

Addendum Environmental Impact Report

**Certification of the 2007 Kern COG
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**

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Proposed 2007 Destination 2030 Regional Transportation Plan Amendment
May 6, 2008**

INTRODUCTION

Kern Council of Governments (Kern COG) has prepared an amendment to the 2007 Destination 2030 Regional Transportation Plan (2007 RTP). The 2007 RTP, adopted on May 17, 2007 by Kern COG, did not include a complete year of expenditure dollars for revenues and costs; therefore, amendment of the 2007 RTP is required. Changes to projects are addressed in the 2007 RTP Amendment and satisfy the year of expenditure requirements including the calculation of Year of Expenditure (YOE) and total project costs, which have been adjusted to a 3-percent per year rate of inflation. These changes account for reductions in State Transportation Improvement Program (STIP) formula funding and adjustments to near-term programming. The changes also anticipate regional projects in the 2009 FTIP. In the absence of a local "self-help" sales tax in Kern County, impact fee assumptions remain as previously stated in the 2007 RTP.

This document, 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 for the 2007 RTP, and proposes that the certified 2007 EIR serves as the EIR for the proposed 2007 RTP Amendment (project). This Addendum outlines the changes to the project, as analyzed in the 2007 EIR, and evaluates whether those changes, or new information or changed circumstances, would require substantial changes to the impacts identified or mitigation measures proposed. The proposed project to amend the 2007 RTP 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. Since the current 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 and 2007 RTP EIR can be found at www.kerncog.org and are on file at Kern COG offices.

CEQA PROVISIONS

As a part of Kern COG's current review of the RTP, it is necessary to address any areas of the 2007 RTP EIR that might be substantially impacted by changes in projects or policy direction. Section 15162 in 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 to the previously prepared EIR 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 to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- ◆ “New information of substantial importance becomes available which shows new significant effects or significant effects substantially more severe than previously discussed, or which shows that mitigation measures or alternatives previously found not to be feasible or that are substantially different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment:”
 - 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 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; 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.

PROJECT DESCRIPTION

2007 Destination 2030 Regional Transportation Plan and EIR

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. A description of each Chapter for the RTP follows.

- ◆ **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 and the cities, 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 Environmental Impact Report 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 has been determined that the obligation to prepare a Subsequent EIR was not met and that this Addendum is the appropriate environmental document to address the 2007 RTP Amendment.

Amendment to the 2007 RTP

The 2007 RTP did not include a complete year of expenditure dollars for revenues and costs; therefore, amendment of the 2007 RTP is required. Tables 1 and 2 and Figures 1 through 5 reflect changes to financially constrained and unconstrained projects addressed in the 2007 RTP Amendment and satisfy the year of expenditure requirements including the calculation of Year of Expenditure (YOE) and total project costs, which have been adjusted to a 3-percent per year rate of inflation. Tables 1 and 2 replace Tables 4.1 and 4.2 in the 2007 RTP. These changes account for reductions in State Transportation Improvement Program (STIP) formula funding and adjustments to near-term programming. The changes also anticipate regional projects in the 2009 FTIP. In the absence of a local "self-help" sales tax in Kern County, impact fee assumptions remain as previously stated in the 2007 Destination 2030 RTP.

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 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; and
- ◆ 2007 Destination 2030 RTP, Final EIR, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations, May 17, 2007.

The summary of mitigation measures and the mitigation monitoring program identified beginning on Page 20 remain applicable considering changes reflected in this Addendum EIR.

TABLE 1
Constrained Program of Projects
2007 through 2010 - Major Highway Improvements

Project	Location	Scope	YOE Cost	Project ID	Start	Constructed
Allen Road	Metro Blvd	Brimhall Rd to Stockdale Hwy - widen to six lanes	\$ 7,000,000	KER08RTP081	2010	2012
W Ridgecrest Blvd	Ridgecrest	Mahan St to China Lake Blvd - widen to four lanes	\$ 10,200,000	KER08RTP001	2010	2012
Challenger Dr. Ext.	Tehachapi	Extend from Viena St to Dennison Rd - construct new street	\$ 1,500,000	KER08RTP015	2010	2012
I-5	Kern	Interchange improvements at Laval Rd	\$ 11,300,000	KER08RTP002	2009	2011
Route 46	Wasco	SLO County Line to Brown Material Road - widen to four lanes	\$ 232,070,000	KER08RTP003	2009	2011
Westside Parkway	Metro Blvd	SR 99 / Oak St to Heath Rd - construct local freeway	\$ 377,000,000	KER08RTP004	2009	2011
7th Standard Rd	Shafter	Sanita Fe Way to Coffee Rd - widen to four/six lanes	\$ 57,000,000	KER08RTP005	2009	2011
Sub-total			\$ 696,070,000			

2011 through 2015 - Major Highway Improvements

Project	Location	Scope	Inflated Cost	Project ID	Start	Constructed
Route 14	Inyo/kern	Redrock / Inyo/kern Rd to Rt. 178 - widen to four lanes (Phase1)	\$ 42,000,000	KER08RTP006	2014	2016
Route 68	Metro Blvd	Rosedale Hwy - Allen Road to SR 99 - widen to six lanes	\$ 44,000,000	KER08RTP007	2011	2013
Route 99	Metro Blvd	Hosking Road - construct interchange	\$ 60,000,000	KER08RTP009	2010	2012
Route 178	Bakersfield	Morning Dr to Camberia - new interchange widen to four/six lanes	\$ 86,000,000	KER08RTP010	2012	2014
Route 178	Bakersfield	Vineland to Miramonte Rd - widen to four/six lanes	\$ 13,000,000	KER08RTP011	2011	2014
Oak St/24th Street	Bakersfield	Rt 178/24th St and Oak St - construct improvements	\$ 56,000,000	KER08RTP012	2012	2014
Route 68	Bakersfield	Rt 99 to Cottonwood Rd. - widen to six lanes	\$ 50,000,000	KER08RTP019	2015	2017
Centennial Corridor	Bakersfield	Westside Parkway to SR58 interchange-Bakersfield	\$ 650,000,000	KER08RTP020	2015	2017
Hagaman Extension	Bakersfield	Knudsen Dr to Rt 204/Golden State - construct four lane ext	\$ 85,000,000	KER08RTP013	2012	2014
24th/23rd Street	Bakersfield	Rt 178/SR 99 to M St - widen to four/six/eight lanes	\$ 25,000,000	KER08RTP014	2013	2015
West Betway	Metro Blvd	Rosedale Hwy to Pacheco Rd - construct four/six lane facility	\$ 170,000,000	KER08RTP016	2014	2017
Sub-total			\$ 1,261,000,000			

