

Tehachapi Maintenance Station Relocation

In Kern County near State Route 58 at Mill Street

09-58-PM 92.0

0916000032; 09-36750

SCH # 2020039010

Initial Study with Negative Declaration



Prepared by the
State of California Department of Transportation
May 2020



General Information about This Document

The California Department of Transportation (Caltrans) has prepared this Initial Study which examines the potential environmental impacts of the alternatives being considered for the project located in Kern County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document describes the project, what the alternatives have been considered for the project, and how the existing environment will be affected by the project. The Initial Study circulated to the public between March 4, 2020 and April 2, 2020. No comments were received during this period. Elsewhere throughout this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated. Additional copies of this document and the related technical studies are available for review at the Caltrans District 9 Office located at 500 S. Main Street, Bishop, CA 93514.

Alternative Formats:

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 call or write to Caltrans, Attn: Florene Trainor, 500 S. Main St, Bishop CA 93514; (760) 872-0603, or use California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

09-KER-058-PM 92.0
EA 09-36750
0916000032
SCH # 2020039010

Project to construct a new maintenance station in the City of Tehachapi

In Kern County near State Route 58 at Mill Street

INITIAL STUDY with Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agency: California Transportation Commission

Date 06/02/2020



Terry Erlwein
Acting Deputy District Director
California Department of
Transportation
CEQA Lead Agency

The following persons may be contacted for more information about this document:

Angela Calloway
Environmental Office Chief
500 South Main Street
Bishop, CA 93514
(760) 872-2424
angie.calloway@dot.ca.gov

PROJECT DESCRIPTION AND BACKGROUND

Project Title:	Tehachapi Maintenance Station Relocation
Lead agency name and address:	CA Department of Transportation (Caltrans) 500 S. Main Street, Bishop CA 93514
Contact person and phone number:	Emilie Zelazo (760) 872-6041
Project Location:	In Kern County near State Route 58 at Mill Street. Includes three adjoining parcels (415-170-16, 415-170-17, and 415-170-18) on Industrial Parkway between North Curry Street and Mill Street in the City of Tehachapi.
Project sponsor's name and address:	CA Department of Transportation (Caltrans) 500 S. Main Street, Bishop CA 93514
General plan description:	Light Industrial
Zoning:	M-1
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)	<p>The California Department of Transportation is proposing to construct a new maintenance station in the City of Tehachapi, Kern County.</p> <p>The work includes the construction of new facilities on 5.65 acres of previously cleared and graded land with existing utilities next to an existing paved road. Three separate parcels (415-170-16, 415-170-17, and 415-170-18) purchased in December of 2019 will be developed. Work includes the construction of a mechanic's shed, truck/equipment shed, crew room, snow plow blade storage, water stand pipes, above ground hazardous waste storage platform, fuel tank with dispensers, a covered wash rack, electrical vehicle charging station, diesel generator, and covered material storage. Additional work includes drought tolerant landscaping, fencing, sidewalk, parking spaces, and Geotech drilling for building foundations and seismic design. Construction will be done in phases as funding allows. The existing Caltrans maintenance station on Tehachapi Blvd. will remain in operation until further notice. The existing City of Tehachapi storm drain, and its associated access may be relocated to the eastern edge of the combined parcels. Access to site will be done on existing paved surfaces along Industrial Parkway and all staging and storage will be done on-site, including storage of any excess soils. All construction will be done to UBC seismic standards and will conform to Tehachapi Airport Compatibility Criteria and FAA restrictions.</p>
Surrounding land uses and setting; briefly describe the project's surroundings:	The Tehachapi Municipal Airport is located directly to the east, and various industrial and commercial buildings to the west and south. A

	stormwater sump and State Route 58 are located north of the project area.
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	No State or Federal permits will be required. Caltrans, as the applicant, will be required to obtain ministerial building permits through the City of Tehachapi. Due to proximity to Tehachapi Municipal Airport, notification to Federal Aviation Administration will also be required. The project has State funding only.
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? <i>Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.</i>	Formal notification with tribes who have previously indicated traditional and cultural affiliation with the project area was started on April 2, 2019 per California Environmental Quality Act, and AB 52 (Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014) requirements. As of February 2020, there has been only one response from any of the Tribal representatives contacted. On May 18, 2019, the San Manuel Band of Mission Indians Chairwoman Mary Vizcaino commented that the project is located outside of their ancestral territory and that the tribe will not be requesting additional consultation or participation in the project. To date no known Tribal cultural resources have been identified either through the cultural resources assessment or consultation efforts which will be impacted by the project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:


The environmental factors checked below will be affected by this project. Please see the checklist beginning on page 3 for additional information.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

<input checked="checked" type="checkbox"/>	I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Signature: 	Date: 06/02/2020
Deputy District Director of Planning & Environmental District 9 (Acting)	
Printed Name: Terry Erlwein	

Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) is proposing to construct a new maintenance station in the City of Tehachapi (City) in Kern County. The project site is located on Industrial Parkway, between Mill Street and North Curry Street on three adjoining parcels totaling 5.65 acres in size. Caltrans purchased these parcels on December 23, 2019. Water, gas, sewer, electrical, and telephone services are available at the site. The Industrial Parkway site is 0.4 miles from the North Mill Street access to State Route 58.

Work includes the construction of a mechanic's shed, truck/equipment shed, crew room, snow plow blade storage, water stand pipes, above ground hazardous waste storage platform, fuel tank with dispensers, a covered wash rack, and covered material storage. Additional work includes drought tolerant landscaping, fencing, sidewalk, parking spaces, and Geotech drilling for building foundations and seismic design. The existing maintenance station on West Tehachapi Boulevard Street will remain in operation during construction and until further notice. The existing City storm drain, and its associated access may be relocated to the eastern edge of the combined parcels. Access to site will be done on existing paved surfaces along Industrial Parkway and all staging and storage will be done on-site, including storage of any excess soils. Construction will be done in phases as funding allows. All construction will be done to Uniform Building Code seismic standards and will conform to Tehachapi Airport Compatibility Criteria and Federal Aviation Agency (FAA) restrictions.

The purpose of the project is to provide an adequately sized, energy efficient and modern maintenance station with the full complement of equipment and facilities that are necessary for greater Tehachapi area. State highway maintenance activities. This project is needed because the existing maintenance station is undersized and in need of substantial repairs, upgrades or replacement to bring them to current ADA or other accessibility, seismic and safety standards.

This project is subject to the applicable governing policies, regulations, and best management practices as identified in the Tehachapi General Plan (2012), Tehachapi Municipal Airport Master Plan Update (2004), FAA restrictions, state and local law and ordinances, Caltrans policies and procedures, and Caltrans specifications during construction and daily operations. Implementation of these standardized measures will result in the project having no impacts to environmental resources as documented below.

Determination

This 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 project will not have a significant effect on the environment for the following reasons.

The project will have no impact to: aesthetics, agricultural and forest resources; air quality [plan conflict, cumulative pollutant increase, sensitive receptors]; biological resources [riparian habitat, state or federally protected wetlands, local policies or ordinances protecting biological resources, [wildlife migratory corridors. or conservation plans]; cultural resources; energy; geology and soils; greenhouse gas emissions [plan conflicts]; hazards and hazardous materials; hydrology and water quality; land use and planning, mineral resources, noise [temporary or permanent increase in ambient noise levels, ground-borne vibrations or noise levels, resident exposure to airport noise]; population and housing; public services [schools, parks, and other]; transportation; tribal cultural resources; utilities and service systems; wildfire; and mandatory findings of significance [quality of the environment, cumulative effects].

The project will have a less than significant effect on the following:

- Air Quality [other emissions]: Temporary construction activities will generate fugitive dust from the operation of construction equipment. The project will comply with construction standards adopted by the Kern County Air Pollution Control Board as well as Caltrans standard specifications for minimizing air pollutants during construction.
- Greenhouse Gas [emissions]: While the project will result in minor Greenhouse Gas (GHG) emissions during construction, Caltrans standard construction GHG-reduction measures will result in the impact being less than significant. Caltrans policy will ensure the project will comply with all applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gases during construction and operation. Therefore, it is anticipated that the project will not result in any increase in operational GHG emissions.
- Noise [exposure to airport noise]: implementation of and adherence to the Caltrans Hearing Protection Program and Cal-OSHA requirements will result in a less than significant impact to worker exposure to airport noise. The project will not create residences near the airport.
- Public Services [fire protection, police protection] : an incremental need for increased law enforcement and fire protection may be triggered by the project. This increase will be offset by increases in tax revenue from expected overall population growth in the region per the City of Tehachapi General Plan Findings of Significance [human environment]: The project will not result in either direct or indirect substantial adverse effects on human beings. Worker exposure to airport noise will be offset by adherence to Cal-OSHA requirements and the Caltrans Hearing Protection Program.

No mitigation measures are required.

