# Initial Study/ Mitigated Negative Declaration for the East Niles Community Services District College-Fairfax to Country Club Improvement Project, Bakersfield, Kern County, California

**APRIL 2023**

PREPARED FOR

**East Niles Community Services District**

PREPARED BY

**SWCA Environmental Consultants**

# INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE EAST NILES COMMUNITY SERVICES DISTRICT COLLEGE-FAIRFAX TO COUNTRY CLUB IMPROVEMENT PROJECT, BAKERSFIELD, KERN COUNTY, CALIFORNIA

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SWCA Project No. 69481

April 2023

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# 1 INTRODUCTION

The East Niles Community Services District (District) owns and operates a water distribution system and sewage collection system serving portions of the city of Bakersfield and unincorporated areas of Kern County, California. The District is proposing to construct inter-zone pipelines, a tank and storm drain pipeline, and additional site improvements on a site owned and operated by the District. This Initial Study/Mitigated Negative Declaration (IS/MND) evaluates the environmental effects of the proposed College-Fairfax to Country Club Improvements Project (project) and has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code [PRC] Section 21000 et seq.) as amended, and the State CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations [CCR]), as revised.

## 1.1 Project Location

The project site is located in the city of Bakersfield in western Kern County (Figure 1).. The approximately 6-acre project site is approximately 6.5 miles east of California State Route Hwy 99 and is located on three District-owned parcels directly northwest of the College Avenue and Fairfax Road intersections (Assessor's Parcel Numbers [APNs] 43501022, 43501032, and 43501001). The project site is bordered both by vacant and residential land and is adjacent to the Bakersfield Country Club and East Ridge Estates residential neighborhoods (Figure 2). The project site is in the southwest quarter of the Oil Center, California U.S. Geological Survey (USGS) 7.5-minute quadrangle in Section 24, Township 29 South, Range 28 East, Mount Diablo Meridian.

## 1.2 Environmental Setting

The project site is located on District-owned property. The two sites also include booster pump stations, yard piping, and other associated components necessary for the operation of the existing facilities. The site has been previously disturbed, primarily consisting of compacted dirt and gravel as well as nonnative ruderal (disturbed) vegetation along the eastern edges of the existing dirt access road between the tank sites. The tank sites are fenced and regularly maintained by the District; they are mostly void of vegetation. The topography of the site varies, with elevation changes of approximately 60 feet between the tank sites, and the surface consists of silty sand.

As identified in the *Metropolitan Bakersfield General Plan*, the land use designation for the project site is Low Density Residential (LR) and it is zoned One Family Dwelling (R-1) (City of Bakersfield 2002). The surrounding land uses primarily consist of single-family residential homes to the north, west, and south. The project site is directly adjacent to an undeveloped, vacant parcel with the same land use and zoning designations.

## 1.3 Project Description

The project would involve the construction of inter-zone pipelines, a storm and tank drain pipeline, and additional site improvements. The project would involve the replacement of undersized and aging pipelines that are nearing the end of their service utility. The project would also include the installation of a new pipeline to bolster redundancy in the District's water distribution system and improve site and tank drainage. The project would not increase pipeline capacity for additional customers; rather, it would strengthen the existing operations, allowing for more efficient delivery, and prevent potential disruptions in service.

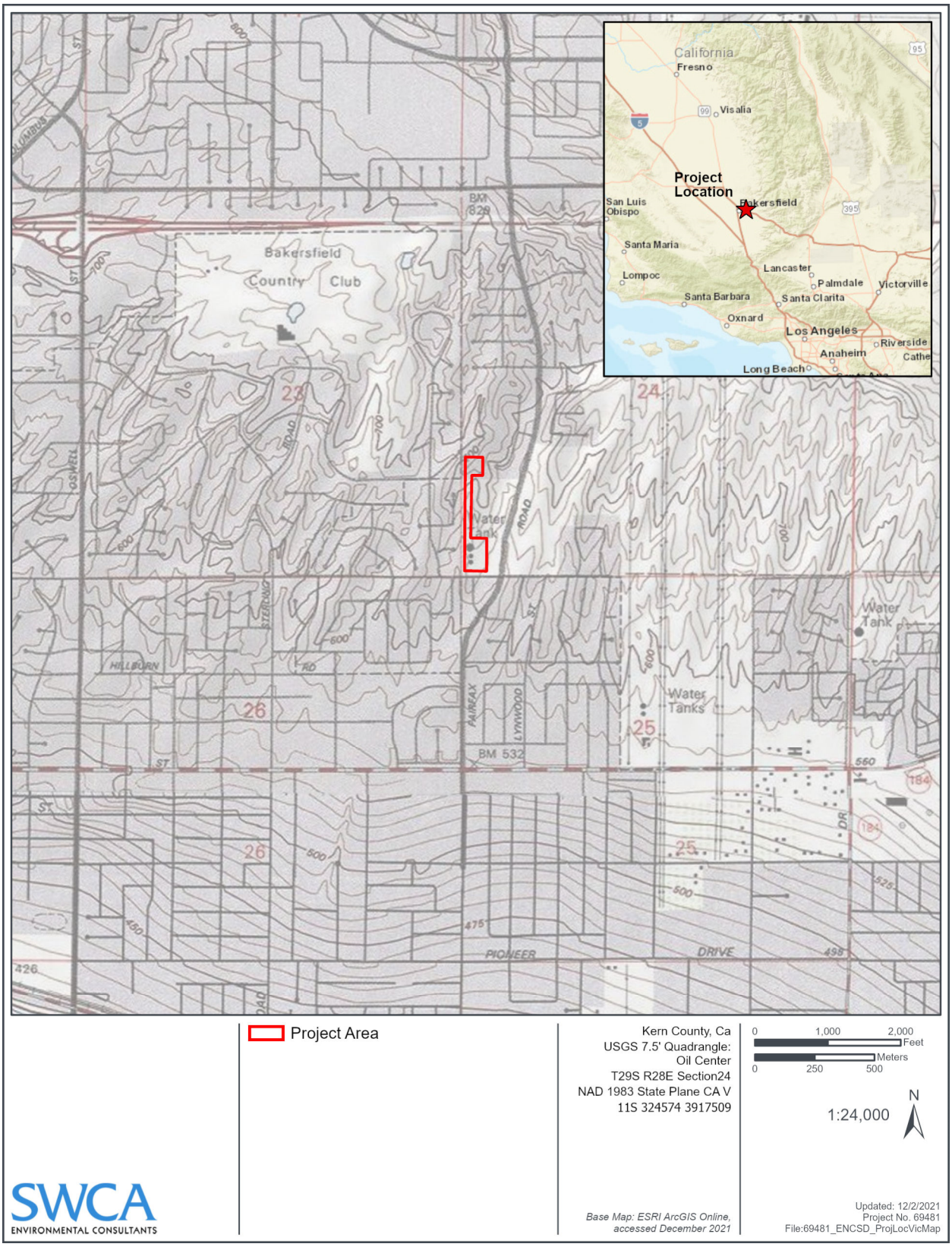



**Figure 1. Regional Location**




**Figure 2. Project Boundary**

The project would include the following elements, as shown in Figure 3:

- Replacement of a 16-inch zone pipeline between the College-Fairfax and Country Club tank sites with a new 18-inch pipeline. This would be a new alignment running parallel to the existing alignment;
- Installation of a new 24-inch to 36-inch drainage pipeline between the Country club site and College-Fairfax site to capture tank overflow and storm water and convey drainage to College Avenue;
- Installation of a new 10-inch Freeway Tank Zone pipeline between College-Fairfax and Country Club tank sites to bolster system redundancy;
- Construction of a 12-foot-wide asphalt access road to allow easier access between tank sites, with rolling and/or swinging gates at both the north and south ends of the 70-foot-wide access; and
- Installation of a 5-feet to 8 feet high chain-link fencing along the access route between the tank sites.

Replacement and installation activities would be accomplished through open trench construction on previously disturbed, unpaved areas. All pipeline trenches would be backfilled with suitable materials, as described in the *Geotechnical Engineering Investigation Report for the East Niles Community Service District College-Fairfax to Country Club Improvement Project* (BSK Associates 2021).[1]

Construction equipment would consist of a bulldozer, a telehandler, an excavator, a backhoe, a rolling compactor, an asphalt concrete (AC) paver, pickup/haul trucks, a foreman truck, water trucks, and a street sweeper. Construction vehicles and equipment would access the site through the existing entry gate via College Avenue, and all equipment staging would be contained within the project boundary.

Construction of the project is expected to begin in July or August of 2022 and last approximately 7 months (145 working days). Construction work would typically take place on weekdays only between the hours of 7:00 a.m. and 4:30 p.m. If additional construction is needed on weekends to accommodate the project schedule, work would generally occur between 8:00a.m. and 4:00 p.m. No nighttime construction is anticipated. All construction activities would occur within the project boundary on District-owned property.

[1] The Geotechnical Engineering Investigation conducted by BSK Associates outlines procedures and recommendations for all construction and earthwork activities, including the following: recommendations for site preparation and foundation support, earth pressure parameters, pavement section thickness, trench backfill, excavation stability measures, and drainage considerations. These recommendations are considered to be part of the project.

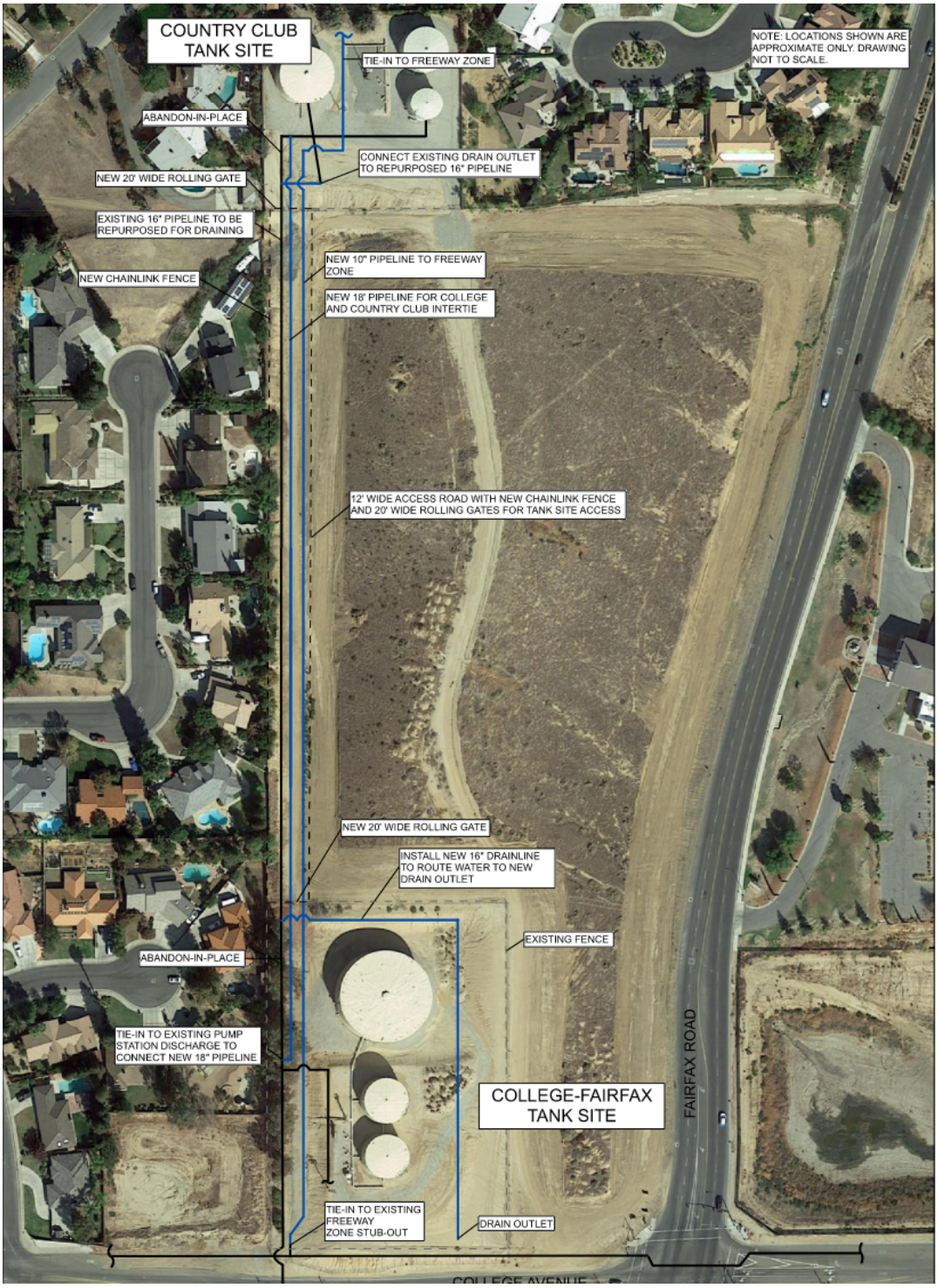



**Figure 3. Major Project Components**

## 1.4 Required Discretionary Approvals

CEQA requires that all state and local government agencies consider the potentially significant and significant environmental impacts of projects they propose to carry out or over which they have discretionary authority, before implementing or approving those projects. The public agency that has the principal responsibility for carrying out or approving a project is the lead agency for CEQA compliance (State CEQA Guidelines, CCR Section 15367).

The District has principal responsibility for carrying out the project and is therefore the CEQA lead agency for this IS/MND. There are no other discretionary approvals are required for this project.

## 1.5 Intended Uses of this Document

The intent of this IS/MND is to (1) determine whether project implementation would result in potentially significant or significant impacts on the physical environment, and (2) incorporate mitigation measures into the project design, as necessary, to eliminate the project's potentially significant impacts or reduce them to a less-than-significant level.

This IS/MND will be circulated for 30 days for public and agency review, during which time individuals and agencies may submit comments on the adequacy of the environmental review. Following the public review period, the District's Board will consider any comments received on the IS/MND when deciding whether to adopt the document.

# 2 ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The proposed project could have a "Potentially Significant Impact" for environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

| | | |
|---|---|---|
| ☐ Aesthetics | ☐ Greenhouse Gas Emissions | ☐ Public Services |
| ☐ Agriculture and Forestry Resources | ☐ Hazards and Hazardous Materials | ☐ Recreation |
| ☐ Air Quality | ☐ Hydrology and Water Quality | ☐ Transportation |
| ☐ Biological Resources | ☐ Land Use and Planning | ☐ Tribal Cultural Resources |
| ☐ Cultural Resources | ☐ Mineral Resources | ☐ Utilities and Service Systems |
| ☐ Energy | ☐ Noise | ☐ Wildfire |
| ☐ Geology and Soils | ☐ Population and Housing | ☐ Mandatory Findings of Significance |

## ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed 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.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed 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 measure 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.

☐ I find that although the proposed 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 proposed project, nothing further is required.