2016 through 2020 - Major Highway Improvements

Project	Location	Scope	Inflated Cost	Project ID	Start	Constructed
Route 14	Inyo/kern	Redrock / Inyo/kern Rd to Rt. 178 - widen to four lanes (Phase 2)	\$ 42,000,000	KER08RTP017	2018	2020
Sub-total			\$ 42,000,000			

TABLE 1 (Cont.)
Constrained Program of Projects
2021 through 2025 - Major Highway Improvements

Project	Location	Scope	Inflated Cost	Project ID	Start	Constructed
Route 14	Inyo Kern	Redrock / Inyo Kern Rd to Rt 178 - widen to four lanes (Phase 3)	\$ 32,000,000	KER08RTP024	2022	2024
Route 119	Taft	Cherry Ave to County Rd - construct bypass (Phase 1)	\$ 115,000,000	KER08RTP022	2022	2024
U.S. 395	Ridgecrest	Route 178 and Bowman Rd - Construct passing Lanes	\$ 20,000,000	KER08RTP089	2022	2024
Sub-total \$			167,000,000			

2026 through 2030 - Major Highway Improvements

Project	Location	Scope	Inflated Cost	Project ID	Start	Constructed
Route 46	Lost Hills	SLO County Line to I-5 - interchange upgrade at I-5 (Phase 1)	\$ 97,000,000	KER08RTP018	2026	2030
Route 178	Bakersfield	Vineland Interchange and widening to four lanes	\$ 86,000,000	KER08RTP025	2028	2030
Route 178	Bakersfield	Existing west terminus to Oswell St - widen to eight lanes	\$ 81,000,000	KER08RTP026	2026	2028
Sub-total \$			264,000,000			

Total Major Highway Improvements \$ 2,450,070,000

TABLE 2
Unconstrained Program of Projects
Major Highway Improvements

Project	Location	Scope	YOE Cost	Project Id
2031 through 2035 - Major Highway Improvements				
Route 45	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 55	Kern	Rosedale Highway - I-5 to Allen Rd - widen to four lanes	\$ 90,000,000	KER08RTP038
Route 68	Tehachapi	Demmon Rd - construct interchange	\$ 33,000,000	KER08RTP036
Route 99	Bakersfield	At Snow Road - construct new interchange	\$ 108,000,000	KER08RTP008
Route 99	Bakersfield	At Olive Drive - interchange reconstruction	\$ 108,000,000	KER08RTP021
Route 119	Taft / Bakersfield	Elk Hills - from County Rd to Tupman Ave - widen to four lanes	\$ 48,000,000	KER08RTP086
Route 178	Bakersfield	Miramontes Rd to Rancheria Rd - widen existing road to four / six lanes	\$ 37,000,000	KER08RTP084
Route 178	Bakersfield	At SR 204 and 178 - reconstruction freeway ramps	\$ 50,000,000	KER08RTP085
Route 204	Bakersfield	At F St and Golden State Ave - construct operational improvements	\$ 70,000,000	KER08RTP081
Route 204	Bakersfield	(Golden State Ave) SR 99 to M St - construct operational improvements	\$ 100,000,000	KER08RTP082
Route 204	Bakersfield	(Golden State Ave) from SR 99 to F St - widen to six lanes	\$ 20,000,000	KER08RTP083
Route 184	Arvin	SR 223 to SR 178 - widen to four lanes	\$ 102,000,000	KER08RTP045
US 395	Johannesburg	San Bdo County Line to SR 14 - widen to four lanes	\$ 244,000,000	KER08RTP050
South Bethway	Bakersfield	I-5 to SR 58 - new expressway	\$ 610,000,000	KER08RTP074
Cecil Ave.	Delano	Albany St to Browning Rd - widen to four lanes	\$ 21,000,000	KER08RTP055
Beyond 2035 - Major Highway Improvements				
Interstate 5	Kern	From Fort Tejon to SR 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	SR 43 to SR 99 - widen to four lanes	\$ 70,000,000	KER08RTP032
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	Mert Haggard Dr to County Line - widen to four lanes	\$ 216,000,000	KER08RTP039
Route 99	Bakersfield	Ming Ave to Bear Mountain Blvd - widen to eight lanes	\$ 125,000,000	KER08RTP077
Route 99	Bakersfield	SR 204 to Severnith Standard Rd - widen to eight lanes	\$ 125,000,000	KER08RTP080
Route 119	Taft	SR 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	SR 99 to Browning Rd - four lanes; reconstruct	\$ 32,000,000	KER08RTP042
Route 166	Maricopa	Basic School Rd - reconstruct intersection grade	\$ 517,582	KER08RTP043
Route 178	Bakersfield	Vineyard to China Garden - new freeway	\$ 500,000,000	KER08RTP044

