (referenced above), it was determined that the obligation to prepare a Subsequent or Supplemental EIR for Amendment #2 was not met and that an Addendum was the appropriate environmental document to address the 2007 RTP Amendment No 2.

### **Amendment #2 to the 2007 RTP**

The scope of the proposed RTP Amendment #2 will be narrow and targeted at incorporating project updates from outlying areas, updates to the Metropolitan Bakersfield Impact Fee program list and Thomas Road Improvement Program, as well as the latest planning assumptions to measure air quality. Proposed RTP Amendment #2 necessitates preparation of a transportation/air quality conformity analysis and an Addendum to the programmatic EIR for the Destination 2030 RTP.

Improvement project financing sources and project delivery schedules reflected in the 2007 RTP and in Amendment #1 are proposed to be revised as part of RTP Amendment #2 as follows:

- ◆ Metropolitan Bakersfield Impact Fee Update - Adopted in June 2009, the fee update increased the fee and re-directed the spending of projects on the list from the periphery arterials in the Bakersfield Metropolitan Area to inner core transportation projects to provide the local match for federal demonstration project funds. Improvement projects on State Routes that are being funded with the local impact fee only are being added to the RTP as part of Amendment #2.

These new locally funded improvement projects are new to the financially constrained list of improvement projects in the 2007 RTP but are not new to the regional conformity model. The projects were included in the traffic, air quality conformity, and global warming modeling that was performed for both the 2007 RTP EIR and the RTP Amendment #1 AEIR.

- ◆ Federal Demonstration Project Refinements in Metropolitan Bakersfield - Two of the demonstration projects included in the 2007 RTP and Amendment #1 are now under construction and the remainder of the demonstration projects are in various stages of the environmental review process. As the environmental documents are being completed, refinements to some of the improvement project's limits, number of lanes, cost and date open to traffic are being made. Amendment #2 is bringing the 2007 RTP and Amendment #1 in line with the latest refinements to Federal Demonstration projects.

Tables 1 and 2 reflect changes to financially constrained and unconstrained projects addressed in the 2007 RTP Amendment #2 as discussed above. Tables 1 and 2 replace Tables 4.1 and 4.2 in the 2007 RTP and Tables 1 and 2 in the 2007 RTP Amendment #1 AEIR. Figures 1 through 4 provide a graphic view of the planned street and highway improvement projects reflected in Table 1. Figure 5 provides a graphic view of other street and highway improvement projects that cannot be funded within the timeframe of the RTP and are, therefore, financially unconstrained.

## **FINDINGS OF THE EIR**

CEQA requires that a Final EIR be prepared, certified, and considered by decision-makers prior to taking action on a project. The Final EIR provides the local agency an opportunity to respond to comments received on the Draft EIR and to incorporate any changes or additions necessary to clarify and/or supplement the information contained in the document. The Final EIR prepared for the 2007 RTP, therefore, represents the culmination of all environmentally related issues raised during the comment period on the Draft EIR. In addition, the Final EIR contains a Mitigation Monitoring and Reporting Program that identifies the necessary processes that are required to ensure that the mitigation measures recommended in the Draft EIR are implemented.

The Final EIR for the 2007 RTP is composed of the following documents:

- ◆ 2007 Destination 2030 Regional Transportation Plan (RTP), Draft Environmental Impact Report (EIR), March 1, 2007;
- ◆ 2007 Destination 2030 RTP, May 17, 2007;
- ◆ 2007 Destination 2030 RTP, Final EIR, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations, May 17, 2007;
- ◆ 2007 Destination 2030 RTP Amendment #1, January 15, 2009
- ◆ 2007 Destination 2030 RTP Amendment #1, AEIR, January 15, 2009

The summary of mitigation measures and the mitigation monitoring program identified beginning on Page 26 remain applicable considering changes reflected in this AEIR.



**TABLE 1**  
**Constrained Program of Projects**

<b>2007 through 2010 - Major Highway Improvements</b>						
<b>Project</b>	<b>Location</b>	<b>Scope</b>	<b>YOE Cost</b>	<b>Project ID</b>	<b>Start</b>	<b>Constructed</b>
I-5	Kern	Interchange improvements at Laval Rd	\$ 11,300,000	KER08RTP002	2009	2011
Route 46	Lost Hills	SLO County Line to Halloway Rd - widen to four lanes (Segments 1 - 3)	\$ 232,070,000	KER08RTP003	2009	2011
Route 99	Metro Bkfd	Hosking Ave - Construct interchange	\$ 35,000,000	KER08RTP009	2010	2012
Challenger Dr. Ext.	Tehachapi	Viena St to Dennison Rd - construct new street	\$ 1,500,000	KER08RTP015	2010	2012
W Ridgecrest Blvd	Ridgecrest	Mahan St to China Lake Blvd - widen to four lanes	\$ 10,200,000	KER08RTP001	2010	2012
7th Standard Rd	Shafter	Santa Fe Way to Coffee Rd - widen to four/six lanes	\$ 57,000,000	KER08RTP005	2009	2011
Westside Parkway	Metro Bkfd	SR 99 / Oak St to Heath Rd - construct local freeway	\$ 340,000,000	KER08RTP004	2009	2011-2014
<b>Sub-total</b>			<b>\$ 687,070,000</b>			
<b>2011 through 2015 - Major Highway Improvements</b>						
<b>Project</b>	<b>Location</b>	<b>Scope</b>	<b>YOE Cost</b>	<b>Project ID</b>	<b>Start</b>	<b>Constructed</b>
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase1)	\$ 42,000,000	KER08RTP006	2014	2016
Route 58	Metro Bkfd	Rosedale Hwy - Calloway Dr to SR 99 - widen to six lanes; grade separation at Landco	\$ 35,900,000	KER08RTP007	2011	2013
Route 58	Metro Bkfd	Rosedale Hwy - Allen Rd to Calloway Dr - widen to four/six lanes	\$ 8,800,000	KER08RTP090	2011	2013
Route 58	Bakersfield	Rt 99 to Cottonwood Rd. - widen to six lanes	\$ 50,000,000	KER08RTP019	2015	2017
Route 99	Bakersfield	Olive Drive - Construct interchange upgrades	\$ 6,100,000	KER08RTP091	2012	2014
Route 178	Bakersfield	Morning Dr to Vineland Rd - new 4/6 lane freeway w/ interchange	\$ 58,800,000	KER08RTP010	2011	2013
Route 178	Bakersfield	Vineland Rd to Miramonte Dr - widen to four lanes	\$ 36,500,000	KER08RTP011	2011	2013
Hageman Extension	Bakersfield	Knudsen Dr to Rt 204 - construct four/six lane extension	\$ 68,900,000	KER08RTP013	2012	2014
Oak St/24th Street	Bakersfield	Rt 178 (24th St) and Oak St - construct improvements	\$ 19,100,000	KER08RTP012	2012	2014
Centennial Corridor	Bakersfield	Westside Parkway to SR-58 - construct 6-lane freeway on 8-lane ROW	\$ 645,000,000	KER08RTP020	2015	2017
24th Street	Bakersfield	Rt 178 SR-99 to M Street - widen to six/eight lanes	\$ 34,000,000	KER08RTP014	2013	2015
<b>Sub-total</b>			<b>\$ 1,005,100,000</b>			
<b>2016 through 2020 - Major Highway Improvements</b>						
<b>Project</b>	<b>Location</b>	<b>Scope</b>	<b>YOE Cost</b>	<b>Project ID</b>	<b>Start</b>	<b>Constructed</b>
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase 2)	\$ 42,000,000	KER08RTP017	2018	2020
Route 99	Delano	Woollomes Ave - interchange upgrades	\$ 5,000,000	KER08RTP114	2016	2017
Route 178	Metro Bkfd	West of Fairfax Rd to west of Morning Drive - widen to six lanes	\$ 806,000	KER08RTP111	2020	2022
Route 178	Metro Bkfd	West of Morning Dr to Vineland Rd - widen to six lanes	\$ 806,000	KER08RTP112	2020	2022
7th Standard Rd	Shafter/Bkfd	Rt 43 to Santa Fe Way - widen to four/six lanes	\$ 11,500,000	KER08RTP113	2016	2018
West Beltway	Metro Bkfd	Rosedale Hwy to Pacheco Rd - construct four/six lane facility	\$ 173,200,000	KER08RTP016	2018	2020
<b>Sub-total</b>			<b>\$ 233,312,000</b>			

**TABLE 1 (Continued)**  
**Constrained Program of Projects**

<b>2021 through 2025 - Major Highway Improvements</b>						
<b>Project</b>	<b>Location</b>	<b>Scope</b>	<b>YOE Cost</b>	<b>Project ID</b>	<b>Start</b>	<b>Constructed</b>
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - w iden to four lanes (Phase 3)	\$ 32,000,000	KER08RTP024	2022	2024
Route 58	Bakersfield	Rosedale Hwy - Rt 43 to Allen Rd - w iden to four lanes	\$ 59,000,000	KER08RTP092	2025	2027
Route 58	Bakersfield	Rt 99 to Cottonwood Rd. - w iden to eight lanes	\$ 47,400,000	KER08RTP093	2025	2027
Route 65	Bakersfield	James Rd to Merle Haggard Blvd - w iden to four lanes	\$ 3,000,000	KER08RTP094	2021	2023
Route 119	Taft	Cherry Ave to Elk Hills - w iden to four lanes (Phase 1)	\$ 115,000,000	KER08RTP022	2022	2024
Route 178	Bakersfield	At Rt 204 - Construct interchange	\$ 25,700,000	KER08RTP095	2025	2027
Route 178	Bakersfield	Miramonte Dr to Rancheria Rd w iden to four lanes	\$ 11,700,000	KER08RTP084	2025	2027
Route 184	Bakersfield	At Union Pacific Railroad - Construct grade separation	\$ 26,400,000	KER08RTP108	2025	2027
Route 204	Bakersfield	Airport Drive to Rt 178 w iden to six lanes	\$ 38,500,000	KER08RTP083	2025	2027
Route 204	Bakersfield	F St - construct interchange	\$ 25,700,000	KER08RTP081	2025	2027
US 395	Ridgecrest	Between Rt 178 and China Lake Blvd - construct passing lanes	\$ 20,000,000	KER08RTP089	2022	2024
West Beltway	Metro Bkfd	Taft Hwy to Pacheco Rd - construct four/six lane facility	\$ 80,400,000	KER08RTP097	2025	2027
<b>Sub-total</b>			<b>\$ 484,800,000</b>			
<b>2026 through 2030 - Major Highway Improvements</b>						
<b>Project</b>	<b>Location</b>	<b>Scope</b>	<b>YOE Cost</b>	<b>Project ID</b>	<b>Start</b>	<b>Constructed</b>
Route 46	Lost Hills	Halloway Rd to I-5 - interchange upgrade at I-5 (Phase 4)	\$ 97,000,000	KER08RTP018	2026	2030
Route 119	Bakersfield	I-5 to Buena Vista - w iden to four lanes	\$ 31,300,000	KER08RTP099	2026	2028
Route 178	Bakersfield	Vineland Rd to Miramonte Dr - new Interchange; w iden to six lanes	\$ 231,500,000	KER08RTP025	2028	2030
Route 178	Bakersfield	Existing west terminus to Oswell St - w iden to eight lanes	\$ 140,500,000	KER08RTP026	2026	2028
Route 184	Bakersfield	Panama Rd to Rt 58 - w iden to four lanes	\$ 10,500,000	KER08RTP100	2029	2031
Route 184	Bakersfield	Morning Dr to Rt 178 - w iden to four lanes	\$ 5,000,000	KER08RTP101	2026	2028
West Beltway	Metro Bkfd	Rosedale Hwy to 7th Standard Rd - new four/six lane facility	\$ 128,500,000	KER08RTP102	2028	2030
<b>Sub-total</b>			<b>\$ 644,300,000</b>			
<b>Total Major Highway Improvements</b>			<b>\$ 3,054,582,000</b>			

**TABLE 2**  
**Unconstrained Program of Projects**

<b>2031 through 2035 - Major Highway Improvements</b>				
<b>Project</b>	<b>Location</b>	<b>Scope</b>	<b>YOE Cost</b>	<b>Project ID</b>
Route 46	Wasco	Juniper Ave (North) to Rt 43 - widen to four lanes	\$ 130,000,000	KER08RTP079
Route 46	Kern	Near Lost Hills at Interstate 5 - upgrade and widen interchange	\$ 130,000,000	KER08RTP033
Route 58	Kern	Rosedale Highway - I-5 to Rt 43 - widen to four lanes	\$ 31,000,000	KER08RTP038
Route 58	Bakersfield	At various locations - ramp improvements	\$ 32,600,000	KER08RTP103
Route 58	Tehachapi	Dennison Rd - construct interchange	\$ 33,000,000	KER08RTP036
Route 99	Bakersfield	Rt 204 to 7th Standard Rd - widen to eight lanes	\$ 91,100,000	KER08RTP104
Route 99	Bakersfield	At Olive Drive - interchange reconstruction	\$ 108,000,000	KER08RTP021
Route 99	Bakersfield	At Snow Rd - construct new interchange	\$ 138,200,000	KER08RTP115
Route 99	Bakersfield	Wilson Rd to Rt 119 - widen to eight lanes	\$ 90,800,000	KER08RTP077
Route 99	Bakersfield	At various locations - ramp improvements	\$ 37,000,000	KER08RTP105
Route 119	Taft / Bakersfield	Elk Hills - from County Rd to Tupman Ave - widen to four lanes	\$ 48,000,000	KER08RTP086
Route 178	Bakersfield	At Rt 204 and 178 - reconstruct freeway ramps	\$ 50,000,000	KER08RTP085
Route 178	Bakersfield	At various locations - ramp improvements	\$ 37,000,000	KER08RTP106
Route 184	Lamont	Rt 58 to Rt 178 - widen to four lanes	\$ 90,000,000	KER08RTP045
US 395	Johannesburg	San Bdo County Line to Rt 14 - widen to four lanes	\$ 244,000,000	KER08RTP050
Cecil Ave	Delano	Albany St to Browning Rd - widen to four lanes	\$ 21,000,000	KER08RTP055
South Beltway	Bakersfield	I-5 to Rt 58 - new expressway	\$ 610,000,000	KER08RTP074
<b>Beyond 2035 - Major Highway Improvements</b>				
<b>Project</b>	<b>Location</b>	<b>Scope</b>	<b>YOE Cost</b>	<b>Project ID</b>
Interstate 5	Kern	From Fort Tejon to Rt 99 - widen to ten lanes	\$ 86,000,000	KER08RTP027
Interstate 5	Kern	7th Standard Rd Interchange - reconstruction	\$ 54,000,000	KER08RTP028
Route 33	Maricopa	Welch St to Midway Rd - widen to four lanes	\$ 88,000,000	KER08RTP029
Route 43	Shafter	7th Standard Rd to Euclid Ave - widen to four lanes	\$ 37,000,000	KER08RTP030
Route 46	Wasco	I-5 to Juniper Ave - widen to four lanes	\$ 118,000,000	KER08RTP031
Route 46	Wasco	Rt 46 @ BNSF (Wasco) - construct grade separation	\$ 39,500,000	KER08RTP119
Route 46	Wasco	Rt 43 to Rt 99 - widen to four lanes	\$ 70,000,000	KER08RTP032
Route 58	Bakersfield	Future Rt 58 from I-5 to Heath Rd at Stockdale Hwy - construct new freeway	\$ 500,000,000	KER08RTP137
Route 58	Bakersfield	Rt 58 / Rosedale Hwy @ Minkler Spur (Metro) - construct grade separation	\$ 39,500,000	KER08RTP118
Route 58	Bakersfield	Near General Beale Rd - new truck weigh station	\$ 11,000,000	KER08RTP034
Route 58	Kern/Tehachapi	East of Tehachapi to General Beale Rd - truck auxiliary lanes / escape ramp	\$ 86,000,000	KER08RTP035
Route 58	Bakersfield	General Beale Rd - construct new interchange	\$ 54,000,000	KER08RTP037
Route 65	Kern	Merle Haggard Dr to County Line - widen to four lanes	\$ 216,000,000	KER08RTP039

