

Ker 204 ADA Ramp Repair Project

Bakersfield, California

06-KER-58-R54.2/R54.6 and 06-KER-204-R0.0/4.6

Project ID: 0617000096

Initial Study with Proposed Negative Declaration



Prepared by the
State of California Department of Transportation

May 2019



General Information About This Document

Please read this Initial Study. Additional copies of this document are available for review at the Caltrans district office at 1352 W. Olive Ave, Fresno, CA 93728, Monday through Friday from 8:00 a.m. to 4:00 p.m. and at the Beale Memorial Library, 701 Truxtun Ave, Bakersfield, CA 93301, Monday through Thursday from 11:00 a.m. to 7:00 p.m. and Friday through Saturday from 10:00 a.m. to 6:00 p.m.

The document can also be accessed electronically at the following website:

<http://www.dot.ca.gov/dist6/environmental/envdocs/d6/>.

If you have any concerns about the project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:

Jeff Sorensen, Senior Environmental Planner
Southern San Joaquin Valley Management Branch
California Department of Transportation
855 M Street, Suite 200
Fresno, CA 93721-2716

Submit comments via email to: jeff.sorensen@dot.ca.gov.

Submit comments by the deadline: June 28, 2019.

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and build all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attn: Jeff Sorensen, Southern San Joaquin Valley Management Branch, 855 M Street Suite 200, Fresno, CA 93721-2716; (559) 445-6447, or use California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

06-KER -SR-58 R54.2/R54.6 and Ker – SR- 204 R0.0/4.6
Project ID: 0617000096

Upgrade curb ramps and Accessible Pedestrian Signals on State Route 58
from post miles R54.2 to R54.6 and State Route 204 from post miles R0.0 to
4.6 in Kern County

**INITIAL STUDY
with Proposed Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation



Jeff Sorensen
Acting Senior Environmental Planner
California Department of Transportation

5/15/19
Date

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to upgrade curb ramps and Accessible Pedestrian Signals to comply with the current Americans with Disabilities Act regulations. The project is in Kern County on State Routes 58 (PM R54.2/R54.6) and 204 (PM R0.0/4.6) in the City of Bakersfield, from the intersection of State Routes 58/204 to "L" Street.

Determination

This proposed Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Negative Declaration for this project. This does not mean that Caltrans' decision on the project is final. This Negative Declaration is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons.

The proposed project would have no effect on: Existing or Future Land Use, Wild and Scenic Rivers, Parks and Recreational Facilities, Farmlands/Timberlands, Growth, Community, Utilities/Emergency Services, Traffic and Transportation/Pedestrian and Bicycle Facilities, Visual/Aesthetics, Cultural Resources, Hydrology and Floodplain, Water Quality and Storm Water Runoff, Geology/Soils/Seismic/Topography, Paleontology, Hazardous Waste/Materials, Air Quality, Noise, Natural Communities, Wetlands and Other Waters, Plant Species and Invasive Species.

The proposed project would not have a significant effect on:
Threatened/Endangered Species and Migratory Wildlife.

Jeff Sorensen
Acting Senior Environmental Planner
California Department of Transportation