TABLE 2 (Cont.)
Unconstrained Program of Projects

Project	Location	Scope	YOE Cost	Project Id
Beyond 2035 - Major Highway Improvements				
Route 184	Arvin	SR 223 to SR 178 - widen to four lanes	\$ 102,000,000	KER08RTP045
Route 202	Tehachapi	Woodford-Tehachapi Rd to (Lower) Cummings Valley Rd - widen to four lane	\$ 47,445,008	KER08RTP046
Route 202	Tehachapi	Tucker to Woodford-Tehachapi Rd - widen to four lane	\$ 9,704,661	KER08RTP047
Route 223	Arvin	SR 99 to SR 184 - widen to four lanes	\$ 69,010,921	KER08RTP048
Route 223	Arvin	From Arvin city limits to SR 58 - widen to four lanes	\$ 64,697,738	KER08RTP049
US 395	Johannesburg	San Bdo County Line to SR 14 - widen to four lanes	\$ 244,000,000	KER08RTP050
Sanita Fe Way	Bakersfield	Hageman to Los Angeles Ave - widen to four lanes	\$ 127,238,885	KER08RTP051
California City Blvd	California City	SR 14 east six miles - widen to four lanes	\$ 22,000,000	KER08RTP052
Twenty Mile Team Rd	California City	California City Blvd to SR 58 - widen to four lanes	\$ 21,565,913	KER08RTP053
North Gate Road	California City	California City Blvd to North Edwards - construct new four lane road	\$ 60,384,555	KER08RTP054
Woolomes Ave.	Delano	SR 99 - widen bridge to four lanes; reconstruct ramps	\$ 28,035,686	KER08RTP056
Garces Highway	Delano	Interstate 5 to SR 99 - widen to four lanes	\$ 288,983,230	KER08RTP057
Red Apple Rd	Kern	Tucker Rd to Westwood Blvd - widen to four lanes	\$ 4,313,183	KER08RTP058
Sierra Way	Kern	Lake Isabella at South Fork Bridge - reconstruct bridge	\$ 51,758,190	KER08RTP059
Frazier Park	Kern	Park and Ride facility near Frazier Park Blvd	\$ 12,939,548	KER08RTP060
Wheeler Ridge Rd	Kern	I-5 to SR 223 - widen to four lanes	\$ 129,395,476	KER08RTP061
Rosamond Blvd	Kern	Rosamond Blvd at UP Railroad - grade separation	\$ 32,348,869	KER08RTP062
K Street	Kern	Mojave - extend K St to SR 14	\$ 12,939,548	KER08RTP063
Ten Willow Springs Rd	Tehachapi	SR 58 to Rosamond Blvd - widen to four lanes	\$ 150,961,389	KER08RTP064
Valley Blvd	Tehachapi	Tucker Rd to Curry - widen to four lanes	\$ 23,722,504	KER08RTP065
Kern Ave.	McFarland	Reconstruct pedestrian bridge at SR 99	\$ 5,381,470	KER08RTP066
Maiban St	Ridgecrest	Inyo Kern 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 to County Line Rd - reconstruction	\$ 4,313,183	KER08RTP069
S. China Lake Blvd	Ridgecrest	SR 395 to College Heights - reconstruction	\$ 36,662,052	KER08RTP070
College Heights	Ridgecrest	China Lake Blvd to Jarvis - reconstruction	\$ 36,662,052	KER08RTP071
7th Standard Rd	Shafter	I-5 to Santa Fe Way - widen to four lanes	\$ 90,576,833	KER08RTP072
Zachary Rd	Shafter	7th Standard Rd to Lerdo Hwy - widen to four lanes	\$ 34,505,460	KER08RTP073
East Bellway	Bakersfield	SR 58 to Morning Drive - construct new expressway	\$ 200,000,000	KER08RTP078
West Bellway-South	South metro	Pacheco Rd to I-5 - extend freeway	\$ 100,000,000	KER08RTP075
West Bellway-North	North metro	Rosedale Hwy to SR 99 - Extend freeway	\$ 100,000,000	KER08RTP076