**TABLE 2 (Continued)**  
**Unconstrained Program of Projects**

<b>Beyond 2035 - Major Highway Improvements</b>				
<b>Project</b>	<b>Location</b>	<b>Scope</b>	<b>YOE Cost</b>	<b>Project ID</b>
Route 99	Cnty/Bkfd	Rt 99 @ Minkler Spur (Metro) - construct grade separation	\$ 69,000,000	KER08RTP134
Route 119	Taft	Rt 33 to Cherry Ave - widen to four lanes	\$ 54,000,000	KER08RTP040
Route 119	Taft	Tupman Rd to I-5 - widen to four lanes	\$ 60,000,000	KER08RTP041
Route 155	Delano	Rt 99 to Browning Rd - four lanes; reconstruct	\$ 32,000,000	KER08RTP042
Route 155	Delano	Rt 155 @ UPRR (Delano) - construct grade separation	\$ 39,500,000	KER08RTP120
Route 166	Maricopa	Basic School Rd - reconstruct intersection grade	\$ 517,582	KER08RTP043
Route 178	Kern Canyon	Vineland Rd to China Garden - construct new freeway	\$ 500,000,000	KER08RTP044
Route 204	Bakersfield	(Golden State Ave) Rt 99 to M St - construct operational improvements	\$ 100,000,000	KER08RTP082
Route 184	Bakersfield	Rt 184 / Morning Dr. @ UPRR (Metro) - construct grade separation	\$ 69,000,000	KER08RTP122
Route 202	Tehachapi	Woodford-Tehachapi Rd to (Lower) Cummings Valley Rd - widen to four lanes	\$ 47,445,008	KER08RTP046
Route 202	Tehachapi	Tucker Rd to Woodford-Tehachapi Rd - widen to four lanes	\$ 9,704,661	KER08RTP047
Route 223	Near Arvin	Rt 99 to Rt 184 - widen to four lanes	\$ 69,010,921	KER08RTP048
Route 223	Arvin	East Arvin city limits to Rt 58 - widen to four lanes	\$ 64,697,738	KER08RTP049
Santa Fe Way	Bakersfield	Hageman Rd to Los Angeles Ave - widen to four lanes	\$ 127,238,885	KER08RTP051
East Beltway	Bakersfield	Rt 58 to Morning Drive - construct new expressway	\$ 200,000,000	KER08RTP078
Beale Ave	Bakersfield	L St./Beale Ave @ BNSF RR (Bakersfield) - construct grade separation	\$ 69,000,000	KER08RTP127
Q Street	Bakersfield	Q St @ UPRR near Golden State Hwy - construct grade separation	\$ 59,000,000	KER08RTP136
Comanche Drive	Cnty/Bkfd	Comanche Dr @ UPRR (Metro) - construct grade separation	\$ 59,000,000	KER08RTP123
Olive Drive	Cnty/Bkfd	Olive Dr @ UPRR (Metro) - construct grade separation	\$ 69,000,000	KER08RTP129
Renfro Rd	Cnty/Bkfd	Renfro Rd @ BNSF RR (Metro) - construct grade separation	\$ 59,000,000	KER08RTP130
California City Blvd	California City	Rt 14 east six miles - widen to four lanes	\$ 22,000,000	KER08RTP052
Twenty Mule Team Rd	California City	California City Blvd to Rt 58 - widen to four lanes	\$ 21,565,913	KER08RTP053
North Gate Rd	California City	California City Blvd to North Edwards - construct new four lane road	\$ 60,384,555	KER08RTP054
Woolomes Ave	Delano	Rt 99 - widen bridge to four lanes; reconstruct ramps	\$ 28,035,686	KER08RTP056
Garces Highway	Delano	I-5 to Rt 99 - widen to four lanes	\$ 288,983,230	KER08RTP057
Kimberlina Rd	Cnty/Wasco	Kimberlina Rd @ BNSF (Wasco) - construct grade separation	\$ 59,000,000	KER08RTP132
Red Apple Rd	Cnty/Tehachapi	Tucker Rd to Westwood Blvd - widen to four lanes	\$ 4,313,183	KER08RTP058
Sierra Way	Cnty/Lk Isabella	South Fork Bridge - reconstruct bridge	\$ 51,758,190	KER08RTP059
Frazier Park Blvd	Cnty/Frazier Pk	Construct Park and Ride facility near Frazier Park Blvd	\$ 12,939,548	KER08RTP060
Wheeler Ridge Rd	Kern	I-5 to Rt 223 - widen to four lanes	\$ 129,395,476	KER08RTP061
Rosamond Blvd	Cnty/Rosamond	Rosamond Blvd at UPRR - grade separation	\$ 32,348,869	KER08RTP062
K Street	Cnty/Mojave	Extend K St to Rt 14	\$ 12,939,548	KER08RTP063
Kratzmeyer Rd	Kern	Kratzmeyer Rd @ BNSF (Metro) - construct grade separation	\$ 59,000,000	KER08RTP128
Airport Drive	Kern	Airport Dr @ UPRR (Metro) - construct grade separation	\$ 69,000,000	KER08RTP131
<b>Beyond 2035 - Major Highway Improvements</b>				
<b>Project</b>	<b>Location</b>	<b>Scope</b>	<b>YOE Cost</b>	<b>Project ID</b>
Rosamond Blvd	Kern	Rosamond Blvd @ UPRR (Rosamond) - construct grade separation	\$ 69,000,000	KER08RTP133
K Street	Kern	K St @ UPRR (Mojave) - construct grade separation	\$ 69,000,000	KER08RTP135
Elmo Highway	McFarland	Elmo Hwy @ UPRR (McFarland) - construct grade separation	\$ 69,000,000	KER08RTP124
Dennison Rd	Tehachapi	Green St/ Dennison Rd @ UPRR (Tehachapi) - construct grade separation	\$ 69,000,000	KER08RTP121
Teh. Willow Springs Rd	Tehachapi	Rt 58 to Rosamond Blvd - widen to four lanes	\$ 150,961,389	KER08RTP064
Valley Blvd	Tehachapi	Tucker Rd to Curry St - widen to four lanes	\$ 23,722,504	KER08RTP065
Kern Ave	McFarland	Reconstruct pedestrian bridge at Rt 99	\$ 5,391,470	KER08RTP066
Mahan St	Ridgecrest	Inyokern to South China Lake - widen to four lanes	\$ 32,348,869	KER08RTP067
Richmond Rd	Ridgecrest	E Ridgecrest Blvd - widen to four lanes	\$ 6,469,774	KER08RTP068
Bowman Rd	Ridgecrest	China Lake Blvd to San Bernardino Blvd - reconstruction	\$ 4,313,183	KER08RTP069
S China Lake Blvd	Ridgecrest	US 395 to College Heights - reconstruction	\$ 36,662,052	KER08RTP070
Lerdo Highway	Shafter	Lerdo Hwy / Beech Ave @ BNSF RR (Shafter) - construct grade separation	\$ 69,000,000	KER08RTP125
Burbank Street	Shafter	Burbank St @ BNSF (Shafter) - construct grade separation	\$ 59,000,000	KER08RTP126
7th Standard Rd	Shafter	I-5 to Santa Fe Way - widen to four lanes	\$ 90,576,833	KER08RTP072
7th Standard Rd	Cnty/Shftr/Bkfd	7th Standard Rd. @ BNSF (Metro) - construct grade separation	\$ 39,500,000	KER08RTP116
Hageman Rd	Cnty/Shftr/Bkfd	Hageman/Santa Fe Way @ BNSF (Metro) - construct grade separation	\$ 39,500,000	KER08RTP117
Zachary Rd	Shafter	7th Standard Rd to Lerdo Hwy - widen to four lanes	\$ 34,505,460	KER08RTP073
West Beltway-South	South Metro	Taft Hwy to I-5 - extend freeway	\$ 100,000,000	KER08RTP075
West Beltway-North	North Metro	7th Standard Rd to Rt 99 - extend freeway	\$ 100,000,000	KER08RTP076
<b>Total</b>			<b>\$ 6,997,430,525</b>	



FIGURE 2

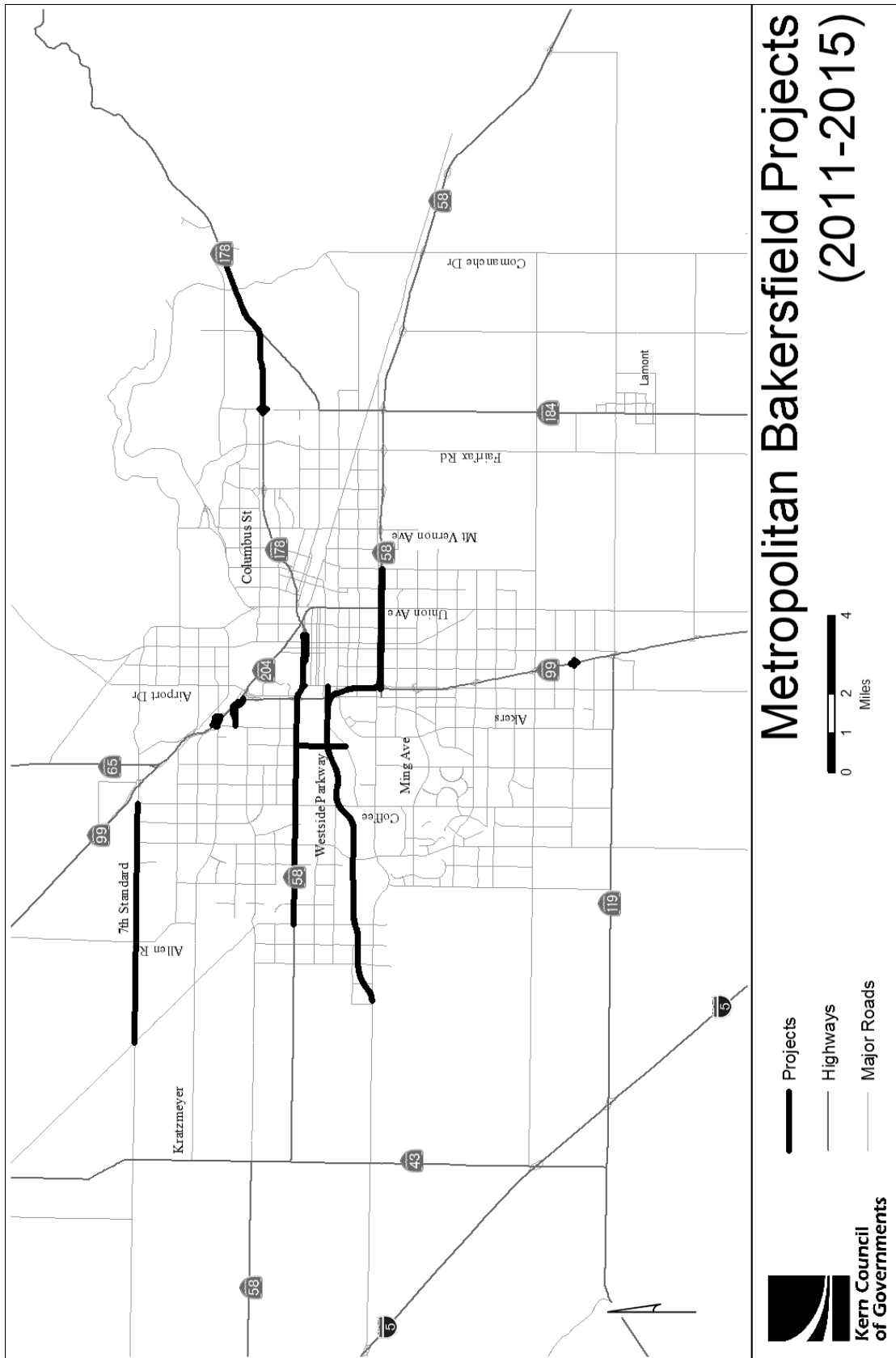
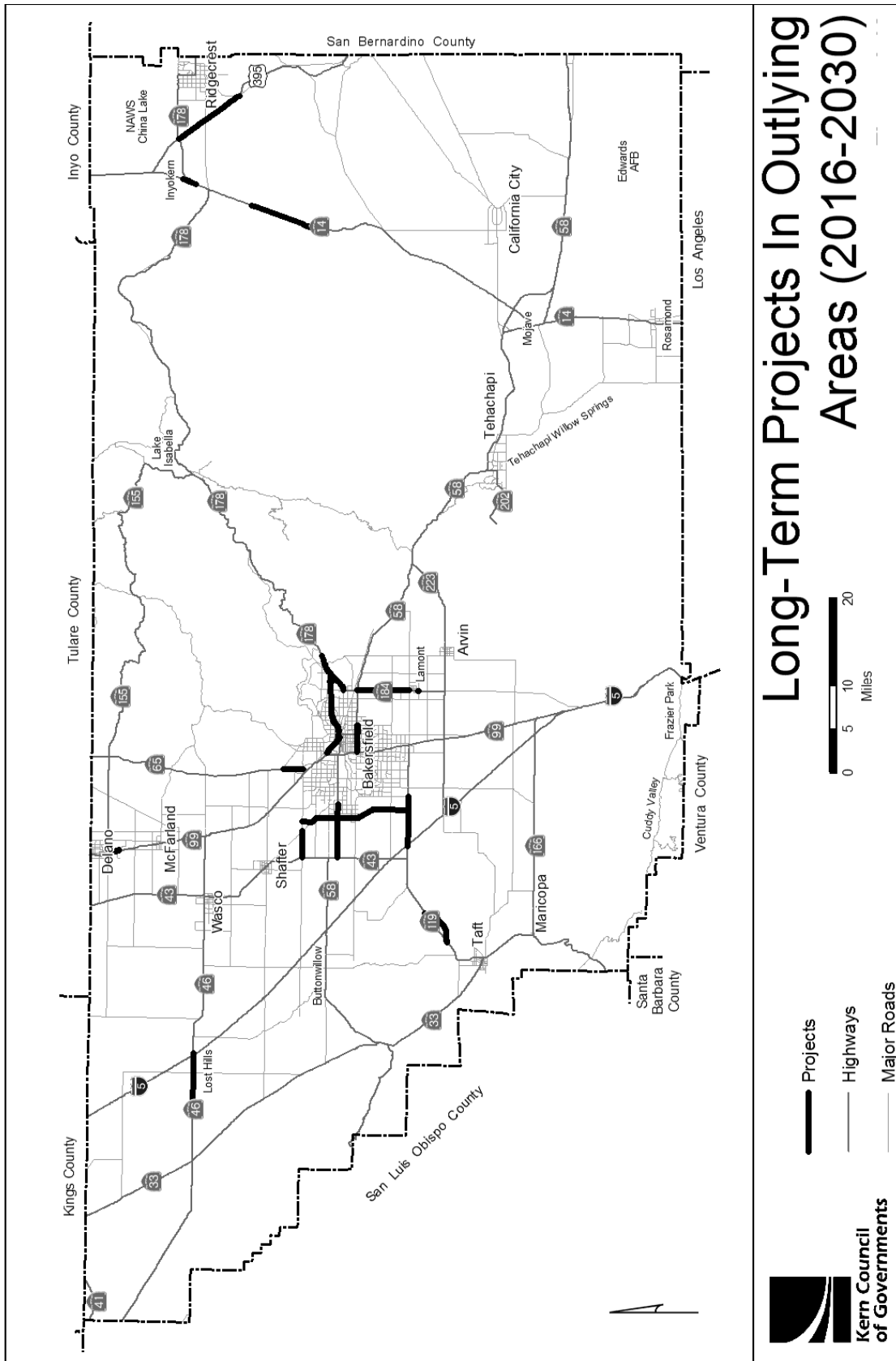