**Date:** March 28, 2023 **Signed:** Digitally signed by Tim Ruiz
DN: cn=Tim Ruiz, o=East Niles Community Services District, ou, email=truiz@eastnilescsd.org, c=US
Date: 2023.03.28 15:21:47 -07'00'

# I. Aesthetics

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Except as provided in Public Resources Code Section 21099, would the project:* | | | | |
| (a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☐ | ☒ |
| (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☐ | ☒ |
| (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 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? | ☐ | ☐ | ☒ | ☐ |
| (d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ |

## Setting

The project site is located on District-owned property in an urban area within the city of Bakersfield. It is surrounded by residential and roadway uses and adjacent to an undeveloped, vacant parcel of land. The site consists of storage and aboveground water tanks visible to the surrounding community. The site is regularly maintained to be void of vegetation and is not located in in an area with significant features of visual interest or panoramic views of large geographic areas of scenic quality. The nearest designated and/or eligible State Scenic Highway is more than 50 miles away from the project area.

## Environmental Evaluation

### *a) Would the project have a substantial adverse effect on a scenic vista?*

**No Impact.** There are no scenic vistas within the project site or in the surrounding areas (City of Bakersfield 2002). The project would not have a substantial adverse effect on a scenic vista, and no impacts would occur.

### *b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

**No Impact.** The project site is not located in the vicinity of a state designated or eligible scenic highway and there are no officially designated or eligible State Scenic Highways within 50 miles of the project (California Department of Transportation [Caltrans] 2018). The project would not damage scenic resources and no impacts would occur.

***c) In non-urbanized areas, would the project 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 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?***

**Less than Significant Impact.** The project would include installation of pipelines to be buried underground and the surface land would be restored to the original grade. Aboveground structures that would be developed in association with the project include chain-link fencing and access gates, which would be consistent with the existing visual character of the site. While the addition of the chain-link fencing would create a new feature on the project site, it would not be taller than 5-feet to 8-feet and would not include privacy slats that could block existing views of the site or its surroundings. Therefore, implementation of the project would not conflict with the existing visual character or scenic quality of the site, and impacts would be less than significant.

***d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

**Less than Significant Impact.** The project does not include installation of additional lighting and would not introduce elements that would create a source of glare. Project construction would be limited to daytime hours Monday through Friday and is not anticipated to require lighting. In the event that construction lighting is required, it would be properly shielded to avoid spillover effects. Once project construction is complete, any temporary lighting that was required would be removed and all impacted areas would be restored to their pre-project condition. The project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant.

### Conclusion

The project would not result in a significant adverse impact to Aesthetics, and no mitigation is required.

# II. Agriculture and Forestry Resources

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:* | | | | |
| (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |

| | Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| (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))? | ☐ | ☐ | ☐ | ☒ |
| (d) | Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☐ | ☒ |

## Setting

The project site includes Urban Built-Up Land and Grazing Land classifications by the Farmland Mapping and Monitoring Program (FMMP) (California Department of Conservation [CDOC] 2017). The project site is not located on land designated as Williamson Act contract land and is not designated or zoned as agricultural land. Additionally, the project site is not located on land designated as forest land or timberland and is not currently used for an agricultural use.

## Environmental Evaluation

### *a) Would the project 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?*

**No Impact.** The project site is located on land classified as Urban Built-Up Land and Grazing Land by the FMMP; therefore, the project would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance, and no impacts would occur.

### *b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact.** The project site is not located on land designed as Williamson Act contract land and is not located on or near a site currently zoned for agricultural use; therefore, no impacts would occur.

### *c) Would the project 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))?*

**No Impact.** The project site is not located on land designed as timberland and is not located on or near a site currently zoned for timberland production; therefore, no impacts would occur.

### *d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

**No Impact.** There is no forest land within the project area; therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impacts would occur.

### *e) Would the project 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?*

**No Impact.** There is no designated farmland or forest land within the project area; therefore, the project would not result in the conversion of farmland or forest land, and no impacts would occur.

## Conclusion

The project would not result in a significant adverse impact to Agriculture and Forestry Resources, and no mitigation is required.

# III. Air Quality

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:* | | | | |
| (a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| (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? | ☐ | ☐ | ☒ | ☐ |
| (c) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| (d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

## Setting

The city of Bakersfield is located within the San Joaquin Valley Air Basin (SJVAB), which is made up of eight counties in California's Central Valley: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and the SJVAB portion of Kern. Air quality within the SJVAB is regulated by several jurisdictions, including the U.S. Environmental Protection Agency (USEPA), California Air Resources Board (CARB), and San Joaquin Valley Air Pollution Control District (SJVAPCD).

The SJVAPCD is the air district for SJVAB, which is where the project site is located. SJVAPCD prepares air quality plans for the SJVAB to comply with national and state standards that are used to assess potential air quality impacts. The San Joaquin Valley has been in attainment for carbon monoxide (CO) since 1994 and reached attainment for the federal particulate matter less than 10 microns in diameter ($PM_{10}$) standard in 2008. The entire air basin is classified as non-attainment for the California Ambient Air Quality Standards (CAAQS) 24-hour and annual $PM_{10}$ standards, the CAAQS annual particulate

matter less than 2.5 microns in diameter ($PM_{2.5}$) standard, and the CAAQS 1-hour and 8-hour ozone ($O_3$) standards. The SJVAB is also classified as non-attainment for the National Ambient Air Quality Standards (NAAQS) 8-hour $O_3$ standard and the 24-hour and annual $PM_{2.5}$ standards. The SJVAPCD-recommended thresholds for determining whether projects have significant adverse air quality impacts are provided in the *Guidance for Assessing and Mitigating Air Quality Impacts* (SJVAPCD 2015). Table 1 shows SJVAPCD thresholds, which are applied separately to construction emissions, permitted operational emissions, and non-permitted operational emissions.

**Table 1. San Joaquin Valley Air Pollution Control District Significance Thresholds**

| | Pollutant/Precursor | | | | | |
|---|---|---|---|---|---|---|
| | **ROG** | **$NO_X$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Emissions tons/year | 10 | 10 | 100 | 27 | 15 | 15 |

Source: SJVAPCD (2015)

Additionally, a project may have a significance impact on air quality if it would:

- Cause or contribute to an exceedance of any CAAQS; or
- Be inconsistent with adopted federal and state Air Quality Attainment Plans.

### *Construction Emissions*

As described in Section 1.3, Project Description, the project would involve the construction of inter-zone pipelines and additional site improvements occurring within a 70-foot-wide access route between the College-Fairfax tank site and the Country Club tank site. Replacement and installation activities would be on previously disturbed, unpaved areas. Construction of the project has the potential to result in a short-term increase in dust and vehicle emissions, including diesel particulate matter (DPM), reactive organic gases (ROGs), nitrogen oxides ($NO_X$), and particulate matter. Estimated construction emissions from the project were calculated using the California Emission Estimator Model (CalEEMod), version 2020.4.0 (CalEEMod 2021). Emissions were quantified based on the construction schedules and equipment use for the project and the default construction vehicle trips contained in the model. Fugitive dust control measures were not included in the modeling assumptions. Construction emissions modeling assumptions are provided in Appendix A. Estimated short-term construction emissions are shown in Table 2.

**Table 2. Project Construction Emissions**

| | Construction Emissions (tons/year) | | | | | |
|---|---|---|---|---|---|---|
| | **ROG** | **$NO_X$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Project Construction Emissions 2022 | 0.41 | 3.49 | 3.21 | 0.009 | 0.23 | 0.16 |
| SJVAPCD Threshold tons/year | 10 | 10 | 100 | 27 | 15 | 15 |
| Exceed Threshold? | No | No | No | No | No | No |

Source: CalEEMod (v. 2020.4.0) (2021); SJVAPCD (2015)

As shown in Table 2, short-term construction emissions are not anticipated to exceed established thresholds. Although the project would not result in significant construction-related emissions, the project is required to incorporate strategies to comply with SJVAPCD Regulation VIII, to reduce air quality impacts associated with construction of the project.

SJVAPCD Regulation VIII requires property owners, contractors, developers, equipment operators, farmers and public agencies to control fugitive dust emissions from specified outdoor fugitive dust sources (SJVAPCD 2004, https://www.valleyair.org/rules/1ruleslist.htm#reg8). For example, SJVAPCD Regulation VIII contains the following required control measures during project construction:

- Pre-water the site enough to limit visible dust emissions (VDE) to 20% opacity.
- Phase the work to reduce the amount of surface area disturbed at any one time.
- During active construction:
  - Apply enough water or chemical/organic stabilizers or suppressants to limit VDE to 20% opacity.
  - Construct and maintain wind barriers sufficient to limit VDE to 20% opacity.
  - Apply water or chemical/organic stabilizers or suppressants to unpaved access/haul roads and unpaved vehicle/equipment traffic areas in sufficient quantity to limit VDE to 20% opacity and meet the conditions of a stabilized unpaved road surface.
- Limit the speed of vehicles traveling on uncontrolled, unpaved access/haul roads within construction sites to a maximum of 15 miles per hour.

SJVAPCD has additional control measures that are strongly encouraged at construction sites located near sensitive receptors. The site is adjacent to single-family residential homes in the Bakersfield Country Club and Eastridge Estates neighborhoods to the north and west and directly adjacent to a vacant, undeveloped parcel to the east. However, construction would be short term and is not large in area; therefore, only the SJVAPCD Regulation VIII standard measures for reducing fugitive dust are required.

### *Operational Emissions*

Implementation of the project would not result in any additional air quality emissions. The project consists of the construction of inter-zone pipelines and additional site improvements and after construction is complete, there would be no emissions associated with the project and operational emissions have not been quantified.

## Environmental Evaluation

### *a) Would the project conflict with or obstruct implementation of the applicable air quality plan?*

**Less than Significant Impact**. SJVAPCD has established thresholds of significance for criteria pollutant emissions, which are based on New Source Review offset requirements for stationary sources. Because the SJVAB is an extreme $O_3$ non-attainment area, stationary sources in the SJVAPCD are subject to some of the toughest regulatory requirements in the nation. Emission reductions achieved through implementation of offset requirements are a major component of the SJVAPCD's air quality plans. Therefore, projects with emissions below the thresholds of significance for criteria pollutants would be determined to not conflict or obstruct implementation of the air quality plans, while emissions exceeding those thresholds would conflict with and obstruct implementation. Table 2 presents the construction emissions, and no operational emissions are anticipated resulting from the project. As shown, emissions would not exceed thresholds. Because the project would not exceed thresholds, it would not conflict with or obstruct implementation of the SJVAPCD's $O_3$ attainment plans, including its most recent *2016 Plan for 2008 8-Hour Ozone Standard* (SJVAPCD 2016). Therefore, impacts would be considered less than significant.

### *b) Would the project 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?*

**Less than Significant Impact.** Any project-level significant impacts would be considered significant at the cumulative level. As previously discussed, criteria pollutant emissions would be less than significant with the implementation of required SJVAPCD regulated control measures and therefore would not contribute to significant cumulative impacts. As discussed above, project activities would neither expose sensitive receptors to substantial pollutant concentrations nor generate objectionable odors. Accordingly, no new or more severe cumulative impacts are anticipated as part of the project. Therefore, impacts would be less than significant.

### *c) Would the project expose sensitive receptors to substantial pollutant concentrations?*

**Less than Significant Impact.**

#### *Construction*

The greatest potential for toxic air contaminant exposure during construction would be associated with DPM emissions from heavy equipment exhaust. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. The risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. Local exposure would range from weeks to months depending on the construction phase and location.

The site is adjacent to single-family residential homes in the Bakersfield Country Club and Eastridge Estates neighborhoods to the north and west and directly adjacent to a vacant, undeveloped parcel to the east. Construction equipment, vehicle, and material movement activities would occur throughout the project site, and, in addition, the project would be subject to the regulations and laws relating to toxic air containments at the federal, state, and regional level that would protect sensitive receptors from substantial concentrations. This impact would be less than significant, and no mitigation would be required.

#### *Operation*

Operations would not introduce any new substantial source of air pollutant emissions to the project area and therefore does not have the potential to generate substantial pollutant concentrations. This impact would be less than significant, and no mitigation would be required.

### *d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

**Less than Significant Impact.**

#### *Construction*

Equipment exhaust would be the primary sources of odors during construction activities. Odors would be localized and generally confined to the immediate area surrounding the project site. Construction would employ best management practices (BMPs) (e.g., inspections and maintenance of diesel-fueled heavy-

duty equipment) and the odors would be typical of most construction sites and temporary and would dissipate rapidly from the source with an increase in distance. There are no schools, public parks, or other sensitive land uses in proximity to the project site that would be especially sensitive to odors emanating from these sources. Additionally, the construction of the project would adhere to all requirements set forth in the SJVAPCD Rules and Regulations. Therefore, impacts would be less than significant, and no mitigation would be required.

### *Operation*

Operational activities involve routine maintenance and would not introduce any new sources of odors to the project area. There is no potential for the project to result in a permanent impact related to odors.

### Conclusion

The project would not result in a significant adverse impact to Air Quality, and no mitigation is required.

# IV. Biological Resources

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☒ | ☐ | ☐ |
| (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 Game or US Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☐ | ☒ |
| (e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☐ | ☒ |

The following impact analysis for biological resources is based on background review and a reconnaissance-level field survey of the project site. The background review included a review of Google Earth and other publicly available aerial imagery. Soil types in the vicinity of the project site were

reviewed using the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (NRCS 2021b). To assess the potential for special-status species to occur in the project vicinity three databases were queried. The first was a query of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (CDFW 2022) to identify special-status plant and animal species that have reported occurrences and/or are considered to have potential to occur within the Oil Center, California USGS 7.5-minute quadrangle and the surrounding eight quadrangles: Knob Hill, Pine Mountain, Rio Bravo Ranch, Edison, Lamont, Gosford, Oildale, and North Oildale. Second, the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Plants of California (CNPS 2022) was reviewed for the same nine quadrangles to provide additional information on rare plants that are known to occur in the area. Finally, the U.S. Fish and Wildlife Service (USFWS) Information Planning and Consultation (IPaC) tool (USFWS 2022a) was queried to identify any other federally listed resources that need to be addressed in relation to the project.

A reconnaissance-level field survey of the project site was conducted by SWCA Environmental Consultants (SWCA) Senior Biologist Benjamin Ruiz on February 2, 2022, to assess the habitat types present in the project site and the suitability of the site to support special-status species. The research and field survey results are summarized in the analysis below.

## Regulatory Setting

The federal Endangered Species Act (FESA) of 1973 provides legislation to protect federally listed plant and animal species and requires that the responsible agency or individual consult with the USFWS to determine the extent of impact to a particular species. If the USFWS determines that impacts to a species would likely occur, alternatives and measures to avoid or reduce impacts must be identified. The USFWS also regulates activities conducted in federal critical habitat, which are geographic units designated as areas that support physical or biological features that are necessary for the survival and recovery of a listed species.