Table of Contents

Negative Declaration	6
Table of Contents	8
List of Figures	9
List of Tables	9
Chapter 1 – The Project	10
1.1 Introduction.....	10
1.2 Purpose and Need	10
1.2.1 Purpose.....	10
1.2.2 Need	10
1.3 Project Description.....	13
1.3.1 Description of Existing Facilities.....	13
1.3.2 Existing Facilities Deficiencies.....	15
1.4 Project Alternatives.....	16
1.4.1 Build Alternative.....	16
1.4.2 No-Build (No-Action) Alternative.....	17
1.4.3 Alternatives Considered but Eliminated from Further Discussion Prior To The “Draft” Initial Study.....	17
1.4.4 Identification of a Preferred Alternative	18
1.5 Permits and Approvals Needed.....	18
Chapter 2: California Environmental Quality Act (CEQA) Evaluation	19
2.1 CEQA Environmental Checklist.....	19
Regulatory Setting	47
Environmental Setting	50
Project Analysis	53
Greenhouse Gas Reduction Strategies	55
Adaptation.....	58
Chapter 3: Comments and Coordination.....	63
3.1 Tribal Coordination/Consultation	63
3.2 Public Comments	63
Chapter 4: List of Preparers	67
Chapter 5 Distribution List	69
Chapter 6 List of Technical Studies.....	70
Appendix A. Title VI Policy Statement.....	71

List of Figures

Figure 1 Vicinity Map.....	11
Figure 2 Location Map.....	12
Figure 3 U.S. 2016 Greenhouse Gas Emissions.....	49
Figure 4 California 2017 Greenhouse Gas Emissions.....	50
Figure 5 Change in California GDP Population and GHG Emissions Since 2000.....	50
Figure 6 California Climate Strategy.....	54

List of Tables

Table 1 Existing Maintenance Station Structures.....	13
Table 2 Existing Sand Shed Structures.....	14
Table 3 Existing Maintenance Station History.....	15

Chapter 1 – The Project

1.1 Introduction

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA).

Caltrans will construct a new maintenance station in the City of Tehachapi in Kern County. The project site is located at the intersection of Industrial Parkway and North Curry Street on three adjoining parcels totaling 5.65 acres in size.

The project will be State funded by the 2022 State Highway Operation Protection Program (SHOPP). The current non-escalated construction capital cost estimate is \$16,638,000 and the escalated cost estimate is \$18,559,729. There is no federal nexus.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to provide an adequately sized, energy efficient and modern maintenance station with the full complement of equipment and facilities that are necessary for the greater Tehachapi area State highway maintenance activities.

1.2.2 Need

Currently, maintenance station personnel operate from a small facility on West Tehachapi Boulevard in downtown Tehachapi as well as the sand shed property near the junction of SR 58 and SR 202. The latter location does not have water, sewer or telephone service. The current Tehachapi Maintenance Station buildings are several decades old, undersized and in need of repairs, upgrades or replacement. These buildings do not meet current ADA or other accessibility, seismic and safety standards. In addition, this in-town station property comprises only 1.22 acres and is crowded with older buildings, outdated equipment and dilapidated storage units. There isn't room to adequately maneuver larger pieces of equipment or to construct other facilities or improvements.

Two crews are stationed out of the Tehachapi facility, a general crew and a guard rail crew. The current facilities are deemed inadequate for even a single crew. The supervisor's office and crew room are stationed in a modular building that does not have enough space for both crews and often is further strained during the winter season when permanent intermittent employees are added. For nearly half of the year some employees are being stationed in one of the resident mechanic's bays. This is inconvenient for the crew and limits the utilization of the mechanic's facility.

The existing maintenance station on West Tehachapi Boulevard does not have streamlined access to SR 58. Additionally, the City of Tehachapi has noted that the facility is not consistent with its development vision for downtown.

Figure 1: Project Vicinity Map

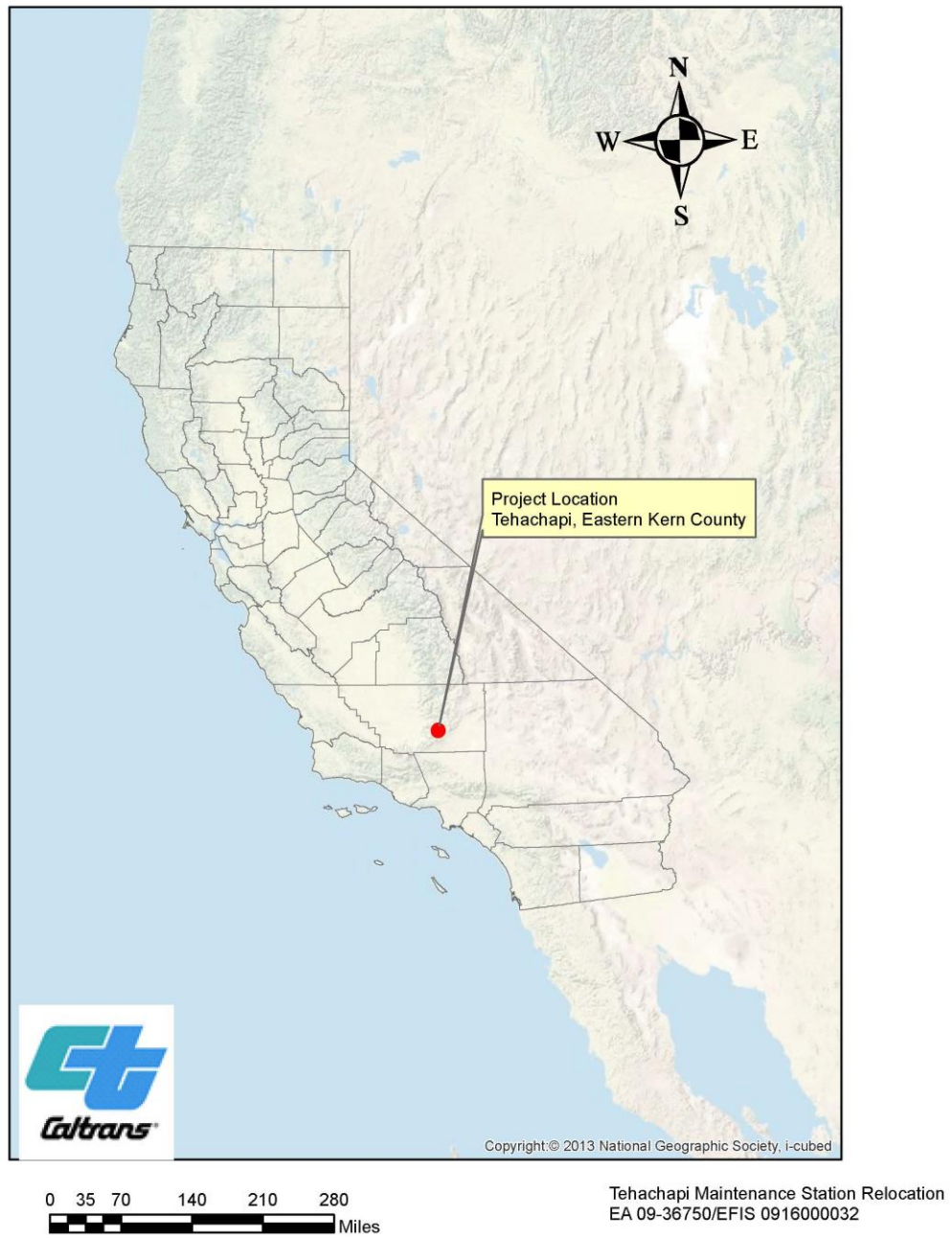
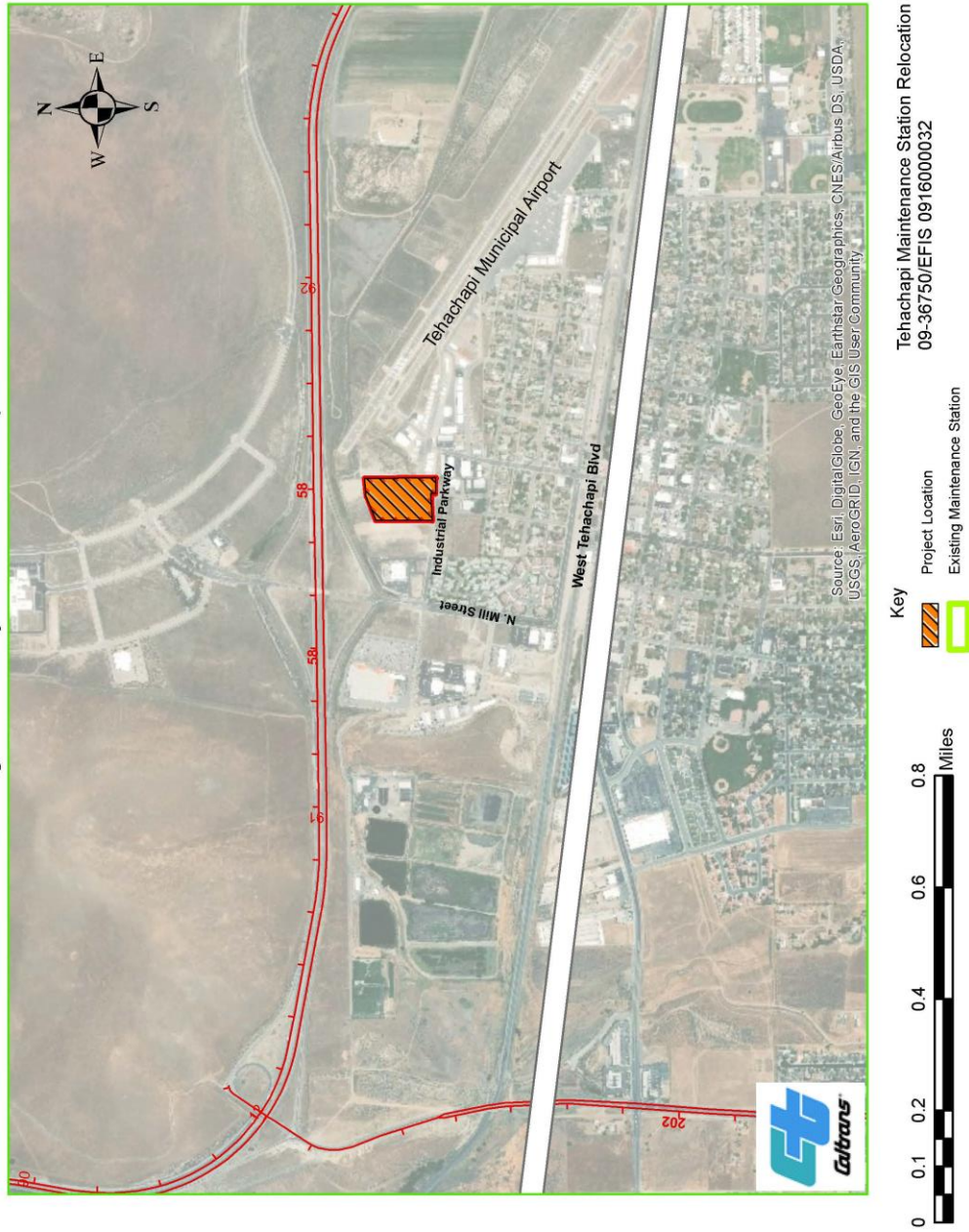