FIGURE 3



Long-Term Projects In Outlying  
 Areas (2016-2030)

**Kern Council  
 of Governments**

- Projects
- Highways
- Major Roads

FIGURE 4

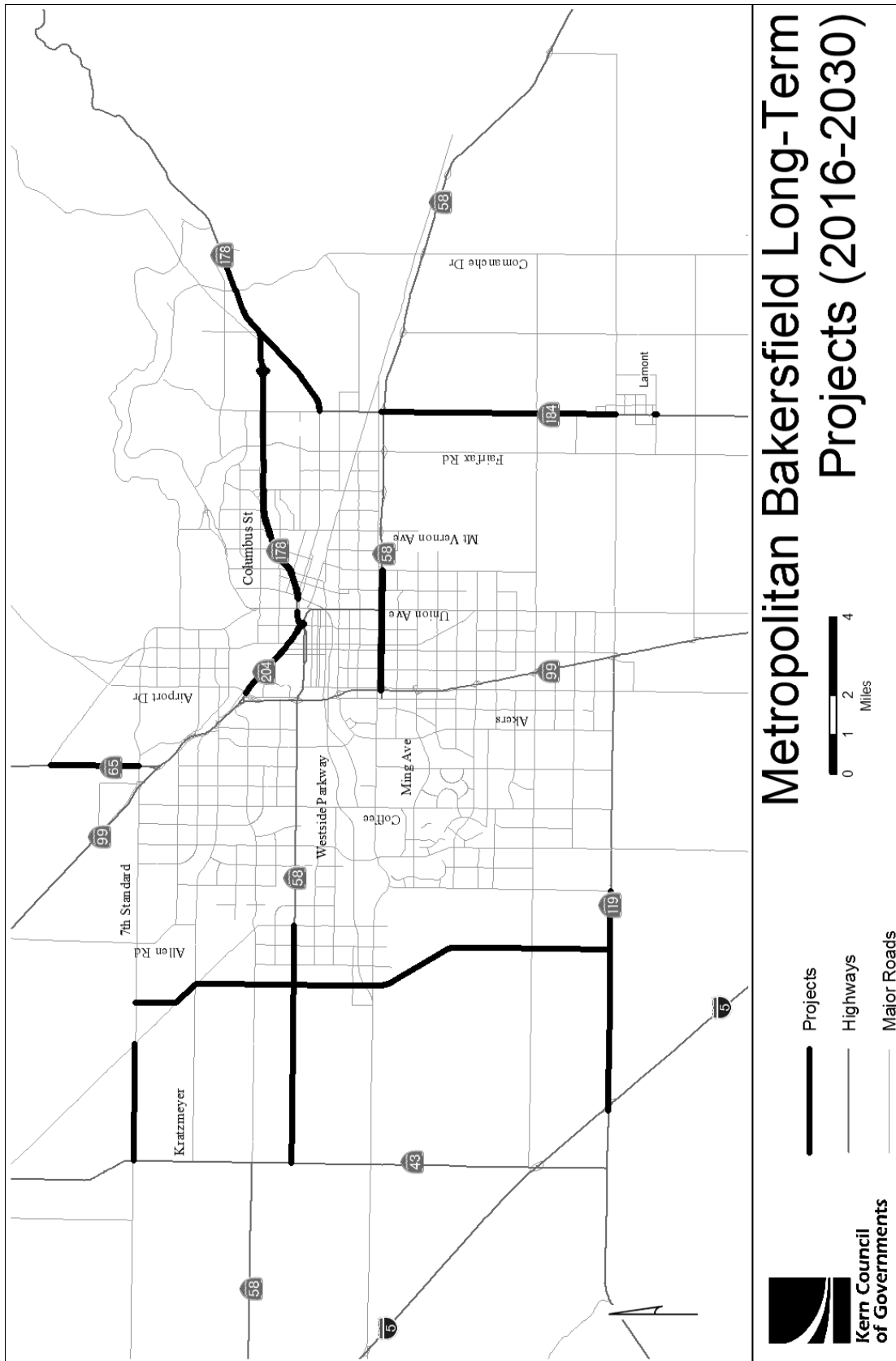
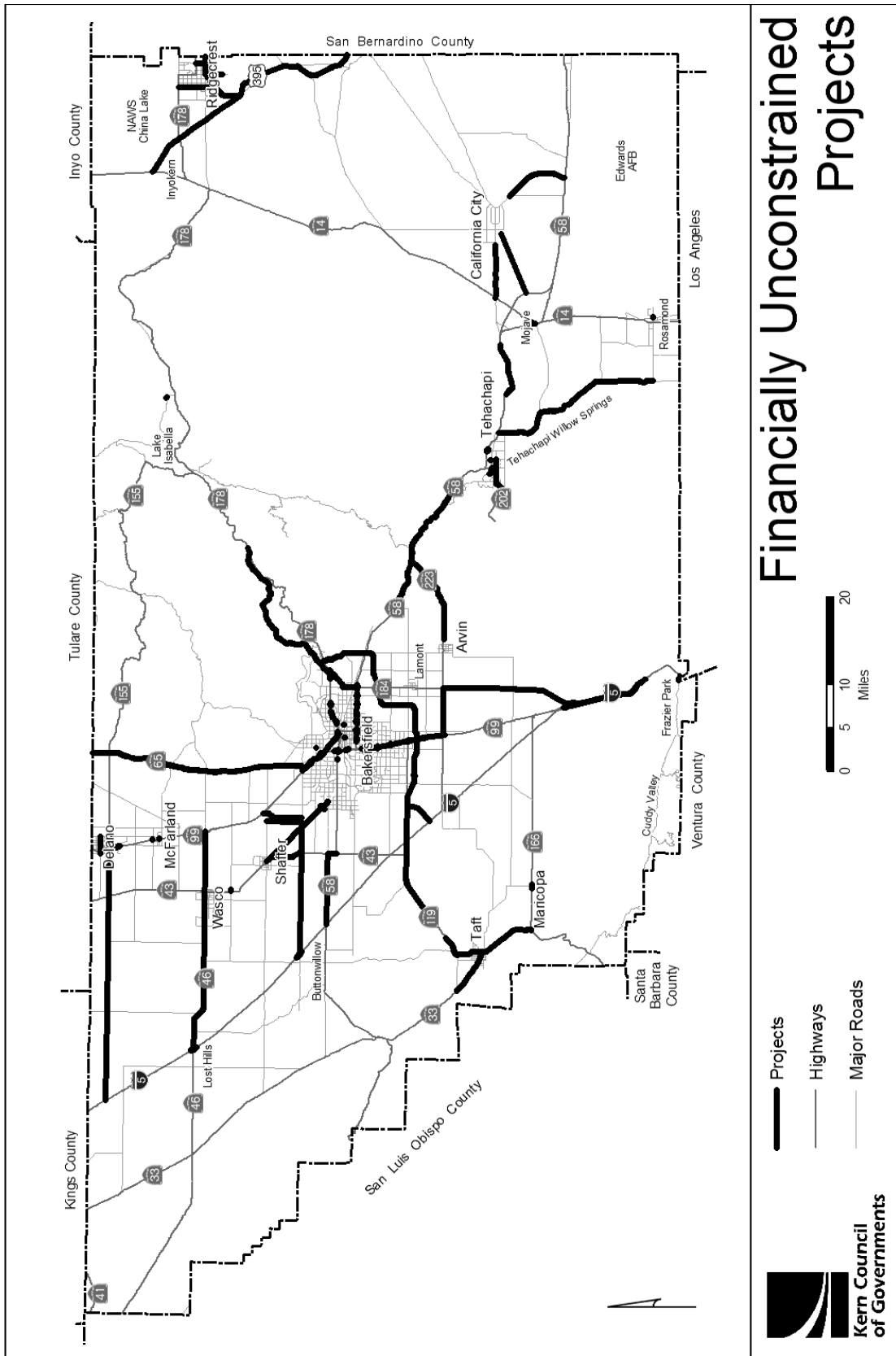








FIGURE 5



# Financially Unconstrained Projects


**Kern Council of Governments**

-  Projects
-  Highways
-  Major Roads

## CHANGES TO THE 2007 RTP

The purpose of this AEIR is to reflect changes and additions to the previously certified 2007 RTP EIR and AEIR for RTP Amendment #1. Considering CEQA provisions detailed previously, the 2007 RTP Amendment #2 will:

- ◆ Not cause additional significant environmental effects addressed in the 2007 RTP EIR other than those already identified;
- ◆ The effects referenced in the 2007 RTP EIR or Amendment #1 AEIR will not be substantially more severe as a result of changes identified in the 2007 RTP Amendment #2; and
- ◆ Mitigation measures contained in the 2007 RTP EIR would continue to be feasible and would reduce environmental effects of changes referenced in this AEIR.

While the proposed changes to the 2007 RTP and RTP Amendment #1 may represent "*New information of substantial importance...*" as stated in 15162(a)(3), these changes will not result in one or more significant effects that are not already discussed in the previous EIRs, nor result in impacts that are substantially more severe than shown in the 2007 RTP EIR. Based upon the findings described above, the RTP Amendment will not require major revisions of the 2007 RTP EIR for the following reasons:

- ◆ Potential impacts and mitigation factors have been adequately addressed in the certified 2007 RTP EIR and reviewed in this Addendum EIR;
- ◆ Each individual transportation project referenced in the 2007 RTP, RTP Amendment #1, and in RTP Amendment #2 will be evaluated by the responsible local agency to identify potential environmental effects; and
- ◆ After reviewing CEQA Section 15164, it has been determined that the obligation to prepare a Supplemental or Subsequent EIR is not met.

To further justify that changes reflected in the 2007 RTP Amendment #2 will not cause additional environmental effects or require changes to mitigation measures contained in the 2007 RTP EIR or in RTP Amendment #2 AEIR, the following sections and tables have been prepared.

### Hours of Vehicular Travel

Table 3 provides an estimate of the total number of vehicle travel hours in Kern County. The table references total travel hours for Year 2030 resulting from the 2007 RTP Amendment #1 and 2030 travel hours considering project changes reflected in Tables 1 and 2 (Amendment #2). As shown, changes to the 2007 RTP will result in an 8.06 percent decrease in vehicle hours countywide. While changes to the improvement projects reflected in Table 1 will affect vehicle hours of travel within the County, the primary reason for this difference is the improvement of travel forecasting tools by Kern COG over the past few years. These tools are documented in the Draft 2006 Regional Travel Demand Model report dated May 2009 and on file with Kern COG. Reductions in hours of travel (as a result of the improvements projects referenced in Tables 1 and 2, coupled with calibration of the 2006 Travel Forecasting Model) are considered positive impacts.

**TABLE 3**  
**Comparison of Daily Vehicle Hours of Travel (VHT)**  
**By Facility Type & Total**  
**RTP Amendment #1 vs. RTP Amendment #2**

	<b>New 2030 Model - Applied for RTP Amendment No. 2</b>	<b>Old 2030 Model - Applied for RTP Amendment No. 1</b>	<b>Difference</b>	<b>% Difference</b>
<b>FACILITY TYPE</b>	<b>VHT</b>	<b>VHT</b>		
FREEWAYS	261,545	281,712	-20,167	-7.16%
EXPRESSWAYS	18,562	33,424	-14,862	-44.47%
MAJOR ARTERIALS	389,927	416,444	-26,517	-6.37%
MINOR ARTERIALS	55,573	68,558	-12,985	-18.94%
COLLECTORS	49,237	41,002	8,235	20.08%
CENTROIDS	102,713	119,769	-17,056	-14.24%
DIAMOND RAMPS	16,824	35,064	-18,240	-52.02%
LOOP RAMPS	1,776	1,273	503	39.51%
CORDON	29,284	9,313	19,971	214.44%
ALL FACILITIES	925,441	1,006,559	-81,118	-8.06%
(MINUS CENTROIDS)	822,728	886,790	-64,062	-7.22%

Source: Kern COG, Comparison of Old and New Conformity Models 6/1/09

Lane Miles

Table 4 provides an estimate of the total number of lane miles by facility type in Kern County. The table references total lane miles for Year 2030 resulting from the 2007 RTP Amendment #1 and 2030 lane miles considering project changes reflected in Tables 1 and 2 (Amendment #2). As shown, changes to the 2007 RTP will result in a 17.87 percent increase in lane miles countywide. While changes to the improvement projects reflected in Table 1 will increase lane miles within the County, the primary reason for this difference is the improvement of travel forecasting tools by Kern COG over the past few years. These tools are documented in the Draft 2006 Regional Travel Demand Model report dated May 2009 and on file with Kern COG. Reductions in lane miles along freeways and expressways do result and lane miles for major arterials are slightly increased; however, increases result for other minor street and road facility types. One reason that increases are estimated in the revised travel model is the addition of minor arterial and collector facilities throughout the County. The most significant reason, however, for the increase in lane miles was the addition of Traffic Analysis Zones (TAZs) and associated centroid connectors. When centroid connectors are omitted from total lane miles, a percentage difference of 7.31 results. This difference is not considered significant.

**TABLE 4**  
**Comparison of Lane Miles**  
**By Facility Type & Total**  
**RTP Amendment #1 vs. RTP Amendment #2**

	<b>New 2030 Model - Applied for RTP Amendment No. 2</b>	<b>Old 2030 Model - Applied for RTP Amendment No. 1</b>	<b>Difference</b>	<b>% Difference</b>
<b>FACILITY TYPE</b>	<b>LANE MILES</b>	<b>LANE MILES</b>		
FREEWAYS	566	567	-1	-0.15%
EXPRESSWAYS	136	162	-26	-16.02%
MAJOR ARTERIALS	3,687	3,633	53	1.47%
MINOR ARTERIALS	742	534	208	38.86%
COLLECTORS	662	525	136	25.95%
CENTROIDS	2,918	1,971	946	48.00%
DIAMOND RAMPS	85	67	18	27.08%
LOOP RAMPS	7	6	1	18.47%
CORDON	150	129	21	16.50%
<b>ALL FACILITIES</b>	<b>8,953</b>	<b>7,595</b>	<b>1,357</b>	<b>17.87%</b>
<b>(MINUS CENTROIDS)</b>	<b>6,035</b>	<b>5,624</b>	<b>411</b>	<b>7.31%</b>

Source: Kern COG, Comparison of Old and New Conformity Models 6/1/09

**Vehicle Miles Traveled (VMT)**

Table 5 provides an estimate of the total countywide vehicle miles traveled (VMT). The table references total VMT for Year 2030 resulting from the 2007 RTP Amendment #1 and 2030 VMT considering project changes reflected in Tables 1 and 2 (Amendment #2). As shown, changes to the 2007 RTP will result in a 13.98 percent decrease in VMT countywide. While changes to the improvement projects reflected in Table 1 will affect VMT within the County, the primary reason for this difference is the improvement of travel forecasting tools by Kern COG over the past few years. These tools are documented in the Draft 2006 Regional Travel Demand Model report dated May 2009 and on file with Kern COG. Reductions in VMT (as a result of the improvements projects referenced in Tables 1 and 2, coupled with calibration of the 2006 Travel Forecasting Model) are considered positive impacts.