Date

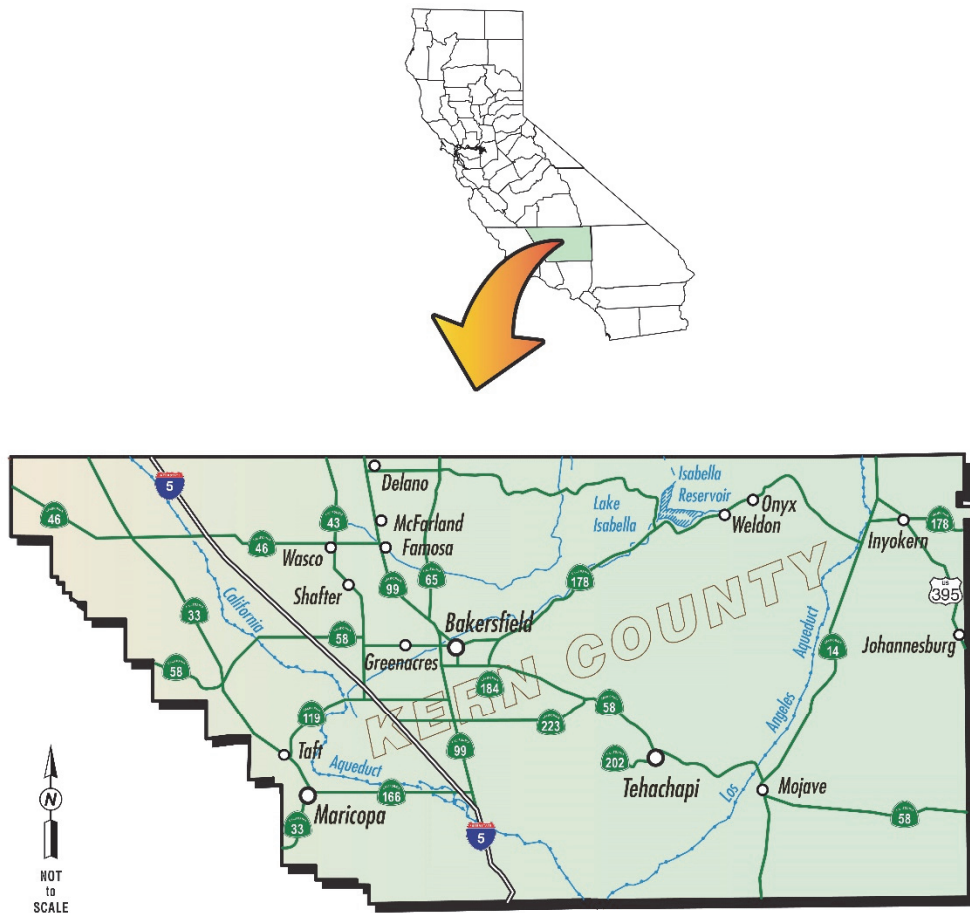
Project Description and Background

Project Title

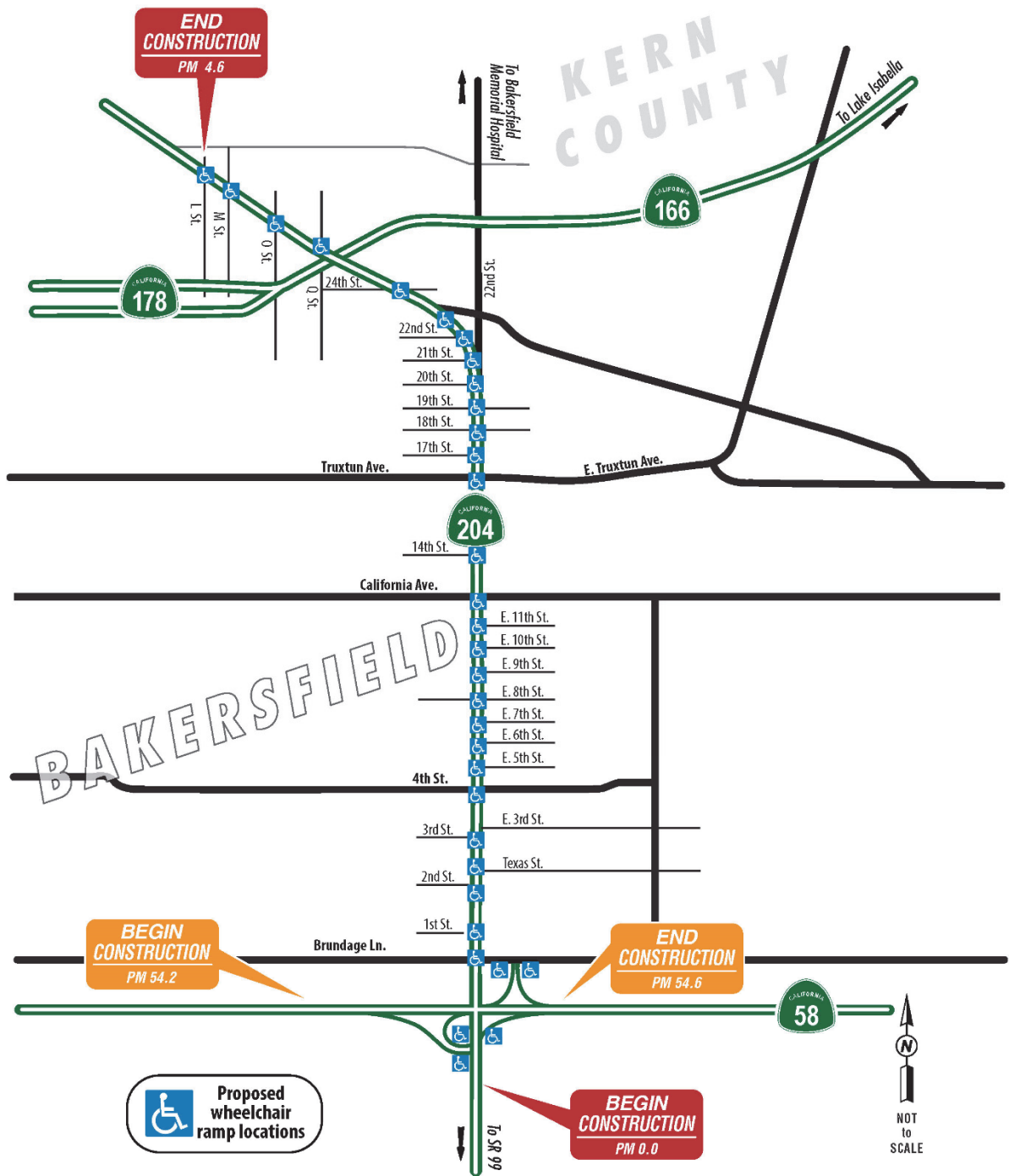
Ker 204 ADA Ramp Repair Project.

Project Location

The project is in Kern County in the City of Bakersfield, from the intersection of State Routes 204/58 to “L” Street on State Route 204.



Project Vicinity Map



Project Location Map

Description of Project

The project proposes to upgrade curb ramps and Accessible Pedestrian Signals (APS) to comply with the current Americans with Disabilities Act (ADA) regulations. The project is in Kern County on State Routes 58 (PM R54.2/R54.6) and 204 (PM R0.0/4.6) in the City of Bakersfield, from the intersection of State Routes 204/58 to “L” Street.

Surrounding Land Uses and Setting

The project is located within the City of Bakersfield in an urban setting surrounded by residential, commercial and industrial development.

Other Public Agencies Whose Approval is Required

The following permit, licenses, agreements, and certifications (PLACs) are required for project construction:

Agency	Permit/Approval	Status
United States Fish and Wildlife Service (USFWS)	Letter of Concurrence for potential impacts to San Joaquin Kit Fox	Section 7 informal consultation will be completed prior to approval of the final environmental document.

CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VI. ENERGY: Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Caltrans has used the best available information based to the extent possible on scientific and factual information, to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this project. The analysis included in the climate change section of this document provides the public and decision-makers as much information about the project as possible. It is Caltrans' determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project. These measures are outlined in the climate change section of the document.			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? NOTE: While public agencies may immediately apply Section 15064.3 of the updated Guidelines, statewide application is not required until July 1, 2020. In addition, uniform statewide guidance for Caltrans projects is still under development. The PDT may determine the appropriate metric to use to analyze traffic impacts pursuant to section 15064.3(b). Projects for which an NOP will be issued any time after December 28 th , 2018 should consider including an analysis of VMT/induced demand if the project has the potential to increase VMT (see page 20 of OPR's updated SB 743 Technical Advisory), particularly if the project will be approved after July 2020.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Additional Explanations for Questions in the Impacts Checklist

IV. Biological Resources (checklist questions a and d)

Threatened and Endangered Species

Affected Environment

A Biological Assessment was completed for the project on December 11, 2018 and a Natural Environment Study (Minimal Impacts) was completed on February 25, 2019.

The project is within the range of the San Joaquin kit fox, a Federally Endangered and State Threatened species. San Joaquin kit foxes are known to be present throughout the City of Bakersfield. Individual foxes have recently been spotted in the project vicinity and potential dens exist within the project footprint.

Environmental Consequences

Caltrans determined that the project may impact, but is not likely to adversely impact, the San Joaquin kit fox and initiated Informal consultation with the United States Fish and Wildlife Service on December 11, 2018. A Letter of Concurrence was received on March 20, 2019. No night work is anticipated and off-pavement work is minimal. No loss of San Joaquin kit fox habitat is anticipated. With the implementation of the avoidance and minimization efforts listed below, no direct impacts to the San Joaquin kit fox are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans and the contractor would implement the following measures from the “Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance” (USFWS 2011):

- Project-related vehicles would observe a speed limit of 20 miles per hour throughout the site in all project areas, except on county roads and state and federal highways.
- Excavations deeper than 2 feet would be covered with plywood or similar material at the end of each workday, or escape ramps put in place to prevent

any entrapment. Each excavation would be inspected thoroughly before being filled.

- All food-related trash items should be disposed of in securely closed containers and removed daily from the project site.
- No pets or firearms (except for law enforcement officers and security personnel) would be allowed on the project site.
- Use of rodenticides and herbicides would be restricted. All uses of such compounds should observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other state and federal legislation.
- Prior to any ground disturbance, the contractor, all employees of the contractor, subcontractors, and subcontractors' employees would attend an employee education program by a Caltrans or other approved biologist. The program would consist of a brief presentation on San Joaquin kit fox biology, legislative protection, and measures to avoid impacts to the species during project implementation.
- Preconstruction surveys would be conducted for the San Joaquin kit fox no less than 14 days and no more than 30 days prior to the beginning of any ground disturbance. Surveys shall be conducted by qualified biologists with demonstrated experience in identifying the San Joaquin kit fox and its dens. Written results of these surveys would be submitted to the U.S. Fish and Wildlife Service within five days after survey completion and prior to the start of ground disturbance.
- No San Joaquin kit fox dens identified during preconstruction surveys and/or construction would be affected directly by the project. These dens would be protected by a no-work zone:
 - o Potential and atypical dens would be protected by a 50-foot no-work zone. Known dens that are located at least 100 feet from construction would be protected by a 100-foot zone. The exclusion zones would be marked by fencing/flagging that does not prevent access to the den by the San Joaquin Kit Fox.
 - o In instances where 50-foot or 100-foot exclusion zones cannot be maintained, potential, atypical, and/or known dens would be monitored using tracking medium and/or a remote sensor camera; once these dens are verified to be unoccupied, they would be blocked temporarily (via sandbagging or installation of a one-way door) for the duration of the project, for no more than one season. Den closures would take place outside of the

breeding/pupping season, which extends approximately from January 1 to June 30.

- o A qualified biologist(s) would check all closed den sites every two weeks to ensure that the exclusion devices remain intact for the duration of the project. If animal activity is observed, the biologist(s) would monitor the site for a minimum of three consecutive nights to determine whether the potential or known den is occupied or unoccupied. Exclusion or excavation of known or natal/pupping dens would require re-initiation and a Biological Opinion from the United States Fish and Wildlife Service.

- If a natal/pupping den is discovered either within the project footprint or within 200 feet of the footprint, Caltrans would notify the United States Fish and Wildlife Service immediately.

- Worker Environmental Awareness Training would be provided for all construction personnel prior to ground-disturbing activities.

Animal Species

Affected Environment

A Natural Environment Study (Minimal Impacts) was completed on February 25, 2019. Mexican free-tailed bats were observed in the project vicinity.