Figure 2: Project Location Map



1.3 Project Description

1.3.1 Description of Existing Facilities

Caltrans is currently operating two crews for general roadway maintenance and guardrail out of its existing station located on West Tehachapi Boulevard in downtown City of Tehachapi in Kern County. This facility is old, undersized, and has multiple operational, service, site, and safety deficiencies.

Locations:	W. Tehachapi Boulevard (Station) and SR 58/202 (Sand Shed)
Number of crews or employees:	2 crews (maintenance, guardrail)
Size of crews:	10 employees on each crew- including a mechanic, equipment operators, and 2 supervisors
Service area in center lane miles:	145
Equipment used (type, size and number):	See Below
Description of improvements :	See Below
Site size, shape and access:	See Below
Value of site improved:	\$275,000 (estimated 10/28/2016 by D9 R/W)

Tehachapi Maintenance Station

The existing Tehachapi Maintenance Station is located in Kern County near SR 202 (PM 10.5) at 320 West Tehachapi Boulevard in the City of Tehachapi. This State-owned parcel consists of 1.22 acres of commercially-zoned property that was valued at \$275,000 in October 2016. Structures on the site include the following:

Table 1 Existing Maintenance Shed Structures

Structure	Year Built	Area (ft²)	Material	Condition
Truck Shed	1959	3200	Prefab Metal	Poor
Warehouse	1939	1200	Metal/Wood	Poor
Gas House	1990	288	Metal	Fair
Mechanic's Office	1994		Trailer	Fair
HazMat Storage			Metal Locker	Good

Those assigned to the existing Tehachapi Maintenance Station include two crews comprised of up to twenty persons total: the station supervisor; one Resident Mechanic; several equipment operators. The general crew is responsible for approximately 145 centerline miles of SR 58 and 202. The guardrail crew is responsible for maintaining all the guardrail in District 9, which includes Inyo, Mono, and eastern Kern Counties.

The vehicles and equipment are:

3 - 10-yd dump truck with snow plows
 3 - 4-yd dump truck with snow plows
 1 - Champion motorgrader
 1 - 2-yd loader 624 J John Deere
 1 - Guardrail truck
 1 - Fence truck
 1 - Cone truck
 2 - Pickup truck
 1 - Trailer mounted arrow board
 1 - Trailer mounted CMS
 1 - Roscoe sweeper
 1 - Pickup sweeper
 1 - Rental roller
 1 - Trailer mounted auger
 2 - Mobile tanks (400 gal, 600 gal)
 4 - Cinder spreaders
 1 - Mechanic's truck

Tehachapi Sand Shed

The existing Tehachapi Sand Shed is located in Kern County near the junction of SR 58 (PM R90.5) and SR 202 (PM 12.1). These buildings are on a 3.40 acre State-owned parcel; the land and improvements were valued at \$161,500 in April 1988. Miscellaneous improvements include fencing, paving and lighting.

Table 2 Existing Sand Shed Structures

Structure	DSA #	Year Built	Area (ft²)	Material	Condition
Modular Office (Temp Construction)		2018	~1200		Good
Sand Storage	2660	1972	4220	Prefab Metal & Concrete Walls	Fair
Salt Storage		1986	960	Prefab Metal & Concrete Walls	Fair
Material Storage Bins		2013	4000	Prefab Metal & Concrete	Good
6000 Gallon Fuel AST		2005		Steel	Good
Canopies (Attached to Salt/Sand Storage)		2007		Metal & Canvas	Good
4 Rolloff Bins				Metal	Good

History

Table 3 Existing Maintenance Station History	
Modifications to facilities since original construction:	Multiple buildings and improvements have been occurred at both sites over several decades.
Public complaints:	Several complaints regarding potential relocation of all personnel and equipment from West Tehachapi Boulevard to a combined station in Mojave in 2003. That project was put on hold while other options were investigated.
Local government input:	City of Tehachapi would like to acquire the existing West Tehachapi Boulevard facility (1.2-acre station site) if and when Caltrans relocates.

Joint Use Opportunities

The existing Tehachapi Maintenance Station's small footprint severely limits any joint use opportunities such as work areas for the California Highway Patrol (CHP). The lack of utilities at the sand shed also limits development opportunities there. A new facility on a larger parcel will provide the opportunity for some type of joint use in the future; however, no joint use agreements have been made at this time.

Projected Highway Inventory and Workload Growth

There is minimal long-term projected inventory growth for the Tehachapi Maintenance Crews; the maintenance station coverage area was extended slightly east along SR 58 - a piece that was previously part of the Inyokern Maintenance area - due to the revision of District 9 as a stand-alone District via reorganization in late 2015. Potential future projects, which could expand the inventory include a truck climbing lane on eastbound SR 58 near Keene, and auxiliary lanes to portions of SR 202 in the City of Tehachapi along Tucker Road and Valley Boulevard.

The current AADT on SR 58 at the SR 202 junction is 20,700 vehicles - 6,495 of which are trucks, accounting for 31% of the overall traffic. High truck volumes lead to a higher maintenance workload due to increased stresses on the pavement, the potential for more collisions, and increased traffic control requirements during routine maintenance, construction, striping, culvert cleaning and other Special Crews work.

1.3.2 Existing Facilities Deficiencies

Operational Needs

A second maintenance crew responsible for guardrail has been stationed at the existing Tehachapi Maintenance Station, increasing the strain on the already constricted facility. More space is required for vehicle circulation and storage as well as the inclusion of fuel island(s) in the maintenance station yard. A larger crew room is needed for meetings, safety reviews, breaks, and to act as a staging area during emergencies such as severe

snow storms or mud slides - both of which have occurred in the very recent past on SR 58 in the Tehachapi area.

Service Needs

The existing buildings were not designed for the larger equipment in use today. Improved and enlarged crew space and offices will facilitate preparation for field work as well as meetings and conferences with outside agencies such as the California Highway Patrol.

Safety, Site, and Facility Concerns

Both the existing maintenance station and sand shed have dilapidated buildings and ADA compliance issues. There is no water, sewer or telephone service at the sand shed property and thus no restroom. The existing maintenance station lacks space for employees and equipment; its footprint constrains the number and types of equipment that can be parked and stowed on site. There is a need for covered equipment storage that meets current vehicle dimensions.

Site Requirements

Currently, there is inadequate space at the existing West Tehachapi Boulevard site for any additional facilities. Roughly 5 acres was needed for a completely new facility to house the 2 maintenance crews (see Attachment D: Conceptual Site Plan). The new site also required utilities (electric, sewer, water, gas, and communications). The existing sand shed only has electricity and no other available utilities. Ease of access to SR 58 was also a requirement of the site.

Environmental Compliance

A separate project will be initiated, if necessary, to clean up and dispose of the existing maintenance station facility on West Tehachapi Boulevard. Such a project could involve evaluation and demolition of the antiquated structures and will be cleared under separate environmental documentation.

Preliminary studies have indicated modification to the existing storm water drainage system may be required. Additional hydrologic studies and topographic surveys will be conducted. Additional environmental review will be conducted if modifications are required.

1.4 Project Alternatives

There are two project alternatives: the Build Alternative and the No Build Alternative.