The Migratory Bird Treaty Act (MBTA) of 1918 protects all migratory birds, including their eggs, nests, and feathers. The MBTA was originally drafted to put an end to the commercial trade of bird feathers, popular in the latter part of the 1800s. The MBTA is enforced by USFWS, and potential impacts to species protected under the MBTA are evaluated by USFWS in consultation with other federal agencies.

The California Endangered Species Act (CESA) of 1970 ensures legal protection for plants and wildlife formally listed as endangered or threatened by the State of California. The state law also identifies California Species of Special Concern (SSC) based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. Under state law, the CDFW is empowered to review projects for their potential to impact state-listed and SSC species and their habitats.

California Fish and Game Code (FGC) Section 3503 – Protections of Bird's Nests includes provisions to protect the nests and eggs of birds. FGC Section 3503 states: "It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto."

For the purposes of this section, special-status plant species are defined as the following:

- Plants listed or proposed for listing as threatened or endangered under the FESA (Code of Federal Regulations [CFR] Title 50, Section 17.12 for listed plants and various notices in the *Federal Register* for proposed species).
- Plants that are candidates for possible future listing as threatened or endangered under the FESA.

- Plants that meet the definitions of rare or endangered species under CEQA (State CEQA Guidelines Section 15380).
- Plants considered by the CNPS to be "rare, threatened, or endangered" in California (CNPS Ranks 1, 2, and 3).
- Plants listed by the CNPS as plants about which we need more information and plants of limited distribution (CNPS Rank 4).
- Plants listed or proposed for listing by the State of California as threatened or endangered under the CESA (14 CCR Section 670.5).
- Plants listed as rare under the California Native Plant Protection Act (NPPA; FGC Section 1900 et seq.).
- Plants considered sensitive by other federal agencies (i.e., U.S. Forest Service, Bureau of Land Management), state and local agencies, or jurisdictions.

For the purposes of this section, special-status animal species are defined as the following:

- Animals listed or proposed for listing as threatened or endangered under the FESA (50 CFR 17.11 for listed animals and various notices in the *Federal Register* for proposed species).
- Animals that are candidates for possible future listing as threatened or endangered under the FESA.
- Animals that meet the definitions of rare or endangered species under CEQA (State CEQA Guidelines Section 15380).
- Animals listed or proposed for listing by the State of California as threatened and endangered under the CESA (14 CCR Section 670.5).
- Animal SSC to the CDFW.
- Animal species that are fully protected in California (FGC Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

## Setting

The project site is in an urban, developed area within the city of Bakersfield and is surrounded by primarily by residential neighborhoods and adjacent to an undeveloped, disturbed parcel of land bounded by two heavily trafficked roadways, College Avenue to the south and Fairfax Road to the east. According to the NRCS, two soil types underlay the project site: Cuyama loam, 9 to 15 percent slopes, and Cuyama-Urban land-Delano complex, 2 to 9 percent slopes (NRCS 2021a). These soils have limited use as rangeland and can support annual grasses and forbs such as oats and red brome. The project site is not located within or near a designated wildlife corridor and does not support any riparian habitat or federally or state-protected wetlands.

The reconnaissance survey confirmed the site is generally barren, primarily consisting of compacted dirt and gravel and nonnative ruderal (disturbed) vegetation; no native vegetation assemblages are present at the project site. Nonnative species, including red brome (*Bromus rubens L.)*, Russian thistle *(Salsola australis),* and filaree (*Erodium cicutarium*) were observed along the access road margins between the tank sites. Ornamental trees and shrubs occur at several residences along the western and northern boundaries of the project site, and ruderal vegetation is present throughout the vacant parcel directly east of the project site. Wildlife observed during the reconnaissance survey included the northern mockingbird

(*Mimus polyglottos*), house finch (*Carpodacus mexicanus*), mourning dove (*Zenaida macroura*), and California ground squirrel (*Otospermophilus beecheyi*).

## Environmental Evaluation

### *a) Would the project 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 Game or U.S. Fish and Wildlife Service?*

**Less than Significant with Mitigation Incorporated.** The results of the database searches yielded 34 special-status plants species and 37 special-status animal species. None of these occurrences were located within the project site boundary and no critical habitat occurs in the project site. This species list was further refined based on SWCA's experience with natural resources in the Bakersfield area, soil types and elevation ranges present on-site, and suitable habitat conditions observed during the reconnaissance-level field survey. The low potential for special-status plant and animal species to occur within the project site is discussed below.

#### *Special-Status Plants*

The background review identified 34 special-status plant species that have the potential to occur within the vicinity of the project site. None of these species were observed on-site during the field survey. The project site occurs on Cuyama loam and Cuyama-Urban land-Delano complex. It does not contain sandy soils, alkaline soils, patches of serpentine soils, rocky outcrops, chenopod scrub, vernal pools, or other types of seasonal wetlands, which are key micro-habitat components for most of the special-status plant species that were identified in the literature review. Due to the highly disturbed nature of the site and dominance of ruderal non-native species, SWCA determined that the project area does not support suitable conditions for any of the special-status plant species and they are unlikely to occur; therefore, there would be no impact on special-status plants.

#### *Special-Status Wildlife*

Because the list of special-status wildlife species is considered regional, an analysis of the range and habitat preferences of those species was conducted to identify which sensitive animal species have the potential to occur in or near the project site. Background review identified 37 special-status wildlife species that have to the potential to occur within the project region. None of these species were observed on-site during the field survey. The project site does not contain friable soils, rocky outcrops, chenopod scrub, riparian habitat, vernal pools, or other types of seasonal wetlands, which are key micro-habitat components for most of the special-status animal species that were identified in the literature review. The project site is located at the edge of an infill parcel surrounded by residential development to the north and west, two heavily trafficked roadways to the south and east, and a chain-link fence around its perimeter. These features significantly limit the potential for wildlife species to occur on-site.

The closest CNDDB occurrence to the project site is 0.5 mile east for the San Joaquin kit fox (*Vulpes macrotis mutica*), listed as threatened under the FESA; however, significant development has occurred in the surrounding area since the species was last observed there in 2006. Increased human density, the high traffic volume along Fairfax Road, and the chain-link fence makes the project site highly unsuitable for the species.

California ground squirrels were observed on the project site during the site visit. Their burrows are a main habitat requirement for burrowing owl (*Athene cunicularia*), a CDFW SSC. The closest CNDDB occurrence for this species is 3.75 miles northeast of project site. They may be present in the area, but

they are unlikely to occur in such a dense urban area. Prior to the February 2, 2022, site visit, a previous attempt to survey the property was halted by the presence of an unattended pit bull. The proximity of the site to residential development and the presence of urban predators makes it unlikely for the species to occur on the project site or on the adjacent property. Based on the urban setting of the project site and the limited diversity of suitable habitat for special-status animal species, implementation of the project would not result in impacts to special-status animal species.

The tank facilities on the project site as well as the ornamental trees and shrubs along the western and northern borders provide suitable nesting habitat for a variety of birds protected under the MBTA and FGC Section 3503. There were no active nests observed within the project site during reconnaissance surveys; however, the site visit was conducted outside of the typical nesting season for most birds. Nevertheless, construction-related project activities may have the potential to impact nesting birds at the tank sites and in the adjacent ornamental vegetation. Implementation of Mitigation Measure BIO-1 would reduce impacts related to nesting birds to less than significant.

In conclusion, the project would not result in impacts to special-status plant or animal species based on a lack of suitable habitat. Construction-related project activities have the potential to impact nesting birds at the tank sites and ornamental trees along the western and northern borders of the project site; however, with implementation of BIO-1, impacts related to special-status animal species would be less than significant with mitigation incorporated.

### *b) Would the project 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 Game or US Fish and Wildlife Service?*

**No Impact.** The project site does not support any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations. Therefore, there would no impact on these resources.

### *c) Would the project 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?*

**No Impact.** Based on the results of the field survey and a review of the USFWS National Wetlands Inventory (NWI), there are no federally or state-protected wetlands, as defined by Section 404 of the federal Clean Water Act (CWA), located within the project site (USFWS 2022b). Therefore, there would no impact on these resources.

### *d) Would the project 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?*

**No Impact**. The project site is part of a much larger area dominated by urban development and it does not support any corridors of natural habitat that facilitate wildlife movement. The project site is bounded by two heavily trafficked arterial roadways, College Avenue to the south and Fairfax Road to the east, which act as barriers to wildlife movement. Existing fencing around the tank sites act as an impediment to wildlife movement. The project site does not support fish movement corridors or wildlife nursery sites. Therefore, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species and there would be no impact on established native resident or migratory wildlife corridors or native wildlife nursery sites.

### *e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**No Impact.** The project would not require tree removal or clearance of vegetation during construction, operation, or maintenance. As no sensitive habitats would be modified by construction or operation of the project, there would be no conflict with local policies or ordinances pertaining to biological resources, and no impact would occur.

### *f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

**No impact.** The project site is located within the Metropolitan Bakersfield Habitat Conservation Plan (MBHCP) planning area; however, the project is not a covered activity under the MBHCP and does not require compliance with the MBHCP (SWCA 2022a). In addition, the project site is not designated as a sensitive habitat area or identified as a site instrumental to implementing the conservation strategy of the MBHCP. Therefore, implementation of the project would not conflict with the adopted conservation plan and no impacts would occur.

## Conclusion

With implementation of Mitigation Measure BIO-1, impacts related to Biological Resources would be reduced to less than significant.

## Mitigation Measures

**BIO-1** If any construction activities would occur during the nesting bird season (February 1–September 15), a preconstruction nesting bird survey shall be conducted by a qualified biologist within 1 week prior to the start of activities. If nesting birds are located on or near the project site, they shall be avoided until they have successfully fledged, or the nest is no longer deemed active. A non-disturbance buffer of 50 feet will be implemented for non-listed, passerine species and a 250-foot buffer will be implemented for raptor species. Appropriate buffers shall be established by the qualified biologist. No construction activities will be permitted within established nesting bird buffers until a qualified biologist has determined that the young have fledged or that proposed construction activities would not cause adverse impacts to the nest, adults, eggs, or young.

# V. Cultural Resources

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5? | ☐ | ☐ | ☒ | ☐ |
| (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | ☐ | ☐ | ☒ | ☐ |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| (c) Disturb any human remains, including those interred outside of dedicated cemeteries? | ☐ | ☐ | ☒ | ☐ |

## Setting

### *Prehistoric Context*

Evidence for prehistoric occupation of the southern San Joaquin Valley during the late Pleistocene and Early Holocene (13,500–10,500 cal. BP) is sparse and ephemeral. This period is referred to as the Paleo-Indian Period, following the chronology of the northern Central Valley and Delta developed by Fredrickson (1974, 1994). During the Paleo-Indian Period, the people of the southern San Joaquin Valley lived in small groups, following seasonal rounds of game and resources, and often lived in temporary camp sites near lakeshores, such as Tulare Lake, which was about 28 miles northeast of the project area (Fredrickson 1994; Rosenthal et al. 2007). A very similar pattern of temporary camps on lakeshores continued into the Lower Archaic Period (10,500–7,500 cal. BP) (Rosenthal et al. 2007). During the Middle Archaic period (7,500–2,500 cal. BP), settlement patterns became more stable and semi-permanent village sites were established, particularly near rivers and lakeshores. More is known about this period, particularly from burials, which included positioning the deceased in an extended position oriented to the west, with abundant grave goods (Moratto 1984). The Upper Archaic period (2500–850 cal. BP) saw increasing cultural diversity and social complexity, which became even more pronounced in the Emergent Period (850 cal. BP to the Historic Era), when the bow and arrow first appeared. Each of these time periods is distinguished in archaeological contexts by differences in artifact forms, materials, and burial traditions (Fredrickson 1994; Moratto 1984).

### *Ethnographic Background*

The project site is situated in the ethnographic territory of the Southern Valley Yokuts. Neighboring Southern Valley Yokuts tribes, all within the Tulare Lake Basin, included the Wowol, Yawelami, and Hometwali. The population of the southern San Joaquin Valley was estimated at 6,900 before European contact (Cook 1955:44), living in autonomous villages of around 350 people each (Wallace 1978). The Yokuts economy in the area depended heavily on fishing, waterfowl, and gathering shellfish, roots, and seeds (Gayton 1948; Wallace 1978).

### *Historic Context*

As early as the 1770s, Spanish explorers Don Pedro Fages and Father Francisco Garcés passed through the region. Father Zalvidea and Lt. Francisco Ruiz were part of another survey expedition in the early 19th century. They were followed by fur trappers Jedediah Strong Smith and Kit Carson and later John C. Fremont and his expedition in the mid-1840s (Kern County Centennial Observance Committee 1966:9; Elliott 1883:102, 111–112). In 1851 gold was discovered near the Kern River and gold mining became a dominant activity in the county, especially in the mountains and the desert. Later, many of the miners settled in the flatlands and turned to agriculture and livestock as a more suitable means of sustaining a living. In time, the locals constructed small canals and ditches to allow for farming. With irrigation improvements in place, farmers planted crops and agriculture soon became the primary driver of the economy. Agriculture and oil remained a mainstay of the county through the 20th century.

## Methods

A Phase I Archaeological Survey Report (ASR) was prepared for the project (SWCA 2022b). The ASR documents the resource investigations carried out for the project, which included a Sacred Lands Files database search with the Native American Heritage Commission (NAHC), background research conducted at the South San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS), review of historic maps and ethnographic documents, archival research at local repositories, and an archaeological pedestrian survey of the project area.

On December 2, 2021, SWCA requested a records search of the project area and all areas within a 0.25-mile radius. Staff at the SSJVIC completed the records search on December 13, 2021. The records search included any previously recorded cultural resources and investigations within a 0.25-mile radius of the project area. In addition to official maps and records on file at the SSJVIC, the following inventories, publications, and technical studies were consulted as part of the record search:

- National Register of Historic Places – Listed Properties
- California Register of Historical Resources
- California Inventory of Historical Resources
- California State Historical Landmarks
- California Points of Historical Interest
- California Office of Historic Preservation Historic Property Directory and Determinations of Eligibility

An intensive pedestrian survey of the project area was conducted by SWCA Staff Archaeologist Morgan Bird on February 7, 2022, to identify archaeological and historical cultural resources visible on the surface. The survey was conducted using parallel pedestrian transects spaced no more than 5 meters apart over the entire project area. All areas of exposed ground surface were examined for prehistoric artifacts (e.g., chipped stone tools and production debris, stone milling tools), historic artifacts (e.g., metal, glass, ceramics), soil discoloration that might indicate the presence of a cultural midden, linear features, soil depressions, and other features indicative of the former presence of historic structures or buildings (e.g., foundations).