The Mexican free-tailed bat is a protected species under California Fish and Game Code. A large colony with an estimated population of over one thousand bats was observed roosting beneath the State Route 178 overpass at post mile 4.2. It is assumed that the colony is maternal, consisting of reproductive females who are giving birth to, nursing and weaning their pups.

Mature trees in the project area may provide suitable nesting habitat for a variety of bird and raptor species.

Environmental Consequences

The project is not anticipated to impact the colony of Mexican free-tailed bats because there would not be night work and no work would occur within the immediate vicinity of the overpass. Although machinery moving to and from adjacent work areas may disturb roosting bats during daytime hours, this roadway experiences high levels of traffic-related noise on a regular basis; disturbance is not anticipated since the species is highly urbanized.

Project-related activities may disturb birds nesting near the work area. This would be avoided and minimized to a less than significant level.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are necessary for Mexican free-tailed bats.

Avoidance and minimization measures and Standard Special Provisions are proposed to comply with the Migratory Bird Treaty Act by ensuring that project-related activities do not result in harmful impacts to nesting birds or their nests, eggs, and young. These may include one or more of the following actions, as appropriate: preconstruction surveys, biological monitoring during initial ground-disturbing activities, seasonal restrictions on the removal of suitable nest trees or brush, and the placement of environmentally sensitive area buffers around nests or burrows as required. The following measures would be included in the project Standard Special Provisions:

- Worker Environmental Awareness Training would be provided for all construction personnel prior to ground-disturbing activities.
- If construction activities occur within the avian nesting season (February 1-September 30), preconstruction surveys would be conducted to identify any nesting migratory birds and/or raptors within the project limits.
- If any active bird nests are found within the project limits, they would be designated as environmentally sensitive areas. Active nests would be protected with no-work buffers for the duration of construction activities: 300 feet for raptors and 100 feet for other migratory birds.
- If work within an environmentally sensitive area is necessary, a biological monitor would be required.

Appendix A Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to greenhouse gas emissions reduction and climate change research and policy. These efforts are concerned mostly with the emissions of greenhouse gases generated by human activity, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), HFC-23 (fluoroform), HFC-134a (1, 1, 1, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of greenhouse gas emissions is electricity generation, followed by transportation.¹ In the U.S., the main source of greenhouse gas emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) are the largest contributors of greenhouse gas emissions.² The dominant greenhouse gas emitted is CO₂, mostly from fossil fuel combustion.

Two terms are typically used when discussing how we address the impacts of climate change: “greenhouse gas mitigation” and “adaptation.” “Greenhouse gas mitigation” covers the activities and policies aimed at reducing greenhouse gas emissions to reduce or “mitigate” the impacts of climate change. “Adaptation,” on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels).

¹ <https://www.epa.gov/ghgemissions/us-greenhouse-gas-inventory-report-1990-2014>

² <https://www.arb.ca.gov/cc/inventory/data/data.htm>

Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce greenhouse gas emissions from transportation sources.

Federal

To date, no national standards have been established for nationwide mobile-source greenhouse gas reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and greenhouse gas emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 U.S. Code Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. The Federal Highway Administration therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices.³ This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability.”⁴ Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life. Addressing these factors up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making.

Various efforts have been made at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

The Energy Policy Act of 1992 (EPACT92, 102nd Congress H.R.776.ENR): With this act, Congress set goals, created mandates, and amended utility laws to increase clean energy use and improve overall energy efficiency in the United States. EPACT92 consists of 27 titles detailing various measures designed to lessen the nation’s dependence on imported energy, provide

³ <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

⁴ <https://www.sustainablehighways.dot.gov/overview.aspx>

incentives for clean and renewable energy, and promote energy conservation in buildings. Title III of EPACT92 addresses alternative fuels. It gave the U.S. Department of Energy administrative power to regulate the minimum number of light-duty alternative fuel vehicles required in certain federal fleets beginning in fiscal year 1993. The main goal of the program is to cut petroleum use in the United States by 2.5 billion gallons per year by 2020.

Energy Policy Act of 2005 (109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

Energy Policy and Conservation Act of 1975 (42 U.S. Code Section 6201) and Corporate Average Fuel Standards: This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the Corporate Average Fuel Economy (CAFE) program on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

The U.S. EPA's authority to regulate greenhouse gas emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that greenhouse gases meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence, it found that six greenhouse gases constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions.

The U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) issued the first of a series of greenhouse gas emission standards for new cars and light-duty vehicles in April 2010⁵ and significantly increased the fuel economy of all new passenger cars and light trucks sold in the United States. The standards required these vehicles to

⁵ <https://one.nhtsa.gov/Laws-&-Regulations/CAFE-%E2%80%93-Fuel-Economy>

meet an average fuel economy of 34.1 miles per gallon by 2016. In August 2012, the federal government adopted the second rule that increases fuel economy for the fleet of passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2017 and beyond to average fuel economy of 54.5 miles per gallon by 2025. Because the National Highway Traffic Safety Administration cannot set standards beyond model year 2021 due to statutory obligations and the rules' long timeframe, a mid-term evaluation is included in the rule. The Mid-Term Evaluation is the overarching process by which the National Highway Traffic Safety Administration, EPA, and Air Resources Board will decide on the Corporate Average Fuel Economy (CAFE) and greenhouse gas emissions standard stringency for model years 2022–2025. The National Highway Traffic Safety Administration has not formally adopted standards for model years 2022 through 2025. However, the EPA finalized its mid-term review in January 2017, affirming that the target fleet average of at least 54.5 miles per gallon by 2025 was appropriate. In March 2017, President Donald Trump ordered the EPA to reopen the review and reconsider the mileage target.⁶

The National Highway Traffic Safety Administration and EPA issued a Final Rule for “Phase 2” for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO₂ emissions by up to 1.1 billion metric tons over the lifetimes of model year 2018–2027 vehicles.

State

With the passage of legislation including State Senate and Assembly bills and executive orders, California has been innovative and proactive in addressing greenhouse gas emissions and climate change.

Assembly Bill 1493, Pavley Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order S-3-05 (June 1, 2005): The goal of this order is to reduce California's greenhouse gas emissions to: (1) year 2000 levels by 2010, (2)

⁶ <http://www.nbcnews.com/business/autos/trump-rolls-back-obama-era-fuel-economy-standards-n734256> and <https://www.federalregister.gov/documents/2017/03/22/2017-05316/notice-of-intention-to-reconsider-the-final-determination-of-the-mid-term-evaluation-of-greenhouse>

year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill 32 in 2006 and SB 32 in 2016.

Assembly Bill 32 (AB 32), Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 greenhouse gas emissions reduction goals as outlined in Executive Order S-3-05, while further mandating that the Air Resources Board create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” The Legislature also intended that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020 (Health and Safety Code Section 38551(b)). The law requires the Air Resources Board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas reductions.

Executive Order S-01-07 (January 18, 2007): This order set forth the low carbon fuel standard (LCFS) for California. Under this order, the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by the year 2020. The Air Resources Board re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor’s 2030 and 2050 greenhouse gas reduction goals.

Senate Bill 97 (SB 97), Chapter 185, 2007, Greenhouse Gas Emissions: This bill requires the Governor’s Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing greenhouse gas emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires Air Resources Board to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a “Sustainable Communities Strategy” (SCS) that integrates transportation, land use, and housing policies to plan how it will achieve the emissions target for its region.

Senate Bill 391 (SB 391), Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

Executive Order B-16-12 (March 2012): This order required state entities under the direction of the governor, including the Air Resources Board, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

Executive Order B-30-15 (April 2015): This order established an interim statewide greenhouse gas emission reduction target of 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of greenhouse gas emissions to implement measures, pursuant to statutory authority, to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets. It also directs the Air Resources Board to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO₂e). Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

Senate Bill 32, (SB 32) Chapter 249, 2016: This bill codifies the greenhouse gas reduction targets established in Executive Order B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

Environmental Setting

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce greenhouse gas emissions in California. AB 32 required the Air Resources Board to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing greenhouse gas emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Air Resources Board in 2008 and must be updated every 5 years. The second updated plan, [*California's 2017 Climate Change Scoping Plan*](#), adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32.