Sub-total \$ 3,866,892,576

FIGURE 1

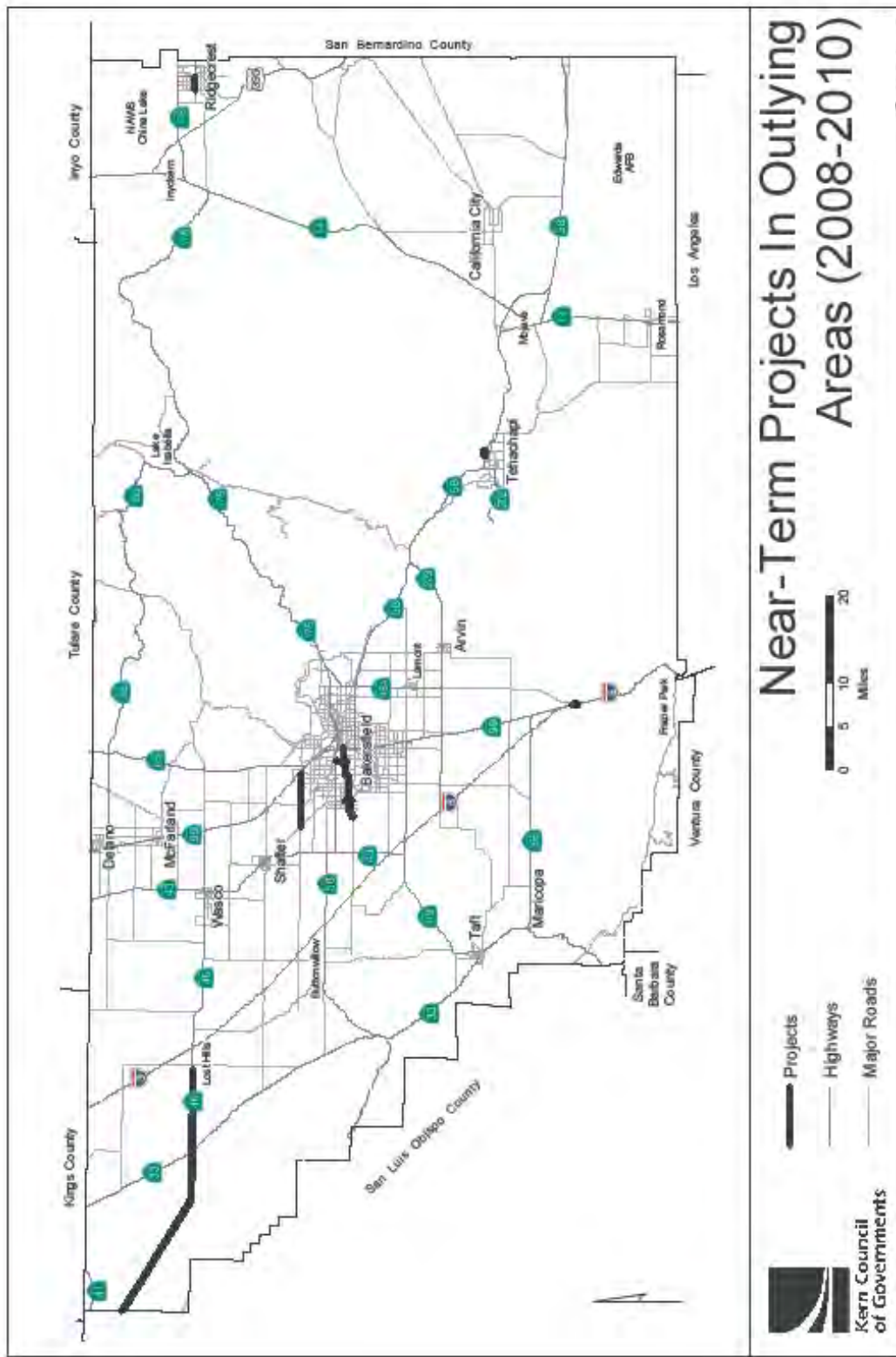


FIGURE 2

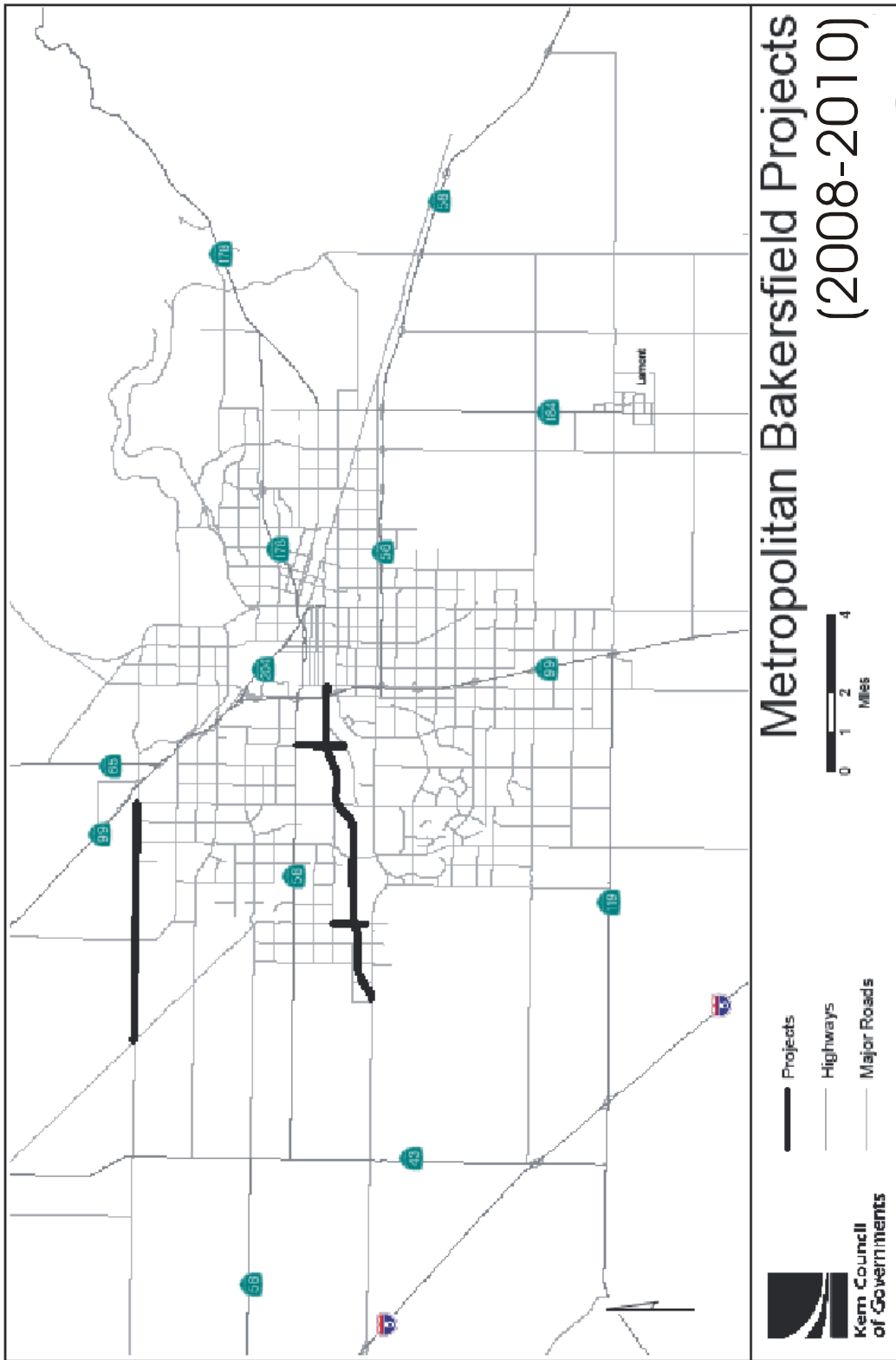


FIGURE 3