1.4.1 Build Alternative

The Build Alternative proposes to construct a new maintenance site on Industrial Parkway. This construction will be done in phases as funding allows. The relatively flat 5.65-acre site consisting of three adjoining undeveloped parcels along Industrial Parkway southeast of the SR 58/Mill Street interchange. The site's limits are defined by Parcel Map No. 10997, and is composed of APNs 415-170-16, 415-170-17, and 415-170-18. Caltrans closed escrow on the purchase of all three lots on 12/23/19. Caltrans Right of

way staff will work to merge them into a single legal parcel. On the north side of the site is a stormwater sump, to the east is the Tehachapi Airport, to the south is Industrial Parkway, and to the west is a partially developed parcel with a warehouse (see Figure 2 Location Map).

Project work includes the construction of

- Mechanic's shed
- Truck/equipment shed
- Crew room
- Snow plow blade storage area
- Water stand pipes
- Above ground hazardous waste storage platform
- Fuel tank with dispensers,
- Covered wash rack
- Covered material storage
- Perimeter fencing
- Sidewalk on Industrial Parkway in front of facility
- Drought tolerant landscaping in front of the facility

Geotechnical test drilling for building foundations and seismic design will be required. Access to site will be achieved by using existing paved surfaces along Industrial Parkway. All construction staging and storage will be done on-site, including storage of any excess soils. The existing maintenance station on West Tehachapi Boulevard and the sand shed at the intersection of SR 58 and 202 will both remain in operation during construction and until further notice.

This project is subject to the applicable governing policies, regulations, and best management practices as identified in the Tehachapi General Plan (2012), Tehachapi Municipal Airport Master Plan Update (2004), UBC seismic standards, FAA restrictions, state and local laws and ordinances, Caltrans policies and procedures, and Caltrans specifications during both construction and daily operations of the new maintenance station. Compliance with these standardized measures will result in the project having no impacts to environmental resources.

1.4.2 No-Build (No-Action) Alternative

The No-Build alternative will leave maintenance crews in an undersized, crowded, deficient facility that does not meet current operational, service, safety, and site needs. Staging will continue from a sand shed area that has minimal improvements and lacks utilities such as water and sewer. Therefore, the No-Build alternative will not address the purpose and need of the project.

1.4.3 Alternatives Considered but Eliminated from Further Discussion Prior To The "Draft" Initial Study

There is only one build alternative under consideration for this project; however, there were previously four alternative build locations including the expansion of the existing

sand shed and maintenance facilities. These other alternatives were removed from the project in fall 2019, per Project Development Team decision, because Caltrans was either unable to purchase them or they did not meet all facility needs.

1.4.4 Identification of a Preferred Alternative

The preferred alternative is the "Build Alternative". It was chosen after evaluation of the potential environmental impacts of the project and in consideration of any public comments received prior to April 2, 2020. The Build Alternative meets the purpose and need of the project and will result in larger facilities that not only meet current safety and ADA standards, but also accommodate staff and equipment that is necessary for the greater Tehachapi area State highway maintenance activities.

1.5 Permits and Approvals Needed

Building permits from the City of Tehachapi are required to construct this project. Submittal of Form 7460-1 *Notice of Proposed Construction or Alteration* to the FAA will also be required. No other permits or other agency approvals are anticipated.

Chapter 2: California Environmental Quality Act (CEQA) Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. 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.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below. The annotations to this checklist are summaries of information provided to the reader with the rationale for significance determinations. This checklist incorporates by reference the information contained in Chapters 1 which is considered the baseline environmental setting upon which potential impacts were assessed.

AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

CEQA Significance Determinations for Aesthetics

a and b) **No Impact**

The project does not include any scenic vistas/resources and is not located on or near a scenic highway. The land to be developed is in an urban area zoned for industrial development and free of any trees, rocks, structures, or any other resources which are considered scenic. The Visual Impact Assessment concluded that the project will have no noticeable visual changes to the environment and no further analysis is required.

c) **No Impact**

The project is located in an urbanized area zoned as light industrial. It will not conflict with this zoning.

d) **No Impact**

All lighting will follow City ordinances regarding light and glare impacts associated with outdoor security and safety lighting as well as Tehachapi's 'dark sky' protocols. These issues will be examined by the City as part of the building permit application review.

AGRICULTURE AND FOREST RESOURCES

<p>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.</p>				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
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"/>

CEQA Significance Determinations for Agriculture and Forest Resources

a, b, c, and d) No Impact

There are no farmlands, forests, or timberlands within the project limits. There are no parcels under a Williamson Act contract within the project limits.

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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

a, b, and c) No Impact

The project is within the Eastern Kern Air Pollution Control Districts. Per 2017 area designations, the region encompassing the project is unclassified for state PM 2.5 standards, and nonattainment for state PM10 standards. The ground within the new maintenance station footprint will either be paved or covered by structures; this includes all points of entry and exit. Access to the construction site will also be by paved surfaces. The number of trips in and out of the maintenance station will also be below levels anticipated for the full development of all six parcels available along Industrial Parkway, because the maintenance station will account half of the area planned for development. Phased construction will also limit the amount of pollutants discharged at any one time. Therefore, the project will not violate any air quality standards, result in a net increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations. The project is exempt from air quality conformity and hot spot analysis.

d) Less Than Significant

Temporary construction activities will generate fugitive dust from the operation of construction equipment. The project will comply with construction standards adopted by the Kern County Air Pollution Control Board as well as Caltrans standardized procedures for minimizing air pollutants during construction. The project is in an

industrial area near the Tehachapi Airport and away from occupied residences. Impacts will be less than significant. No mitigation is required.

BIOLOGICAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

CEQA Significance Determinations for Biological Resources

a) No Impact

The biological resources evaluation did not identify any state or federal sensitive species or habitat as present within the project area. This project is located outside of NOAA Fisheries Service jurisdiction; therefore, a NOAA species list is not required and no effects to NOAA species are anticipated.

b) No Impact

There is no riparian habitat, wetlands, or waterways present within the project location. This project will not affect riparian habitat or other related sensitive natural communities.

d) No Impact

This project will not affect any migratory wildlife corridors or the movement of any native resident or migratory fish or wildlife species. This project will not impede the use of native wildlife nursery sites.

e) No Impact

This project will not conflict with any local policies or ordinances protecting biological resources.

f) No Impact

This project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

CULTURAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §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"/>

CEQA Significance Determinations for Cultural Resources

a and b) No Impact

The cultural resources assessment did not identify the presence of any historical resources or unique archaeological resources within the project area.

c) No Impact

Standard construction specifications for inadvertent finding of human remains will be in place, and construction work will cease in the area if remains are discovered. Work will not continue until the area has been assessed by the County Coroner and cleared by qualified archaeological staff if the remains are determined to be prehistoric in origin. Coordination with the appropriated Tribal representatives will occur in the event remains are discovered.

ENERGY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

CEQA Significance Determinations for Energy

a and b) No Impact

This project does not involve changes to the state or local transportation system, therefore there will be no direct energy impacts from mobile source. This project is occurring in an area already slated for industrial growth and the City of Tehachapi will review all plans for compatibility with local energy efficiency standards and site availability as part of their permitting process. Construction and operation of the maintenance station will be then be subject to State laws and Caltrans energy consumption guidelines and policies, including periodic performance checks.

By providing fuel on-site, maintenance vehicles will not have to travel to obtain fuel, therefore reducing direct energy consumption. Siting the maintenance station on Industrial Parkway in close proximity to SR 58 will also reduce the travel time and distance to work areas. As per the 2012 City of Tehachapi General Plan, all landscaping will be drought tolerant. As a result, there will be no direct or indirect impacts to energy as a result of the project.

GEOLOGY AND SOILS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

CEQA Significance Determinations for Geology and Soils

a) No Impact

The project is not located on an earthquake fault per the Alquist-Priolo Earthquake Fault Zoning Map (2019). The project will not increase human occupancy in these areas and is not expected to cause a rupture of any faults. Ground failure and

liquefaction are not expected to occur due to the project. Any shaking caused by the project will be temporary and related to foundation construction. The project is located on and immediately surrounded by flat land, therefore no landslides are expected.

b) No Impact

Topsoil that is removed for construction will be saved and re-used on-site, if feasible. A soils report in conjunction with a grading plan will be required to be submitted to the City of Tehachapi as part of the building permit application packet.

c and d) No Impact

The soils underlying the project area are predominately Havala Sandy Loam. Permeability of this soil is moderately slow and erosion potential is characterized as slight. Havala Sandy Loam soils exhibit few development constraints. It is not considered expansive as defined by the Uniform Building Code.

e) No Impact

There is an existing sewer connection available at the site.

f) No Impact

A paleontological assessment found the project area has low to no sensitivity for paleontological resources. Standard Caltrans stop-work specifications for the unexpected discovery of paleontological resources ensures no unique paleontological or unique geological resources will be impacted.

GREENHOUSE GAS EMISSIONS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Greenhouse Gas Emissions

a) Less than Significant Impact

Please see the Climate Change discussion below that follows the CEQA checklist and related discussions for applicable information. No mitigation measures are required.

b) Less than Significant Impact

This project is compatible with the 2012 City of Tehachapi General Plan land use and growth projections for the Industrial Parkway area. Please see the Climate Change discussion below that follows the CEQA checklist and related discussions for additional information.

HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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"/>

CEQA Significance Determinations for Hazards and Hazardous Materials

a and b) No Impact

Hazardous materials such as treated wood waste and excess soils that will potentially contain aurally deposited lead will be stored on-site. However, an above ground storage facility with secondary containment is being planned. Additionally, the maintenance facility will have a contract in-place for emergency spills and clean-up.

c) No Impact

There are no schools located within one-quarter mile of the project.

d) No Impact

A previously conducted site assessment found that there are no hazardous material sites located in the area for development.

e) Less than significant

Please see the discussion under Item c of the Noise section below.

f) No Impact

This project will be located on parcels slated for in-fill development and will not impair or physically interfere with an adopted emergency response plan. The City will ensure the project's compatibility as part of its plan review.

g) No Impact

According to the Cal Fire 2007 Fire Hazard Severity Zone map, this project is not located in a very high fire hazard severity zone with either local or state responsibility.

HYDROLOGY AND WATER QUALITY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that 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"/>

CEQA Significance Determinations for Hydrology and Water Quality

a) No Impact

All appropriate standard best management practices will be used as outlined in the National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit and the Construction General Permit. The current project scope does not require acquisition of U.S. Army Corps of Engineers 404 or Central Valley Regional Water Quality Control Board 401 permits. If the project scope changes and these permits are required, Caltrans water quality staff will coordinate with the appropriate agencies. In this event, all additional avoidance and minimization measures as required by the permits will be adhered to.

b and e) No Impact

The project is not expected to impact groundwater supplies, quality or movement. No significant barriers to underground water flow are included in the design of this project.

c) No Impact

i) Drainage infrastructure, previously installed by the City of Tehachapi, currently channels all water into a storm water basin located on-site. Relocation of the storm water drainage pipe from the eastern edge of APN 415-170-16 to the eastern edge of APN 415-170-17 and APN 415-170-18 should not alter this pattern. The relocation was studied as part of the project environmental review and will not result in a significant environmental impact. Additional environmental review will be conducted if any further modifications are needed for the existing drainage system.

ii) This existing drainage system was designed to accommodate the needs of all six available parcels on Industrial Parkway after development. Currently, only three parcels will be developed by Caltrans in this project and the other three remain undeveloped. Therefore, the project will not increase the planned capacity of the existing system.

iii) Compliance with the NPDES and Construction General Permits will ensure sediments and pollutants are captured prior to being transported into the existing stormwater sump.

iv) The project is not located in a 100-year flood zone. Therefore it will not impede or redirect flood flows.

d) No Impact

The project is not located in a 100-year flood hazard zone per Federal Emergency Management Agency Flood Insurance Rate Maps (06029C2839E).

LAND USE AND PLANNING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

CEQA Significance Determinations for Land Use and Planning

a and b) No Impact

This project will occur on undeveloped parcels zoned for light industrial development. All development will be subject to a compatibility review by the City of Tehachapi for consistency with the 2012 General Plan and the 2004 Tehachapi Airport Master Plan Update as well as any additional environmental resource agencies. As a result, there will be no conflicts with any land use plans, policies, or regulations. This project is included in the 2021 10-year State Highway Operation and Protection Program (SHOPP).

MINERAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

CEQA Significance Determinations for Mineral Resources

a and b) No Impact

There are no known mineral resources of value to the region or residents of the state within the project area.

NOISE

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Noise

a and b) No Impact

The project is located within the Tehachapi Municipal Airport use area. Any noise and vibration generated by project construction will be temporary and limited to the vicinity of construction activities. Daily operations will not be in excess of standards established by the 2012 Tehachapi General Plan for the project area because full development of this area was accounted for, and the project is only developing half of that area.

c) Less than Significant Impact

The project is located within the Tehachapi Municipal Airport use area. Workers will be exposed to noise levels associated with the normal operations of the airport. An average of 30 flights per day occur at the airport during open hours which are between 7:00 am and 5:30 pm Monday through Friday. The 2012 Tehachapi General Plan projects roughly a 20 percent increase in use of the airport by 2025

Standard Caltrans safety procedures require the administration of a Hearing Protection Program which meet Cal-OSHA requirements and provide for appropriate hearing protection equipment to all employees. Workers will be required adhere to CAL-OSHA/Caltrans Hearing Protection Program requirements and utilize appropriate hearing protection equipment. The project will not create residences near the airport.

POPULATION AND HOUSING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

CEQA Significance Determinations for Population and Housing

a and b) No Impact

The project will not induce substantial population growth as it is not a capacity-increasing project. It is compatible with the existing land use zoning. It will not displace any people or residences

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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

CEQA Significance Determinations for Public Services

a- Fire Protection and Police Protection) Less Than Significant Impact

Development of these parcels has been considered as part of the 2012 Tehachapi General Plan and may result in an incremental need for increased law enforcement and fire protection. This increase is not significant in relation to the overall population growth in the region and will be offset by increases in tax revenue. As a result, there will be a less than significant impact to public services.

a- Schools, Parks, and Other Public Facilities) No Impact

The project will not create new housing, so no impacts will occur to schools. No impacts are expected to public parks, recreational areas, or other public facilities as a result of the project.

RECREATION

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

CEQA Significance Determinations for Recreation

a and b) No Impact

There is one recreational facility within 0.5 miles of the project limits, Pioneer Park. The project will not induce substantial population growth; therefore, it is unlikely to increase use of this park or any other regional park or recreational facility. This project does not involve the expansion or creation of new recreation facilities.

TRANSPORTATION

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<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"/>

CEQA Significance Determinations for Transportation

a – d) No Impact

The project does not conflict with any applicable land use, transportation, congestion management, air traffic, public transit or bicycle plans or policies. It will not change street configurations or traffic patterns. The new maintenance station will be developed on land with existing power, sewer, stormwater, telephone, and transportation infrastructure available. It will not result in inadequate emergency access.

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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

CEQA Significance Determinations for Tribal Cultural Resources

a and b) No Impact

A Sacred Lands File search for the project area was completed by the Native American Heritage Commission on May 14, 2019. The results were negative for reported tribal cultural resources within or near the project area. Consultation letters were sent to Tribal representatives in April 2019. These letters included a project description and map of the anticipated impact area. Tribal representatives were invited to comment on the project and to help identify or locate sensitive tribal resource areas and features which will then be avoided. As of February 2020, there has been only one response from any of the Tribal representatives contacted. On May 18, 2019, the San Manuel Band of Mission Indians Chairwoman Mary Vizcaino commented that the project is located outside of their ancestral territory and that the tribe will not be requesting additional consultation or participation in the project. To date no known Tribal Cultural Resources have been identified either through the cultural resources assessment or consultation efforts.

UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
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"/>

CEQA Significance Determinations for Utilities and Service Systems

a) No Impact

Stormwater, water, wastewater, electric power, and telecommunication services already exist at the site. The diesel power generator will only be used for emergency power outages. Relocation of the existing storm drain to the eastern edge of the combined parcels may occur; this action was subject to environmental review as part of the project.

b) No Impact

Water supplies are existing at the site and have been designed to support the development of all six parcels at Industrial Parkway. The project will only be utilizing three of these parcels and should therefore have sufficient water supplies even with vehicle washing facilities. Water needs will also be reviewed by the City during the building permit review. Relocation of the existing storm water drainage pipe to the eastern edge of the project area was studied as part of the project environmental review. This action will not result in a significant impact environmental impact.

c, d and e) No Impact

An adequate sewer system is already available for the project site. To offset any incremental impacts or increased wastewater or solid waste demands, an impact fee will be paid upon approval of the building permit if required.

WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

CEQA Significance Determinations for Wildfire

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the “CEQA Checklist” for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones. The 2018 updates to the CEQA Guidelines expanded this to include projects “near” these very high fire hazard severity zones.

a - d) No Impact

This project is not located in or near a very high fire hazard severity zone with either local or state responsibility according to the Cal Fire 2007 Fire Hazard Severity Zone map. This project is also compatible with City land use zoning. The City will review the development plans for compatibility with all emergency response and evacuation plans prior to issuance of the building permit.

MANDATORY FINDINGS OF SIGNIFICANCE

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Mandatory Findings of Significance

a) No Impact

Studies conducted for the project have demonstrated construction of the new maintenance station will have no impacts to either biological or cultural resources.

b) No Impact

This project is compatible with the project land use and future development of Industrial Parkway. City review of the plans at the permitting phase will ensure compatibility with any additional elements. Payment of development fees will offset any incremental increases in public utility needs or services. Therefore, this project will have no significant cumulative impact.

c) Less than Significant Impact

The project will not result in either direct or indirect substantial adverse effects on human beings. Worker exposure to airport noise will be offset by adherence to Cal-OSHA requirements and the Caltrans Hearing Protection Program.

2.2 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 led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂.

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 GHG emissions to limit 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). This analysis will include a discussion of both.

REGULATORY SETTING

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

Federal

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

The National Environmental Policy Act (NEPA) (42 United States Code [USC] 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 (FHWA) 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. FHWA 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 (FHWA 2019). This approach encourages planning for sustainable highways by addressing climate risks while balancing

environmental, economic, and social values—“the triple bottom line of sustainability” (FHWA n.d.). 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.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE) 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 CAFE program based on each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States.

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.

The U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) is responsible for setting GHG emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. Fuel efficiency standards directly influence GHG emissions.