The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce greenhouse gas emissions. As part of

its supporting documentation for the updated Scoping Plan, the Air Resources Board released the greenhouse gas inventory for California.⁷ The Air Resources Board is responsible for maintaining and updating California's Greenhouse Gas Inventory per H&SC Section 39607.4. The associated forecast/projection is an estimate of the emissions anticipated to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

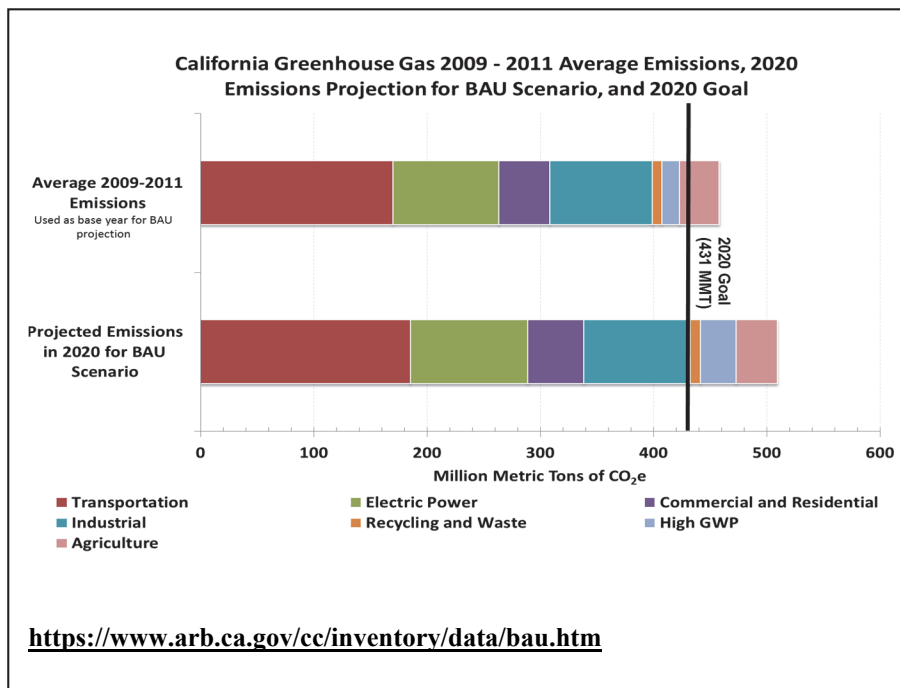
An emissions projection estimates future emissions based on current emissions, expected regulatory implementation, and other technological, social, economic, and behavioral patterns. The projected 2020 emissions provided in Figure 1-1 represent a business-as-usual (BAU) scenario assuming none of the Scoping Plan measures are implemented. The 2020 BAU emissions estimate assists the Air Resources Board in demonstrating progress toward meeting the 2020 goal of 431 MMTCO₂e.⁸ The [2018 edition of the GHG emissions inventory](#) found total California emissions of 429 MMTCO₂e for 2016.

The 2020 BAU emissions projection was revisited in support of the First Update to the Scoping Plan (2014). This projection accounts for updates to the economic forecasts of fuel and energy demand as well as other factors. It also accounts for the effects of the 2008 economic recession and the projected recovery. The total emissions expected in the 2020 BAU scenario include reductions anticipated from Pavley I and the Renewable Electricity Standard (30 MMTCO₂e total). With these reductions in the baseline, estimated 2020 statewide BAU emissions are 509 MMTCO₂e.

⁷ 2017 Edition of the GHG Emission Inventory (Released June 2017):
<https://www.arb.ca.gov/cc/inventory/data/data.htm>

⁸ The revised target using Global Warming Potentials (GWP) from the IPCC Fourth Assessment Report (AR4)

Figure 1-1 2020 Business as Usual (BAU) Emissions Projection 2014 Edition



Project Analysis

An individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of greenhouse gas.⁹ In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, you must compare the incremental impacts of the project with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

Greenhouse gas emissions for transportation projects can be divided into those produced during operations and those produced during construction.

⁹ This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

The following represents a best faith effort to describe the potential greenhouse gas emissions related to the proposed project.

Operational Emissions

The purpose of the proposed project is to update curb ramps and sidewalks to meet the most current ADA requirements. This project would not increase roadway capacity or vehicle miles traveled. Accordingly, there would be no increase in operational GHG emissions. The proposed project will improve accessibility for all pedestrians.

Construction Emissions

Construction greenhouse gas emissions would result from material processing, onsite construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

Construction GHG emissions were calculated using The Department of Transportation's Construction Emissions Tool (CALCET v.1.1). Project construction is expected to generate approximately 9 tons of CO₂ during the 150 working days of construction.

Caltrans Standard Specifications, a part of all construction contracts, include Section 7-1.02C, Emissions Reduction, which requires contractors to certify they are aware of and will comply with emissions reductions mandated by ARB. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air-pollution-control rules, regulations, ordinances, and statutes, including those of the air quality management district with jurisdiction. To the extent that compliance reduces emissions of CO₂, CH₄, N₂O, and black carbon, these specifications can reduce GHG emissions during construction.

CEQA Conclusion

While the project would result in GHG emissions during construction, it is anticipated that the project would not result in any increase in operational GHG emissions. While it is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination

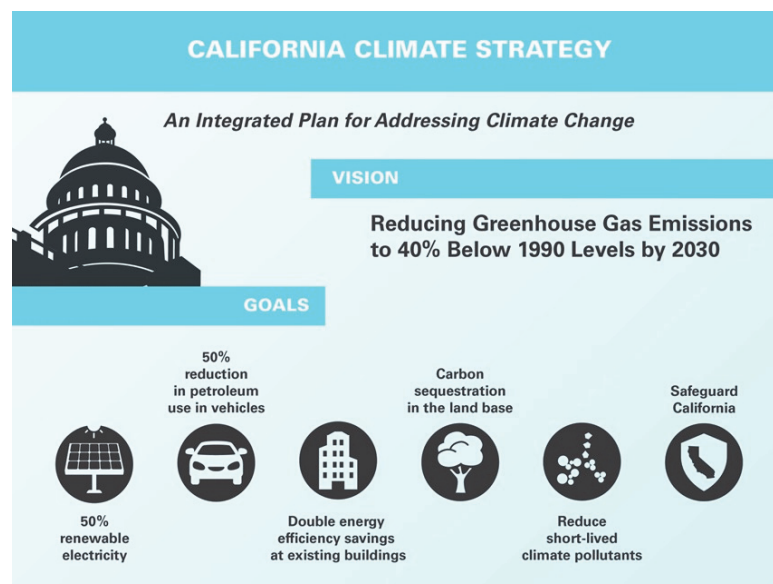
regarding the project's direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following sections.

Greenhouse Gas Reduction Strategies

Statewide Efforts

To further the vision of California's greenhouse gas reduction targets outlined in AB 32 and SB 32, Governor Edmund G. Brown Jr. identified key climate change strategy pillars (concepts). See Figure 1-2. These pillars highlight the idea that several major areas of the California economy will need to reduce emissions to meet the 2030 greenhouse gas emissions target. These pillars are (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy-efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

Figure 1-2 Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals



The transportation sector is integral to the people and economy of California. To achieve greenhouse gas emission reduction goals, it is vital that we build on our past successes in reducing criteria and toxic air pollutants from

transportation and goods movement activities. Greenhouse gas emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. One of Governor Brown's key pillars sets the ambitious goal of reducing today's petroleum use in cars and trucks by up to 50 percent by 2030.