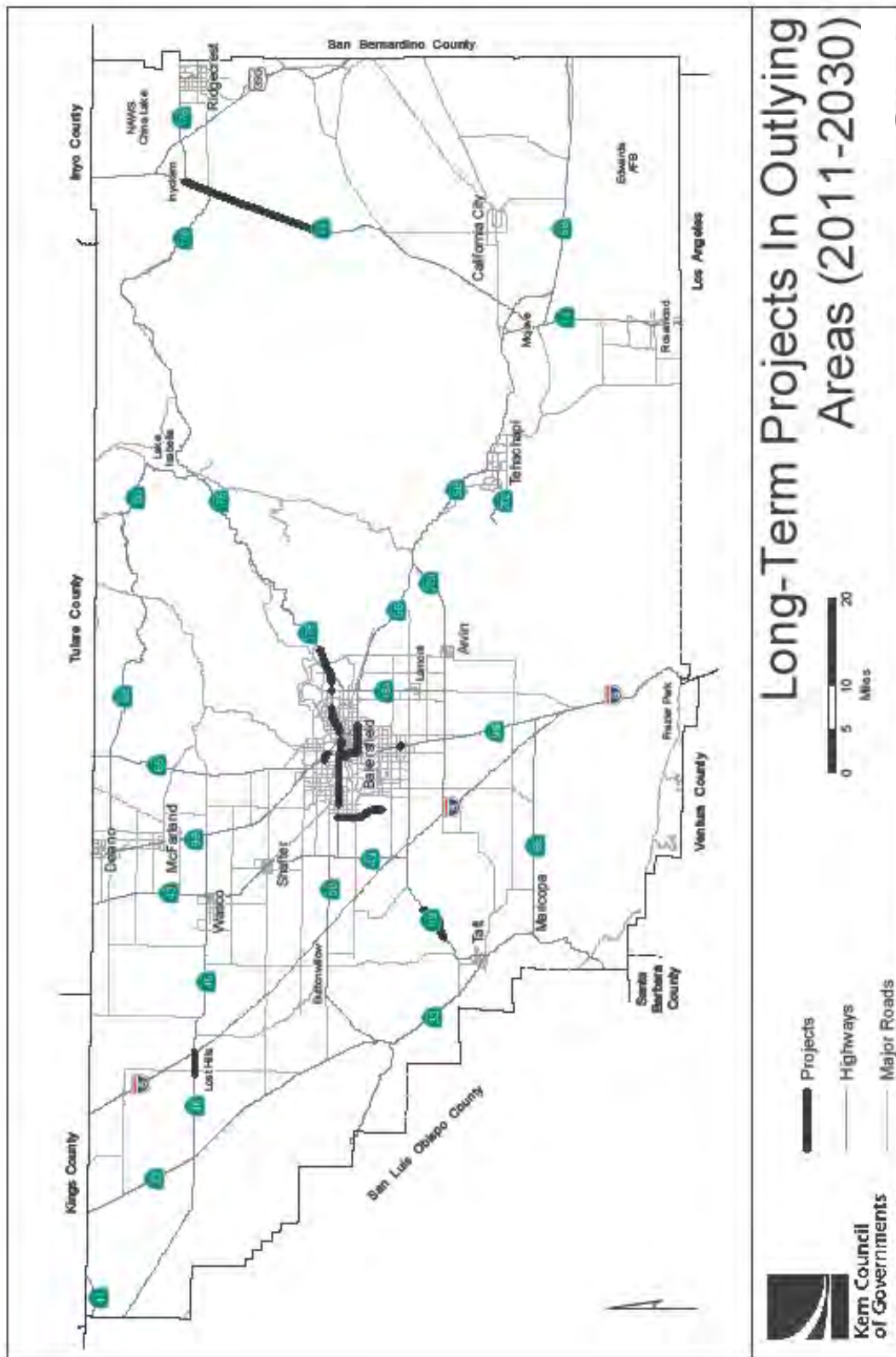


FIGURE 4

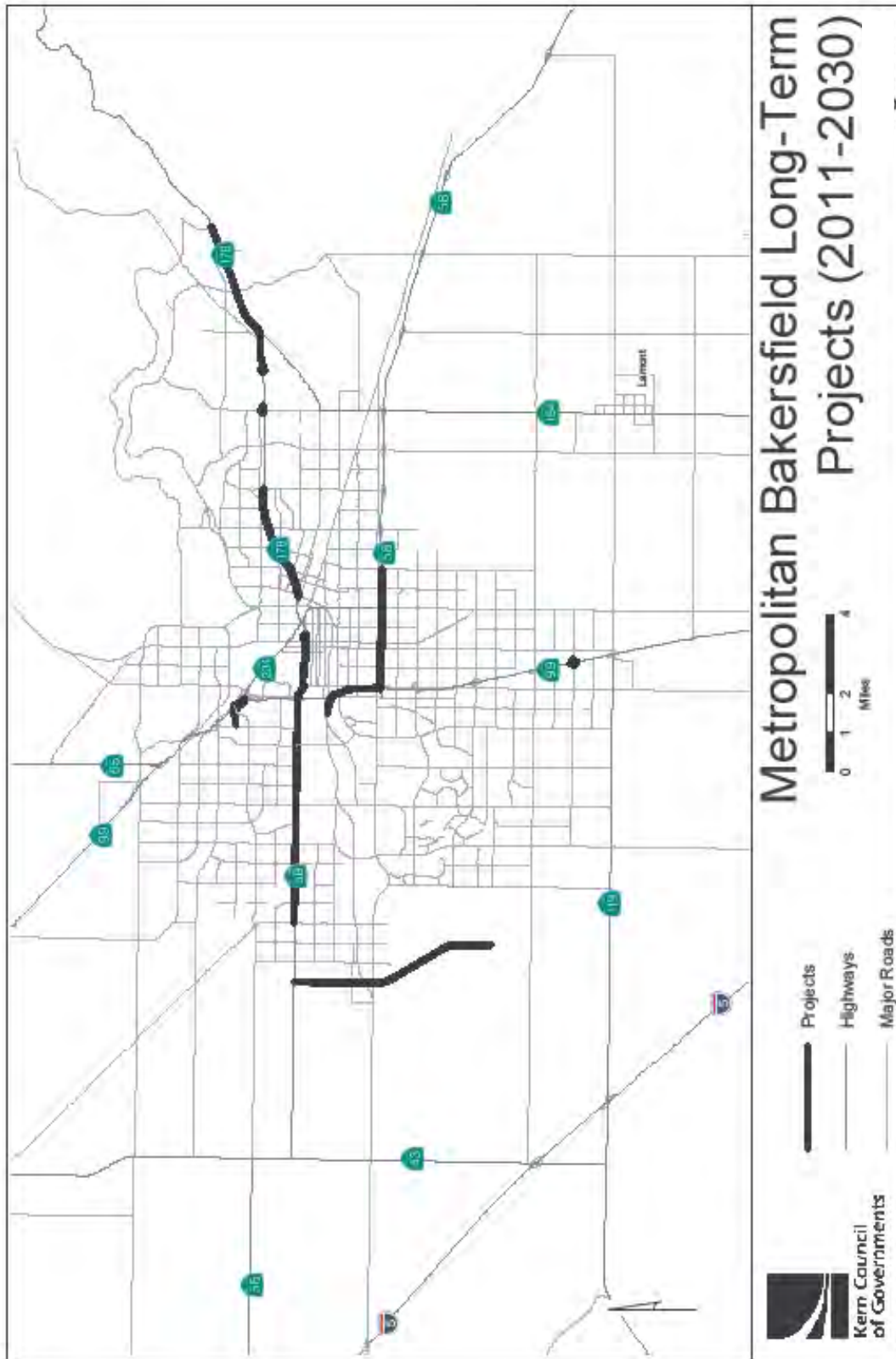
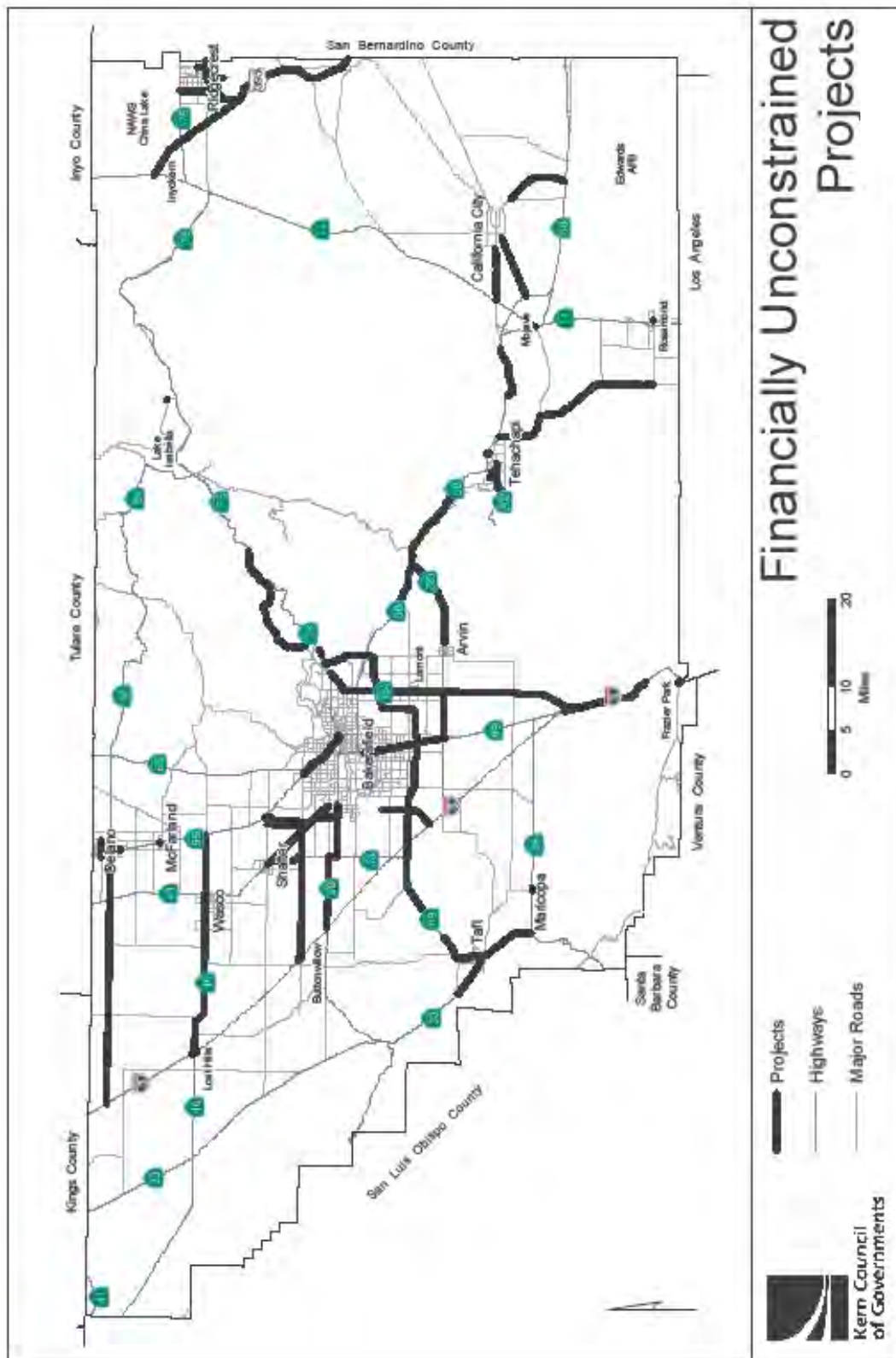