At the time of the survey effort, the entire project area was accessible and surface visibility ranged from good to excellent (75 to 100 percent) depending on the density of vegetation growth. In areas of diminished visibility, survey emphasis was placed on areas of cleared vegetation. Modern refuse (e.g., plastic, metal, and wood) was observed throughout the project area and no archaeological resources were identified within the project area during the field survey. Although the project site has not been subject to recent ground disturbance, vehicle and foot traffic as well as the ongoing development of an oil well nearby have contributed to the disturbance of the project site and the surrounding area.

A separate discussion and analysis of Tribal Cultural Resources is included in Section XVIII of this IS/MND.

## Environmental Evaluation

### *a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?*

**Less than Significant:** As documented in the ASR prepared for the project, the SSJVIC records search results revealed that no previously documented cultural or historic resources are within the project site or within a 0.25-mile radius (SWCA 2022b). No cultural or historic resources were observed during the surface survey of the project site, and no cultural or historic resources have been previously identified within or adjacent to the project site. Therefore, impacts associated with cultural and historic resources would be less than significant. In the unlikely event that cultural or historic resources are exposed during project implementation, work should stop in the immediate vicinity, and an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards (National Park Service [NPS] 1983) should be retained to evaluate the find and recommend relevant mitigation measures.

### *b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

**Less than Significant**. The records search and field survey did not identify the presence of previously undocumented archaeological resources within or near the project area. Therefore, as defined by CEQA, no historical resources or unique archaeological resources were identified within the project area and no further archaeological study is recommended at this time. Therefore, impacts associated with archaeological resources would be less than significant. In the unlikely event that archaeological resources are exposed during project implementation, work should stop in the immediate vicinity, and an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards (NPS 1983) should be retained to evaluate the find and recommend relevant mitigation measures. As adherence to qualification standards is required for all development, no separate mitigation for the project is required.

### *c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

**Less than Significant**. No human remains have been discovered in the project site and it is not anticipated that human remains, including those interred outside of dedicated cemeteries, would be discovered during ground disturbance activities with the project. There is no specific indication that the project site has been used for human burial purposes in the recent or distant past. In the event that human remains are discovered, State of California Health and Safety Code Section 7050.5 shall be followed. The California Health and Safety Code states that if human remains are discovered on-site, no further disturbance shall occur until the Kern County Coroner has made a determination of origin and disposition. Disposition of the human remains shall occur in the manner provided in PRC Section 5097.98. If the Kern County Coroner determines that the remains are not subject to the authority of the coroner, and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Kern County Coroner shall contact the NAHC by telephone within 24 hours. As adherence to state regulations is required for all development, no separate mitigation is required for the project. Therefore, impacts associated with the discovery of human remains would be less than significant.

## Conclusion

The project would not result in a significant adverse impact to Cultural Resources, and no mitigation is required.

# VI. Energy

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | ☐ | ☐ | ☒ | ☐ |
| (b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☐ | ☒ |

## Setting

Neither the District nor the City of Bakersfield, where the project site is located, have an adopted plan for renewable energy or energy efficiency.

## Environmental Evaluation

### *a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

**Less Than Significant Impact.** Use of energy resources necessary to construct the project would consist of fuel consumed by heavy equipment and vehicles during construction as well as lighting for the temporary construction, as needed. Fuel use would be limited to that which is essential to excavation and off hauling (if necessary) for the project's construction. The project would be part of a larger water conveyance pipeline system. No addition of electrical or pumps would be required as part of the project. The operation phase of the project would require the use of electricity comparable to current conditions. Therefore, the project would result in less-than-significant impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources.

### *b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

**No Impact.** The project does not include any energy infrastructure, nor would it increase the use of energy resources during construction or operation. There would be no conflict with any state or local plans regarding renewable energy or energy efficiency. Therefore, no impacts would occur.

## Conclusion

The project would not result in a significant adverse impact to Energy, and no mitigation is required.

# VII. Geology and Soils

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☒ | ☐ |
| (ii) Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ |
| (iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ |
| (iv) Landslides? | ☐ | ☐ | ☒ | ☐ |
| (b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ |
| (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? | ☐ | ☐ | ☒ | ☐ |
| (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? | ☐ | ☐ | ☒ | ☐ |
| (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? | ☐ | ☐ | ☐ | ☒ |
| (f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ☒ | ☐ |

A Geotechnical Engineering Investigation was conducted for the project (BSK Associates 2021). Analysis in this section references the findings of this report where appropriate. The report also outlines procedures that must be implemented during site preparation for all construction and earthwork activities, including recommendations for site preparation and foundation support, earth pressure parameters, pavement section thickness, trench backfill, excavation stability measures, and drainage considerations. These recommendations are considered to be part of the project.

The Geotechnical Engineering Investigation does not address paleontological resources. An evaluation of paleontological resources has been conducted as part of this IS/MND in Section VII(f).

## Setting

The State Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) prohibits the development of structures for human occupancy across Holocene-active fault traces. Under this act, the California Geological Survey (CGS) has established “Zones of Required Investigation” on either side of an active

fault that delimits areas susceptible to surface fault rupture. The zones are referred to as Earthquake Fault Zones (EFZs) and are shown on official maps published by the CGS. Surface rupture occurs when the ground surface is broken due to a fault movement during an earthquake; typically, these types of hazards occur within 50 feet of an active fault.

The project site is not located within an Alquist-Priolo Geologic Hazard Zone (A-P Zone), and the closest fault zone to the project site is associated with the 1952 earthquake fractures, located approximately 3.3 miles northeast and the San Andreas fault zone (Cholame-Carrizo section), located approximately 38 miles southwest of the site (BSK Associates 2021).

According to the NRCS, two soil types underlay the project site: Cuyama loam, 9 to 15 percent slopes and Cuyama-Urban land-Delano complex, 2 to 9 percent slopes (NRCS 2021b). These soils are considered to be well drained with slow or medium runoff and moderately slow permeability (NRCS 2021a).

The regional geology of the area where the project site is located is referred to as the Great Valley. The Great Valley is an alluvial plain about 50 miles wide and 400 miles long in the central part of California. Its northern part is the Sacramento Valley, drained by the Sacramento River, and its southern part is the San Joaquin Valley, drained by the San Joaquin River. The Great Valley is a trough in which sediments have been deposited almost continuously since the Jurassic (approximately 160 million years ago) (BSK Associates 2021). Based on geologic mapping by Bartow (1986) at a scale of 1:24,000, the project contains late Miocene-, Pliocene-, and Pleistocene(?)-aged Kern River Formation (QTkr), which consists of nonmarine, coarse-grained, pebbly arkosic sandstone and conglomerate, containing thin interbeds of drab-colored siltstone and mudstone. Within the lower strata of the formation, thicker lenticular bodies of siltstone or claystone are present locally (Bartow 1986).

## Environmental Evaluation

### *a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

#### *a-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.*

**Less Than Significant Impact.** The purpose of the Alquist-Priolo Geologic Hazards Zones Act, as summarized in California Division of Mines and Geology (CDMG) Special Publication 42 (SP 42), is to "prohibit the location of most structures for human occupancy across the traces of active faults and to mitigate thereby the hazard of fault-rupture." As indicated by SP 42, "the State Geologist is required . . . to delineate Earthquake Fault Zones (EFZ) along known . . . active faults in California" (CGS 2018). Cities and counties affected by the zones must regulate certain development "projects" within the zones. They must withhold development permits for sites within the zones until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting.

The project site is not located within an Alquist-Priolo Geologic Hazard Zone (A-P Zone) (CGS 2021). Since the project site is not located in an identified Alquist-Priolo Zone, the project is unlikely to expose people or structures to the rupture of any known active faults; therefore, impacts would be less than significant.

#### *a-ii) Strong seismic ground shaking?*

**Less Than Significant Impact.** Seismic ground shaking is influenced by the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soil composition. The closest fault zone is associated with the 1952 earthquake fractures, located approximately 3.3 miles northeast of the project site, and the San Andreas fault zone (Cholame-Carrizo section), located approximately 38 miles southwest of the site. The project would not propose structures for human occupancy. Therefore, the project would not result in exposure of people or structures to substantial adverse effects involving strong seismic ground shaking, and impacts would be less than significant.

#### *a-iii) Seismic-related ground failure, including liquefaction?*

**Less Than Significant Impact.** Zones of Required Investigation, referred to as "Seismic Hazard Zones" in CCR Article 10, Section 3722, are areas shown on Seismic Hazard Zone Maps where site investigations are required to determine the need for mitigation of potential liquefaction and/or earthquake-induced landslide ground displacements. There are no mapped areas that have Seismic Hazard Zones in the project area (BSK Associates 2021). Therefore, the project would not result in exposure of people or structures to substantial adverse effects involving seismic-related ground failure, including liquefaction, and impacts would be less than significant.

#### *a-iv) Landslides?*

**Less Than Significant Impact.** Landslides typically occur in areas with steep slopes or in areas containing escarpments. The project site consists of a slightly south-to-north-sloping field. Based on the topography of the project site and the surrounding land uses, the project site is within an area with low potential for landslides. Proposed grading on-site would not include major cuts within a hilly area and would not exacerbate the potential for landslides to occur on-site. The project does not propose structures for human occupancy. Therefore, the project would not result in exposure of people or structures to substantial adverse effects involving landslides, and impacts would be less than significant.

### *b) Result in substantial soil erosion or the loss of topsoil?*

**Less than Significant Impact.** Construction of the project would require ground-disturbing activities, such as trenching and excavation, that could increase the susceptibility of soils to erosion by wind and/or water, and subsequently result in soil loss or erosion. During project construction, the project would follow all recommendations outlined in the Geotechnical Engineering Investigation (BSK Associates 2021) and implement the erosion control measures. Typical erosion control measures required for District projects include the following:

- Installation of erosion control devices to prevent silt or dust from leaving the site.
- Protection of driveways and construction entrances against erosion and tracking mud and debris.
- Protection of stockpiles against wind and water erosion.
- Protection of fresh cut and fill slopes by using erosion control devices, and until permanent erosion control is established.
- Sweeping the project site frontages and keeping them free of dirt, dust, and debris.
- Not washing waste materials off-site. This includes, but is not limited to, soil, paint, grout, concrete dust, saw residues, grindings, and oil.

- Placement of erosion control devices when it rains.

In addition, the project would replace and/or repurpose existing undersized drainage pipelines between the College-Fairfax tank site and Country Club tank site. Upon project completion, this would help to capture tank overflow and improve the existing site drainage and current topsoil loss. Implementation of typical erosion control measures and the recommendations from the Geotechnical Engineering Investigation would ensure impacts associated with loss of topsoil and erosion would be less than significant.

### *c) Would the project 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?*

**Less Than Significant Impact.** The project would not be located on an unstable soil or geologic unit or placed in an area that would become unstable and potentially result in landslides, lateral spreading, subsidence, liquefaction, or collapse. As previously discussed under Thresholds VII.a-iii and VII.a-iv, the project site is located in an area with low potential for liquefaction and landslides. The project does not include structures for human occupancy and would not expose people or buildings to liquefaction or any other seismic-related ground failure. Incorporation of professional engineering standards would ensure the project is designed to adequately address potential impacts related to unstable geologic units. Therefore, potential impacts would be less than significant.

### *d) Would the project 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?*

**Less Than Significant Impact.** Based on the NRCS soil descriptions (NRCS 2021a), the project would not be located on expansive soils that would create substantial risks to life or property. Incorporation of current professional engineering standards would ensure the project is designed to adequately address potential impacts related to expansive soil conditions; therefore, potential impacts would be less than significant.

### *e) Would the project 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?*

**No Impact.** The project would not involve construction or use of septic tank or alternative wastewater systems; therefore, no impacts would occur.

### *f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Less than Significant.** Based on geologic mapping by Bartow (1986) at a scale of 1:24,000, the project contains late Miocene-, Pliocene-, and Pleistocene-aged Kern River Formation (QTkr), which contains sediments deposited in a paleoenvironmental setting that are conducive to fossil preservation. Based on the geotechnical review, the surficial and sub-surficial sediments, presumably of the Kern River Formation, consist of clayey sand and silty sand (BSK Associates 2021). The Kern River Formation has yielded numerous paleontological resources in its mappable extent. However, these identified paleontological resources are over a mile from the project site. In addition, previous disturbance to the site and the surrounding area has occurred through construction and maintenance activities associated with the existing District facilities and surrounding housing and infrastructure development. For these reasons,

construction activities required for project implementation are not anticipated to uncover any paleontological resources. Therefore, impacts to paleontological resources would be less than significant.

### Conclusion

Impacts related to Geology and Soils would be less than significant and no mitigation measures are required.

# VIII. Greenhouse Gas Emissions

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☒ | ☐ |
| (b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☐ | ☒ |

### Setting

Global climate change results from greenhouse gas (GHG) emissions caused by several activities, including fossil fuel combustion, deforestation, and land use change. GHGs trap infrared radiation emitted from the Earth's surface, which otherwise escapes to space. The most prominent GHGs contributing to this process include carbon dioxide ($CO_2$), methane ($CH_4$), and nitrous oxide ($N_2O$). Certain refrigerants, including chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), and hydrofluorocarbons (HFCs), also contribute to climate change. The greenhouse effect keeps the Earth's atmosphere near the surface warmer than it would be otherwise and allows for successful habitation by humans and other forms of life.

Fossil fuel combustion removes carbon stored underground and releases it into the atmosphere. Emissions of GHGs are responsible for the enhancement of the greenhouse effect and contribute to what is termed "global warming," a trend of unnatural warming of the Earth's natural climate. Increased concentrations of GHGs in the earth's atmosphere increase the absorption of radiation and further warm the lower atmosphere. This process increases evaporation rates and temperatures near the surface. Climate change is a global problem, and GHGs are global pollutants, unlike criteria pollutants (such as $O_3$, CO, and particulate matter) and toxic air contaminants, which are pollutants of regional and local concern.

Global warming potential (GWP) is a measure of how much a given mass of GHG contributes to global warming. A relative scale is used to compare the gas in question to $CO_2$ (whose GWP is defined as 1). In this analysis, $CH_4$ is assumed to have a GWP of 21, and $N_2O$ is assumed to have a GWP of 310. Refrigerants have a GWP ranging from 76 to 12,240. Consequently, using each pollutant's GWP, emissions of $CO_2$, $CH_4$, $N_2O$, CFCs, HCFCs, and HFCs can be converted into $CO_2$ equivalence ($CO_2e$).

Recent environmental changes linked to global warming include rising temperatures, shrinking glaciers, thawing permafrost, a lengthened growing season, and shifts in plant and animal ranges (Intergovernmental Panel on Climate Change [IPCC] 1995; California Climate Change Center [CCCC] 2012; U.S. Global Change Research Program [USGCRP] 2014). In California, an assessment of climate

change impacts predicts that temperatures will increase between 4.1 degrees Fahrenheit (°F) to 8.6°F by 2100, based on low and high global GHG emission scenarios (CCCC 2012). Predictions of long-term negative environmental impacts in California include worsening of air quality problems, a reduction in municipal water supply from the Sierra snowpack, sea level rise, an increase in wildfires, damage to marine and terrestrial ecosystems, and an increase in the incidence of infectious diseases, asthma, and other human health problems (CCCC 2012).