Governor Brown called for support to manage natural and working lands, including forests, rangelands, farms, wetlands, and soils, so they can store carbon. These lands have the ability to remove carbon dioxide from the atmosphere through biological processes, and to then sequester carbon in above- and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the Air Resources Board works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Executive Order B-30-15, issued in April 2015, and SB 32 (2016), set a new interim target to cut greenhouse gas emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas emissions. The plan defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all of the other statewide transportation planning documents.

SB 391 (Liu 2009) requires the California Transportation Plan to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the state's transportation needs. While Metropolitan Planning Organizations have primary responsibility for identifying land use patterns to help reduce greenhouse gas emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce greenhouse gas

emissions, among other goals. Specific performance targets in the plan that will help to reduce greenhouse gas emissions include the following:

- Increasing percentage of non-auto mode share

- Reducing vehicle miles traveled per capita

- Reducing Caltrans' internal operational (buildings, facilities, and fuel) greenhouse gas emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce greenhouse gas emissions, Caltrans also administers several funding and technical assistance programs that have greenhouse gas reduction benefits. These include the Bicycle Transportation Program, Safe Routes to School, Transportation Enhancement Funds, and Transit Planning Grants. A more extensive description of these programs can be found in Caltrans Activities to Address Climate Change (2013).

The Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

Project-Level Greenhouse Gas Reduction Strategies

The following measures will also be implemented in the project to reduce greenhouse gas emissions and potential climate change impacts from the project.

- Standard Specifications Section 7-1.02C, Emissions Reduction, which requires contractors to certify they are aware of and will comply with emissions reductions mandated by ARB.

- Standard Specifications Section 14-9.02, Air Pollution Control, requires contractors to comply with all air-pollution-control rules, regulations, ordinances, and statutes, including those of ARB and the air quality management district with jurisdiction. Regulations such as idling restrictions help reduce vehicle emissions, including GHGs.

Adaptation Strategies

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage—or, put another way, planning and design for resilience. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. These types of impacts to the transportation infrastructure may also have economic and strategic ramifications.

Federal Efforts

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the Council on Environmental Quality, the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011¹⁰, outlining the federal government’s progress in expanding and strengthening the nation’s capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provided an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as fresh water, and providing accessible climate information and tools to help decision-makers manage climate risks.

The federal Department of Transportation issued a U.S. DOT Policy Statement on Climate Adaptation in June 2011, committing to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely and that transportation infrastructure, services and operations remain effective in current and future climate conditions.”¹¹

To further the DOT Policy Statement, on December 15, 2014, the Federal Highway Administration issued order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather*

¹⁰ <https://obamawhitehouse.archives.gov/administration/eop/ceq/initiatives/resilience>

¹¹ <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

Events).¹² This directive established a Federal Highway Administration policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The Federal Highway Administration will work to integrate consideration of these risks into its planning, operations, policies, and programs to promote preparedness and resilience; safeguard federal investments; and ensure the safety, reliability, and sustainability of the nation's transportation systems.

The Federal Highway Administration has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels.¹³

State Efforts

On November 14, 2008, then-Governor Arnold Schwarzenegger signed Executive Order S-13-08, which directed a number of state agencies to address California's vulnerability to sea-level rise caused by climate change. This order set in motion several agencies and actions to address the concern of sea-level rise and directed all state agencies planning to construct projects in areas vulnerable to future sea-level rise to consider a range of sea-level rise scenarios for the years 2050 and 2100, assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea-level rise. Sea-level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, and storm surge and storm wave data.

Then-Governor Schwarzenegger also requested the National Academy of Sciences to prepare an assessment report to recommend how California should plan for future sea-level rise. The final report, *Sea-Level Rise for the Coasts of California, Oregon, and Washington (Sea-Level Rise Assessment Report)*,¹⁴ was released in June 2012 and included relative sea-level rise projections for the three states, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates, and the range of uncertainty in selected sea-level rise projections. It provided a synthesis of existing information on projected sea-level rise impacts to state infrastructure (such as roads, public facilities, and beaches), natural areas,

¹² <https://www.fhwa.dot.gov/legisregs/directives/orders/5520.cfm>

¹³ <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

¹⁴ *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at: http://www.nap.edu/catalog.php?record_id=13389.

and coastal and marine ecosystems, and a discussion of future research needs regarding sea-level rise.

In response to Executive Order S-13-08, the California Natural Resources Agency (Resources Agency), in coordination with local, regional, state, federal, and public and private entities, developed The California Climate Adaptation Strategy (Dec 2009),¹⁵ which summarized the best available science on climate change impacts to California, assessed California's vulnerability to the identified impacts, and outlined solutions that can be implemented within and across state agencies to promote resiliency. The adaptation strategy was updated and rebranded in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan).

Governor Jerry Brown enhanced the overall adaptation planning effort by signing Executive Order B-30-15 in April 2015, requiring state agencies to factor climate change into all planning and investment decisions. In March 2016, sector-specific Implementation Action Plans that demonstrate how state agencies are implementing Executive Order B-30-15 were added to the Safeguarding California Plan. This effort represents a multi-agency, cross-sector approach to addressing adaptation to climate change-related events statewide.

Executive Order S-13-08 also gave rise to the *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance), produced by the Coastal and Ocean Working Group of the California Climate Action Team (CO-CAT), of which Caltrans is a member. First published in 2010, the document provided "guidance for incorporating sea-level rise (SLR) projections into planning and decision making for projects in California," specifically, "information and recommendations to enhance consistency across agencies in their development of approaches to SLR."¹⁶

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation, and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is actively engaged in working toward identifying these risks throughout the state and will work to incorporate this information into all planning and investment decisions as directed in Executive Order B-30-15.

¹⁵ <http://www.climatechange.ca.gov/adaptation/strategy/index.html>

¹⁶ <http://www.opc.ca.gov/2013/04/update-to-the-sea-level-rise-guidance-document/>

The proposed project is outside the coastal zone and not in an area subject to sea-level rise. Accordingly, direct impacts to transportation facilities due to projected sea-level rise are not expected.

Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

April 2018

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, please visit the following web page:
http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone (916) 324-8379, TTY 711, email Title.VI@dot.ca.gov, or visit the website www.dot.ca.gov.

A handwritten signature in blue ink, appearing to read "Laurie Berman".

LAURIE BERMAN
Director

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Appendix C Avoidance, Minimization and/or Mitigation Summary

To ensure that all environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as shown in the proposed Environmental Commitments Record which follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures would be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits would be obtained prior to implementation of the project.

During construction, environmental and construction/engineering staff would ensure that the commitments contained in the Environmental Commitments Record are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring would take place, as applicable. Because the Environmental Commitments Record at the end of this appendix is a draft, some fields have not been completed and would be filled in as each of the measures is implemented.

Note: Some measures may apply to more than one resource area. Duplicated or redundant measures have not been included in the Environmental Commitments Record.

Threatened and Endangered Species

Caltrans and the contractor would implement the following measures from the "Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance" (USFWS 2011):

- Project-related vehicles would observe a speed limit of 20 miles per hour throughout the site in all project areas, except on county roads and state and federal highways.
- Excavations deeper than 2 feet would be covered with plywood or similar material at the end of each workday, or escape ramps put in place to prevent

any entrapment. Each excavation would be inspected thoroughly before being filled.