FIGURE 5



CHANGES TO THE 2007 RTP

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

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

While the proposed changes to the RTP 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 EIR, nor result in impacts that are substantially more severe than shown in the 2007 RTP EIR. Further justification to prepare this Addendum EIR is provided below.

Based upon the findings described above, the RTP Amendment will not require major revisions of the 2007 RTP EIR for the following reasons:

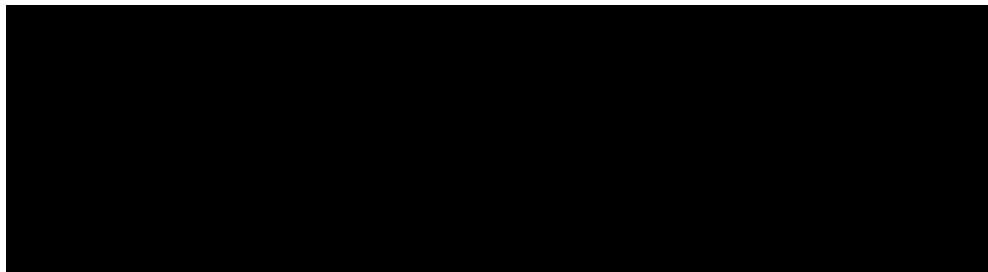
- ◆ Potential impacts and mitigation factors have been adequately addressed in the certified 2007 RTP EIR and reviewed in this Addendum EIR;
- ◆ Each individual transportation project referenced in the 2007 RTP and this Addendum EIR will be evaluated by the responsible local agency to identify potential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

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

Hours of Vehicular Travel

Table 3 provides an estimate of the total number of vehicle travel hours in Kern County for three regions (Bakersfield, rural areas of the County, and countywide). The table references total travel hours for Year 2030 resulting from the 2007 RTP and amended 2030 travel hours considering project changes reflected in Tables 1 and 2. As shown, changes to the 2007 RTP will result in a 3 percent increase in vehicle hours countywide, a 1 percent increase in rural areas of the County, and a 5 percent within Bakersfield. A 3 percent countywide increase in vehicles hours of travel is not considered significant.

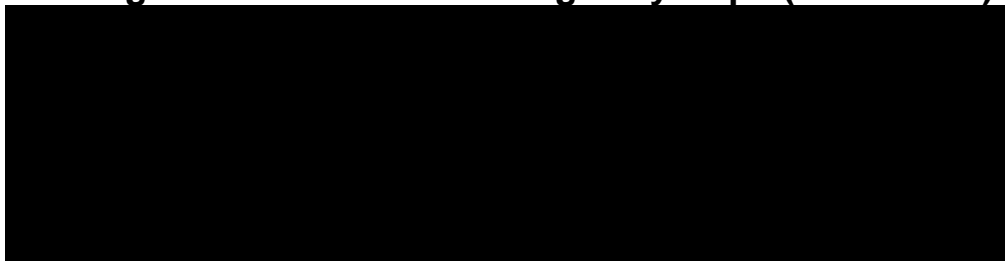
TABLE 3
Total Hours of Travel



Average Travel Time

Table 4 provides an estimate of the total average travel time (in minutes) during peak periods along Kern County highways for each of the three regions described previously. The table references travel time for Year 2030 resulting from the 2007 RTP and amended 2030 travel time considering project changes reflected in Tables 1 and 2. As shown, changes to the 2007 RTP will result in a 4 percent increase in travel time during peak periods countywide, an 8 percent increase in rural areas of the County, and a 1 percent increase in Bakersfield. A 4 percent countywide increase in travel time during the peak periods is not considered significant.

**TABLE 4
 Average Travel Time - Peak Highway Trips (in minutes)**



VMT and Daily Trips

Table 5 provides an estimate of the total countywide vehicle miles traveled (VMT) and daily trips. The table references VMT and daily trips for Year 2030 resulting from the 2007 RTP and amended 2030 VMT and daily trips considering project changes reflected in Tables 1 and 2. As shown, changes to the 2007 RTP will result in less than a 1 percent decrease in VMT and daily trips countywide. Reductions in VMT and daily trips as a result of the projects referenced in Tables 1 and 2 are considered positive impacts.