Executive Order (EO) S-3-05, signed by then-Governor Schwarzenegger on June 1, 2005, established the following GHG reduction targets for California: 1) by 2010, reduce GHG emissions to 2000 levels; 2) by 2020, reduce GHG emissions to 1990 levels; and 3) by 2050, reduce GHG emissions to 80% below 1990 levels. EO S-3-05 also called for the California Environmental Protection Agency (CalEPA) to prepare biennial reports on progress made towards achieving these goals, impacts to California from global warming, and mitigation and adaptation plans to combat these impacts.

The California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) required CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB was directed to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. AB 32 set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. AB 32 also required CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions. On December 11, 2008, CARB adopted the AB 32 Scoping Plan, which set forth the framework for meeting the state's GHG reduction goal set by EO S-3-05. On October 20, 2011, CARB adopted the final cap-and-trade regulation. CARB also approved an adaptive management plan that monitors the progress of reductions and recommends corrective actions if progress is not as planned or there are unintended consequences in other environmental areas (e.g., concentration of local criteria pollutants).

In 2014 CARB adopted an update to the 2008 AB 32 Scoping Plan that builds upon that initial plan with new strategies and recommendations. The 2008 AB 32 Scoping Plan and 2014 Scoping Plan Update require that reductions in GHG emissions come from virtually all sectors of the economy and be accomplished from a combination of policies, regulations, market approaches, incentives, and voluntary efforts. These efforts target GHG emission reductions from cars and trucks, electricity production, fuels, and other sources.

In 2017 CARB prepared an update to the Scoping Plan. The update established a set goal to reduce GHG emissions to 40% below 1990 inventory levels by 2030 (CARB 2017). In August 2008, SJVAPCD adopted the Climate Change Action Plan to assist lead agencies in assessing and reducing the impacts of project-specific GHG emissions on global climate change (SJVAPCD 2009a, 2009b). The Climate Change Action Plan relies on the use of performance-based standards, otherwise known as Best Performance Standards (BPSs), to assess the significance of project-specific GHG emissions on global climate change. Projects implementing BPS are determined to have a less-than-significant impact. Otherwise, demonstration of a 29% reduction in GHG emissions from business as usual is required to classify a project's impact as less than significant.

## Environmental Evaluation

### *a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**Less than Significant.** The SJVAPCD has established GHG thresholds for projects subject to CEQA. For projects implementing SJVAPCD's BPS, quantification of project-specific GHGs is not required (SJVAPCD 2009a, 2009b). SJVAPCD's BPS generally apply to projects with stationary industrial emission sources. Most the project's emissions are from mobile sources; therefore, SJVAPCD's BPS do

not apply. SJVAPCD has not established BPS for the wide variety of land use sources that can occur within the San Joaquin Valley. Instead, SJVAPCD recommends determining whether the GHG emissions applied to a project would result in a 29% reduction compared to business as usual.

No GHG emissions would be generated by the project except during short-term construction activities. The project would strengthen the existing operations allowing for more efficient water delivery and prevent potential disruptions in service; therefore, the project would not result in a considerable contribution to cumulative GHG emissions, and potential impacts would be less than significant.

### *b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

**No Impact.** As discussed above, there are numerous statewide regulations and initiatives related to overall GHG reductions. As discussed above, SJVAPCD's BPS generally apply to projects with stationary industrial emission sources. The project would not generate significant additional long-term vehicle trips or stationary or mobile-source emissions and SJVAPCD's BPS do not apply. The project would not conflict with state and local regulations related to GHG emissions. The project would increase the efficiency of the District's water supply system. The project would not conflict with plans and policies adopted for the purpose of reducing GHG emissions, therefore, no impacts would occur.

### Conclusion

The project would not result in a significant adverse impact to Greenhouse Gas Emissions, and no mitigation is required.

# IX. Hazards and Hazardous Materials

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| (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? | ☐ | ☐ | ☒ | ☐ |
| (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☐ | ☒ |

| | Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| (f) | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ |
| (g) | Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | ☐ | ☐ | ☒ | ☐ |

## Setting

Based on a search of the California Department of Toxic Substance Control (DTSC) EnviroStor database and State Water Resources Control Board (SWRCB) GeoTracker system, there are no hazardous waste cleanup sites within the project area (DTSC 2021; SWRCB 2021). The project site is not located within 2 miles of any public airport or private airstrip; the nearest airport is the Bakersfield Municipal Airport, located approximately 8 miles southwest of the project site. The project site is not located within 0.25 mile of a school.

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards in the state through its Fire and Resources Assessment Program (FRAP). These maps place areas of California into different fire hazard severity zones (FHSZs), based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing density, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. As part of this mapping system, land where CAL FIRE is responsible for wildland fire protection and generally located in unincorporated areas is classified as a State Responsibility Area (SRA). Where local fire protection agencies (e.g., Bakersfield Fire Department) are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). In addition to establishing state or local responsibility for wildfire protection in a specific area, CAL FIRE designates areas as very high FHSZs (VHFHSZ) or non-VHFHSZ.

The project site is located in an area designated as an LRA and a non-VHFHSZ (CAL FIRE 2008).

## Environmental Evaluation

### *a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

**Less than Significant.** The project would result construction of underground pipelines and one-time site improvements as described in the Section 1.3. It would not result in the routine transport, use, or disposal of hazardous substances on-site. Any hazardous substances associated with the project construction or maintenance would be transported, stored, and used according to regulatory requirements and existing procedures for the handling of hazardous materials; therefore, impacts would be less than significant.

### *b) Would the project 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?*

**Less than Significant.** Construction of the project is anticipated to require use of limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. Handling of these materials has the potential to result in an accidental release. Construction contractors would be

required to comply with applicable federal and state environmental and workplace safety laws. Additionally, the construction contractor would be required to implement BMPs for the storage, use, and transportation of hazardous materials during all construction activities; therefore, impacts would be less than significant.

***c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

**No Impact.** The project site is not located within 0.25 mile of an existing school; therefore, no impacts would occur.

***d) Would the project 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?***

**No Impact.** Based on a search of the DTSC EnviroStor database and SWRCB GeoTracker database, there are no hazardous waste cleanup sites on or near the project site; therefore, no impact would occur.

***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?***

**No Impact.** The nearest airport to the project site is the Bakersfield Municipal Airport, located approximately 8 miles southwest. The project would not be located within an airport land use plan or in close proximity to a public airport; therefore, no impacts would occur.

***f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

**Less than Significant.** The project would not have a permanent impact on any adopted emergency response plans or emergency evacuation plans. Temporary construction activities and staging would occur within the project boundary on District-owned parcels and not substantially alter existing circulation patterns or trips. Access to adjacent areas would be maintained throughout the duration of the project. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

***g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

**Less than Significant.** The project site is located in an area that has been designated as an LRA and a non-VHFHSZ (CAL FIRE 2008). The project would not permanently increase or exacerbate potential fire risks and the project does not propose any design elements that would exacerbate risks during long-term project operation. The project does not include the construction of any structures intended for human occupancy and therefore would not expose project occupants to pollutant concentrations from a wildfire or post-fire risks, such as downstream flooding, landslides, or slope instability. Therefore, impacts related to wildland fires would be less than significant.

### Conclusion

The project would not result in a significant adverse impact to Hazards and Hazardous Materials, and no mitigation is required.

# X. Hydrology and Water Quality

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | ☐ | ☐ | ☒ | ☐ |
| (b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | ☐ | ☐ | ☒ | ☐ |
| (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; | ☐ | ☐ | ☒ | ☐ |
| (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | ☐ | ☐ | ☒ | ☐ |
| (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 | ☐ | ☐ | ☒ | ☐ |
| (iv) Impede or redirect flood flows? | ☐ | ☐ | ☐ | ☒ |
| (d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | ☐ | ☐ | ☐ | ☒ |
| (e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☒ | ☐ |

### Setting

The State of California fulfills its responsibility for protection of the quality of water resources through the SWRCB and the Regional Water Quality Control Boards (RWQCBs). The project site is located within the Central Valley RWQCB. The RWQCBs establish requirements prescribing the quality of point sources of waste discharge, including discharges of municipal wastes, individual industrial waste discharges, and solid waste disposal sites. The Central Valley RWQCB has prepared the Water Quality Control Plan for the Central Valley Basin (RWQCB 2018). In addition, the City of Bakersfield and County of Kern have a joint Stormwater Management Plan (SWP) that details how the quality of surface water and groundwater in the region should be managed to provide the highest water quality reasonably possible (City of Bakersfield and County of Kern 2015). The SWP requires erosion control and BMPs on

construction sites to reduce the discharge of pollutants to the maximum extent practicable and to protect water quality.

## Environmental Evaluation

### *a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

**Less than Significant.** Construction activities for the project would include ground-disturbing activities; however, the project does not propose any waste discharge and would not substantially affect water quality. Therefore, potential impacts would be less than significant.

### *b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

**Less than Significant.** The project would result in the conveyance of surface water supplies within buried pipelines and would not use groundwater as a supply nor interfere with groundwater recharge; therefore, impacts would be less than significant.

### *c) Would the project 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:*

#### *c-i) Result in substantial erosion or siltation on- or off-site?*

**Less than Significant.** Construction of the project would require ground-disturbing activities, such as trenching and excavation, that could increase the susceptibility of soils to erosion by wind and/or water, and subsequently result in soil loss or erosion. During project construction, the project would follow all recommendations outlined in the Geotechnical Engineering Investigation (see Section VII, Geology and Soils) and measures to minimize erosion and loss of topsoil. These measures would help reduce siltation and runoff. In addition, the project would replace and/or repurpose existing undersized drainage pipelines between the College-Fairfax tank site and Country Club tank site. Upon project completion, this would help to capture tank overflow and improve the existing site drainage and current topsoil loss. Implementation of the recommendations of the Geotechnical Engineering Investigation and erosion control measures would ensure impacts associated with loss of topsoil and erosion would be less than significant.

#### *c-ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*

**Less than Significant.** The project includes installation and/or repurposing of drainage pipes between the existing tanks at the project site to capture tank overflow and improve overall site drainage by conveying it to College Ave to be accommodated by existing stormwater drainage systems. Upon project completion, surface runoff would be similar to existing conditions and would be accommodated by existing stormwater drainage systems. The potential for flooding on- or off-site would be negligible. Therefore, impacts related to the increase of the rate or amount of surface runoff would be less than significant.

#### *c-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?*

**Less than Significant**. The project would not create an additional source of polluted runoff. In addition, as discussed under Thresholds X.c-i and X.c-ii, the District would implement erosion control measures to minimize runoff into the stormwater drains and surrounding properties. Upon project completion, surface runoff would be similar to existing conditions and accommodated by existing stormwater drainage systems. Therefore, impacts related to exceedance of the capacity of stormwater systems or creation of additional polluted runoff would be less than significant.

#### *c-iv) Impede or redirect flood flows?*

**No Impact.** The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) indicate there are no floodplains present within the project area and the project property is within an area of minimal flood hazard (FEMA 2018); therefore, no impacts related to impeding or redirecting of flood flows would occur.

### *d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

**No impact.** The project site is not within or adjacent to a flood zone and is not located in an area of identified for flood hazards. Seiches occur as a series of standing waves induced by seismic shaking or land sliding into an impounded body of water. The project site is not located in proximity to any impounded body of water that would be subject to seiche. The project site is located in California's Central Valley region and is outside of a tsunami inundation zone (CDOC 2009). Therefore, no impacts would occur related to risk of release of pollutants due to project inundation.

### *e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

**Less than Significant.** The project does not propose any waste discharge and would not substantially affect water quality. During operation, the project would not result in regular or substantial pumping of groundwater. Therefore, the project would not result in a conflict with existing water quality control and groundwater management plans, and impacts would be less than significant.

## Conclusion

Impacts related to Hydrology and Water Quality would be reduced to less than significant, and no mitigation measures would be required.

# XI. Land Use and Planning

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| (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? | ☐ | ☐ | ☐ | ☒ |

## Setting

As identified in the *Metropolitan Bakersfield General Plan*, the land use designation for the project site is Low Density Residential (LR) and it is zoned One Family Dwelling (R-1) (City of Bakersfield 2002). The surrounding land uses primarily consist of single-family residential homes to the north, west, and south. The project site is directly adjacent to an undeveloped, vacant parcel with the same land use and zoning designations.

## Environmental Evaluation

### *a) Would the project physically divide an established community?*

**No Impact.** The project site is located in an urbanized area and is contained to a District-owned site currently used for the operation of the District's water pipelines and associated facilities. The project would include the establishment of a chain-link fence along a newly established access road on the site. Rolling gates would also be established at the north and south ends of the access road. However, these project features are meant to provide delineation of the access road and to prevent easy access to the site by unauthorized personnel. Other project components would result in pipeline improvements that are buried underground. Construction and operation of the project would not include features that would divide and established community. Therefore, the project would not result in physically dividing an established community and no impacts would occur.

### *b) Would the project 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?*

**No Impact.** The project would not include elements that would conflict with current land use plans or zoning regulations. The project is included in the District's Water Master Plan and project implementation would not increase pipeline capacity for additional customers; rather, it would strengthen the existing operations, allowing for more efficient delivery, and prevent potential disruptions in service. Therefore, the project would not result in a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and no impacts would occur.

## Conclusion

The project would not result in a significant adverse impact to Land Use and Planning, and no mitigation is required.

# XII. Mineral Resources

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☐ | ☒ |

## Setting

Although the project site is located within a Mineral Study Area, it is not located in an area of known significant mineral deposits (CGS 2009). The nearest areas of known significant mineral deposits are identified in the *Metropolitan Bakersfield General Plan* with R-MP code designation for Resource-Minerals and Petroleum (City of Bakersfield 2002); these areas are approximately 4 to 5 miles to the northwest and northeast of the project site.

## Environmental Evaluation

### *a) Would the project 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?*

**No Impact.** Based on information provided by the CGS Information Warehouse for Mineral Land Classification (CDOC 2021) and land use designations in the *Metropolitan Bakersfield General Plan* (City of Bakersfield 2002), there are no known mineral resources within the project site. Therefore, no impacts would occur related to loss of availability of a known mineral resource.

### *b) Would the project 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?*

**No Impact.** There are no known mineral resources within the project site. Therefore, no impacts would occur related to the loss of availability of a locally important mineral resource recovery site.

## Conclusion

No impacts to Mineral Resources would occur as a result of the project, and no mitigation is necessary.

# XIII. Noise

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project result in:* | | | | |
| (a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☒ | ☐ | ☐ |
| (b) Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☐ | ☒ |

## Setting

The project site is located in the city of Bakersfield. As such, this analysis uses the noise requirements outlined in the *Metropolitan Bakersfield General Plan Noise Element* and *City of Bakersfield Municipal Code* as a basis for evaluation.