- All food-related trash items should be disposed of in securely closed containers and removed daily from the project site.
- No pets or firearms (except for law enforcement officers and security personnel) would be allowed on the project site.
- Use of rodenticides and herbicides would be restricted. All uses of such compounds should observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other state and federal legislation.
- Prior to any ground disturbance, the contractor, all employees of the contractor, subcontractors, and subcontractors' employees would attend an employee education program by a Caltrans or other approved biologist. The program would consist of a brief presentation on San Joaquin kit fox biology, legislative protection, and measures to avoid impacts to the species during project implementation.
- Preconstruction surveys would be conducted for the San Joaquin kit fox no less than 14 days and no more than 30 days prior to the beginning of any ground disturbance. Surveys shall be conducted by qualified biologists with demonstrated experience in identifying the San Joaquin kit fox and its dens. Written results of these surveys would be submitted to the U.S. Fish and Wildlife Service within five days after survey completion and prior to the start of ground disturbance.
- No San Joaquin kit fox dens identified during preconstruction surveys and/or construction would be affected directly by the project. These dens would be protected by a no-work zone:
 - o Potential and atypical dens would be protected by a 50-foot no-work zone. Known dens that are located at least 100 feet from construction would be protected by a 100-foot zone. The exclusion zones would be marked by fencing/flagging that does not prevent access to the den by the San Joaquin Kit Fox.
 - o In instances where 50-foot or 100-foot exclusion zones cannot be maintained, potential, atypical, and/or known dens would be monitored using tracking medium and/or a remote sensor camera; once these dens are verified to be unoccupied, they would be blocked temporarily (via sandbagging or installation of a one-way door) for the duration of the project, for no more than one season. Den closures would take place outside of the

breeding/pupping season, which extends approximately from January 1 to June 30.

- o A qualified biologist(s) would check all closed den sites every two weeks to ensure that the exclusion devices remain intact for the duration of the project. If animal activity is observed, the biologist(s) would monitor the site for a minimum of three consecutive nights to determine whether the potential or known den is occupied or unoccupied. Exclusion or excavation of known or natal/pupping dens would require re-initiation and a Biological Opinion from the United States Fish and Wildlife Service.

- If a natal/pupping den is discovered either within the project footprint or within 200 feet of the footprint, Caltrans would notify the United States Fish and Wildlife Service immediately.

- Worker Environmental Awareness Training would be provided for all construction personnel prior to ground-disturbing activities.

Animal Species

No avoidance, minimization and/or mitigation measures are necessary for Mexican free-tailed bats.

Avoidance and minimization measures and Standard Special Provisions are proposed to comply with the Migratory Bird Treaty Act by ensuring that project-related activities do not result in harmful impacts to nesting birds or their nests, eggs, and young. These may include one or more of the following actions, as appropriate: preconstruction surveys, biological monitoring during initial ground-disturbing activities, seasonal restrictions on the removal of suitable nest trees or brush, and the placement of environmentally sensitive area buffers around nests or burrows as required. The following measures would be included in the project Standard Special Provisions:

- Worker Environmental Awareness Training would be provided for all construction personnel prior to ground-disturbing activities.

- If construction activities occur within the avian nesting season (February 1-September 30), preconstruction surveys would be conducted to identify any nesting migratory birds and/or raptors within the project limits.

- If any active bird nests are found within the project limits, they would be designated as environmentally sensitive areas. Active nests would be

protected with no-work buffers for the duration of construction activities: 300 feet for raptors and 100 feet for other migratory birds.

- If work within an environmentally sensitive area is necessary, a biological monitor would be required.

Environmental Commitments Record for EA 06-0W150_ / ID 06170000096

Last updated 3/13/2019

Ker204 ADA Ramp Repair

V/AR-204-0,000/39,570

Current Project Phase: 0

EP: Erica Sumner

CL:

RE:

559-445-6375

Permits						
Permit	Agency	Date Submitted	Date Received	Expiration	Requirements Completed Name	Comments
1- No Permits Required	n/a					
Letter of Concurrence (FWS)	US Fish and Wildlife	12/14/18				
Commitments						
Task and Brief Description		Source	SSP/ NSSP	Responsible Staff	Action to Comply	Task Completed Name Date
Pre-Construction						
Remarks/Due Date						

Environmental Commitments Record for EA 06-0W150_ / ID 06170000096

Last updated 3/13/2019

Ker204 ADA Ramp Repair

VAR-204-0.000/39,570

Current Project Phase: 0

559-445-6375

EP: Erica Sumner

CL:

RE:

Task and Brief Description	Source	SSP/ NSSP	Responsible Staff	Action to Comply	Task Completed Name	Task Completed Date	Remarks/Due Date
Biology							
<p>All SJKF dens identified during preconstruction surveys and/or construction that will not be affected directly by the project and can be avoided be protected by a no-work zone:</p> <ul style="list-style-type: none"> o Potential and atypical dens will be protected by a 50-foot no-work zone. Known dens that are located at least 100 feet from construction will be protected by a 100-foot zone. The no-work zones will be marked by fencing/flagging that does not prevent access to the den by the SJKF. o In instances where 50-foot or 100-foot no-work zones cannot be maintained, potential dens will be monitored using tracking medium and/or a remote sensor camera; if these dens are verified to be occupied, they will be monitored by a qualified biologist for the duration of work within this zone. o A qualified biologist(s) will check den sites every two weeks to ensure that the no-work buffers remain intact for the duration of the project. <p>If animal activity is observed, the biologist(s) will monitor the site for a minimum of three consecutive nights to determine that the den is unoccupied. Exclusion or excavation of active dens will require re-initiation and a Biological Opinion from USFWS.</p>	Env Doc	SSP	Devon Hamblett				
<p>If construction activities occur within the avian nesting season (February 1- September 30), pre-construction surveys will be conducted to identify any nesting migratory birds and/or raptors within project limits.</p>	Env Doc	SSP	Devon Hamblett				
<p>Preconstruction surveys will be conducted for the SJKF no less than 14 days and no more than 30 days prior to the beginning of any ground disturbance. Surveys shall be conducted by qualified biologists with demonstrated experience in identifying the SJKF and its dens. Written results of these surveys will be submitted to the U.S. Fish and Wildlife Service within five days after survey completion and prior to the start of ground disturbance.</p>	Env Doc	SSP	Devon Hamblett	Pre-con surveys			

Environmental Commitments Record for EA 06-0W150_ / ID 0617000096

Last updated 3/13/2019

Ker204 ADA Ramp Repair

VAR-204-0.000/39.570

Current Project Phase: 0

EP: Erica Sumner

559-445-6375

CL:

RE:

Task and Brief Description	Source	SSP/ NSSP	Responsible Staff	Action to Comply	Task Completed Name	Task Completed Date	Remarks/Due Date
Prior to any ground disturbance, the contractor, all employees of the contractor, subcontractors, and subcontractors' employees will attend an employee education program by a Caltrans or other approved biologist. The program will consist of a brief presentation on SJKE biology, legislative protection, and measures to avoid impacts to the species during project implementation	Env Doc	SSP	Devon Hamblett	WEAT			
Construction							
Biology							
All food-related trash items should be disposed of in securely closed containers and removed daily from the project site.	Env Doc	SSP	Devon Hamblett				
Excavations deeper than 2 feet will be covered with plywood or similar material at the end of each workday, or escape ramps put in place to prevent any entrapment. Each excavation will be inspected thoroughly before being filled.	Env Doc	SSP	Devon Hamblett				
If a natal/pupping den is discovered either within the project footprint or within 200 feet of the footprint, Caltrans will notify the Service immediately.	Env Doc	SSP	Devon Hamblett				
If any active bird nests are found within project limits, they will be designated as environmentally sensitive areas. Active nests will be protected with no-work buffers for the duration of construction activities: 300 feet for raptors and 100 feet for other migratory birds.	Env Doc	SSP	Devon Hamblett				
If work within an environmentally sensitive area is required, a biological monitor will be required.	Env Doc	SSP	Devon Hamblett				
No pets or firearms (except for law enforcement officers and security personnel) will be allowed on the project site.	Env Doc	SSP	Devon Hamblett				
Project-related vehicles will observe a speed limit of 20 miles per hour throughout the site in all project areas, except on county roads and state and federal highways.	Env Doc	SSP	Devon Hamblett				
Use of rodenticides and herbicides will be restricted. All uses	Env Doc	SSP	Devon				