**TABLE 5**  
**Comparison of Daily Vehicle Miles Traveled (VMT)**  
**By Facility Type & Total**  
**RTP Amendment #1 vs. RTP Amendment #2**

	<b>Model - Applied for RTP Amendment No. 2</b>	<b>- Applied for RTP Amendment No. 1</b>	<b>Difference</b>	<b>% Difference</b>
<b>FACILITY TYPE</b>	<b>VMT</b>	<b>VMT</b>		
FREEWAYS	16,839,114	18,701,756	-1,862,642	-9.96%
EXPRESSWAYS	862,180	1,689,088	-826,908	-48.96%
MAJOR ARTERIALS	13,582,462	16,025,821	-2,443,359	-15.25%
MINOR ARTERIALS	1,475,525	1,880,844	-405,319	-21.55%
COLLECTORS	674,545	777,552	-103,007	-13.25%
CENTROIDS	2,253,826	2,532,650	-278,824	-11.01%
DIAMOND RAMPS	355,289	283,313	71,976	25.41%
LOOP RAMPS	33,266	29,833	3,433	11.51%
CORDON	585,669	698,450	-112,781	-16.15%
<b>ALL FACILITIES</b>	<b>36,661,877</b>	<b>42,619,308</b>	<b>-5,957,431</b>	<b>-13.98%</b>
<b>(MINUS CENTROIDS)</b>	<b>34,408,051</b>	<b>40,086,657</b>	<b>-5,678,606</b>	<b>-14.17%</b>

Source: Kern COG, Comparison of Old and New Conformity Models 6/1/09

*Travel Speed*

Table 6 provides an estimate of average travel speeds in Kern County. The table references average travel speeds for Year 2030 resulting from the 2007 RTP Amendment #1 and 2030 travel speeds considering project changes reflected in Tables 1 and 2 (Amendment #2). As shown, changes to the 2007 RTP will result in a 6.42 percent decrease in travel speeds countywide. While changes to the improvement projects reflected in Table 1 will affect travel speeds within the County, the primary reason for this difference is the improvement of travel forecasting tools by Kern COG over the past few years. These tools are documented in the Draft 2006 Regional Travel Demand Model report dated May 2009 and on file with Kern COG. Reductions in travel speed (as a result of the improvements projects referenced in Tables 1 and 2, coupled with calibration of the 2006 Travel Forecasting Model) are considered positive impacts.

**TABLE 6**  
**Comparison of Daily Average Travel Speed**  
**By Facility Type & Total**  
**RTP Amendment #1 vs. RTP Amendment #2**

	Model - Applied for RTP Amendment No. 2	Old 2030 Model Applied for RTP Amendment No. 1	Difference	% Difference
<b>FACILITY TYPE</b>	<b>AVG. SPEED</b>	<b>AVG. SPEED</b>	<b>AVG. SPEED</b>	
FREEWAYS	64	66	-2	-3.03%
EXPRESSWAYS	46	51	-4	-8.09%
MAJOR ARTERIALS	35	38	-4	-9.49%
MINOR ARTERIALS	27	27	-1	-3.21%
COLLECTORS	14	19	-5	-27.74%
CENTROIDS	22	21	1	3.74%
DIAMOND RAMPS	21	8	13	161.39%
LOOP RAMPS	19	23	-5	-20.06%
CORDON	20	75	-55	-73.33%
ALL FACILITIES	40	42	-3	-6.42%
(MINUS CENTROIDS)	42	45	-3	-7.48%

*Level of Service Results*

Figures 6 and 7 identify the projected Level of Service (LOS) along the regional system of streets and highways within Kern County and in the Metropolitan Bakersfield area. These figures replace Figures 3-17 and 3-18 referenced in Section 3 of the 2007 RTP EIR and Figures 6 and 7 in the AEIR for RTP Amendment #1.

FIGURE 6

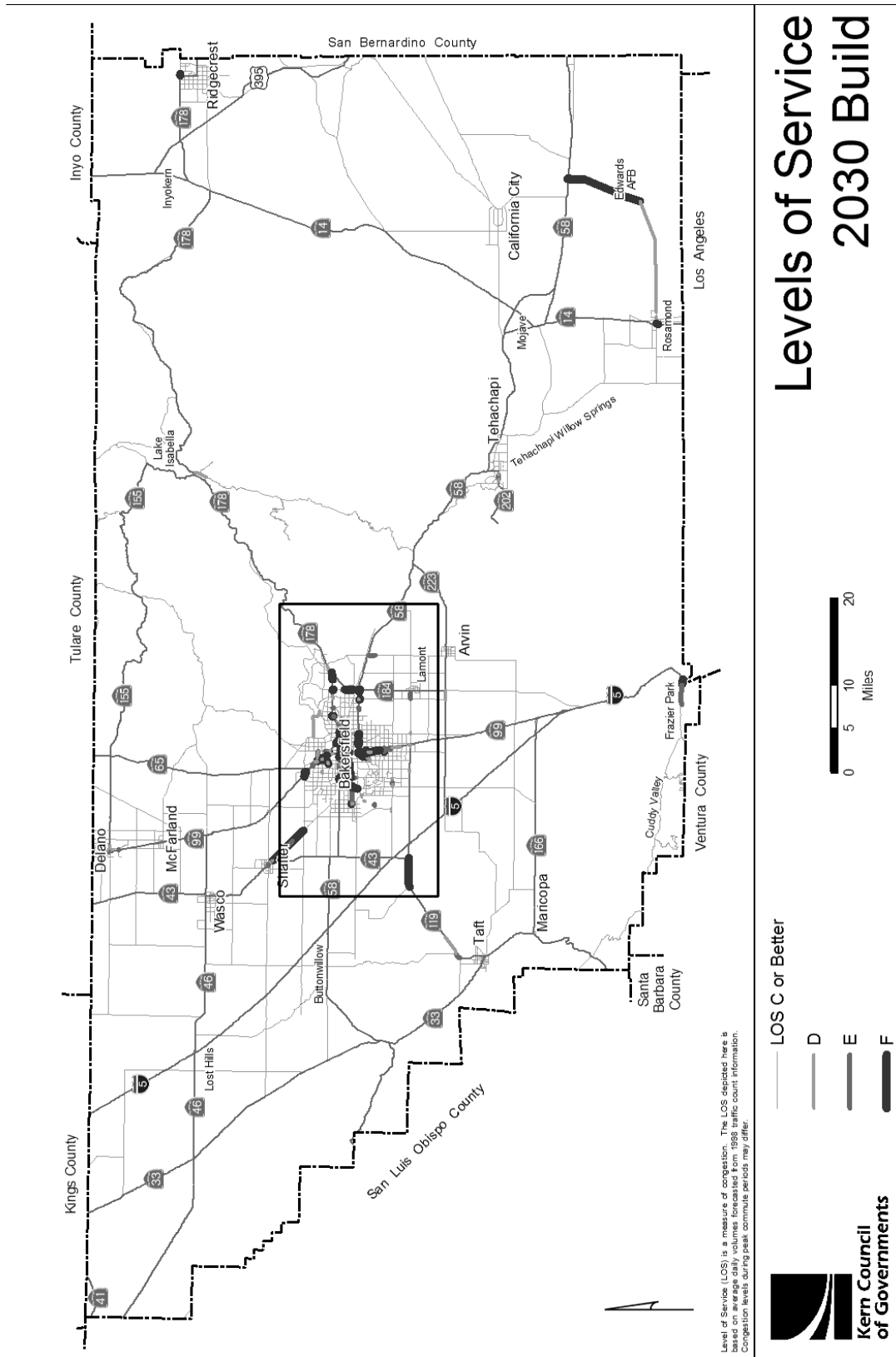
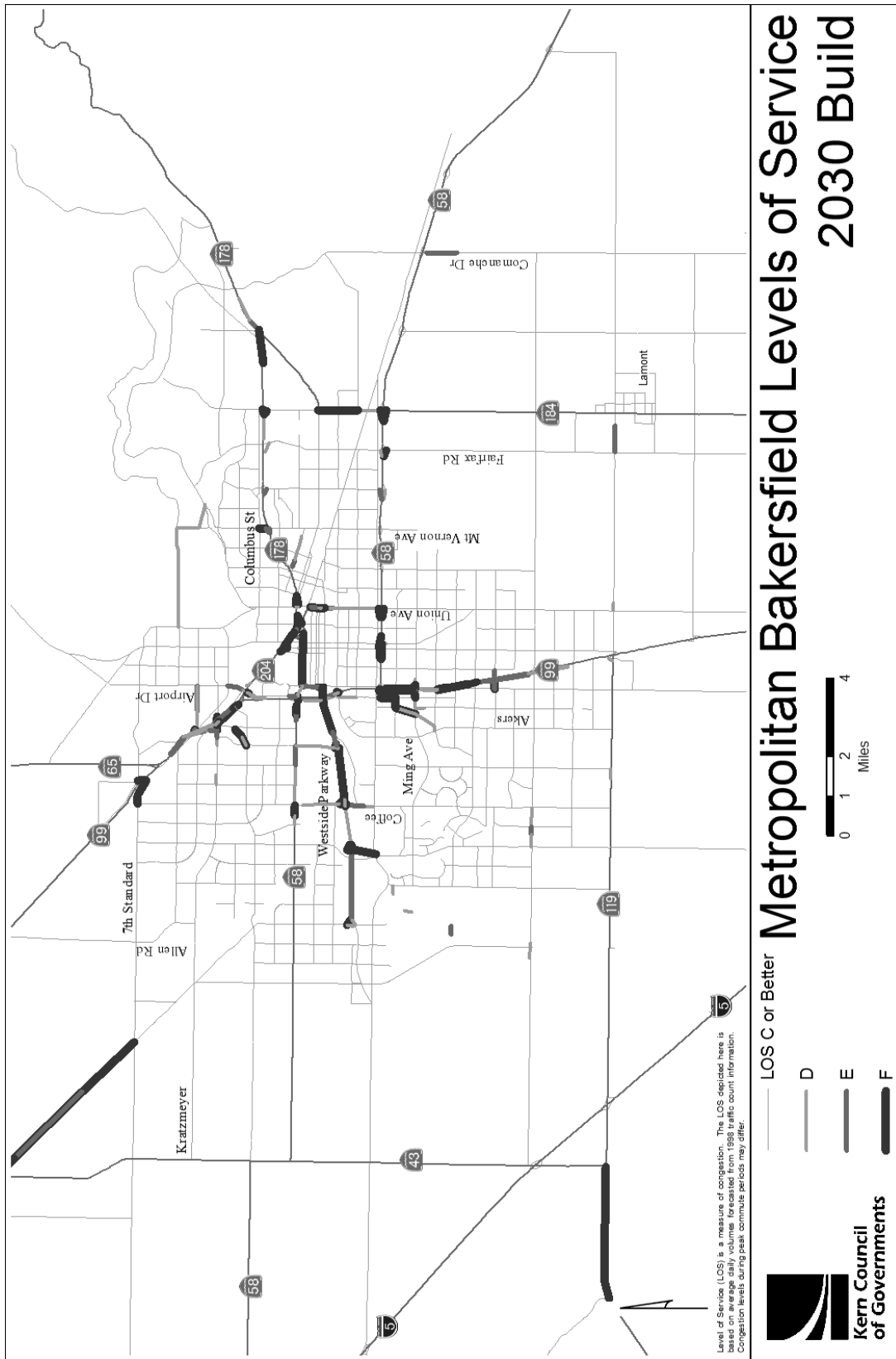


FIGURE 7





### **Air Quality Conformity**

An important consideration in determining whether or not the changes reflected in Tables 1 and 2 will result in additional significant impacts is the issue of air quality conformity. Tables 7 through 9 identify air quality conformity analysis results for the San Joaquin Valley, Mojave Desert, and Indian Wells Valley Air Basin portions of Kern County including the projected emissions of hydrocarbons, nitrogen oxides, carbon monoxide, volatile organic gases, and particulate emissions for the project compared with the base or the emissions budgets for various years. The analysis shows that emissions related to the projects contained in Tables 1 and 2 do not exceed the base and budget thresholds established by EPA. In addition, a majority of the emissions estimates are lower for RTP Amendment #2 when compared to emissions results for RTP Amendment #1.

Based upon the findings described above, Kern COG finds that 2007 RTP Amendment #2 would not result in regional impacts that are significantly different from those disclosed in the 2007 RTP EIR or for RTP Amendment #1.