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California’s GHG emissions to: (1) year 2000 levels by 2010, (2) 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 (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)).

The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB 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 GHG reduction goals.

Senate Bill (SB) 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB 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.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to identify strategies to address California's climate change goals under AB 32.

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, 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.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO₂e).¹ 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.

SB 32, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

¹ GHGs differ in how much heat each trap in the atmosphere (global warming potential, or GWP). CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂, using a metric called "carbon dioxide equivalent" (CO₂e). The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.

SB 1386, Chapter 545, 2016, declared “it to be the policy of the state that the protection and management of natural and working lands ... is an important strategy in meeting the state’s greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.”

AB 134, Chapter 254, 2017, allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

SB 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles travelled, to promote the state’s goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

SB 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

EO N-19-19 (September 2019) advances California’s climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce GHG emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This EO also directs ARB to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

ENVIRONMENTAL SETTING

The project is in an urban area of Kern County with a well-developed road and street network. The project area is mainly light industrial and commercial buildings. Traffic congestion during peak hours is uncommon in the project area. The 2012 Tehachapi General Plan and the Kern County Council of Governments (COG) Regional Transportation Plan address development patterns and supporting transportation networks in order to reduce GHG emissions by the amounts set by the California Air Resources Board.

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand

how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4.

National GHG Inventory

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO₂, CH₄, N₂O, HFCs, perfluorocarbons, SF₆, and nitrogen trifluoride. It also accounts for emissions of CO₂ that are removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store CO₂ (carbon sequestration). The 1990–2016 inventory found that of 6,511 MMTCO₂e GHG emissions in 2016, 81% consist of CO₂, 10% are CH₄, and 6% are N₂O; the balance consists of fluorinated gases (EPA 2018a). In 2016, GHG emissions from the transportation sector accounted for nearly 28.5% of U.S. GHG emissions.

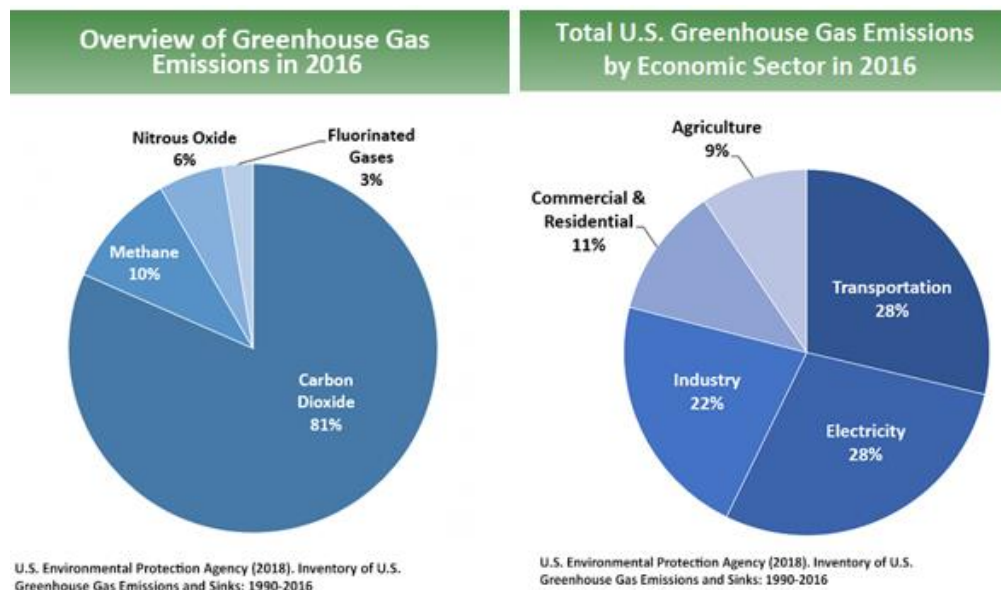


Figure 3. U.S. 2016 Greenhouse Gas Emissions

State GHG Inventory

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state’s progress in meeting its GHG reduction goals. The 2019 edition of the GHG emissions inventory found total California emissions of 424.1 MMTCO₂e for 2017, with the transportation sector responsible for 41% of total GHGs. It also found that overall statewide GHG emissions declined from 2000 to 2017 despite growth in population and state economic output (ARB 2019a).

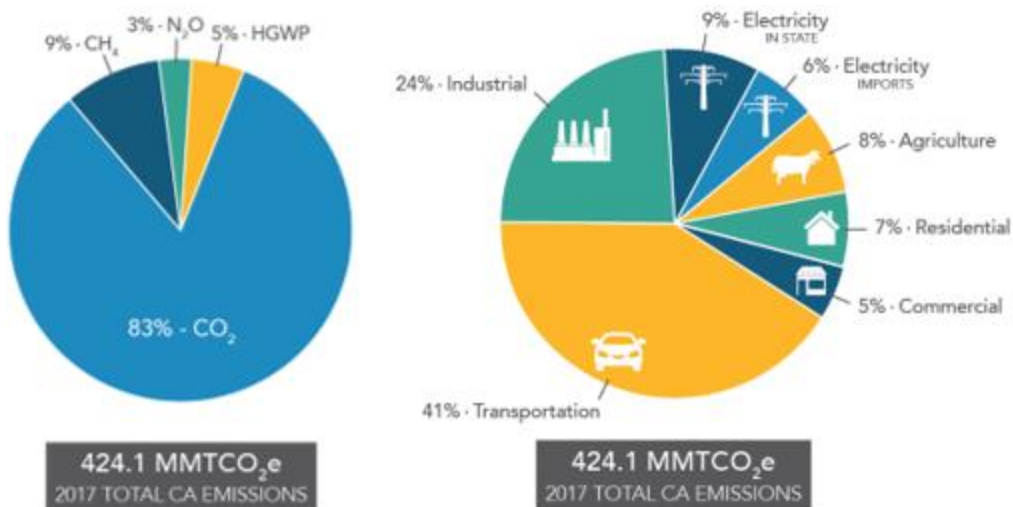


Figure 4. California 2017 Greenhouse Gas Emissions

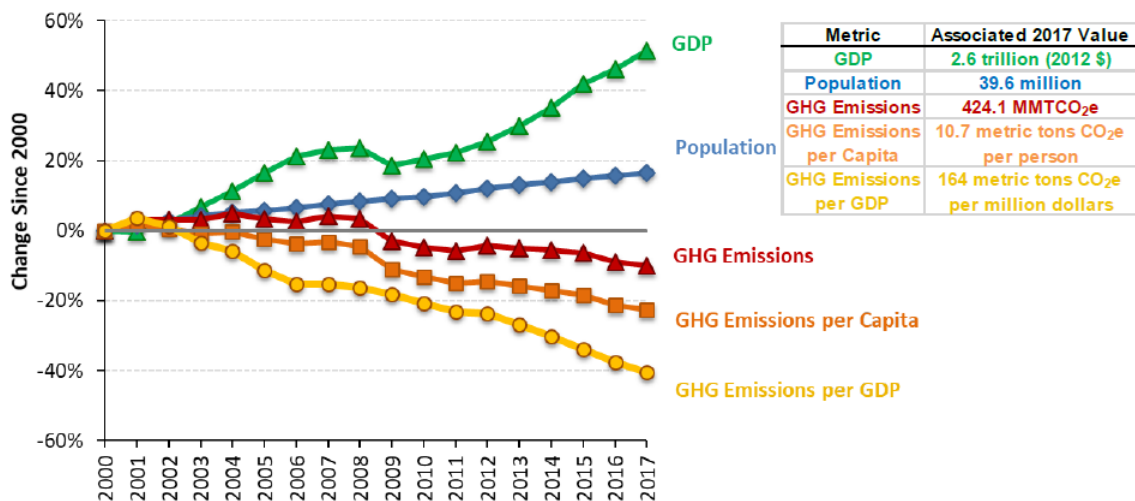


Figure 5. Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2019b)

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. 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 GHG emissions.

Regional Plans

ARB sets regional targets for California's 18 MPOs to use in their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to plan future projects that will cumulatively achieve GHG reduction goals. Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The regional reduction target for Kern County COG is 9 percent for 2020 and 15 percent for 2035 (ARB 2019c).

The project is not located on the highway system but is included in the 2022 SHOPP program. The project is within the jurisdiction of the Kern COG Regional Transportation Planning Agency (RTPA). The 2018 RTP identifies a Sustainable Communities Strategy (SCS) which strives to reduce air emissions from passenger vehicle and light duty truck travel by better coordinating transportation expenditures with forecasted development patterns to help meet ARB greenhouse gas targets for the region. This SCS demonstrates how integrated land use and transportation planning can reduce local and regional GHG emissions from passenger vehicles and light duty trucks, and shows how the various strategies and programs elsewhere in this RTP document are interrelated and work together to achieve lasting benefits for the region. The SCS for the Kern region identifies the following:

- A forecasted development pattern to accommodate the region's future transportation, employment, and housing needs, while promoting conservation of natural resources and open space areas.
- A transportation network comprising well-maintained public transit, local streets and roads, managed lanes and highways, and bikeways and walkways.
- Strategies to manage demands on the region's transportation roadway system (also known as transportation demand management, or TDM) in ways that reduce or eliminate traffic congestion during peak periods of demand.
- Strategies to manage operations of the region's transportation system (also known as transportation system management, or TSM) to maximize the efficiency of the network and reduce congestion.