**TABLE 5
 Total Vehicle Miles Traveled (VMT) & Daily Trips**

	2030	Amended 2030	Percent Change VMT/Daily Trips 2030 & Amended 2030
VMT	42,028,202	41,712,301	-0.75%
Daily Trips	3,493,871	3,492,975	-0.03%

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.

FIGURE 6

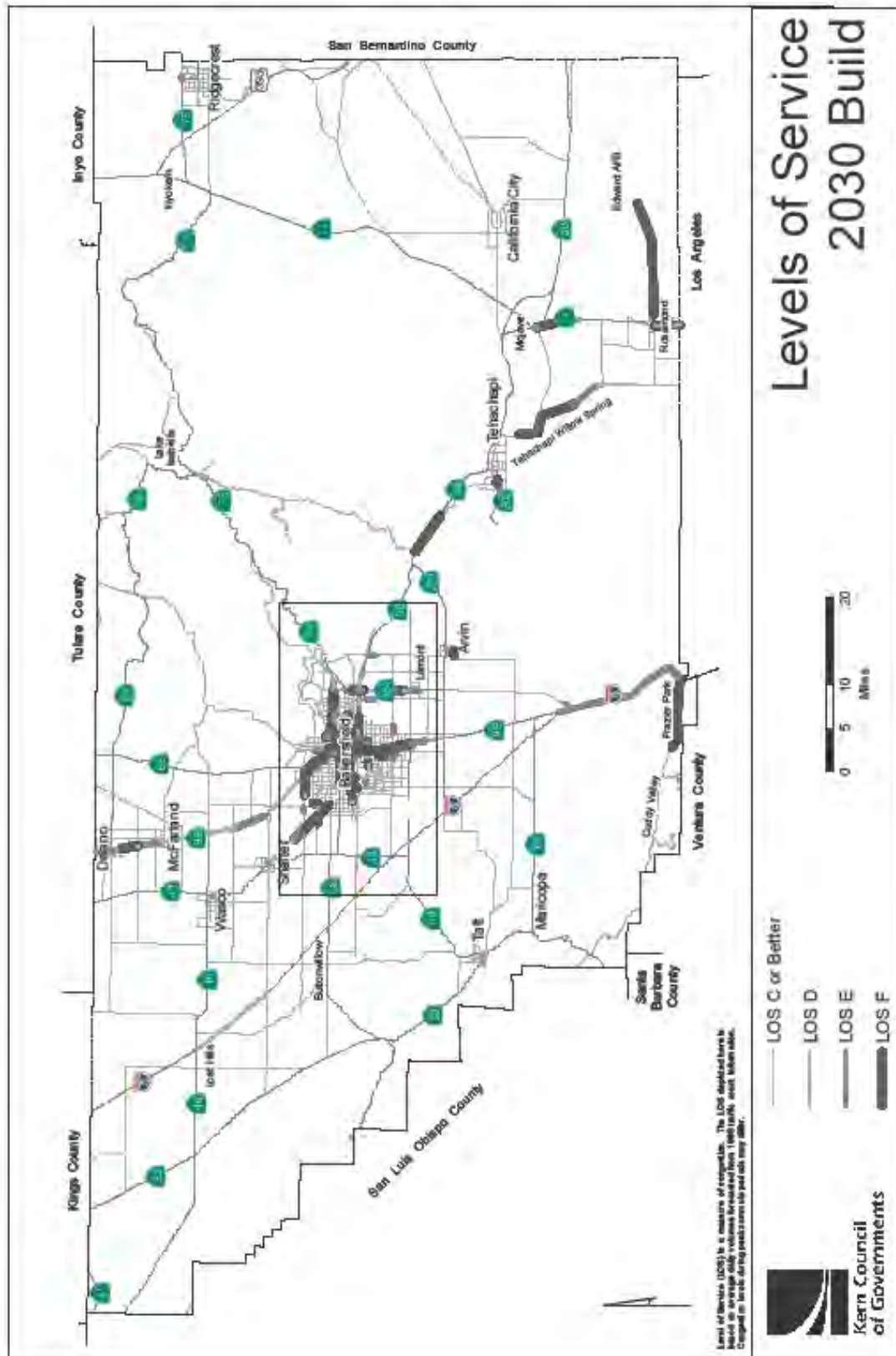


FIGURE 7



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 6 through 8 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.

Based upon the findings described above and technical analysis contained in the Conformity for the 2009 FTIP, Kern COG finds that 2007 RTP Amendment would not result in regional impacts that are different from those disclosed in the 2007 RTP EIR.

**TABLE 6
 2009 Conformity Results Summary -- KERN SJV**

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		CO (tons/day)		CO	
Carbon Monoxide	2010 Budget	180			
	2010	128		YES	
	2018 Budget	180			
	2018	85		YES	
	2020	74		YES	
	2030	62		YES	

	Scenario	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2010	16.4	83.4		
	2011 Budget	15.7	79.4		
	2011	15.6	77.9	YES	YES
	2014 Budget	13.5	64.1		
	2014	13.2	61.3	YES	YES
	2017 Budget	11.6	49.5		
	2017	10.8	44.7	YES	YES
	2020 Budget	8.5	28.4		
	2020	8.4	28.1	YES	YES
	2023 Budget	8.1	24.8		
	2023	8.0	24.5	YES	YES
	2030	7.3	19.6	YES	YES

**TABLE 6 (Cont.)
 2009 Conformity Results Summary -- KERN SJV**

PM-10		PM-10 (tons/day)	NOx (tons/day)	PM-10	NOx
	Adjusted 2005 Budget	13.1	86.8		
2010	13.1	86	YES	YES	
Adjusted 2020 Budget	14.5	39.8			
2020	14.5	39.2	YES	YES	
Adjusted 2030 Budget	16.5	36.8			
2030	16.5	27.2	YES	YES	

PM2.5 24-Hour Standard		PM2.5 (tons/day)	NOx (tons/day)	PM2.5	NOx
	2002 Base Year	3.7	94.1		
2010	3.2	86	YES	YES	
2020	1.8	38.5	YES	YES	
2030	1.5	27.2	YES	YES	

PM2.5 Annual Standard		PM2.5 (tons/year)	Nox (tons/year)	PM2.5	NOx
	2002 Base Year	1351	34347		
2010	1168	31390	YES	YES	
2020	657	14053	YES	YES	
2030	548	9928	YES	YES	