Environmental Commitments Record for EA 06-0W150_ / ID 0617000096

Last updated 3/13/2019

Ker204 ADA Ramp Repair

VAR-204-0.000/39.570

Current Project Phase: 0

EP: Erica Sumner

CL:

RE:

559-445-6375

Task and Brief Description	Source	SSP/ NSSP	Responsible Staff	Action to Comply	Task Completed Name	Task Completed Date	Remarks/Due Date
of such compounds should observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other state and federal legislation.			Hamblett				

Hazardous Waste

7-1.02	ISA	SSP	Lea Spann	Provide a lead compliance plan.			
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Appendix D USFWS Species List



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713



In Reply Refer To:
Consultation Code: 08ESMF00-2019-SLI-0562
Event Code: 08ESMF00-2019-E-01682
Project Name: 06-0W150

December 11, 2018

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2019-SLI-0562

Event Code: 08ESMF00-2019-E-01682

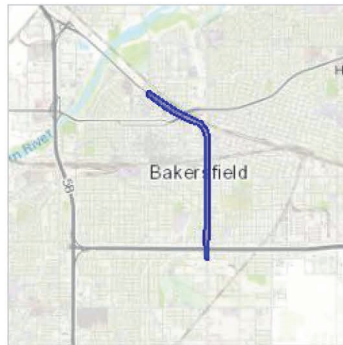
Project Name: 06-0W150

Project Type: Biological Control

Project Description: KER ADA Ramp Repair

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/35.368705881072216N119.00292788612978W>



Counties: Kern, CA

Endangered Species Act Species

There is a total of 13 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Buena Vista Lake Ornate Shrew <i>Sorex ornatus relictus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1610	Endangered
Giant Kangaroo Rat <i>Dipodomys ingens</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6051	Endangered
San Joaquin Kit Fox <i>Vulpes macrotis mutica</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2873	Endangered
Tipton Kangaroo Rat <i>Dipodomys nitratooides nitratooides</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7247 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/40/office/11420.pdf	Endangered

Birds

NAME	STATUS
Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6749	Endangered
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Population: Western U.S. DPS There is proposed critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

Reptiles

NAME	STATUS
Blunt-nosed Leopard Lizard <i>Gambelia silus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/625	Endangered
Giant Garter Snake <i>Thamnophis gigas</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened

Flowering Plants

NAME	STATUS
Bakersfield Cactus <i>Opuntia treleasei</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7799	Endangered
San Joaquin Woolly-threads <i>Monolopia (=Lembertia) congdonii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3746	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Appendix E CNDD Species List



Summary Table Report California Department of Fish and Wildlife California Natural Diversity Database



Query Criteria: Quad IS (Gosford (3511931) OR Oildale (3511941) OR Oil Center (3511848) OR Lamont (3511838))

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks										Population Status		Presence	
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extrap.				
<i>Ammospermophilus nelsoni</i> Nelson's antelope squirrel	G2 S2S3	None Threatened	BLM_S-Sensitive IUCN_EN-Endangered	510 510	262 S:1	0	0	0	0	0	1	1	0	1	0	0			
<i>Anniella grinnelli</i> Bakersfield legless lizard	G2G3 S2S3	None None	CDFW_SSC-Species of Special Concern	375 410	17 S:6	0	0	1	0	0	5	3	3	6	0	0			
<i>Arizona elegans occidentalis</i> California glossy snake	G5T2 S2	None None	CDFW_SSC-Species of Special Concern	343 900	260 S:5	0	0	0	0	0	5	5	0	5	0	0			
<i>Astragalus hornii</i> var. <i>hornii</i> Horn's milk-vetch	G4G5T1T2 S1	None None	Rare Plant Rank - 1B.1 BLM_S-Sensitive	400 400	14 S:2	0	0	0	0	0	2	2	0	2	0	0			
<i>Athene cucularia</i> burrowing owl	G4 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	350 540	1971 S:18	0	2	2	1	1	12	2	16	17	1	0			
<i>Atriplex tularensis</i> Bakersfield smallscale	GX SX	None Endangered	Rare Plant Rank - 1A	350 350	3 S:1	0	0	0	0	1	0	1	0	0	0	1			
<i>Bombus crotchii</i> Crotch bumble bee	G3G4 S1S2	None None		400 900	234 S:3	0	0	0	0	0	3	3	0	3	0	0			
<i>Buteo swainsoni</i> Swainson's hawk	G5 S3	None Threatened	BLM_S-Sensitive IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	400 400	2460 S:1	0	0	0	0	0	1	1	0	1	0	0			
<i>Chloropyron molle</i> ssp. <i>hispidum</i> hispid salty bird's-beak	G2T1 S1	None None	Rare Plant Rank - 1B.1 BLM_S-Sensitive	400 400	35 S:2	0	0	0	0	0	2	2	0	2	0	0			
<i>Danaus plexippus</i> pop. 1 monarch - California overwintering population	G4T2T3 S2S3	None None	USFS_S-Sensitive	480 600	383 S:4	0	0	0	0	2	2	4	0	2	2	0			
<i>Delphinium recurvatum</i> recurved larkspur	G2? S2?	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive		100 S:1	0	0	0	0	1	0	1	0	0	1	0			



Summary Table Report
California Department of Fish and Wildlife
California Natural Diversity Database



Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks										Population Status		Presence	
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extrap.	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extrap.
<i>Desmoceris californicus dimorphus</i> valley elderberry longhorn beetle	G3T2 S2	Threatened		450 450	271 S:1	0	1	0	0	0	0	1	0	1	1	0	0	1	0
<i>Diplacus pictus</i> calico monkeyflower	G2 S2	None	Rare Plant Rank - 1B.2 BLM_S-Sensitive SB_RSABG-Rancho Santa Ana Botanic Garden		63 S:1	0	0	0	0	0	1	1	0	1	1	0	0	1	0
<i>Dipodomys nitratoideus nitratoideus</i> Tipton kangaroo rat	G3T1T2 S1S2	Endangered	IUCN_VU-Vulnerable	370 580	78 S:4	0	0	1	2	0	1	4	0	4	0	0	0	4	0
<i>Emys marmorata</i> western pond turtle	G3G4 S3	None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_VU-Vulnerable USFS_S-Sensitive	450 470	1344 S:2	0	1	0	0	0	1	1	1	2	0	0	0	2	0
<i>Eremalche parryi ssp. kernensis</i> Kern mallow	G3G4T3 S3	Endangered	Rare Plant Rank - 1B.2 SB_RSABG-Rancho Santa Ana Botanic Garden		163 S:1	0	0	0	0	0	1	1	0	1	1	0	0	1	0
<i>Eriastrum hooveri</i> Hoover's eriastrium	G3 S3	Delisted	Rare Plant Rank - 4.2 SB_RSABG-Rancho Santa Ana Botanic Garden		47 S:1	0	0	0	0	1	0	1	0	0	0	0	0	0	1
<i>Eschscholzia lemmonii ssp. kernensis</i> Teton poppy	G5T2 S2	None	Rare Plant Rank - 1B.1 SB_RSABG-Rancho Santa Ana Botanic Garden SB_USDA-US Dept of Agriculture	600 600	81 S:1	0	0	0	0	0	1	1	0	1	1	0	0	1	0
<i>Eumops perotis californicus</i> western mastiff bat	G5T4 S3S4	None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern WBGW_H-High Priority	450 450	296 S:2	0	0	0	0	0	2	2	0	2	0	0	0	2	0
<i>Gambelia sila</i> blunt-nosed leopard lizard	G1 S1	Endangered	CDFW_FP-Fully Protected IUCN_EN-Endangered	40 900	323 S:7	0	1	3	1	0	2	4	3	7	0	0	3	7	0
<i>Great Valley Cottonwood Riparian Forest</i> Great Valley Cottonwood Riparian Forest	G2 S2.1	None		375 375	56 S:1	0	0	0	0	0	1	1	0	1	0	0	0	1	0
<i>Helminthoglypta callistoderma</i> Kern shoulderband	G1 S1	None	IUCN_EN-Endangered	375 375	2 S:1	0	0	0	0	0	1	1	0	1	0	0	0	1	0