**TABLE 7**  
**Comparison of Air Quality Conformity Emissions – Kern SJV**  
**RTP Amendment #1 vs. RTP Amendment #2**

Amendment No. 1 2009 Conformity Results Summary – KERN SJV				Amendment No. 2 2009 Conformity Results Summary – KERN SJV				Increase between Amendment No. 1 and No. 2?									
Pollutant	Scenario	Emissions Total		DID YOU PASS?		Pollutant	Scenario	Emissions Total		DID YOU PASS?		YES	NO	Difference for Total or ROG	Difference for NOx	% Increase	
		CO (tons/day)	CO (tons/day)	CO	CO			CO (tons/day)	CO (tons/day)	CO	CO						
Carbon Monoxide	2010 Budget	180				Carbon Monoxide	2010 Budget	180									
	2010	128		YES			2010	121		YES		X	(7.0)			N/A	
	2018 Budget	180					2018 Budget	180									
	2018	84.8		YES			2018	78.6		YES		X	(6.2)			N/A	
	2020	74		YES			2020	68		YES		X	(6.0)			N/A	
	2030	62		YES			2030	54		YES		X	(8.0)			N/A	
Ozone	2011 Budget	15.7	79.4			Ozone	2011 Budget	15.7	79.4								
	2011	15.1	78.0	YES	YES		2011	15.0	75.7	YES	YES	X	(0.1)	(2.3)		N/A	
	2014 Budget	13.5	64.1				2014 Budget	13.5	64.1								
	2014	13.1	62.8	YES	YES		2014	12.1	58.8	YES	YES	X X	(1.0)	(4.0)		N/A	
	2017 Budget	11.6	49.5				2017 Budget	11.6	49.5								
	2017	11.3	48.6	YES	YES		2017	10.7	45.3	YES	YES	X X	(0.6)	(3.2)		N/A	
	2020	10.2	38.7	YES	YES		2020	9.4	35.3	YES	YES	X X	(0.8)	(3.4)		N/A	
	2023	9.3	31.8	YES	YES		2023	8.4	28.6	YES	YES	X X	(0.8)	(3.2)		N/A	
	2030	8.6	27.0	YES	YES		2030	7.5	22.9	YES	YES	X X	(1.1)	(4.1)		N/A	
PM-10	Adjusted 2005 Budget	13.1	86.8			PM-10	Adjusted 2005 Budget	13.2	86.7								
	2010	13.1	86	YES	YES		2010	13.2	83.0	YES	YES	X	X	0.1	(3.0)	0.76%	
	Adjusted 2020 Budget	14.5	39.8				Adjusted 2020 Budget	13.0	42.1								
	2020	14.5	39.2	YES	YES		2020	13.0	35.8	YES	YES	X X	(1.5)	(3.4)		N/A	
	Adjusted 2030 Budget	16.5	36.8				Adjusted 2030 Budget	14.6	39.7								
	2030	16.5	27.2	YES	YES		2030	14.6	23.0	YES	YES	X X	(1.9)	(4.2)		N/A	

**TABLE 7 (Continued)**  
**Comparison of Air Quality Conformity Emissions – Kern SJV**  
**RTP Amendment #1 vs. RTP Amendment #2**

Amendment No. 1 2009 Conformity Results Summary – KERN SJV						Amendment No. 2 2009 Conformity Results Summary – KERN SJV						Increase between Amendment No. 1 and No. 2?				
PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx	PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx					
	2002 Base Year	3.7	94.1				2002 Base Year	3.7	94.1					X X	0.0	0.0
	2010	3.2	86	YES	YES		2010	3.2	83.0	YES	YES		X X	0.0	(3.0)	N/A
	2020	1.8	38.5	YES	YES		2020	1.8	35.8	YES	YES		X X	0.0	(2.7)	N/A
	2030	1.5	27.2	YES	YES		2030	1.5	23.0	YES	YES		X X	0.0	(4.2)	N/A

Amendment No. 1 2009 Conformity Results Summary – KERN SJV						Amendment No. 2 2009 Conformity Results Summary – KERN SJV						Increase between Amendment No. 1 and No. 2?				
PM2.5 Annual Standard		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx	PM2.5 Annual Standard		PM2.5 (tons/year)	NOx (tons/year)	PM2.5	NOx					
	2002 Base Year	1351	34347				2002 Base Year	1351	34347					X X	0.0	0.0
	2010	1168	31390	YES	YES		2010	1168	30295	YES	YES		X X	0.0	(1095.0)	N/A
	2020	657	14053	YES	YES		2020	657	13067	YES	YES		X X	0.0	(985.5)	N/A
	2030	548	9928	YES	YES		2030	548	8395	YES	YES		X X	0.0	(1533.0)	N/A

**TABLE 8**  
**Comparison of Air Quality Conformity Emissions – Kern Mojave Desert**  
**RTP Amendment #1 vs. RTP Amendment #2**

Amendment No. 1 2009 Conformity Results Summary – KERN Mojave Desert						Amendment No. 2 2009 Conformity Results Summary – KERN Mojave Desert						Increase between Amendment No. 1 and No. 2?				
Pollutant	Scenario	Emissions Total		DID YOU PASS?		Pollutant	Scenario	Emissions Total		DID YOU PASS?		YES	NO	ROG	Difference for NOx	% Increase
		ROG (tons/day)	NOx (tons/day)	ROG	NOx			ROG (tons/day)	NOx (tons/day)	ROG	NOx					
Ozone	2008 Budget	5	18			Ozone	2008 Budget	5	18							
	2010	3.9	16.2	YES	YES		2010	3.5	14.6	YES	YES		X X	(0.4)	(1.7)	
	2020	2.4	7.2	YES	YES		2020	2.0	6.2	YES	YES		X X	(0.3)	(1.0)	
	2030	2.1	5.1	YES	YES		2030	1.8	4.2	YES	YES		X X	(0.3)	(0.8)	

**TABLE 9**  
**Comparison of Air Quality Conformity Emissions – Kern Indian Wells Valley**  
**RTP Amendment #1 vs. RTP Amendment #2**

Amendment No. 1 2009 Conformity Results Summary – KERN (Indian Wells Valley)				Amendment No. 2 2009 Conformity Results Summary – KERN (Indian Wells Valley)				Increase between Amendment No. 1 and No. 2?			
Pollutant	Scenario	Emissions Total	DID YOU PASS?	Pollutant	Scenario	Emissions Total	DID YOU PASS?	YES	NO	ROG	% Increase
		PM-10 (tons/day)	PM-10			PM-10 (tons/day)	PM-10				
PM-10	2001 Budget	1.6		PM-10	2001 Budget	1.6					
	2010	1.1	YES		2010	1.3	YES		X	0.2	
	2013 Budget	1.7			2013 Budget	1.7			X	0.0	
	2013	1.1	YES		2013	1.2	YES		X	0.1	0.91%
	2020	1.2	YES		2020	1.0	YES		X	(0.2)	
	2030	1.3	YES		2030	1.1	YES		X	(0.2)	

**Global Warming**

Finally, another important consideration in determining whether or not the changes reflected in Tables 1 and 2 will result in additional significant impacts is the issue of global warming. Determining what the contribution of GHG emissions might be as a result of the Project is still infeasible given the inability to specifically calculate emissions consistent with an accepted methodology. However, Kern COG has compared the CO<sub>2</sub> emissions associated with the 2007 RTP Amendment #2 projects listed in Tables 1 and 2 to projects evaluated in the 2007 RTP Amendment #1. The results of the comparison are presented in Table 10 below. The results indicate that CO<sub>2</sub> emissions will be reduced considering projects reflected in the 2007 RTP Amendment #2 (Tables 1 and 2).

Based upon the findings described above, Kern COG finds that 2007 RTP Amendment #2 would not result in increased CO<sub>2</sub> impacts compared to those disclosed in the 2007 RTP EIR and RTP Amendment #1.

**TABLE 10**  
**Comparison of Future CO<sub>2</sub> Emissions**  
**(Tons Per Day)**  
**RTP Amendment #1 vs.**  
**RTP Amendment #2**

New 2030 Model - Applied for RTP Amendment No. 2	Old 2030 Model - Applied for RTP Amendment No. 1	Difference	% Difference
<b>CO<sub>2</sub></b>	<b>CO<sub>2</sub></b>		
26.28	30.27	-4	-13.18%

## SUMMARY OF MITIGATION MEASURES & MITIGATION MONITORING PROGRAM

The following section provides a summary of the mitigation measures and the associated mitigation monitoring program. Based on findings identified in Section 6 of the Draft EIR, projects contained in the 2007 Destination 2030 RTP and the Air Quality Impact and Conformity Analysis, the preferred alternative was adopted as the Final 2007 Destination 2030 RTP. This alternative was analyzed considering historical growth rates in vehicle miles traveled (VMT) and vehicle trips (VT), as well as anticipated growth in the use of other forms of transportation such as transit, rail, aviation, and non-motorized.

The project alternative (2007 Destination 2030 RTP) was characterized as the "worst case" alternative considering traditional transportation system improvements. Improvement projects evaluated and identified under this alternative were "financially constrained" in accordance with the SAFETEA-LU federal surface transportation funding act and air quality conformity requirements. Further, the project focused on "traditional" land use planning activities, i.e., designation of planned growth and development consistent with established land use density policies. This includes the designation of urban development consistent with adopted local agency General Plans. The following mitigation measures are included in the 2007 RTP EIR to address potential environmental impacts.

### MITIGATION MEASURES

#### Aesthetics

##### 3.1 Mitigation

1. All mitigation measures will be included in individual improvement project-level analysis, as appropriate. The implementation agency or local jurisdiction will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with the mitigation measures.
  - ◆ Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions.
  - ◆ To the extent feasible, noise barriers that will not degrade or obstruct a scenic view will be constructed. Noise barriers will be well landscaped, complement the natural landscape and be graffiti-resistant.
2. All mitigation measures will be included in individual improvement project-level analysis, as appropriate. The implementation agency or local jurisdiction will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with mitigation measures.
  - ◆ Avoid construction of transportation facilities in state and locally designated scenic highways and vista points.
  - ◆ If transportation facilities are constructed in state and locally designated scenic highways and/or vista points, design, construction, and operation of the transportation facility will be consistent with applicable guidelines and regulations for the preservation of scenic resources along the designated scenic highway.
3. All mitigation measures will be included in individual improvement project-level analysis, as appropriate. The implementation agency or local jurisdiction will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with mitigation measures.

- ◆ Develop design guidelines for each type of transportation facility that make elements of proposed facilities visually compatible with surrounding areas. Visual guidelines will, at a minimum, include setback buffers, landscaping, color, texture, signage, and lighting criteria. The following methods will be employed whenever possible:
  - Transportation systems will be designed in a manner where the surrounding landscape dominates;
  - Transportation systems will be developed to be compatible with the surrounding environment (i.e., colors and materials of construction material);
  - If exotic vegetation is used, it will be used as screening and landscaping that blends in and complements the natural landscape;
  - Trees bordering highways will remain or be replaced so that clear cutting is not evident; and
  - Grading will blend with the adjacent landforms and topography.
  
- 4. All mitigation measures will be included in project-level analysis, as appropriate. The implementation agency or local jurisdiction will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with mitigation measures.
  - ◆ Develop design guidelines for each type of transportation facility that make light elements of proposed facilities visually compatible with surrounding areas. The following methods will be employed whenever possible:
    - Transportation systems will be designed in a manner where the surrounding landscape dominates;
    - Transportation systems will be developed to be compatible with the surrounding environment; and
    - Lighting devices will be employed such as downward facing light, light shields, and amber lumens.

**Responsibility for Implementation of Mitigation Measures:**

Implementing Agencies. (Caltrans and local agencies).

**When Mitigation Measures are to be Implemented:**

During project review by Caltrans and local agencies. Inspection during construction. At Sign-off by Caltrans and local agencies.

**Responsibility for Monitoring Implementation:**

Caltrans and local agencies.

## Agricultural Resources

### 3.2 Mitigation

1. The impact on significant agricultural resources will be evaluated as part of the appropriate improvement project-specific environmental review. Mitigation measures will be identified to minimize impacts. Implementation agencies will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with all mitigation measures.
  - ◆ Individual projects will be consistent with local land use plans and policies that designate areas for urban land use and preserve agricultural lands that support the economic viability of agricultural activities.
  - ◆ Prior to final approval of each individual improvement project, the implementing agency will conduct the appropriate project-specific environmental review, including consideration of potential land use impacts.
2. The impact on significant agricultural resources will be evaluated as part of the appropriate project-specific environmental review. Mitigation measures will be identified to minimize impacts. Implementation agencies will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with all mitigation measures.
  - ◆ Individual projects will be consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.
  - ◆ For projects in agricultural areas, implementation agencies will contact the California Department of Conservation and the Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy.
  - ◆ Prior to final approval of each individual improvement project, the implementing agency will establish conservation easement programs to mitigate impacts to prime farmland.
  - ◆ Prior to final approval of each individual improvement project, the implementing agency will avoid impacts to prime farmlands or farmlands that support crops considered valuable to the local or regional economy.
  - ◆ Prior to final approval of each individual improvement project, the implementing agency will encourage enrollments of agricultural lands for counties that have Williamson Act programs.

#### **Responsibility for Implementation of Mitigation Measures:**

Implementing Agencies. (Caltrans and local agencies).

#### **When Mitigation Measures are to be Implemented:**

During project review by Caltrans and local agencies. Inspection during construction. At Sign-off by Caltrans and local agencies.

#### **Responsibility for Monitoring Implementation:**

Caltrans and local agencies.



## Air Quality

### 3.3 Mitigation

1. All mitigation measures will be included in project-level analysis, as appropriate. The individual improvement project proponent or local jurisdiction will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with mitigation measures.
  - ◆ Implementation agencies will ensure implementation of mitigation measures to reduce PM<sub>10</sub> and NO<sub>x</sub> emissions from construction sites, including:
    - Maintain on-site truck loading zones;
    - Configure on-site construction parking to minimize traffic interference and to ensure emergency vehicle access;
    - Provide temporary traffic control during all phases of construction activities to improve traffic flow;
    - Use best efforts to minimize truck idling to not more than two minutes during construction;
    - Apply non-toxic soil stabilizers (according to manufacturers' specifications) to all inactive construction areas.
    - During construction, replace ground cover in disturbed areas as quickly as possible.
    - During construction, enclose, cover, water twice daily or apply non-toxic soil binders (according to manufacturers' specifications) to exposed piles with five percent (5%) or greater silt content and to all unpaved parking or staging areas or unpaved road surfaces;
    - During the period of construction, install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip;
    - During the period of construction, assure that traffic speeds on all unpaved roads be reduced to fifteen (15) mph or less;
    - Pave all construction access roads at least 100 feet on to the site from permanent roadways; and
    - Cover all haul trucks;
    - Use of newer construction equipment, use of cleaner fuel types, engine modifications, or use of exhaust after-treatment devices;
    - Projects will be analyzed to identify whether Hazardous Air Pollutants (HAPs) would pose a risk to human health;
    - Limit area subject to excavation, grading, and other construction activity at any one time;
    - Limit the hours of operation of heavy duty equipment and/or the amount of equipment in use;
    - Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set);
    - Require that all diesel engines be shut off when not in use to reduce emissions from idling;
    - Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak hour of vehicular traffic on adjacent roadways, and "Spare the Air Days" declared by the District;
    - Implement activity management (May through October), lengthen the construction period to minimize the number of vehicles and equipment operating at the same time;
    - Off road trucks should be equipped with on-road engines when possible; and
    - Minimize obstruction of traffic on adjacent roadways.
  - ◆ Implementation agencies will avoid improvement project designs requiring significant amounts of material, such as excavated soil and construction debris, to be transported from the site to disposal facilities. Construction sites will employ a balanced cut/fill ratio to the extent possible, thus reducing haul-truck trip emissions.

2. At those facilities or intersections near sensitive receptors where carbon monoxide concentrations may exist, the implementing agency will reduce or alleviate these concentrations by improving traffic flows through improved signalization, restriping, addition of traffic lanes, and other improvements identified as part of the environmental review of an individual improvement project.
3. The various TCMs that have been incorporated into the Air District AQAP, ROP Plans, and the SJVAPCD TCM Program, or have been identified as necessary to provide for positive air quality conformity findings, as referenced in the latest Air Quality Conformity Findings for the Destination 2030 RTP and other plans and programs.
4. Mitigation Measures – Global Warming

The ultimate sources of increased transportation emissions in Kern County are population and employment growth, which will increase with or without projects referenced in the 2007 RTP. Kern COG does not implement land use policy in Kern County; rather, this is under the jurisdiction of the County and the various cities. Decisions about the place, pace, and scale of growth and development are reflected in the general plans and project approvals adopted by the local agencies. The 2007 RTP is designed to complement, rather than change, the plans adopted by the local agencies. Thus, the ultimate effect of the 2007 RTP on transportation emissions is not to increase the amount of travel per se, but rather to influence where and how travel occurs within and through the County.

As of the writing of this Final EIR, the agencies with jurisdiction over air quality regulation and GHG emissions (CARB and the San Joaquin Valley Air Pollution Control District) have not established regulations, guidance, methodologies, significance thresholds, standards, CEQA protocols or mitigation measures that specify the type of analysis, or mitigation measures, that can be included in a program EIR, or other CEQA document. In addition, no emission inventories or emission baselines have been established that would allow for an appropriate analysis to evaluate an existing setting and impact analysis for the proposed implementation of the Kern County RTP because of climate change. Kern COG adheres to the rules and guidelines currently in place at the local, State and federal level, and will adhere to any future regulations regarding global warming resulting from the legislative approval of AB 32 and AB 1493, when available.