**TABLE 7
 2009 Conformity Results Summary
 KERN (Mojave Desert)**

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		ROG (tons/day)	NOx (tons/day)	ROG	NOx
Ozone	2008 Budget	5	18		
	2010	3.9	16.2	YES	YES
	2020	2.4	7.2	YES	YES
	2030	2.1	5.1	YES	YES

**TABLE 8
 2009 Conformity Results Summary
 KERN (Indian Wells Valley)**

Pollutant	Scenario	Emissions Total		DID YOU PASS?	
		PM-10 (tons/day)		PM-10	
PM-10	2001 Budget	1.6			
	2010	1.1		YES	
	2013 Budget	1.7			
	2013	1.1		YES	
	2020	1.2		YES	
	2030	1.3		YES	

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 resulting from the Project is still infeasible given the inability to specifically calculate emissions consistent with an accepted methodology. However, Kern COG has compared the CO₂ emissions associated with the 2007 RTP Amendment projects listed in Tables 1 and 2 to projects evaluated in the 2007 RTP. The results of the comparison between the 2007 RTP and the 2007 RTP Amendment are presented in Table 9 below. The results indicate that CO₂ emissions will be reduced considering projects reflected in the 2007 RTP Amendment (Tables 1 and 2).

Based upon the findings described above, Kern COG finds that 2007 RTP Amendment would not result in increased CO₂ impacts compared to those disclosed in the 2007 RTP EIR.

**TABLE 9
 Future CO₂ Emissions
 (Tons Per Day)**

Scenarios	CO ₂
2007 RTP (Year 2030) Projects	24.95
Amended 2007 RTP (Year 2030) Projects	24.79

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.

This 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 PM₁₀ and NO_x 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 Addendum EIR contains only changes necessary to make the previous 2007 RTP EIR adequate, and the changes made by the Addendum EIR do not raise important new issues about the significant effects to the environment. This Addendum EIR need not be circulated for public review but will be included in or attached to the Final EIR.

Kern Council of Governments (Kern COG) – Kern COG must decide whether to certify the Addendum EIR 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 Staff: Ms. Marilyn Beardslee, Senior Planner, Mr. Robert Ball, Senior Planner, Ed Flickinger, Transportation Planner, and Vincent Zhe Liu, Regional Planner III, personal communication, April/May 2008.
- ◆ State of California, Office of Planning and Research, California Environmental Quality Act (CEQA) Guidelines, Amended July, 2007.

LIST OF PREPARERS

- ◆ Marilyn Beardslee, Senior Planner, Kern COG
- ◆ Georgiena Vivian, Vice President, VRPA Technologies, Inc.
- ◆ Bruce O'Neal, President, Land Use Associates, VRPA Contractor
- ◆ Jeff Stine, Senior Transportation Planner, VRPA Technologies, Inc.
- ◆ Dena Graham, Research Specialist, VRPA Technologies, Inc.

APPENDIX A

RESPONSE TO COMMENTS



RECEIVED
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KERN COUNCIL
OF GOVERNMENTS

"PROTECTING OUR GREAT NATIONAL HERITAGE"
THE KERN AUDUBON SOCIETY

December 21, 2008

Ron Brummett, Executive Director
Kern COG
1401 19th St., Suite 300
Bakersfield, CA 93301

RE: 2009 Interim FTIP, RTP Amendment #1

Dear Mr. Brummett:

The Kern Audubon Society is a division of California Audubon. It has four hundred and twenty members living in Kern County. I have looked at the elements of the RTP and have written comments on behalf of our members.

As to the Global Warming section, I find that the plan does not offer enough projects on behalf of non-motorized transportation. Of the budget, only .05% is devoted to this category. Looking at the numerous charts of proposed projects, there was no indication of adding or improving Class I and Class II bicycle paths/lanes. There should a specific category for this type of construction, thus allowing for an accurate analysis of how the RTP will meet the California Global Warming reduction initiatives. In addition, the number, size, and location of car pooling areas needs to be categorized in both the budget section and the maps. In the transit category, the budget indicates that it is only 12.5%. I assume this means mass transit, such as bus. The amount should be increased dramatically. In the road improvement category for metropolitan area of Bakersfield, those roads that are being widened, there should be the consideration of construction of bus lanes, especially the Centennial Project.

The recommendations listed above, if adopted, would increase the RTP's commitment to reducing Global Warming. The state of California has taken upon itself, through the government agencies, the task of providing plans that directly reduce Global Warming. The RTP for KernCOG needs to adopt the state's initiative and provide construction site specific projects that reflect its commitment to the reductions.

Sincerely,

Harry Love, Kern Audubon Conservation Chair
13500 Powder River Ave., Bakersfield, CA 93314

Response to Kern Audubon Society

Thank you for your comment regarding coverage of global warming. The Amendment currently under consideration involves only a revision to the 2007 Destination 2030 Regional Transportation Plan's project list (Table 4-1). Kern COG will further address global warming and available mitigations in its next full update of the document. At this time, Kern COG is awaiting guidance from the Attorney General, California Air Resources Board and the Office of Planning and Research prior to preparing the 2011 Regional Transportation Plan.

December 26, 2008

**California Department of Transportation (Caltrans) District 6
Kern Council of Governments' (Kern COG) Draft 2007 Destination 2030
Regional Transportation Plan (RTP) Amendment No. 1 Comments**

The Kern Council of Governments' (Kern COG) Draft 2007 Destination 2030 Regional Transportation Plan (RTP) Amendment No. 1 adequately meet requirements set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU) signed August 10, 2005.

RTP Amendment No.1 complies with requirements for the analysis and evaluation of the accompanying documents; the Draft 2009 Environmental Impact Report Addendum, and Corresponding Conformity Analysis, Draft 2009 Interim Federal Transportation Improvement Program Amendment No. 2.

Kern COGs' Amendment No.1 addresses the SAFETEA-LU requirement to include "year of expenditure" project cost estimates into the Regional Transportation Plan. Amendment No. 1 incorporates Federal regulations that require revenue estimates to reflect reasonably available dollars and that the project lists identified for construction be constrained by the projected level of revenue. The total net change for these amendments equals a decrease of \$400 million based on available funding and "year of expenditure" cost estimates. This amendment will allow the 2007 Destination 2030 RTP projects to be programmed into the Transportation Improvement Program, making them eligible for funding.

If you have any questions, please contact Carol McDonald at (559) 445-5876.

Response to State Department of Transportation (Caltrans) District 6 dated December 26, 2008

Caltrans acknowledged receipt and their review of the documents. No questions or modifications were requested. Kern COG thanks Caltrans District 6 for its comments.