The Noise Element identifies major sources of noise, estimates the extent of their impact on the county, and identifies potential methods of noise abatement. The Noise Element defines four noise exposure categories of day-night average sound levels (Ldn) for residential land uses. Average sound volumes of 60 decibels (dB) or less are Normally Acceptable, 55 to 70 dB are Conditionally Acceptable, 70 to 75 dB are Normally Unacceptable, and over 75 dB are Clearly Unacceptable. The Noise Element does not specifically discuss construction noise except to say that a noise control ordinance could impose curfews on evening, nighttime, and early morning work. Section 9.22.050 of the *City of Bakersfield Municipal Code* outlines noise control measures that address construction work.

Typical construction equipment (e.g., loader, jack hammer, masonry saw) generally ranges from 90 to 115 A-weighted decibels (dBA) at the source or between 65 to 90 dBA at 50 feet. By estimating sound dampening over distance, noise produced by construction equipment is generally reduced over distance at a rate of about 6 dB per doubling of distance.

The pipeline alignment is located within close proximity to several noise-sensitive receptor locations, including single-family residences to the north, west, and south. Residences are adjacent to the project site, approximately 20 to 50 feet to the west and north.

## Environmental Evaluation

***a) Would the project result in 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?***

**Less Than Significant with Mitigation**. The project does not include any features that would generate a permanent or consistent source of mobile or stationary noise. Upon completion of the construction phase, the project would not create a new permanent stationary or mobile noise source.

Construction noise would be variable, temporary, and limited in nature and duration. Heavy trucks and machinery for grading and excavation, concrete pouring, waste disposal, and other construction activities could generate a significant amount of noise. Approximately 5,500 linear feet of pipeline would be constructed within 20 to 50 feet of single-family residences. Due to the project's close proximity to noise-sensitive receptors, noise generated during construction may have the potential to exceed noise thresholds established in the Noise Element. Project construction in the vicinity of residences would be short term. Mitigation Measure NS-1 has been identified to ensure construction activities are limited to no more than 8 hours during the day, require construction equipment be equipped with appropriate mufflers recommended by the manufacturer, maintain all equipment properly, and maximize distance between noise-generating activities and sensitive receptors to the greatest extent feasible. With implementation of these measures, potential impacts would be less than significant with mitigation.

***b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?***

**No Impact.** Common sources of groundborne vibrations are trains, buses on rough roads, and heavy construction activities, such as blasting, pile driving, and extensive grading and heavy earthmoving equipment. No blasting or pile driving activities are proposed as part of the project. Groundborne vibrations generally attenuate over 25 feet from the source, and there are residences within 25 feet of the project site; however, any groundborne vibrations from construction activities would be temporary, short term in nature, and likely imperceptible. Therefore, no excessive groundborne impacts would occur.

***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?***

**No Impact.** The project site is not located within the vicinity of a public airport or public use airport; therefore, no impacts would occur.

## Conclusion

With implementation of Mitigation Measure N-1, impacts related to Noise would be reduced to less than significant.

## Mitigation Measures

**N-1** The following measures shall be implemented to ensure that noise impacts are kept to less than significant levels.

a. Construction activity shall be limited to the following hours: between 7:00 a.m. and 5:00 p.m. on weekdays and between 8:00 a.m. and 4:00 p.m. on Saturdays. No construction shall occur on Sundays or federal or state holidays.

b. Internal combustion engines shall be equipped with the muffler recommended by the manufacturer. Internal combustion engines shall not be operated on the project site without the appropriate muffler.

# XIV. Population and Housing

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☐ | ☒ |
| (b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

## Setting

The project site is located on District-owned land currently being used for the operation of water tanks and facilities associated with water pipeline operations. The project site does not contain housing and people do not reside on-site.

## Environmental Evaluation

### *a) Would the project 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)?*

**No Impact.** Completion of the project would result in improvements to the existing buried pipelines and facilities on-site. The project would not increase pipeline capacity for additional customers; rather, it would strengthen the existing operations, allowing for more efficient delivery, and prevent potential disruptions in service. Therefore, the project would not result in new population growth in the area and thus would not require additional housing, roads, or other development-related infrastructure. In addition, the project would result in no new long-term employment for the area that may necessitate growth. The construction of the project would be completed over a 10-month period, and workers would travel to the construction site from nearby existing cities and towns. Thus, the construction and the operation would not result in additional population growth. Therefore, there would be no impact to population and housing.

### *b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The project site does not contain housing, people do not reside on-site, and the site is used strictly by the District for operation of their facilities. These conditions would be the same after project implementation and therefore it would not displace existing people or housing. No impacts would occur.

### Conclusion

The project would not result in a significant adverse impact to Population and Housing, and no mitigation is required.

# XV. Public Services

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| Fire protection? | ☐ | ☐ | ☐ | ☒ |
| Police protection? | ☐ | ☐ | ☐ | ☒ |
| Schools? | ☐ | ☐ | ☐ | ☒ |
| Parks? | ☐ | ☐ | ☐ | ☒ |
| Other public facilities? | ☐ | ☐ | ☐ | ☒ |

### Setting

The nearest fire station to the project site is Kern County Fire Station 42, located at 2011 North Fairfax Road, approximately 1.6 miles south of the project site on Fairfax Road. The project site is located in the Hill Zone district of the City of Bakersfield Police Department. The project site is located in the Bakersfield City School District, and the nearest school to the project site is Hort Elementary School, which is located approximately 1.5 miles east.

## Environmental Evaluation

***a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

### *Fire protection?*

**No Impact.** The project consists of installation of a pipeline and improvements to associated facilities on-site to improve water system efficiency. The project would not induce population growth, nor would it require an increase in the need for fire protection services. Therefore, the project would not result in an adverse impact associated with the provision of new facilities for fire protection, and no impacts would occur.

### *Police protection?*

**No Impact**. The project would not require long-term police protection, necessitate the construction of new facilities or increase the long-term demand on police protection services, or result in extended response times for police protection services. Therefore, no impacts associated with police protection facilities and resources would occur.

### *Schools?*

**No Impact.** The project would not result in the generation of additional school children or create an increase in demand for additional school capacity. No school facilities would be displaced as a result of project implementation. Therefore, no impacts associated with schools and school facilities would occur.

### *Parks?*

**No Impact.** The project would not result in an increase in population and would not place any new or increased demand on existing local or regional park and recreation facilities. Construction of the project would not displace any existing or known proposed recreational facilities. Therefore, no impacts related to public park and recreational facilities would occur.

### *Other public facilities?*

**No Impact.** The project would not result in the increased demand or need for expansion of other public services or facilities within the project vicinity. Therefore, no impacts related to other public facilities would occur.

## Conclusion

The project would not result in a significant adverse impact to Public Services, and no mitigation is required.

# XVI. Recreation

| | Environmental Issues | Potentially Significant 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? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☐ | ☒ |

## Setting

The project site does not include any park or recreational facilities. The nearest park and recreational facilities include University Park and City of the Hills Park to the north and Mesa Marin Sports Complex to the east.

## Environmental Evaluation

### *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?*

**No impact.** The project consists of installation of a pipeline and improvements to associated facilities on-site to improve water system efficiency. The project would not directly or indirectly induce population growth, which may increase the demand for, use of, and deterioration of existing parks and recreational facilities; therefore, no impacts would occur.

### *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?*

**No impact.** The project would not include the construction of recreational facilities or require the construction or expansion of recreational facilities*;* therefore, no impacts would occur.

## Conclusion

The project would not result in a significant adverse impact to Recreation, and no mitigation is required.

# XVII. Transportation

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | ☐ | ☐ | ☒ | ☐ |
| (b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | ☐ | ☐ | ☒ | ☐ |
| (c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☐ | ☒ |
| (d) Result in inadequate emergency access? | ☐ | ☐ | ☐ | ☒ |

## Setting

The project site is located on three District-owned parcels northwest of the College Avenue and Fairfax Road intersections, adjacent to residential homes in the Bakersfield Country Club neighborhood. The site is accessed from College Avenue only. College Avenue is classified as a 2-Lane Collector and Fairfax Road is classified as an Arterial in the *Metropolitan Bakersfield General Plan Circulation Element* (City of Bakersfield 2002). Portions of College Avenue along the project site boundary have a reconstruction and asphalt overlay moratorium placed on it by the City of Bakersfield, requiring strict terms and conditions that must be met for cuts made along this road.

## Environmental Evaluation

### *a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

**Less than Significant.** The project would be consistent with local and regional transportation plans. As noted, the City of Bakersfield places a moratorium on streets and roads that have been repaved or asphalt overlain. Portions of College Avenue, beginning at the western terminus of the project site and east of Fairfax Avenue to the eastern city limits boundary, have been repaved and fall under this moratorium per *City of Bakersfield Municipal Code* Section 12.16.110. However, construction activities would be localized within the project boundary and would not require cuts in asphalt along College Avenue.

Construction-related traffic impacts would be temporary and localized, occurring over the 10-month construction period. The project would not result in any road closures or obstruction of alternative transportation infrastructure, such as pedestrian walkways, bike paths, or transit stops. Therefore, impacts associated with conflict with local transportation or circulation plans would be less than significant.

### *b) Would the project would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

**Less than Significant.** State CEQA Guidelines Section 15064.3(b) establishes criteria for analyzing transportation impacts. For land use projects, vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. The project would not result in generation of

any regular vehicle trips or permanent long-term changes in traffic or circulation. Long-term maintenance activities would not substantially increase traffic trips above those currently used to maintain District facilities; therefore, VMT for those trips would be approximately equal to existing VMT for maintenance of the existing facilities on-site. Construction-related traffic would be short term during the 10-month construction period. Therefore, the project would not conflict with or be inconsistent with State CEQA Guidelines criteria for evaluating transportation impacts, and impacts would be less than significant.

### *c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**No Impact.** The project does not include design features that would introduce new hazards on-site. The project includes improvements to existing pipelines that would be buried underground. Aboveground features added as a result of the project include an asphalt access road with chain-link fencing and rolling gates. These project features are meant to provide delineation of the access road and to prevent easy access to the site by unauthorized personnel. Neither of these features would introduce hazards to the site or result in incompatible uses; therefore, no impacts would occur.

### *d) Would the project result in inadequate emergency access?*

**No Impact.** The project would not result in any road closures and includes establishment of an access road between tank sites for daily operation purposes and to accommodate access by emergency vehicles, including fire engines, in the event of an emergency; therefore, no impacts would occur related to inadequate emergency access.

## Conclusion

The project would not result in significant adverse impacts related to Transportation, and no mitigation is necessary.

# XVIII. Tribal Cultural Resources

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| (a) 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: | | | | |
| (i) 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 | ☐ | ☐ | ☒ | ☐ |

| | Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| (ii) | 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. | ☐ | ☐ | ☒ | ☐ |

## Setting

AB 52 requires consideration of tribal cultural resources early in the CEQA process to ensure that local and tribal governments, public agencies, and project proponents would have information available early in the project planning process to identify and address potential adverse impacts to tribal cultural resources. A tribe that is traditionally and culturally affiliated to the geographic area where a project is located must have requested that the lead agency provide notification to the tribe of projects in the tribe's area of traditional and cultural affiliation. Without this request, there is no requirement that a lead agency engage in AB 52 tribal consultation.

On December 2, 2021, a request was sent to the NAHC requesting a list of Native American contacts for the project site and requesting a search of the NAHC's Sacred Lands File. On January 27, 2022, the NAHC responded to the request and indicated that there are no known Sacred Sites listed in their Sacred Lands File for the project site (i.e., negative results). No tribes have requested consultation with the District for any projects within the tribes' area of cultural affiliation.

## Environmental Evaluation

***a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

***a-i) 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)?***

***a-ii) 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.***

**Less than Significant.** Tribal Cultural Resources are either 1) sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that is either on or eligible for inclusion in the California Register of Historical Resources (CRHR) or a local historic register; or 2) a resource that the lead agency, at its discretion and supported by substantial evidence,

chooses to treat as a Tribal Cultural Resource. Additionally, a cultural landscape may also qualify as a Tribal Cultural Resource if it meets the criteria to be eligible for inclusion in the CRHR and is geographically defined in terms of the size and scope of the landscape. Other historical resources (as described in PRC 21084.1), a unique archaeological resource (as defined in PRC 21083.2[g]), or non-unique archaeological resources (as described in PRC 21083.2[h]) may also be a Tribal Cultural Resource if it conforms to the criteria to be eligible for inclusion in the CRHR.

Based the negative results of the Sacred Lands File database search, the lack of previously identified Tribal Cultural Resources on the project site, and the absence of Native American archaeological sites, human remains, or other Native American cultural resources revealed during the Cultural Resources background investigation or pedestrian survey, no Tribal Cultural Resources are known to be present within the project area. In the event that human remains are discovered, State of California Health and Safety Code Section 7050.5 shall be followed. The California Health and Safety Code states that if human remains are discovered on-site, no further disturbance shall occur until the Kern County Coroner has made a determination of origin and disposition. Disposition of the human remains shall occur in the manner provided in PRC Section 5097.98. If the Kern County Coroner determines that the remains are not subject to their authority, and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Kern County Coroner shall contact the NAHC by telephone within 24 hours. As adherence to state regulations is required for all development, no separate mitigation is required for the project. Impacts related to tribal cultural resources would be less than significant.

### Conclusion

The project would not result in a significant adverse impact to Tribal Cultural Resources, and no mitigation is required.

# XIX. Utilities and Service Systems

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| (a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| (b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☒ | ☐ |

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| (e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

## Setting

The project site is located on three District-owned parcels in the city of Bakersfield in western Kern County. The District provides water and sewer services to the project site, has groundwater production capabilities, and purchases treated surface water from the Kern County Water Agency Improvement District. The District's sewer collection system consists of about 70 miles of sewer main, and the District has agreements with the City of Bakersfield and the Kern Sanitation Authority that allow for the treatment of wastewater at its wastewater treatment plant.

## Environmental Evaluation

### *a) Would the project 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?*

**Less than Significant.** No wastewater treatment, natural gas, electrical, or telecommunication facilities are proposed as part of the project, nor would the project require the construction or expansion of such facilities. The construction and operation of the project is not anticipated to result in significant environmental effects with respect to this criterion. Impacts would be less than significant.

### *b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

**No Impact.** The project would not result in changes to the existing water supply. The purpose of the project is not to increase pipeline capacity for additional customers; rather, it would strengthen the existing operations, allowing for more efficient delivery, and prevent potential disruptions in service. Water supply needs are discussed in the District's 2020 Urban Water Management Plan (UWMP) and are not addressed as part of this project. The project does not propose development that would generate increased demand on water supplies; therefore, no impacts would occur.