The Kern SCS will be updated every four years in conjunction with the RTP updates. Revisions will reflect amendments to local government general plans and other factors that respond to the changing needs of the cities and the county.

PROJECT ANALYSIS

GHG emissions from transportation projects can be divided into those produced during operation of the maintenance station and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH₄ and N₂O are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) 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, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The purpose of the project is to construct a new maintenance station and will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. This project involves no changes to the highway system (no lane widening or additions), therefore no increase in vehicle miles traveled (VMT) will occur as result of project implementation. While some GHG emissions during the construction period will be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions will result from material processing and on-site construction equipment.. These emissions will be produced at different levels throughout the construction phases; their frequency and occurrence can be reduced through phased construction, innovations in plans and specifications and by implementing best management practices regarding equipment use and idling during construction phases.

The Sacramento Air Quality Management District Road Construction Emissions Model Version 9.0.0 was downloaded and used. It was estimated the project will take 9 months to build, with 22 working days per month. However, this project will occur in phases based upon available funding, so all work will not occur at one time. The majority of initial work will involve clearing and grubbing, removing soil as needed, laying foundations, constructing worker facilities, and paving the maintenance yard. Approximately 8 days of paving work on the maintenance yard is expected to occur near the end of the project. The model estimated total construction emissions (measured in tons over the estimated 9-month construction of the project) at 0.00 CO₂, 0.00 CH₄, 0.00 of N₂O, 0.00 and CO₂e.

Construction greenhouse emissions will be minimized on this project by phased construction, limiting equipment idling time as is feasible and utilizing the nearest

possible material sites to the project area and/or having materials needed delivered to the construction site.

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

While the project will result in GHG emissions during construction, the project will not result in any operational GHG emissions because it will not affect roadway capacity or VMT. The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG-reduction measures, the impact will be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 GHG emissions targets. Former Governor Edmund G. Brown promoted GHG reduction goals that involved (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 farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

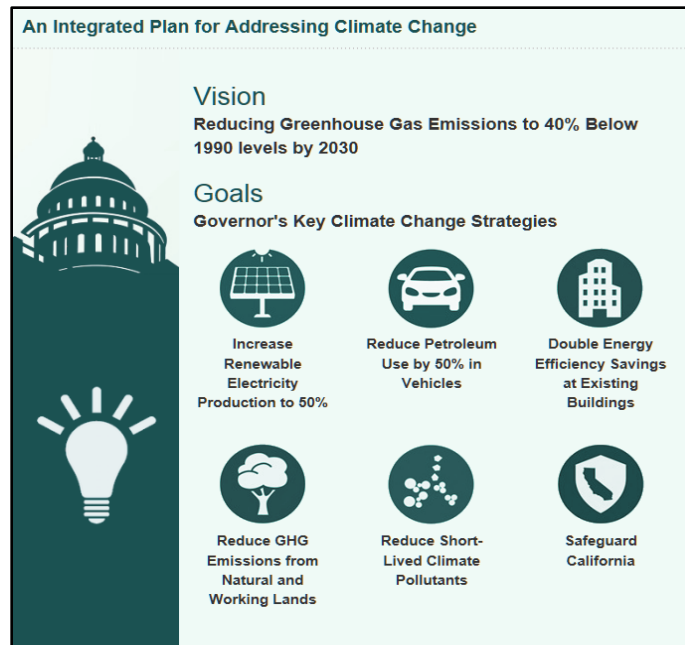


Figure 6. California Climate Strategy

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). A key state goal for reducing GHG emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030 (State of California 2019).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG 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 GHG emissions. In 2016, Caltrans

completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with CO₂ reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG 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 GHG emissions, among other goals. Specific performance targets in the plan that will help to reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

FUNDING AND TECHNICAL ASSISTANCE PROGRAMS

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's RTP/SCS; contribute to the State's GHG reduction targets and advance transportation-related GHG emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES

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 Caltrans' statewide activities to reduce GHG emissions resulting from agency operations.

Project-Level GHG Reduction Strategies

The project will be constructed on land with existing infrastructure adequate for multiple light industrial or commercial developments, therefore reducing the disturbance of

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

- Project will feature drought-tolerant landscaping, which minimizes energy used for irrigation.
- Project will be designed to local energy-efficiency standards.
- On-site fueling and proximity to SR 58 will reduce maintenance vehicle travel time and distances to work sites.

ADAPTATION

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program (USGCRP) delivers a report to Congress and the president every 4 years, in accordance with the Global Change Research Act of 1990 (15 U.S.C. ch. 56A § 2921 et seq). The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the “human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways.” Chapter 12, “Transportation,” presents a key discussion of vulnerability assessments. It notes that “asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime” (USGCRP 2018).

The U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation 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” (U.S. DOT 2011).

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. *California's Fourth Climate Change Assessment* (2018) is the state's effort to “translate the state of climate science into useful information for action” in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the “combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities.”
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the “capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience”. Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the “susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt.” Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

EO S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

EO S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance) in 2010, with instructions for how state agencies could incorporate “sea-level rise (SLR) projections into planning and decision making for projects in California” in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California – An Update on Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018.

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change other than sea-level rise also threaten California’s infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

Caltrans Adaptation Efforts

CALTRANS VULNERABILITY ASSESSMENTS

Caltrans is conducting climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure* – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence* – Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization* – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

Project Adaptation Analysis

CEQA does not require analysis of effects of climate change on a project, however, as stated above, Caltrans is making a concerted effort to identify the potential climate change vulnerabilities of the State Highway System and its assets such as maintenance stations. As such, this project will be assessed for its vulnerability to climate change and potential to exacerbate climate change.

The project is located in Caltrans District 9. In 2019, District 9 completed the *Caltrans Climate change Vulnerability Assessment Summary Report District 9* and associated technical report. The project is located off the State Highway System and within the city limits of Tehachapi. Therefore, conclusions from the District 9 summary report and the 2012 City of Tehachapi General Plan will be used to address climate change aspects.

SEA-LEVEL RISE

The 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.

FLOODPLAINS

The project is not located in a 100-year flood hazard zone per Federal Emergency Management Agency Flood Insurance Rate Maps (06029C2839E). View of the project location in Google Earth shows there are no water bodies in the project location. Per previous studies conducted by the City of Tehachapi, the stormwater facilities and sump existing onsite are expected to be adequate to support development on the property and adjacent properties avoiding stormwater impacts to the new facility. Accordingly, the maintenance station is not at high risk from floods that might occur under changed precipitation patterns due to climate change.

WILDFIRE

Review of the District 9 Climate Vulnerability Assessment and the 2012 City of Tehachapi General Plan indicates that the project will be vulnerable to one effect of climate change: temperature rise. This change may affect the project's vulnerability to and potential to exacerbate wildfire.

By 2055, average maximum temperature over seven consecutive days in the Tehachapi area is expected to increase by from 4 to 5.9 degrees and by 2085 by from 8 to 9.9 degrees. However, by 2085 the new maintenance station will be over 60 years old and likely past its useful lifespan and will require either extensive upgrades or full replacement.

Currently, the Cal Fire 2007 Fire Hazard Severity Zone map indicates that the project is not located in or near a very high fire hazard severity zone within a local or state responsibility area. This project is also compatible with City land use zoning. Although the Tehachapi region has a generally high risk of wildfires, this risk is largely confined to the natural brush lands that surround the community, rather than the urbanized center where the project is located. Accordingly, the new facility will not be at exacerbated risk of wildfire under changing climate conditions.

Adherence to construction best management practices, Caltrans policies and procedures, federal, state, and local laws and ordinances, and payment of fees will ensure the project will not exacerbate wildfire probabilities despite rising temperatures.

Chapter 3: Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Coordination and notification for this project has been accomplished through a variety of formal and informal methods, including tribal consultation and public notices. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

In terms of general coordination, no State or Federal permits will be required. Caltrans, as the applicant, will be required to obtain ministerial building permits through the City of Tehachapi. Due to proximity to Tehachapi Municipal Airport, notification to Federal Aviation Administration will also be required prior to the start of construction.

3.1 Tribal Coordination/Consultation

On April 3, 2019, Caltrans cultural staff initiated consultation with representatives of the following tribes: Big Pine Paiute Tribe of Owens Valley, Chumash Council of Bakersfield, Kern Valley Indian Community, Kitanemuk & Yowlumne Tejon Indians, San Manuel Band of Mission Indians, Santa Rosa Rancheria Tachi Yokut Tribe, Tejon Indian Tribe, Tubatulabals of Kern Valley, Tule River Indian Tribe, and Wukusache Indian Tribe/Eschom Valley Band. The initiation letters provided a project description, map of the project area, and an invitation for tribal members to participate in tribal consultation with Caltrans. These letters served to initiate formal notification as required under the California Environmental Quality Act Assembly Bill (AB) 52 amendments and Executive Order B-10-11. On May 18, 2019, the San Manuel Band of Mission Indians Chairwoman Mary Vizcaino commented that the project is located outside of their ancestral territory and that the tribe will not be requesting additional consultation or participation in the project. No other responses were received from any of the groups or individuals contacted.