A number of mitigation measures are included in Section 3.3 of the Draft EIR to address criteria emissions. Public transit has been enhanced in the 2007 RTP compared to the current RTP (adopted in 2004). Such improvements will help mitigate expected increases in emissions resulting from increased population and employment and the impact of planned growth and development on the regional transportation system. The RTP also includes references to a number of studies. The Plan contains a number of projects and significant funding for various forms of transportation in addition to streets and highways. Kern COG is in the process of developing a Regional Blueprint for the year 2050. Kern COG is coordinating development of the Blueprint with the other seven counties within the San Joaquin Valley. All eight counties are located in the same Air Basin (San Joaquin Valley Air Basin) and received the grant for Blueprint development from the State of California. According to Sunne Wright McPeak, former State Secretary of the Business, Housing, and Transportation Agency, the Blueprint programs in California are designed to address the three “E”s of Regional Blueprint Planning; that is, Energy Efficiency, the Environment, and Economic Development. The Regional Blueprint will identify a preferred land use scenario and transportation system for Kern County considering the application of alternative growth strategies. The Plan will identify a vision, values, goals, objectives, and implementing strategies that can be planned by Kern COG and implemented by local agencies within the County to reduce vehicle trips, vehicle miles traveled (VMT), and support increased walkability, passenger rail, public transit systems, and bicycling. The Blueprint is expected to be completed in Fall 2008.

Further, public transit over the next 20 years has been enhanced in the 2007 RTP over existing conditions and even when compared to the current RTP (adopted in 2004). Such improvements will help mitigate expected increases in emissions resulting from increased population and employment and the impact of planned growth and development on the regional transportation system. Furthermore, the RTP includes references to a number of studies (some of which are described above). The Project improvements are expected to reduce VMT and vehicle trips and as a result, GHG emissions.

Kern COG cannot require that local agencies, Caltrans, the Air District or other agencies that use diesel-powered vehicles and equipment apply retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by CARB. Kern COG also cannot require that the same agencies use alternative forms of cement and asphalt that have lower GHG emissions. It is recommended however, that responsible agencies (local agencies, the Air District, Caltrans, and others) consider the implementation of such measures during individual project development and construction.

Both Kern COG and responsible agencies implementing projects outlined in the 2007 RTP will be required to adhere to any future applicable mandatory regulations regarding global warming resulting from the passage of AB 32 and AB 1493, but the exact character of such future implementing strategies is not known at this time. Kern COG and the local agencies will quantify GHG emissions consistent with Guidelines and requirements developed by CARB. Once the Guidelines are available, Kern COG will address GHG emissions and global warming impacts of projects contained in the 2007 RTP.

**Responsibility for Implementation of Mitigation Measures:**

Implementing Agencies. (Caltrans and local agencies).

**When Mitigation Measures are to be Implemented:**

During project review by Caltrans and local agencies. Inspection during construction. At Sign-off by Caltrans and local agencies.

**Responsibility for Monitoring Implementation:**

Caltrans and local agencies.

## Biotic Resources

### 3.4 Mitigation

1. All mitigation measures will be included in subsequent individual improvement project-level environmental analysis as appropriate. The individual improvement project proponent or local jurisdiction will be responsible for compliance with the mitigation measures during all phases of construction as appropriate. Kern COG will be provided with documentation of compliance with mitigation measures.
  - ◆ Construction and operational Best Management Practices (BMPs) will be identified, installed and maintained in order to prevent silt and other pollutants from entering jurisdictional waters and wetlands thereby degrading or destroying wildlife and/or natural habitat. BMPs may include straw bales and/or mats, temporary sedimentation basins, silt fence, sand bag check dams, dry season construction, etc.
  - ◆ Native soils in construction areas will be removed, stockpiled separately, and replaced in those areas where onsite revegetation of the native habitat is planned.
  - ◆ Any disturbed natural areas will be replanted with appropriate native vegetation following the completion of construction activities.
  - ◆ During the individual improvement project design phase, impacts to jurisdictional waters and wetlands will be minimized to the greatest extent feasible.
  - ◆ Individual improvement project proponents will obtain and comply with appropriate regulatory requirements prior to construction.
  
2. All mitigation measures will be included in subsequent individual improvement project-level environmental analysis as appropriate. The individual improvement project proponent or local jurisdiction will be responsible for compliance with the mitigation measures during all phases of construction as appropriate. Kern COG will be provided with documentation of compliance with mitigation measures.
  - ◆ Each proposed individual improvement project will consider the displacement of sensitive habitat and sensitive species during the individual improvement project design phase.
  - ◆ Focused sensitive plant and wildlife species surveys will be conducted within suitable habitat to determine the distribution of sensitive species within the biological impact area of the proposed transportation improvement project. Sensitive plant surveys will be conducted during the appropriate flowering season for sensitive plant species with the potential to occur within the individual improvement project area.
  - ◆ If sensitive plant or wildlife species are identified within the biological impact area, a Biological Resource Management Plan (BRMP) will be developed to address appropriate avoidance and minimization measures. These measures may include seed collection and salvage measures for sensitive plant species, silt fencing, exclusion fencing and/or appropriate compensation where impacts cannot be fully avoided.
  - ◆ Locations of sensitive species and sensitive habitat will be mapped and shown on construction drawings and identified as Environmentally Sensitive Areas (ESAs). Prior to construction, these areas will be flagged and/or fenced to prevent unnecessary impacts from machinery and foot traffic.
  - ◆ Temporary access roads and staging areas will not be located within areas containing sensitive plant or wildlife species wherever feasible, so as to avoid or minimize impacts to these species.

- ◆ Construction activities will be scheduled, as appropriate and feasible, to avoid sensitive times that have a greater likelihood to affect significant resources such as spawning periods for fish, nesting season for birds and/or the rainy season for riparian habitat and sediment/erosion control.
  - ◆ All vegetation (including tall grasses) will be removed between August 16 and February 14, if possible, to avoid potential conflicts with nesting birds. If it is not possible to remove vegetation during that time frame, a nest clearance survey will be completed prior to vegetation clearing. Any detected nests will be mapped and provided with an appropriate buffer as recommended by a qualified biologist. Construction activities within the buffer area will not be allowed until after September 15 or until fledglings have abandon the nest.
3. All mitigation measures will be included in subsequent individual improvement project-level environmental analysis as appropriate. The individual improvement project proponent or local jurisdiction will be responsible for compliance with the mitigation measures during all phases of construction as appropriate. Kern COG will be provided with documentation of compliance with mitigation measures.
- ◆ The height, spacing, number and type of light fixtures will be selected and installed to minimize intrusive light escaping from the physical boundaries of the site.
  - ◆ Road noise minimization methods such as native brush and tree planting adjacent to heavy noise producing transportation facilities or will be incorporated where feasible.
4. All mitigation measures will be included in subsequent individual improvement project-level environmental analysis as appropriate. The individual improvement project proponent or local jurisdiction will be responsible for compliance with the mitigation measures during all phases of construction as appropriate. Kern COG will be provided with documentation of compliance with mitigation measures.
- ◆ During final design, implementing agencies, will design, construct, and maintain terrestrial wildlife crossings in order to minimize barrier effects and habitat fragmentation created by the transportation improvement project.
  - ◆ During final design, implementing agencies, will design, construct, and maintain any structure/culvert placed within a stream where endangered or threatened fish occur/may occur. The structure/culvert will not constitute a barrier to upstream or downstream movement of aquatic life, or cause an avoidance reaction by fish that impedes their upstream or downstream movement. This includes, but is not limited to, the supply of water at an appropriate depth for fish migration.
5. All mitigation measures will be included in subsequent individual improvement project-level environmental analysis as appropriate. The individual improvement project proponent or local jurisdiction will be responsible for compliance with the mitigation measures during all phases of construction as appropriate. Kern COG will be provided with documentation of compliance with mitigation measures.
- ◆ Construction and operation of the proposed transportation individual improvement project will comply with the requirements of all adopted HCPs and other preserved areas.

**Responsibility for Implementation of Mitigation Measures:**

Implementing Agencies. (Caltrans and local agencies).

**When Mitigation Measures are to be Implemented:**

During project review by Caltrans and local agencies. Inspection during construction. At Sign-off by Caltrans and local agencies.

**Responsibility for Monitoring Implementation:**

Caltrans and local agencies.

## Cultural Resources

### 3.5 Mitigation

1. Individual improvement project-specific impacts on cultural resources will be identified at the earliest planning stages of the individual improvement project. Since avoidance is the preferred means for mitigating impacts on cultural resources, cultural resource specialists should be included on the individual improvement project planning teams and records searches, background research, Native American consultations, field inventories, and other investigations should be performed during initial routing studies or other comparable planning activities. To comply with state and federal laws and regulations governing cultural resources, the following specific activities will be completed prior to certification of the subsequent or individual improvement project EIR/EIS or other CEQA/NEPA documents.

#### ◆ Records Searches

For each individual improvement project, a records search will be performed at the Southern San Joaquin Valley Information Center of the California Historical Resources Information System, housed at California State University, Bakersfield. Resources to be examined at the Information Center include site location and survey coverage base maps, listings on the National Register of Historic Places and California Register of Historic Resources, State Historic Property Data Files, National Register of Determined Eligible Properties, California Historical Landmarks, California Points of Historic Interest, and California Office of Historic Preservation Archaeological Determinations of Eligibility. As appropriate for each individual improvement project, background research will also be conducted at city and county historical societies, libraries, museums, and other institutions that may have relevant information on the nature and location of cultural resources within the individual improvement project area.

#### ◆ Native American Consultation

For each individual improvement project, contact the Native American Heritage Commission (NAHC) in Sacramento and request a search of their Sacred Lands File for information on the individual improvement project area. The NAHC will also supply a list of Native American representatives whose traditional lands encompassed the individual improvement project area. Those included on the NAHC consultant list will be contacted by letter and follow-up telephone calls to request information about the study area, and to provide them the opportunity to articulate their views on possible impacts of the individual improvement project and appropriate mitigation measures.

#### ◆ Paleontological Research

Conduct a records and literature search at the appropriate institutions, review geological maps for potential fossiliferous formations, and prepare an initial assessment of paleontological resource sensitivity in the individual improvement project area. Compile a list of relevant sites and known fossiliferous formations, and assess each individual improvement project's potential to impact paleontologically significant resources.

#### ◆ Archaeological Survey

For each individual improvement project, systematically traverse unsurveyed areas on foot using transects spaced 15-20 meters apart. Previously surveyed areas, as indicated by the Information Center survey coverage base maps, will be resurveyed if prior surveys were completed more than ten years previously or if survey coverage was insufficient due to conditions at the time. Historical or prehistoric archaeological sites discovered within or immediately adjacent to the survey area will be documented according to current professional standards on the appropriate Department of Parks and Recreation forms (DPR-523).

Previously recorded sites will be revisited, and their documentation will be updated to the current formats and standards. All sites, features, and isolates will be photographed using 35-millimeter and/or digital pictures, and their locations plotted on the appropriate USGS topographic 7.5' quadrangle. Planimetric site sketch maps will be prepared for each archaeological site, depicting site boundaries, concentrations, features, diagnostic artifacts, and areas of disturbance. Site locations will also be plotted using a Global Positioning System.

◆ **Architectural Survey**

Buildings, structures, objects, linear cultural features, and other non-archaeological properties will be inventoried to current professional standards and recorded on the appropriate Department of Parks and Recreation forms (DPR-523). Documentation on previously recorded sites will be updated to the current formats and standards. All resources will be photographed using 35-millimeter and/or digital pictures, and their locations plotted on the appropriate USGS topographic 7.5' quadrangle.

◆ **Significance Evaluation and Impact Assessment**

Any cultural resources that will be directly impacted by a proposed individual improvement project will be evaluated for significance according to the criteria of the National Register and/or California Register, as appropriate. If the boundaries of the resource or its spatial relationship to the impact area are unclear, then boundary definition using more detailed surface and subsurface investigations may be required. Significance evaluations may require additional archival and background research, additional field documentation, or other studies. Evaluation of archaeological properties may require test excavations, backhoe trenching, or other forms of subsurface investigation; laboratory processing and analysis of recovered remains; and a variety of special technical studies. These evaluations will define the qualities of the resource that make it significant and assess site integrity as a means for judging the nature and extent of individual improvement project impacts. Significance evaluations and impact assessments will be performed by appropriately qualified specialists meeting the Secretary of Interior's Professional Qualifications Standards (FR 190: 44740–44741). Artifacts and other remains collected from the field, along with field records and other documentation, will be curated at the Museum of Anthropology, California State University, Bakersfield, or another institution capable of providing secure, long-term storage, care, and access to the public.

◆ **Technical Report/EIR Sections**

Prepare a technical report documenting the results of the records search, background research, Native American consultation, paleontological research, field surveys, resource evaluations, and other studies. Because these reports may detail locations within the individual improvement project areas known to be culturally and paleontologically sensitive, they will be confidential technical appendices to each EIR/EIS. Summary sections included in the body of the EIR/EIS will not disclose sensitive site location information. The confidential technical report and EIR/EIS sections will discuss the importance of historical, archaeological, and paleontological resources identified during the study, identify the potential for significant impacts, and discuss adequate and feasible mitigation measures. The reports will adhere to professional standards outlined by the State Office of Historic Preservation in *Archaeological Resource Management Reports (ARMR): Recommended Contents and Format* (Jackson 1990).

◆ **Agency Consultation**

For federally entailed projects, the lead federal agency must consult with the State Historic Preservation Officer (SHPO) regarding the identification, evaluation, and subsequent mitigative treatment of cultural resources. The SHPO does not play a role in the CEQA process unless state lands, state-owned properties, or unusually important resources are involved.



For federal projects, the SHPO is asked to review and concur with the federal agency's findings regarding the significance of resources and the appropriate treatment. Initial consultation with the SHPO should occur early in the planning process, with follow-on consultation and review at each stage.

If the studies described above determine that significant cultural resources will be affected by the proposed individual improvement project, then additional impact mitigation may be required if the individual improvement project cannot be redesigned to avoid the resource. Impact mitigation may take a variety of forms depending on the nature of the site and the nature and extent impacts. As noted above, site avoidance is the preferred mitigation measure. If resources cannot be avoided entirely, portions of the resources outside the impact area may be preserved in an exclusion zone—a fenced area where construction equipment and personnel are not permitted. Together, avoidance and use of exclusion zones ensures the maximum *in-situ* preservation of significant cultural resources.

Where avoidance is infeasible and significant cultural resources are jeopardized by an individual improvement project, one or a combination of the following measures will be implemented:

- Data recovery excavation;
- Additional analysis of existing collections;
- Additional archival/historical research;
- Photographic documentation; and
- Archaeological monitoring during construction, followed by data recovery excavation or other appropriate measures if significant archaeological remains are exposed.

Final decisions regarding impact mitigation will be made in consultation among the individual improvement project proponent, regulatory agencies, technical specialists, and other interested parties. If data recovery excavation is the recommended mitigation, then the EIR/EIS must include a data recovery plan. Data recovery will be supervised by appropriately qualified specialists meeting the Secretary of Interior's Professional Qualifications Standards (FR 190: 44740–44741). Artifacts and other remains collected from the field, along with field records and other documentation, will be curated at the Museum of Anthropology, California State University, Bakersfield, or another institution capable of providing secure, long-term storage, care, and access to the public.