### *c) Would the project 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?*

**No Impact.** The project would not include wastewater facilities or create an increase in demand on existing facilities. The project site would not require the construction of habitable structures or new restroom facilities. A wastewater treatment provider would not be required to serve the project and the project would not affect the existing commitments of any provider; therefore, no impacts would occur.

***d) Would the project 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?***

**Less than Significant Impact.** Upon completion, operation and use of the project would not generate any solid waste. Construction activities would result in the generation of solid waste materials, including excavated soils, pavement, and trash. While it is the choice of the construction contractor where and how to dispose of solid waste generated during the construction period, it is most likely that they would take the waste to the Bakersfield Bena Landfill, which has capacity to serve the project. Solid waste generation would not be significant enough to exceed landfill capacity. Therefore, impacts related to solid waste generation would be less than significant.

***e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

**Less than Significant Impact.** As discussed in Threshold XIX.d, any solid waste generated during the construction period would be taken to the Bakersfield Bena Landfill, which has capacity to serve the project. Therefore, impacts related to regulations related to solid waste would be less than significant.

### Conclusion

The project would not result in a significant adverse impact to Utilities and Service Systems, and no mitigation is required.

# XX. Wildfire

| Environmental Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:* | | | | |
| (a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☐ | ☒ |
| (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? | ☐ | ☐ | ☐ | ☒ |

### Setting

According to the CAL FIRE FRAP, the project site is located in an LRA and is not within an SRA or VHFSZ (CAL FIRE 2008).

## Environmental Evaluation

***a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

**No Impact.** Implementation of the project would not have a permanent impact on any adopted emergency response plans or emergency evacuation plans. No breaks in service or road closures would occur as a result of project implementation; therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impacts would occur.

***b) Due to slope, prevailing winds, and other factors, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

**No Impact.** The project does not include construction of any structures for human occupancy and therefore would not result in the exposure of occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; therefore, no impacts would occur.

***c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?***

**No Impact**. The project site is not located in in or near SRAs or lands classified as VHFSZs. The project would not permanently increase or exacerbate potential fire risks and does not propose any design elements that would exacerbate risks during long-term project operation; therefore, no impacts would occur.

***d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?***

**No Impact.** The project does not include construction of habitable structures and would not expose people or structures to significant risks from post-fire conditions; therefore, no impacts would occur.

## Conclusion

The project would not result in a significant adverse impact to Wildfire, and no mitigation is required.

# XXI. Mandatory Findings of Significance

| | Environmental Issues | Potentially Significant 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? | ☐ | ☐ | ☒ | ☐ |
| (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)? | ☐ | ☐ | ☒ | ☐ |
| (c) | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☐ | ☒ |

## Environmental Evaluation

***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?***

**Less Than Significant Impact.** Based on the foregoing evaluation, the project is not expected to significantly impact biological or cultural resources in a manner that cannot be reduced to a less-than-significant level through implementation of existing regulatory requirements and proposed mitigation measures. As evaluated in Section IV, Biological Resources, impacts on biological resources would be less than significant with mitigation incorporated. The project would not 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, or reduce the number or restrict the range of an endangered, rare, or threatened species. As discussed in Section V, Cultural Resources, and Section XVIII, Tribal Cultural Resources, the project would not eliminate important examples of the major periods of California history or prehistory. This impact would be less than significant.

***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)?***

**Less Than Significant Impact.** The project would result in less-than-significant impacts or no impacts on aesthetics, agriculture and forestry resources, air quality, cultural resources, energy, GHG emissions, hazards and hazardous materials, land use and planning, mineral resources, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and services systems, and wildfire. The temporary nature of the project's construction impacts (approximately 7 months) related to biological resources, geology and soils, hydrology and water quality, and noise would result in less-than-significant impacts with mitigation incorporated. None of the project's impacts make significant or cumulatively considerable, incremental contributions to significant cumulative impacts. This impact would be less than significant.

***c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

**No Impact.** Based on the foregoing analysis, the project would not cause environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

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# APPENDIX A

# California Emission Estimator Model (CalEEMod)

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

# District College-Fairfax to Country Club Improvement Project

**Kern-San Joaquin County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| User Defined Industrial | 5.70 | User Defined Unit | 5.70 | 248,292.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.7 | **Precipitation Freq (Days)** | 32 |
| **Climate Zone** | 3 | | | **Operational Year** | 2024 |
| **Utility Company** | Pacific Gas and Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 203.98 | **CH4 Intensity (lb/MWhr)** | 0.033 | **N2O Intensity (lb/MWhr)** | 0.004 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 5.7-acre project site