3.2 Public Comments

The public comment period began on March 4, 2020 and ended on April 2, 2020. No comments were received either from the public or from other state agencies. Attached below is a copy of the Public Notice for Draft Initial Study and of the receipt from the State Clearinghouse that the Draft Initial Study was sent to multiple state agencies for review. Please see attached document for the list of state agencies notified.

Public Notice



Notice of Intent to Adopt a Negative Declaration Study Results Available

Caltrans Tehachapi Maintenance Station Relocation

Do you want a public hearing on the relocation of the maintenance station?

What's Being Planned:

The California Department of Transportation (CALTRANS) is considering the "Tehachapi Maintenance Station Relocation" project, which proposes to construct a new maintenance station in the City of Tehachapi in Kern County.



Why This Ad: CALTRANS has studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. The report that explains why it is called a Negative Declaration (ND) and Initial Study. This notice is to tell you of the preparation of the report, its availability for you to read and offer comments, and to offer the opportunity for a public hearing.

What's Available: Maps, the Proposed ND, and the Initial Study for the Tehachapi Maintenance Station Relocation Project are available for review and copying on weekdays at the CALTRANS District Office located at: 500 S. Main Street, Bishop 93514; City of Tehachapi Post Office [at 1085 Voyager Dr., Tehachapi, CA 93561] and Kern County Library Tehachapi Branch [at 212 Green St., Tehachapi, CA 93561].

Where You Come In: Do you have any comments about processing the Tehachapi Maintenance Station Relocation project with an ND and/or the Initial Study? Do you disagree with the findings of our study as set forth in the Proposed ND? Would you like a public hearing? Would you care to make any other comments on the project? Please submit your comments or request for a public hearing in writing no later than April 1, 2020 to Angela Calloway, Environmental Office

Chief - Caltrans, at 500 South Main Street, Bishop, CA 93514, or Angie.calloway@dot.ca.gov. The date we will begin accepting comments is March 1, 2020. If there are no major comments, CALTRANS will proceed with the project's design.

For more information about this study or any transportation matter, call CALTRANS at 1-760-872-0601. Individuals who require documents in alternative formats are requested to contact the District 9 Public Affairs Office at 1-760-872-0603. TDD users may contact the California Relay Service TDD line at 1-800-735-2929, or Voice Line at 1-800-735-2922.

Tehachapi Maintenance Station Relocation

Summary

SCH Number	2020039010
Lead Agency	Caltrans, District 9 - Bishop (<i>California Department of Transportation, District 9</i>)
Document Title	Tehachapi Maintenance Station Relocation
Document Type	NEG - Negative Declaration
Received	3/4/2020
Project Applicant	California Department of Transportation
Present Land Use	M-1, Light Industrial

Document Description	The California Department of Transportation is proposing to construct a new maintenance facility at Mill Street on Industrial Parkway within the City of Tehachapi, Kern County. The work includes the construction of new facilities on 5.65 acres of previously cleared and graded land with existing utilities next to an existing paved road. Three separate parcels (415-170-16, 415-170-17, and 415-170-18) purchased in December of 2019 will be developed. Proposed work includes the construction of a mechanic's shed, truck/equipment shed, crew room, snow plow blade storage, water stand pipes, above ground hazardous waste storage platform, fuel tank with dispensers, a covered wash rack, and covered material storage. Additional work includes drought tolerant landscaping, fencing, sidewalk, and Geotech drilling for building foundations and seismic design. The existing Caltrans maintenance station on Tehachapi Blvd. will remain in operation until further notice. The existing City of Tehachapi storm drain, and its associated access may be relocated to the eastern edge of the combined parcels. Access to site will be done on existing paved surfaces along Industrial Parkway and all staging and storage will be done on-site, including storage of any excess soils. All construction will be done to UBC seismic standards and will conform to Tehachapi Airport Compatibility Criteria and FAA restrictions.
-----------------------------	---

Contact Information	Emilie Zelazo California Department of Transportation District 9 500 S. Main Street Bishop, CA 93514 Phone: (760) 872-6041
----------------------------	--

Location

Cities	Tehachapi
Counties	Kern
Cross Streets	On Industrial Parkway North between North Curry Street and Mill Street
Zip	93561
Total Acres	5.65

<https://ceqanet.opr.ca.gov/2020039010/2>

5/11/2020

Parcel # 415-170-16, 415-170-17, and 415-170-18
State Highways 58, 202
Airports Tehachapi Municipal Airport
Township 32S
Range 33E
Section 21
Base Zone 11
Other Location Info Schools: Tehachapi High School, Monroe High School, Jacobsen Middle School, Tompkins Elementary School

Notice of Completion

Review Period Start 3/4/2020
Review Period End 4/2/2020
Development Type Industrial (246,767 Sq. Ft., 5.65 Acres, 20 Employees)
Reviewing Agencies

California Air Resources Board	California Department of Conservation
California Department of Fish and Wildlife, Central Region 4	California Department of Forestry and Fire Protection
California Department of Parks and Recreation	California Department of Resources Recycling and Recovery
California Department of Transportation, District 6	California Department of Transportation, Division of Aeronautics
California Department of Water Resources	California Highway Patrol
California Native American Heritage Commission	California Natural Resources Agency
California Regional Water Quality Control Board, Central Valley Fresno Region 5	Central Valley Flood Protection Board
Department of Toxic Substances Control	Office of Historic Preservation
State Water Resources Control Board, Division of Drinking Water	

Attachments

Environmental Document

09-36570 Tehachapi MS DED Signed	PDF	1685 K	09-36750 NOI to file ND Tehachapi MS	PDF	255 K
09-36750 Summary_Form_for_Document_Submittal	PDF	580 K			

NOC

09-36750 NOC for SCH	PDF	636 K
----------------------	-----	-------

Disclaimer: The Governor's Office of Planning and Research (OPR) accepts no responsibility for the content or accessibility of these documents. To obtain an attachment in a different format, please contact the lead agency at the contact information listed above. You may also contact the OPR via email at state.clearinghouse@opr.ca.gov or via phone at (916) 445-0613. For more information, please visit [OPR's Accessibility Site](#).

Chapter 4: List of Preparers

Bradley Bowers, Environmental Coordinator and Paleontology Specialist; M.S. Environmental Science and Management, University of California, Santa Barbara; B.S. Magna Cum Laude, Geological Sciences & Environmental Hydrogeology, California State University, Los Angeles; 7 years of experience working in the environmental sector. Contribution: Geological Evaluation, environmental document oversight and review.

Angela Calloway, Senior Environmental Planner and Environmental Office Chief M.A. Anthropology, California State University, Sacramento, B.S. Anthropology, Indiana State University; 18 years of experience in California and Great Basin archaeology and environmental document preparation. Contribution: Environmental Document Oversight.

Ryan Dermody, Deputy District 9 Director for Planning and Environmental. Contribution: Environmental document oversight and review

Matthew Goike, Environmental Engineer; B.S. and M.S. in Civil Engineering, Michigan State University; 20 years of experience in transportation project development, 4 years as a specialist in Air, Noise, Hazardous Waste, Water, Wastewater, and Storm water. Contribution: Air, Noise, Water and Hazardous Waste Assessments

Jim Hibbert, District Landscape Architect; B.A. Geography, University of Alaska Fairbanks, Fairbanks, AK; 2nd B.L.A. Landscape Architecture, University of Oregon, Eugene, OR. California Licensed Landscape Architect No. 5136. 18 years of experience in landscape architecture; Contribution: landscape design

Brad Rockwell, Senior Transportation Engineer. Contribution: Design and engineering oversight

Emilie Zelazo, Environmental Coordinator and Archaeologist/Architectural Historian, M.A. Anthropology, Sacramento State University, M.A. Historic Preservation, Savannah College of Art and Design. 16 years of experience working in environmental sector. Contribution: Environmental Document, Map Creation. Project Oversight

Bryan Winzenread, Deputy District 9 Director for Programming and Project Management. Contribution: Environmental document review and project oversight

Julie Sage, Associate Environmental Planner (Archaeology). B.A., Anthropology,

California State University Bakersfield; 21 years experience in California and Great Basin archaeology. Professionally Qualified Staff Co-Principal Investigator, Prehistoric Archaeology. Contribution: Cultural Resources Compliance
Heather Elder, Associate Environmental Planner (Natural Sciences). B.A. Environmental Sciences, California State University Humboldt; 10 years experience in biological environmental compliance. Contribution: Biological Resources Evaluation

Nick Sprague, Project Engineer. Contribution: Project design

Chapter 5 Distribution List

The notice of intent and copies of the environmental document were received by the California State Clearinghouse on March 4, 2020, for distribution to applicable State agencies.

Chapter 6 List of Technical Studies

Air, Noise, Hazardous Waste and Water Quality Clearance Study. January 2020

Biological Resources Evaluation. January 2020

Historical Resources Compliance Report. February 2020

Paleontological Identification Report. January 2020

Appendix A. Title VI Policy Statement

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.

November 2019

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, remedies, 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, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

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, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in blue ink, appearing to read "Toks Omishakin".

Toks Omishakin
Director

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