It should be noted that photographic documentation or other records of historical buildings or structures prepared to the standards of the Historic American Building Survey or Historic American Engineering Record (commonly referred to as HABS/HAER standards) may constitute appropriate treatment of effects according to federal regulations, but may not mitigate individual improvement project impacts to a level of less-than-significant according to CEQA standards and its defining case law.

**Responsibility for Implementation of Mitigation Measures:**

Implementing Agencies. (Caltrans and local agencies).

**When Mitigation Measures are to be Implemented:**

During project review by Caltrans and local agencies. Inspection during construction. At Sign-off by Caltrans and local agencies.

**Responsibility for Monitoring Implementation:**

Caltrans and local agencies.

## Geology/Soils

### **3.6 Mitigation**

1. Individual improvement project structures will be built by responsible agencies to the seismic standards contained in the most recent edition of the Uniform Building Code (UBC).
2. Implementing agencies will ensure that improvement projects located within or across active fault zones comply with design requirements, published by the CGS, as well as local, regional, state, and federal design criteria for construction of projects in seismic areas.

The implementing agencies will guarantee that geotechnical analysis is conducted within construction areas to establish soil types and local faulting prior to individual improvement project design preparation.

3. The implementing agencies will ensure that individual improvement project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion.
4. Design features will include measures to reduce erosion from storm water.
5. Road cuts will be designed to maximize the potential for revegetation.
6. Implementing agencies will ensure that projects avoid landslide areas and potentially unstable slopes wherever feasible.
7. Where practicable, routes and individual improvement project designs that would permanently alter unique geologic features will be avoided.
8. Implementing agencies will ensure that geotechnical investigations are conducted by a qualified geologist to identify the potential for subsidence and expansive soils.
9. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, will be implemented in individual improvement project designs.
10. Implementing agencies will ensure that, prior to preparing individual improvement project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.
11. Individual improvement project structures will be constructed by responsible agencies to the seismic standards contained in the most recent edition of the Uniform Building Code (UBC).
12. Improvement projects with significant cuts or fill will include a geotechnical investigation to identify adverse soil conditions and develop recommendations for design and construction that would limit the effects of adverse soil and bedrock conditions.
13. Cut and fill plans will be prepared for all improvement projects where cut and fill will be reburied, so that all fill materials are properly designed, placed, and compacted.
14. Preparation of a detailed erosion control plan will be prepared to limit the effects of soil erosion and water degradation during improvement project construction, in accordance with permit conditions and requirements of the State Water Resources Control Board's Best Management Practices (BMPs), or equally effective measures will be employed.

15. Where possible, improvement projects will be designed by responsible agencies to limit potential impacts on State-owned or State mineral-reserved lands.

**Responsibility for Implementation of Mitigation Measures:**

Implementing Agencies. (Caltrans and local agencies).

**When Mitigation Measures are to be Implemented:**

During project review by Caltrans and local agencies. Inspection during construction. At Sign-off by Caltrans and local agencies.

**Responsibility for Monitoring Implementation:**

Caltrans and local agencies.

## Hydrology/Water Quality

### **3.8 Mitigation**

1. Improvement projects along existing facilities will include upgrades to storm water drainage facilities to accommodate increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce velocity.
2. Transportation network improvements will comply with local, state and federal floodplain regulations. Proposed transportation improvements will be engineered by responsible agencies to accommodate storm drainage flow.
3. Responsible agencies should ensure that operational best management practices for street cleaning, litter control, and catch basin cleaning are provided to prevent water quality degradation. Responsible agencies implementing projects requiring continual water removal facilities will provide monitoring systems including long-term administrative procedures to ensure proper operations for the life of the improvement project.
4. Prior to construction, and when a potential drainage issue is known, a drainage study will be conducted by responsible agencies for new capacity-increasing projects. Drainage systems will be designed to maximize the use of detention basins, vegetated areas, and velocity dissipaters to reduce peak flows where possible. Transportation improvements will comply with federal, state and local regulations regarding storm water management. State-owned freeways must comply with Storm Water Discharge NPDES permit for Caltrans facilities.
5. Responsible agencies will ensure that new facilities include water quality control features such as drainage channels, detention basins, and vegetated buffers to prevent pollution of adjacent water resources by runoff.
6. Letters of Map Revision (LOMR) will be prepared and submitted to FEMA (when applicable) by responsible agencies where construction would occur within 100-year floodplains. The LOMR will include revised local base flood elevations for projects constructed within flood-prone areas.
7. Improvement projects along existing facilities will include upgrades to storm water drainage facilities to accommodate increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce velocity.

#### **Responsibility for Implementation of Mitigation Measures:**

Implementing Agencies. (Caltrans and local agencies).

#### **When Mitigation Measures are to be Implemented:**

During project review by Caltrans and local agencies. Inspection during construction. At Sign-off by Caltrans and local agencies.

#### **Responsibility for Monitoring Implementation:**

Caltrans and local agencies.

## Land Use/Planning

### **3.9 Mitigation**

1. The impact on significant agricultural resources will be evaluated as part of the appropriate improvement project-specific environmental review. Mitigation measures will be identified to minimize impacts. Implementation agencies will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with all mitigation measures.
  - ◆ Individual projects will be consistent with local land use plans and policies that designate areas for urban land use and preserve agricultural lands that support the economic viability of agricultural activities.
  - ◆ Prior to final approval of each individual improvement project, the implementing agency will conduct the appropriate project-specific environmental review, including consideration of potential land use impacts.
2. Impacts to sensitive receptors will be evaluated as part of the appropriate project-specific environmental review, and mitigation measures will be identified to minimize impacts. Implementation agencies will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with all mitigation measures.
  - ◆ Prior to commencing construction activities on individual projects, project implementation agencies will comply with applicable federal, state and applicable city and county land use plans, policies, and regulations.
  - ◆ Prior to commencing construction activities with individual projects, implementation agencies will obtain necessary local permits and meet conditions for approval from applicable cities and counties.
  - ◆ Prior to final approval of each individual improvement project, the implementing agency will conduct the appropriate project-specific environmental review, including consideration of potential land use impacts.
  - ◆ Potential significant impacts to land uses will be mitigated.
3. The impact on open space and community recreation areas will be evaluated as part of the appropriate individual improvement project-specific environmental review and mitigation measures will be identified to minimize impacts. Implementation agencies will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with all mitigation measures.
  - ◆ Implementation agencies will ensure that projects are consistent with federal, state, and local plans that preserve open space and recreation.
  - ◆ Implementation agencies will identify open space and recreation areas that could be preserved and will include mitigation measures (such as dedication or payment of in-lieu fees) for the loss of open space.
  - ◆ Prior to final approval of each individual improvement project, the implementing agency will conduct the appropriate project-specific environmental review, including consideration of loss of open space and recreation.
  - ◆ Potential significant impacts to open space will be mitigated.
  - ◆ For projects that require approval or funding by the U.S. Department of Transportation, implementation agencies will comply with Section 4(f) of the U.S. Department of Transportation Act.

4. The impact on significant agricultural resources will be evaluated as part of the appropriate individual improvement project-specific environmental review, and mitigation measures will be identified to minimize impacts. Implementation agencies will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with all mitigation measures.
- ◆ Individual projects will be consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.
  - ◆ For projects in agricultural areas, individual improvement project implementation agencies will contact the California Department of Conservation and the County Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy.
  - ◆ Prior to final approval of each individual improvement project, the implementing agency will establish conservation easement programs to mitigate impacts to prime farmland.
  - ◆ Prior to final approval of each individual improvement project, the implementing agency will avoid impacts to prime farmlands or farmlands that support crops considered valuable to the local or regional economy.
  - ◆ Prior to final approval of each individual improvement project, the implementing agency will encourage enrollments of agricultural lands in the Williamson Act.

**Responsibility for Implementation of Mitigation Measures:**

Implementing Agencies. (Caltrans and local agencies).

**When Mitigation Measures are to be Implemented:**

During project review by Caltrans and local agencies. Inspection during construction. At Sign-off by Caltrans and local agencies.

**Responsibility for Monitoring Implementation:**

Caltrans and local agencies.

## Noise

### 3.10 Mitigation

1. As part of project-specific environmental review, a detailed evaluation of noise impacts will be undertaken. Project-specific mitigation measures will be identified, as necessary. All mitigation measures will be included in project-level analysis, as appropriate. The implementing agency or local jurisdiction will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with mitigation measures.
  - ◆ Implementing agencies will comply with all local sound control and noise level rules, regulations, and ordinances.
  - ◆ Implementing agencies will limit the hours of construction to between 6:00 a.m. and 8:00 p.m. on Monday through Friday and between 7:00 a.m. and 8:00 p.m. on weekends.
  - ◆ Equipment and trucks used for individual improvement project construction will utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts.
  - ◆ Impact equipment (e.g., jackhammers, pavement breakers, and rock drills) used for individual improvement project construction will be hydraulically or electrical powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust will be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves will be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures will be used such as drilling rather than impact equipment whenever feasible.
  - ◆ Implementing agencies will ensure that stationary noise sources will be located as far from sensitive receptors as possible. If they must be located near existing receptors, they will be adequately muffled.
  - ◆ Implementing agencies will designate a complaint coordinator responsible for responding to noise complaints received during the construction phase. The name and phone number of the complaint coordinator will be conspicuously posted at construction areas and on all advanced notifications. This person will be responsible for taking steps required to resolve complaints, including periodic noise monitoring, if necessary.
  - ◆ Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence will be mitigated by the individual improvement project proponent by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the local jurisdiction.
  - ◆ Implementing agencies will direct contractors to implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources to comply with local noise control requirements.
  - ◆ Implementing agencies will implement use of portable barriers during construction of subsurface barriers, debris basins, and storm water drainage facilities.
  - ◆ No pile-driving or blasting operations will be performed within 3,000 feet of an occupied residence on Sundays, legal holidays, or between the hours of 8:00 p.m. and 8:00 a.m. on other days. Any variance from this condition will be obtained from the individual improvement project proponent and must be approved by the local jurisdiction.

- ◆ Wherever possible, sonic or vibratory pile drivers will be used instead of impact pile drivers, (sonic pile drivers are only effective in some soils). If sonic or vibratory pile drivers are not feasible, acoustical enclosures will be provided as necessary to ensure that pile-driving noise does not exceed speech interference criterion at the closest sensitive receptor.
  
- ◆ In residential areas, pile driving will be limited to daytime working hours.
  
- ◆ Engine and pneumatic exhaust controls on pile drivers will be required as necessary to ensure that exhaust noise from pile driver engines are minimized to the extent feasible.
  
- ◆ Where feasible, pile holes will be pre-drilled to reduce potential noise and vibration impacts.

**Responsibility for Implementation of Mitigation Measures:**

Implementing Agencies. (Caltrans and local agencies).

**When Mitigation Measures are to be Implemented:**

During project review by Caltrans and local agencies. Inspection during construction. At Sign-off by Caltrans and local agencies.

**Responsibility for Monitoring Implementation:**

Caltrans and local agencies.



## Population/Housing

### 3.11 Mitigation

1. As part of the appropriate project-specific environmental review, population and job displacement impacts will be evaluated. Mitigation measures will be identified to minimize impacts. Implementation agencies will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with all mitigation measures.
  - ◆ For projects with the potential to displace homes or businesses, project implementation agencies will evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. An iterative design and impact analysis would help where impacts to persons or businesses are involved. Potential impacts will be minimized to the extent feasible. If possible, existing rights-of-way should be used.
  - ◆ Implementation agencies will identify businesses and residences to be displaced. As required by law, relocation and assistance will be provided to displaced residents and businesses, in accordance with the federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 and the State of California Relocation Assistance Act, as well as any applicable City and County policies.
  - ◆ Implementation agencies will develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.
2. As part of the appropriate project-specific environmental review, community disruption or division will be evaluated. Mitigation measures will be identified to minimize impacts. Implementation agencies will be responsible for ensuring adherence to the mitigation measures prior to construction. Kern COG will be provided with documentation indicating compliance with all mitigation measures.
  - ◆ Implementation agencies will design new transportation facilities that protect access to existing community facilities. During the design phase of the individual improvement project, community amenities and facilities should be identified and access to them considered in the design of the individual improvement project.
  - ◆ Implementation agencies will design roadway improvements, in a manner that minimizes barriers to pedestrians and bicyclists. During the design phase, pedestrian and bicycle routes will be determined that permit easy connections to community facilities nearby in order not to divide the communities.

#### **Responsibility for Implementation of Mitigation Measures:**

Implementing Agencies. (Caltrans and local agencies).

#### **When Mitigation Measures are to be Implemented:**

During project review by Caltrans and local agencies. Inspection during construction. At Sign-off by Caltrans and local agencies.

#### **Responsibility for Monitoring Implementation:**

Caltrans and local agencies.

## Public Utilities, Other Utilities & Services Systems

### 3.12 Mitigation

1. As part of individual improvement project-specific environmental review, implementation agencies will evaluate the impacts on police, fire, and medical services in the County. Appropriate mitigation measures should be identified for all impacts. The implementation of projects by agencies or local jurisdiction will be responsible for ensuring adherence to the mitigation measures. Kern COG will be provided with documentation indicating compliance with mitigation measures.
  - ◆ Prior to construction, the implementation agency will ensure that all necessary local and state road and railroad encroachment permits are obtained. The implementation agency also will comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans should include the following requirements:
    - Identify all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow;
    - Develop circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone;
    - Schedule truck trips outside of peak morning and evening commute hours;
    - Limit lane closures during peak hours to the extent possible;
    - Use haul routes, minimizing truck traffic on local roadways, to the extent possible;
    - Include detours for bicycles and pedestrians in all areas potentially affected by individual improvement project construction;
    - Install traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones;
    - Develop and implement access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. Access plans will be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions will be asked to identify detours for emergency vehicles, which will then be posted by the contractor. The facility owner or operator will be notified in advance of the timing, location, and duration of construction activities and the locations of detours and lane closures;
    - Store construction materials only in designated areas; and
    - Coordinate with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.
  - ◆ Projects requiring police protection, fire service, and emergency medical service will coordinate with the local fire department and police department to ensure that the existing public services and utilities will be able to handle the increase in demand for their services. If the current levels of service at the individual improvement project site are found to be inadequate, infrastructure improvements and personnel requirements for the appropriate public service will be identified in each individual improvement project's CEQA documentation.
  - ◆ The growth inducing potential of individual projects will be carefully evaluated so that the full implications of the individual improvement project are understood. Individual environmental documents will quantify indirect impacts (growth that could be facilitated or induced) on public services and utilities. Lead and responsible agencies should then make any necessary adjustments to the applicable General Plan.