Summary Table Report
California Department of Fish and Wildlife
California Natural Diversity Database



Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks										Population Status		Presence	
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extrap.				
<i>Imperata brevifolia</i> California satintail	G4	None	Rare Plant Rank - 2B.1	400	32	0	0	0	0	0	1	1	0	1	0	0			
	S3	None	SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	400	S:1														
<i>Lasius cinereus</i> hoary bat	G5	None	IUCN LC-Least Concern	400	238	0	0	0	0	0	1	1	0	1	0	0			
	S4	None	WBWG_M-Medium Priority	400	S:1														
<i>Layia leucopappa</i> Comanche Point layia	G1	None	Rare Plant Rank - 1B.1	850	10	0	0	0	0	0	1	1	0	1	0	0			
	S1	None	BLM_S-Sensitive	850	S:1														
<i>Lithobates pipiens</i> northern leopard frog	G5	None	CDFW_SSC-Species of Special Concern	425	22	0	0	0	0	0	1	1	0	1	0	0			
	S2	None	IUCN LC-Least Concern	425	S:1														
<i>Lytta moesta</i> moestan blister beetle	G2	None		560	12	0	0	0	0	0	1	1	0	0	0	1			
	S2	None		560	S:1														
<i>Lytta morrisoni</i> Morrison's blister beetle	G1G2	None		560	10	0	0	0	0	0	1	1	0	0	0	1			
	S1S2	None		560	S:1														
<i>Monolopia congdonii</i> San Joaquin woollythreads	G2	Endangered	Rare Plant Rank - 1B.2	400	100	0	0	0	0	2	0	2	0	0	0	2			
	S2	None	SB_UCBBG-UC Berkeley Botanical Garden	480	S:2														
<i>Navaretia setiloba</i> Pulte Mountains navaretia	G2	None	Rare Plant Rank - 1B.1	600	22	0	0	0	0	0	1	1	0	0	0	1			
	S2	None	BLM_S-Sensitive USFS_S-Sensitive	600	S:1														
<i>Opuntia basilaris</i> var. <i>treleasei</i> Bakersfield cactus	G5T1	Endangered	Rare Plant Rank - 1B.1	420	61	0	1	9	7	7	1	10	15	18	0	7			
	S1	Endangered	SB_RSABG-Rancho Santa Ana Botanic Garden	915	S:25														
<i>Perognathus inornatus</i> San Joaquin Pocket Mouse	G2G3	None	BLM_S-Sensitive	610	123	0	0	0	0	0	2	0	2	2	0	0			
	S2S3	None	IUCN LC-Least Concern	623	S:2														
<i>Stylocline citroleum</i> oil neststraw	G3	None	Rare Plant Rank - 1B.1		84	0	0	0	0	0	1	1	0	1	0	0			
	S3	None	BLM_S-Sensitive		S:1														
<i>Taxidea taxus</i> American badger	G5	None	CDFW_SSC-Species of Special Concern	800	559	0	0	1	0	0	1	1	1	2	0	0			
	S3	None	IUCN LC-Least Concern	800	S:2														



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Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks								Population Status			Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.			
<i>Tortula californica</i>	G2G3	None	Rare Plant Rank - 1B.2	160	15	0	0	0	0	0	1	1	0	1	0	0			
California screw moss	S2S3	None	BLM_S-Sensitive	160	S:1														
<i>Valley Saltbush Scrub</i>	G2	None		340	19	0	0	0	0	0	1	1	0	1	0	0			
Valley Saltbush Scrub	S2.1	None		340	S:1														
<i>Vulpes macrotis mutica</i>	G4T2	Endangered		330	1017	1	9	9	3	0	38	24	36	60	0	0			
San Joaquin kit fox	S2	Threatened		1,190	S:60														

Appendix F CNPS Species List

11/5/2018

CNPS Inventory Results



Plant List

Inventory of Rare and Endangered Plants

21 matches found. [Click on scientific name for details](#)

Search Criteria

Found in Quads 3511941, 3511848 3511931 and 3511838;

[Modify Search Criteria](#) [Export to Excel](#) [Modify Columns](#) [Modify Sort](#) [Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Allium howellii var. howellii	Howell's onion	Alliaceae	perennial bulbiferous herb	Mar-Apr	4.3	S3	G3G4T3
Astragalus hornii var. hornii	Horn's milk-vetch	Fabaceae	annual herb	May-Oct	1B.1	S1	G4G5T1T2
Atriplex tularensis	Bakersfield smallscale	Chenopodiaceae	annual herb	Jun-Oct	1A	SX	GX
Azolla microphylla	Mexican mosquito fern	Azollaceae	annual / perennial herb	Aug	4.2	S4	G5
Caulanthus californicus	California jewelflower	Brassicaceae	annual herb	Feb-May	1B.1	S1	G1
Chloropyron molle ssp. hispidum	hispid bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	Jun-Sep	1B.1	S1	G2T1
Clarkia exilis	slender clarkia	Onagraceae	annual herb	Apr-May	4.3	S3	G3
Delphinium recurvatum	recurved larkspur	Ranunculaceae	perennial herb	Mar-Jun	1B.2	S2?	G2?
Diplacus pictus	calico monkeyflower	Phrymaceae	annual herb	Mar-May	1B.2	S2	G2
Eremalche parryi ssp. kernensis	Kern mallow	Malvaceae	annual herb	Jan,Mar,Apr,May(Feb)	1B.2	S3	G3G4T3
Eriastrum hooveri	Hoover's eriastrum	Polemoniaceae	annual herb	(Feb)Mar-Jul	4.2	S3	G3
Eschscholzia lemmonii ssp. kernensis	Tejon poppy	Papaveraceae	annual herb	(Feb)Mar-May	1B.1	S2	G5T2
Imperata brevifolia	California satintail	Poaceae	perennial rhizomatous herb	Sep-May	2B.1	S3	G4
Lasthenia ferrisiae	Ferris' goldfields	Asteraceae	annual herb	Feb-May	4.2	S3	G3
Monardella linoides ssp. oblonga	Tehachapi monardella	Lamiaceae	perennial rhizomatous herb	(May)Jun-Aug	1B.3	S2	G5T2
Monolopia congdonii	San Joaquin woollythreads	Asteraceae	annual herb	Feb-May	1B.2	S2	G2
Opuntia basilaris var. treleasei	Bakersfield cactus	Cactaceae	perennial stem succulent	Apr-May	1B.1	S1	G5T1
Stylocline citroleum	oil neststraw	Asteraceae	annual herb	Mar-Apr	1B.1	S3	G3
Stylocline masonii	Mason's	Asteraceae	annual herb	Mar-May	1B.1	S1	G1

<http://rareplants.cnps.org/result.html?adv=1&quad=3511941:3511848:3511931:3511838>

1/2

11/5/2018

CNPS Inventory Results

	neststraw						
Tortula californica	California screw-moss	Pottiaceae	moss		1B.2	S2S3	G2G3
Trichostema ovatum	San Joaquin bluecurls	Lamiaceae	annual herb	Jul-Oct	4.2	S4	G4

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Questions and Comments

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List of Technical Studies

Air Quality Study Report (April, 2017)

Cultural Resources Compliance Memo (April, 2017)

Hazardous Waste Initial Site Assessment (February, 2019)

Natural Environment Study (February, 2019)

Biological Assessment (December, 2018)

Noise Study Report (April, 2017)

Paleontological Identification Report (April, 2017)

Water Quality Assessment Report (April, 2017)