2. As part of individual improvement project-specific environmental review, implementation agencies will evaluate the impacts on demand for solid waste, wastewater, and potable water services in the County. Appropriate mitigation measures should be identified for all impacts. The implementation agencies or local jurisdiction will be responsible for ensuring adherence to the mitigation measures. Kern COG will be provided with documentation indicating compliance to mitigation measures.
  - ◆ Projects requiring wastewater service, solid waste collection, or potable water service will coordinate with the local public works department to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the individual improvement project site is found to be inadequate, infrastructure improvements for the appropriate public service utility will be identified in each individual improvement project's CEQA documentation.
  - ◆ Reclaimed water will be used for landscaping purposes instead of potable water wherever feasible.
  - ◆ Each of the proposed projects will comply with applicable regulations related to solid waste disposal.
  - ◆ The construction contractor will work with the County Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into individual improvement project construction.
  - ◆ The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal sites will be identified and utilized.
3. As part of individual improvement project environmental review, individual agencies will evaluate the impacts resulting from soil accumulation during construction of the projects. Appropriate mitigation measures will be identified for all impacts. The implementation agencies or local jurisdiction will be responsible for ensuring adherence to the mitigation measures. Kern COG will be provided with documentation indicating compliance with mitigation measures. Implement appropriate measures, such as the washing of construction vehicles undercarriages before leaving the construction site or increasing the use of street cleaning machines, to reduce the amount of soil on local roadways as a result of construction.
4. As part of individual improvement project environmental review, implementation agencies will evaluate the impacts resulting from the potential for severing underground utility lines during construction of the projects. Appropriate mitigation measures will be identified for all impacts. The implementation agencies or local jurisdiction will be responsible for ensuring adherence to mitigation measures. Kern COG will be provided with documentation indicating compliance with mitigation measures.
5. Prior to construction, the implementing agency or contractor will identify the locations of existing utility lines. All known utility lines will be avoided during construction.

**Responsibility for Implementation of Mitigation Measures:**

Implementing Agencies. (Caltrans and local agencies).

**When Mitigation Measures are to be Implemented:**

During project review by Caltrans and local agencies. Inspection during construction. At Sign-off by Caltrans and local agencies.

**Responsibility for Monitoring Implementation:**

Caltrans and local agencies.

Transportation/Traffic

**3.13 Mitigation**

1. Measures intended to reduce vehicle miles traveled and reduce congestion are part of the 2030 RTP. These include: increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation and maximizing the benefits of the land use/transportation connection, other Travel Demand Management measures described in the Destination 2030 RTP and in local agency General Plans, and key transportation investments targeted to reduce congestion levels and improve LOS.
2. As part of individual improvement project environmental review, individual agencies will consider impacts and plan for grade separations along major thoroughfares, identify to the extent feasible, improvements to existing at-grade highway-rail crossings caused by increases in traffic volumes, and provide, to the extent possible, appropriate fencing to limit the access of trespassers onto the railroad right-of-way. The implementation agencies or local jurisdiction will be responsible for ensuring adherence to the mitigation measures. Kern COG will be provided with documentation indicating compliance with mitigation measures.
3. As part of individual improvement project environmental review, individual agencies will consider impacts and plan for grade separations along major thoroughfares, identify to the extent feasible, improvements to existing at-grade highway-rail crossings caused by increases in traffic volumes, and provide, to the extent possible, appropriate fencing to limit the access of trespassers onto the railroad right-of-way. The implementation agencies or local jurisdiction will be responsible for ensuring adherence to the mitigation measure. Kern COG will be provided with documentation indicating compliance with the mitigation measure.

**Responsibility for Implementation of Mitigation Measures:**

Implementing Agencies. (Caltrans and local agencies).

**When Mitigation Measures are to be Implemented:**

During project review by Caltrans and local agencies. Inspection during construction. At Sign-off by Caltrans and local agencies.

**Responsibility for Monitoring Implementation:**

Caltrans and local agencies.

## SUMMARY OF OVERRIDING CONSIDERATIONS & UNAVOIDABLE ENVIRONMENTAL IMPACTS

The following section provides a summary of the Statement of Overriding Considerations and Unavoidable Environmental Impacts associated with the 2007 RTP and approved as part of the 2007 RTP EIR process.

### ◆ Statement of Overriding Considerations

Based on information set forth in the Draft and Final EIR, and these findings of fact, Kern COG recognized that approval of the 2007 RTP, even with implementation of all the feasible mitigation measures, may result in significant effects on the environment. In compliance with CEQA, Kern COG found that the unavoidable significant adverse effects of the Project (2007 RTP) are overridden by the benefits of the Project and the considerations described below and, therefore, made and adopted the following Overriding Considerations:

- The requirement for updates to the Destination 2030 RTP every four (4) years, which provides for the identification of transportation modes to address population and employment growth, is required by State Law and sound local planning practice, and is an overriding concern.
- The specific need to provide necessary, feasible and sustainable transportation system improvements within the region is an overriding concern.
- The need to provide choice in the availability of transportation modes for County residents as a means to avoid significant delay and congestion, which may indirectly harm businesses and residents that depend upon a viable transportation system, is an overriding concern.
- Because there is no alternative other than the “No Build”, “No Project” (2004 Destination 2030 Regional Transportation Plan), and VMT Reduction Alternatives to converting some prime farmland for expansion of the circulation system, the need for such conversion is an overriding concern.
- While the individual improvement projects will not result in emissions beyond those allowed through the conformity process, and construction and hot spot emission impacts can be mitigated or are not found to be significant, the fact that the Valley continues to be nonattainment for volatile organic compounds, nitrogen oxides, and PM emissions, is an overriding concern.
- Because there is no alternative other than “No Build”, “No Project”, and VMT Reduction Alternatives to the loss of some biological resources for expansion of the circulation system, the loss of such resources is an overriding concern.
- The Destination 2030 RTP balances the need to preserve valuable agricultural and biological resources with the region’s need to provide a viable transportation system to accommodate anticipated population and employment growth and the related increased need for employment opportunities and municipal revenue. This planning balance is an overriding concern.
- Regional benefits associated with implementation of the Destination 2030 RTP (reduced vehicular emissions, reduced congestion, reduced travel time, reduced vehicle miles traveled and improved mobility), will result from the implementation of planned improvement projects, which outweigh the potentially unavoidable localized impacts to land use development that may result from the individual improvement projects.

- Implementation of the Destination 2030 RTP will result in increased unavoidable noise levels as a result of expansion of the planned transportation system, but the specific need to provide necessary, feasible and sustainable transportation system improvements within the region that supports planned growth and development, is an overriding concern.
- Implementation of the Destination 2030 RTP would result in positive impacts on public services; however, long-term maintenance of various transportation modes including streets and highways is an overriding concern.
- Regional and localized benefits associated with implementation of the Destination 2030 RTP (reduced vehicular emissions, reduced congestion, reduced travel time, reduced vehicle miles traveled and improved mobility), that will result from the implementation of planned improvement projects, outweigh the potentially unavoidable impacts associated with individual or localized improvement projects and other projects identified in the Project alternatives. These other alternatives will result in a greater number of Level of Service (LOS) deficiencies and infeasible transportation projects that will not result in further benefits beyond implementation of the Destination 2030 RTP.

Based on substantial evidence in the public record, Kern COG finds that, for the reasons set forth above, the economic, social and other consideration of the individual improvement projects outweigh the unavoidable agricultural, biological, land use/planning, noise, and transportation/circulation impacts identified in the EIRs. First, the individual improvement projects identified in the Destination 2030 RTP are required to meet travel demand of residents and businesses through to the year 2030. Second, the planned transportation improvements will enhance continued economic growth in the region. Third, the planned improvements will reduce levels of vehicular emissions and LOS deficiencies compared to the other project alternatives. Fourth, appropriate and achievable mitigation measures have been proposed, which are within Kern COG's and its member agencies' jurisdiction to mitigate or avoid the significant environmental effects identified in the EIRs and referenced below.

◆ **Significant Unavoidable Adverse Environmental Impacts**

- **Impact 3.1.1:** Construction and implementation of individual improvement projects could potentially impede or block views of scenic resources as seen from the transportation facility or from the surrounding area.
- **Impact 3.1.2:** Construction and implementation of individual improvement projects could alter the appearance of scenic resources.
- **Impact 3.1.3:** Construction and implementation of individual improvement projects could create significant contrasts with the overall visual character of the existing landscape setting.
- **Impact 3.1.4:** Construction and implementation of individual improvement projects could potentially create a new source of substantial light or glare that would affect day or nighttime views of scenic resources as seen from the transportation facility or from the surrounding area.
- **Impact 3.2.1:** Individual improvement projects in the Plan could have significant impacts on land use patterns, potentially causing land use growth and development to occur in areas not previously envisioned for growth and development. This impact could be especially significant on agricultural land uses within the County.
- **Impact 3.2.2:** Implementation of the proposed individual improvement projects could potentially result in the disturbance or loss of significant agricultural resources throughout the Kern region.

- **Impact 3.3.3:** Emissions impacts related to the Project are not considered to be significant. Tables 3-8A and 3-8B in the 2007 RTP identify air quality conformity analysis results for the SJVAB portion of Kern County including the projected emissions of hydrocarbons, nitrogen oxides, carbon monoxide, volatile organic gases, and particulate emissions for the Project compared with the base or the emissions budgets for various years. The analysis shows that Project emissions do not exceed the base and budget thresholds established by EPA. The analysis conducted to determine the emissions estimates versus budgets is for purposes of determining the environmental impacts of the Project. As a result, the information presented in the following tables is not representative of an official conformity run or finding. The analysis provided uses the most recent available assumptions and the most recently agreed upon methodology for preparing a conform analysis within the region. While the Project meets conformity requirements, previous Conformity Findings require the implementation of TCMs to eventually result in improved air quality within the Valley. Table 3-8C in the 2007 RTP provides analysis results for the Mojave Air Basin portion of Kern County.
- **Impact 3.4.1:** Individual improvement projects may result in direct removal or degradation of riparian habitat or other sensitive natural communities during construction activities such as grading and grubbing.
- **Impact 3.4.2:** Individual improvement projects may result in direct impacts to plant and wildlife species including rare, threatened and/or endangered species during construction and operation of the proposed transportation facilities through the removal of native habitat.
- **Impact 3.4.3:** Individual improvement projects may result in indirect impacts to plant and wildlife species including rare, threatened and/or endangered species during the construction and operation through edge effects such as noise, lighting and visual deterrents.
- **Impact 3.4.4:** Individual improvement projects would result in temporary and permanent impacts to terrestrial and aquatic wildlife movement.
- **Impact 3.5.1:** Cultural resources may be encountered during development of individual improvement projects proposed in the Destination 2030 RTP. These resources may include, but are not limited to, prehistoric and historical archaeological sites, paleontological sites, historical buildings, and structures associated with agriculture, mining, and petroleum development. Properties important to Native American communities and other ethnic groups, including tangible properties possessing intangible traditional cultural values, also may be present. Such resources may exist individually, in groupings of modest size, or in districts covering substantial geographies.
- **Impact 3.6.1:** Seismic events can damage transportation infrastructure through ground shaking, liquefaction, surface rupture and landslides.
- **Impact 3.6.2:** Some individual improvement projects require significant earthwork, increasing potential slope failure and long-term erosion. Earthwork can also alter unique geologic features.
- **Impact 3.6.5:** Soil types and bedrock formations within Kern County range widely in terms of their potential for geologic hazards. Although the scope of study performed for this EIR evaluation did not include a determination for project-specific liquefaction or seismic settlement potential, it is possible that liquefiable soils or soils susceptible to seismic compaction during ground shaking exist within areas of planned individual transportation improvement projects.
- **Impact 3.6.6:** Construction and implementation of the individual improvement projects included in the RTP could alter the appearance of scenic resources.

- **Impact 3.9.1:** Individual improvement projects in the RTP could have significant impacts on land use patterns, potentially causing land use growth and development to occur in areas not previously envisioned for growth and development. This impact could be especially significant on agricultural land uses within the County.
- **Impact 3.9.2:** There are many sensitive receptors located in the urban and rural areas of the County. They include residences, educational facilities, medical facilities, and places of worship. Sensitive receptors located in the vicinities of proposed individual improvement projects could be impacted by construction and implementation of the proposed highway, arterial and transit projects.
- **Impact 3.9.3:** Construction and implementation of individual improvement projects would result in the loss of open space and community recreation areas. This would be considered a potentially significant impact. Pockets of open space vary in size and location throughout the County and within the cities. Open space land uses include agricultural areas, public parks, recreational facilities, and areas planned for such uses.
- **Impact 3.9.4:** Implementation of the proposed RTP combined with projects and programs contained in the Destination 2030 RTP could potentially result in the disturbance or loss of significant agricultural resources throughout the Kern region. This would be considered a potentially significant impact. The County contains areas designated by the State as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. These areas are interspersed throughout urban areas or are located in undeveloped portions of the region. Development of individual highway, arterial and transit improvement projects proposed under the RTP could potentially result in the disturbance or loss of some of these designated areas. Specifically, new individual improvement projects involving construction would be most likely to result in impacts to these areas.
- **Impact 3.10.1:** Grading and construction activities associated with the proposed individual highway, arterial, and transit improvement projects would intermittently and temporarily generate noise levels above ambient background levels. Noise levels in the immediate vicinity of the construction sites would increase substantially sometimes for extended durations.
- **Impact 3.11.1:** The individual improvement projects could affect overall population, housing and employment growth and dispersion in the region from the predicted regional assumptions. Implementation of the proposed mitigation measures is expected to reduce this to a less-than-significant impact. The individual improvement projects are a specific set of transportation improvements together with the long-range transportation plan developed to meet, among other goals, the long-term socio-economic conditions of the region. One of the strategic issues is growth. Between the years, 2005 and 2030, residential population is expected to increase by 58 percent. The recent growth trends in housing, population, and jobs within the region are expected to continue.
- **Impact 3.11.2:** The individual improvement projects have the potential to disrupt or divide a community by separating community facilities, restricting community access and eliminating community amenities.
- **Impact 3.13.1:** The list of deficient facilities along the Regionally Significant Roads System with and without the Project indicates that when the individual improvement project improvements are made to the regionally significant street and highway system, LOS conditions within the Kern region will significantly improve. Capacity increasing projects that would improve these deficient levels of service are not included in the Project; however even with mitigation, the 2030 levels of service would still include a number of segments that will operate at deficient levels or at LOS E and F.
- **Impact 3.13.3** – Individual improvement projects may increase traffic volumes not only on streets and highways, but also at at-grade highway-rail crossings.



## **APPROVALS REQUIRED**

This AEIR only contains changes necessary to make the previous 2007 RTP EIR adequate, and the changes made by this A EIR do not raise important new issues about the significant effects to the environment. This AEIR need not be circulated for public review but will be included in or attached to the Final EIR.

Kern COG must decide whether to certify the AEIR as the EIR for the 2007 RTP Amendment, prior to approving the proposed project.

## **SOURCES OF INFORMATION USED IN PREPARING THE ADDENDUM EIR**

- ◆ Kern COG and VRPA Technologies, Inc., 2007 Destination 2030 Regional Transportation Plan (RTP), Draft Environmental Impact Report (EIR), March 1, 2007.
- ◆ Kern COG, 2007 Destination 2030 RTP, May 17, 2007.
- ◆ Kern COG and VRPA Technologies, Inc., 2007 Destination 2030 RTP, Final EIR, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations, May 17, 2007.
- ◆ Kern COG, 2007 Destination 2030 RTP Amendment #1, January 15, 2009.
- ◆ Kern COG, 2007 Destination 2030 RTP Amendment #1 AEIR, January 15, 2009.
- ◆ Kern COG Staff: Ms. Marilyn Beardslee, Senior Planner, Mr. Robert Ball, Senior Planner, and Vincent Liu, Regional Planner III, personal communication, May/June 2009.
- ◆ State of California, Office of Planning and Research, California Environmental Quality Act (CEQA) Guidelines, 2009.

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