Construction Phase - Approx. 145 working days

Off-road Equipment - Construction 8 hr/day
Equipment provided by client

Demolition -

Consumer Products - None

Area Coating - none

Landscape Equipment - None

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblAreaCoating | Area_Nonresidential_Exterior | 124146 | 0 |
| tblAreaCoating | Area_Nonresidential_Interior | 372438 | 0 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblAreaCoating | ReapplicationRatePercent | 10 | 0 |
| tblConstructionPhase | NumDays | 230.00 | 145.00 |
| tblConsumerProducts | ROG_EF | 2.14E-05 | 0 |
| tblConsumerProducts | ROG_EF_Degreaser | 3.542E-07 | 0 |
| tblConsumerProducts | ROG_EF_PesticidesFertilizers | 5.152E-08 | 0 |
| tblFleetMix | HHD | 0.04 | 0.15 |
| tblFleetMix | LDA | 0.48 | 0.49 |
| tblFleetMix | LDT1 | 0.05 | 0.03 |
| tblFleetMix | LDT2 | 0.18 | 0.17 |
| tblFleetMix | LHD1 | 0.03 | 0.02 |
| tblFleetMix | LHD2 | 9.4910e-003 | 5.2590e-003 |
| tblFleetMix | MCY | 0.03 | 5.6980e-003 |
| tblFleetMix | MDV | 0.17 | 0.11 |
| tblFleetMix | MH | 4.4980e-003 | 7.1100e-004 |
| tblFleetMix | MHD | 0.01 | 0.02 |
| tblFleetMix | OBUS | 5.8400e-004 | 1.5990e-003 |
| tblFleetMix | SBUS | 1.4790e-003 | 8.9600e-004 |
| tblFleetMix | UBUS | 2.3800e-004 | 1.5700e-003 |
| tblLandUse | LandUseSquareFeet | 0.00 | 248,292.00 |
| tblLandUse | LotAcreage | 0.00 | 5.70 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00 | 1.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 7.00 | 8.00 |
| tblVehicleEF | HHD | 0.03 | 1.18 |
| tblVehicleEF | HHD | 3.1220e-003 | 6.9740e-003 |
| tblVehicleEF | HHD | 0.00 | 0.07 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 8.07 | 2.04 |
| tblVehicleEF | HHD | 0.21 | 0.53 |
| tblVehicleEF | HHD | 6.5200e-004 | 0.99 |
| tblVehicleEF | HHD | 1,300.00 | 6,206.63 |
| tblVehicleEF | HHD | 1,302.67 | 1,476.46 |
| tblVehicleEF | HHD | 5.0540e-003 | 3.19 |
| tblVehicleEF | HHD | 6.51 | 17.00 |
| tblVehicleEF | HHD | 2.35 | 1.62 |
| tblVehicleEF | HHD | 2.25 | 20.48 |
| tblVehicleEF | HHD | 2.4540e-003 | 2.9410e-003 |
| tblVehicleEF | HHD | 0.06 | 0.06 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 0.03 | 5.7150e-003 |
| tblVehicleEF | HHD | 0.00 | 1.9000e-005 |
| tblVehicleEF | HHD | 2.3480e-003 | 2.8140e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.9720e-003 | 8.9590e-003 |
| tblVehicleEF | HHD | 0.03 | 5.4680e-003 |
| tblVehicleEF | HHD | 0.00 | 1.7000e-005 |
| tblVehicleEF | HHD | 0.00 | 4.5000e-005 |
| tblVehicleEF | HHD | 7.0000e-006 | 1.4470e-003 |
| tblVehicleEF | HHD | 0.55 | 0.55 |
| tblVehicleEF | HHD | 0.00 | 2.4000e-005 |
| tblVehicleEF | HHD | 0.02 | 0.08 |
| tblVehicleEF | HHD | 2.0000e-006 | 1.0100e-004 |
| tblVehicleEF | HHD | 0.00 | 0.02 |
| tblVehicleEF | HHD | 0.01 | 0.06 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 0.00 | 4.8000e-005 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 0.00 | 4.5000e-005 |
| tblVehicleEF | HHD | 7.0000e-006 | 1.4470e-003 |
| tblVehicleEF | HHD | 0.62 | 0.63 |
| tblVehicleEF | HHD | 0.00 | 2.4000e-005 |
| tblVehicleEF | HHD | 0.03 | 0.09 |
| tblVehicleEF | HHD | 2.0000e-006 | 1.0100e-004 |
| tblVehicleEF | HHD | 0.00 | 0.02 |
| tblVehicleEF | HHD | 0.03 | 1.11 |
| tblVehicleEF | HHD | 3.1220e-003 | 6.9840e-003 |
| tblVehicleEF | HHD | 0.00 | 0.06 |
| tblVehicleEF | HHD | 7.97 | 1.48 |
| tblVehicleEF | HHD | 0.21 | 0.53 |
| tblVehicleEF | HHD | 6.0600e-004 | 0.92 |
| tblVehicleEF | HHD | 1,283.21 | 6,575.37 |
| tblVehicleEF | HHD | 1,302.67 | 1,476.46 |
| tblVehicleEF | HHD | 4.9820e-003 | 3.19 |
| tblVehicleEF | HHD | 6.19 | 17.55 |
| tblVehicleEF | HHD | 2.23 | 1.53 |
| tblVehicleEF | HHD | 2.25 | 20.48 |
| tblVehicleEF | HHD | 2.1750e-003 | 2.4800e-003 |
| tblVehicleEF | HHD | 0.06 | 0.06 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 0.03 | 5.7150e-003 |
| tblVehicleEF | HHD | 0.00 | 1.9000e-005 |
| tblVehicleEF | HHD | 2.0810e-003 | 2.3720e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.9720e-003 | 8.9590e-003 |
| tblVehicleEF | HHD | 0.03 | 5.4680e-003 |
| tblVehicleEF | HHD | 0.00 | 1.7000e-005 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 0.00 | 1.0700e-004 |
| tblVehicleEF | HHD | 8.0000e-006 | 1.6460e-003 |
| tblVehicleEF | HHD | 0.58 | 0.52 |
| tblVehicleEF | HHD | 0.00 | 4.8000e-005 |
| tblVehicleEF | HHD | 0.02 | 0.08 |
| tblVehicleEF | HHD | 2.0000e-006 | 1.0100e-004 |
| tblVehicleEF | HHD | 0.00 | 0.02 |
| tblVehicleEF | HHD | 0.01 | 0.06 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 0.00 | 4.7000e-005 |
| tblVehicleEF | HHD | 0.00 | 1.0700e-004 |
| tblVehicleEF | HHD | 8.0000e-006 | 1.6460e-003 |
| tblVehicleEF | HHD | 0.66 | 0.59 |
| tblVehicleEF | HHD | 0.00 | 4.8000e-005 |
| tblVehicleEF | HHD | 0.03 | 0.09 |
| tblVehicleEF | HHD | 2.0000e-006 | 1.0100e-004 |
| tblVehicleEF | HHD | 0.00 | 0.02 |
| tblVehicleEF | HHD | 0.02 | 1.27 |
| tblVehicleEF | HHD | 3.1220e-003 | 6.9650e-003 |
| tblVehicleEF | HHD | 0.00 | 0.07 |
| tblVehicleEF | HHD | 8.22 | 2.81 |
| tblVehicleEF | HHD | 0.21 | 0.53 |
| tblVehicleEF | HHD | 7.0000e-004 | 1.07 |
| tblVehicleEF | HHD | 1,323.19 | 5,697.41 |
| tblVehicleEF | HHD | 1,302.67 | 1,476.46 |
| tblVehicleEF | HHD | 5.1310e-003 | 3.19 |
| tblVehicleEF | HHD | 6.95 | 16.25 |
| tblVehicleEF | HHD | 2.38 | 1.64 |
| tblVehicleEF | HHD | 2.25 | 20.49 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | HHD | 2.8400e-003 | 3.5780e-003 |
| tblVehicleEF | HHD | 0.06 | 0.06 |
| tblVehicleEF | HHD | 0.04 | 0.04 |
| tblVehicleEF | HHD | 0.03 | 5.7150e-003 |
| tblVehicleEF | HHD | 0.00 | 1.9000e-005 |
| tblVehicleEF | HHD | 2.7170e-003 | 3.4230e-003 |
| tblVehicleEF | HHD | 0.03 | 0.03 |
| tblVehicleEF | HHD | 8.9720e-003 | 8.9590e-003 |
| tblVehicleEF | HHD | 0.03 | 5.4680e-003 |
| tblVehicleEF | HHD | 0.00 | 1.7000e-005 |
| tblVehicleEF | HHD | 0.00 | 1.9000e-005 |
| tblVehicleEF | HHD | 7.0000e-006 | 1.4520e-003 |
| tblVehicleEF | HHD | 0.50 | 0.59 |
| tblVehicleEF | HHD | 0.00 | 1.1000e-005 |
| tblVehicleEF | HHD | 0.02 | 0.08 |
| tblVehicleEF | HHD | 3.0000e-006 | 1.1100e-004 |
| tblVehicleEF | HHD | 0.00 | 0.02 |
| tblVehicleEF | HHD | 0.01 | 0.05 |
| tblVehicleEF | HHD | 0.01 | 0.01 |
| tblVehicleEF | HHD | 0.00 | 4.9000e-005 |
| tblVehicleEF | HHD | 0.00 | 1.9000e-005 |
| tblVehicleEF | HHD | 7.0000e-006 | 1.4520e-003 |
| tblVehicleEF | HHD | 0.57 | 0.68 |
| tblVehicleEF | HHD | 0.00 | 1.1000e-005 |
| tblVehicleEF | HHD | 0.03 | 0.09 |
| tblVehicleEF | HHD | 3.0000e-006 | 1.1100e-004 |
| tblVehicleEF | HHD | 0.00 | 0.02 |
| tblVehicleEF | LDA | 2.0060e-003 | 3.2090e-003 |
| tblVehicleEF | LDA | 0.04 | 3.7020e-003 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LDA | 0.54 | 0.45 |
| tblVehicleEF | LDA | 2.03 | 0.89 |
| tblVehicleEF | LDA | 253.88 | 243.36 |
| tblVehicleEF | LDA | 50.29 | 51.91 |
| tblVehicleEF | LDA | 0.03 | 0.04 |
| tblVehicleEF | LDA | 0.16 | 0.05 |
| tblVehicleEF | LDA | 1.4130e-003 | 1.7160e-003 |
| tblVehicleEF | LDA | 1.7000e-003 | 2.2550e-003 |
| tblVehicleEF | LDA | 1.3010e-003 | 1.5790e-003 |
| tblVehicleEF | LDA | 1.5640e-003 | 2.0730e-003 |
| tblVehicleEF | LDA | 0.06 | 0.04 |
| tblVehicleEF | LDA | 0.09 | 0.08 |
| tblVehicleEF | LDA | 0.04 | 0.03 |
| tblVehicleEF | LDA | 7.4610e-003 | 8.0500e-003 |
| tblVehicleEF | LDA | 0.02 | 0.03 |
| tblVehicleEF | LDA | 0.19 | 0.05 |
| tblVehicleEF | LDA | 2.5110e-003 | 2.4350e-003 |
| tblVehicleEF | LDA | 4.9800e-004 | 5.3400e-004 |
| tblVehicleEF | LDA | 0.06 | 0.04 |
| tblVehicleEF | LDA | 0.09 | 0.08 |
| tblVehicleEF | LDA | 0.04 | 0.03 |
| tblVehicleEF | LDA | 0.01 | 0.01 |
| tblVehicleEF | LDA | 0.02 | 0.03 |
| tblVehicleEF | LDA | 0.20 | 0.05 |
| tblVehicleEF | LDA | 2.3570e-003 | 3.7350e-003 |
| tblVehicleEF | LDA | 0.04 | 3.0380e-003 |
| tblVehicleEF | LDA | 0.69 | 0.57 |
| tblVehicleEF | LDA | 1.70 | 0.74 |
| tblVehicleEF | LDA | 280.74 | 269.71 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LDA | 49.67 | 51.91 |
| tblVehicleEF | LDA | 0.03 | 0.04 |
| tblVehicleEF | LDA | 0.15 | 0.05 |
| tblVehicleEF | LDA | 1.4130e-003 | 1.7160e-003 |
| tblVehicleEF | LDA | 1.7000e-003 | 2.2550e-003 |
| tblVehicleEF | LDA | 1.3010e-003 | 1.5790e-003 |
| tblVehicleEF | LDA | 1.5640e-003 | 2.0730e-003 |
| tblVehicleEF | LDA | 0.14 | 0.09 |
| tblVehicleEF | LDA | 0.11 | 0.09 |
| tblVehicleEF | LDA | 0.09 | 0.06 |
| tblVehicleEF | LDA | 8.6570e-003 | 9.3510e-003 |
| tblVehicleEF | LDA | 0.02 | 0.03 |
| tblVehicleEF | LDA | 0.15 | 0.04 |
| tblVehicleEF | LDA | 2.7770e-003 | 2.7000e-003 |
| tblVehicleEF | LDA | 4.9200e-004 | 5.3100e-004 |
| tblVehicleEF | LDA | 0.14 | 0.09 |
| tblVehicleEF | LDA | 0.11 | 0.09 |
| tblVehicleEF | LDA | 0.09 | 0.06 |
| tblVehicleEF | LDA | 0.01 | 0.01 |
| tblVehicleEF | LDA | 0.02 | 0.03 |
| tblVehicleEF | LDA | 0.17 | 0.04 |
| tblVehicleEF | LDA | 1.8600e-003 | 3.0080e-003 |
| tblVehicleEF | LDA | 0.05 | 4.2480e-003 |
| tblVehicleEF | LDA | 0.49 | 0.41 |
| tblVehicleEF | LDA | 2.41 | 1.06 |
| tblVehicleEF | LDA | 243.80 | 233.44 |
| tblVehicleEF | LDA | 50.99 | 51.91 |
| tblVehicleEF | LDA | 0.03 | 0.04 |
| tblVehicleEF | LDA | 0.18 | 0.06 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LDA | 1.4130e-003 | 1.7160e-003 |
| tblVehicleEF | LDA | 1.7000e-003 | 2.2550e-003 |
| tblVehicleEF | LDA | 1.3010e-003 | 1.5790e-003 |
| tblVehicleEF | LDA | 1.5640e-003 | 2.0730e-003 |
| tblVehicleEF | LDA | 0.02 | 0.02 |
| tblVehicleEF | LDA | 0.09 | 0.08 |
| tblVehicleEF | LDA | 0.02 | 0.01 |
| tblVehicleEF | LDA | 7.0030e-003 | 7.5520e-003 |
| tblVehicleEF | LDA | 0.03 | 0.04 |
| tblVehicleEF | LDA | 0.21 | 0.06 |
| tblVehicleEF | LDA | 2.4120e-003 | 2.3360e-003 |
| tblVehicleEF | LDA | 5.0500e-004 | 5.3700e-004 |
| tblVehicleEF | LDA | 0.02 | 0.02 |
| tblVehicleEF | LDA | 0.09 | 0.08 |
| tblVehicleEF | LDA | 0.02 | 0.01 |
| tblVehicleEF | LDA | 0.01 | 0.01 |
| tblVehicleEF | LDA | 0.03 | 0.04 |
| tblVehicleEF | LDA | 0.23 | 0.06 |
| tblVehicleEF | LDT1 | 4.8130e-003 | 8.2720e-003 |
| tblVehicleEF | LDT1 | 0.07 | 0.01 |
| tblVehicleEF | LDT1 | 0.99 | 0.97 |
| tblVehicleEF | LDT1 | 2.25 | 2.35 |
| tblVehicleEF | LDT1 | 301.66 | 307.69 |
| tblVehicleEF | LDT1 | 61.33 | 65.79 |
| tblVehicleEF | LDT1 | 0.09 | 0.10 |
| tblVehicleEF | LDT1 | 0.24 | 0.14 |
| tblVehicleEF | LDT1 | 1.8890e-003 | 2.3730e-003 |
| tblVehicleEF | LDT1 | 2.3530e-003 | 3.1020e-003 |
| tblVehicleEF | LDT1 | 1.7380e-003 | 2.1860e-003 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LDT1 | 2.1640e-003 | 2.8520e-003 |
| tblVehicleEF | LDT1 | 0.16 | 0.14 |
| tblVehicleEF | LDT1 | 0.20 | 0.24 |
| tblVehicleEF | LDT1 | 0.11 | 0.09 |
| tblVehicleEF | LDT1 | 0.02 | 0.02 |
| tblVehicleEF | LDT1 | 0.09 | 0.17 |
| tblVehicleEF | LDT1 | 0.32 | 0.16 |
| tblVehicleEF | LDT1 | 2.9850e-003 | 3.0870e-003 |
| tblVehicleEF | LDT1 | 6.0700e-004 | 6.9900e-004 |
| tblVehicleEF | LDT1 | 0.16 | 0.14 |
| tblVehicleEF | LDT1 | 0.20 | 0.24 |
| tblVehicleEF | LDT1 | 0.11 | 0.09 |
| tblVehicleEF | LDT1 | 0.03 | 0.03 |
| tblVehicleEF | LDT1 | 0.09 | 0.17 |
| tblVehicleEF | LDT1 | 0.35 | 0.17 |
| tblVehicleEF | LDT1 | 5.5940e-003 | 9.5690e-003 |
| tblVehicleEF | LDT1 | 0.05 | 9.4710e-003 |
| tblVehicleEF | LDT1 | 1.24 | 1.21 |
| tblVehicleEF | LDT1 | 1.88 | 1.94 |
| tblVehicleEF | LDT1 | 329.35 | 339.74 |
| tblVehicleEF | LDT1 | 60.56 | 65.79 |
| tblVehicleEF | LDT1 | 0.08 | 0.09 |
| tblVehicleEF | LDT1 | 0.23 | 0.13 |
| tblVehicleEF | LDT1 | 1.8890e-003 | 2.3730e-003 |
| tblVehicleEF | LDT1 | 2.3530e-003 | 3.1020e-003 |
| tblVehicleEF | LDT1 | 1.7380e-003 | 2.1860e-003 |
| tblVehicleEF | LDT1 | 2.1640e-003 | 2.8520e-003 |
| tblVehicleEF | LDT1 | 0.39 | 0.36 |
| tblVehicleEF | LDT1 | 0.26 | 0.31 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LDT1 | 0.23 | 0.20 |
| tblVehicleEF | LDT1 | 0.02 | 0.02 |
| tblVehicleEF | LDT1 | 0.09 | 0.16 |
| tblVehicleEF | LDT1 | 0.27 | 0.13 |
| tblVehicleEF | LDT1 | 3.2590e-003 | 3.4110e-003 |
| tblVehicleEF | LDT1 | 5.9900e-004 | 6.9100e-004 |
| tblVehicleEF | LDT1 | 0.39 | 0.36 |
| tblVehicleEF | LDT1 | 0.26 | 0.31 |
| tblVehicleEF | LDT1 | 0.23 | 0.20 |
| tblVehicleEF | LDT1 | 0.03 | 0.03 |
| tblVehicleEF | LDT1 | 0.09 | 0.16 |
| tblVehicleEF | LDT1 | 0.29 | 0.14 |
| tblVehicleEF | LDT1 | 4.4880e-003 | 7.8090e-003 |
| tblVehicleEF | LDT1 | 0.07 | 0.01 |
| tblVehicleEF | LDT1 | 0.91 | 0.90 |
| tblVehicleEF | LDT1 | 2.67 | 2.79 |
| tblVehicleEF | LDT1 | 291.28 | 295.63 |
| tblVehicleEF | LDT1 | 62.16 | 65.79 |
| tblVehicleEF | LDT1 | 0.09 | 0.11 |
| tblVehicleEF | LDT1 | 0.26 | 0.15 |
| tblVehicleEF | LDT1 | 1.8890e-003 | 2.3730e-003 |
| tblVehicleEF | LDT1 | 2.3530e-003 | 3.1020e-003 |
| tblVehicleEF | LDT1 | 1.7380e-003 | 2.1860e-003 |
| tblVehicleEF | LDT1 | 2.1640e-003 | 2.8520e-003 |
| tblVehicleEF | LDT1 | 0.07 | 0.06 |
| tblVehicleEF | LDT1 | 0.21 | 0.25 |
| tblVehicleEF | LDT1 | 0.04 | 0.04 |
| tblVehicleEF | LDT1 | 0.02 | 0.02 |
| tblVehicleEF | LDT1 | 0.11 | 0.20 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LDT1 | 0.37 | 0.18 |
| tblVehicleEF | LDT1 | 2.8820e-003 | 2.9660e-003 |
| tblVehicleEF | LDT1 | 6.1500e-004 | 7.0700e-004 |
| tblVehicleEF | LDT1 | 0.07 | 0.06 |
| tblVehicleEF | LDT1 | 0.21 | 0.25 |
| tblVehicleEF | LDT1 | 0.04 | 0.04 |
| tblVehicleEF | LDT1 | 0.03 | 0.03 |
| tblVehicleEF | LDT1 | 0.11 | 0.20 |
| tblVehicleEF | LDT1 | 0.41 | 0.20 |
| tblVehicleEF | LDT2 | 3.5960e-003 | 5.2630e-003 |
| tblVehicleEF | LDT2 | 0.06 | 6.1090e-003 |
| tblVehicleEF | LDT2 | 0.79 | 0.65 |
| tblVehicleEF | LDT2 | 2.62 | 1.34 |
| tblVehicleEF | LDT2 | 321.99 | 350.58 |
| tblVehicleEF | LDT2 | 66.03 | 74.44 |
| tblVehicleEF | LDT2 | 0.07 | 0.07 |
| tblVehicleEF | LDT2 | 0.26 | 0.10 |
| tblVehicleEF | LDT2 | 1.4990e-003 | 1.8170e-003 |
| tblVehicleEF | LDT2 | 1.8110e-003 | 2.4040e-003 |
| tblVehicleEF | LDT2 | 1.3800e-003 | 1.6710e-003 |
| tblVehicleEF | LDT2 | 1.6650e-003 | 2.2100e-003 |
| tblVehicleEF | LDT2 | 0.11 | 0.06 |
| tblVehicleEF | LDT2 | 0.14 | 0.11 |
| tblVehicleEF | LDT2 | 0.08 | 0.05 |
| tblVehicleEF | LDT2 | 0.01 | 0.01 |
| tblVehicleEF | LDT2 | 0.06 | 0.07 |
| tblVehicleEF | LDT2 | 0.30 | 0.08 |
| tblVehicleEF | LDT2 | 3.1850e-003 | 3.5100e-003 |
| tblVehicleEF | LDT2 | 6.5300e-004 | 7.6700e-004 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LDT2 | 0.11 | 0.06 |
| tblVehicleEF | LDT2 | 0.14 | 0.11 |
| tblVehicleEF | LDT2 | 0.08 | 0.05 |
| tblVehicleEF | LDT2 | 0.02 | 0.02 |
| tblVehicleEF | LDT2 | 0.06 | 0.07 |
| tblVehicleEF | LDT2 | 0.33 | 0.09 |
| tblVehicleEF | LDT2 | 4.2000e-003 | 6.1050e-003 |
| tblVehicleEF | LDT2 | 0.05 | 5.0010e-003 |
| tblVehicleEF | LDT2 | 1.00 | 0.83 |
| tblVehicleEF | LDT2 | 2.18 | 1.11 |
| tblVehicleEF | LDT2 | 348.81 | 387.52 |
| tblVehicleEF | LDT2 | 65.16 | 74.44 |
| tblVehicleEF | LDT2 | 0.07 | 0.06 |
| tblVehicleEF | LDT2 | 0.25 | 0.09 |
| tblVehicleEF | LDT2 | 1.4990e-003 | 1.8170e-003 |
| tblVehicleEF | LDT2 | 1.8110e-003 | 2.4040e-003 |
| tblVehicleEF | LDT2 | 1.3800e-003 | 1.6710e-003 |
| tblVehicleEF | LDT2 | 1.6650e-003 | 2.2100e-003 |
| tblVehicleEF | LDT2 | 0.26 | 0.15 |
| tblVehicleEF | LDT2 | 0.17 | 0.13 |
| tblVehicleEF | LDT2 | 0.17 | 0.10 |
| tblVehicleEF | LDT2 | 0.02 | 0.02 |
| tblVehicleEF | LDT2 | 0.06 | 0.07 |
| tblVehicleEF | LDT2 | 0.25 | 0.07 |
| tblVehicleEF | LDT2 | 3.4510e-003 | 3.8810e-003 |
| tblVehicleEF | LDT2 | 6.4500e-004 | 7.6300e-004 |
| tblVehicleEF | LDT2 | 0.26 | 0.15 |
| tblVehicleEF | LDT2 | 0.17 | 0.13 |
| tblVehicleEF | LDT2 | 0.17 | 0.10 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LDT2 | 0.02 | 0.02 |
| tblVehicleEF | LDT2 | 0.06 | 0.07 |
| tblVehicleEF | LDT2 | 0.27 | 0.07 |
| tblVehicleEF | LDT2 | 3.3500e-003 | 4.9450e-003 |
| tblVehicleEF | LDT2 | 0.07 | 6.9600e-003 |
| tblVehicleEF | LDT2 | 0.73 | 0.60 |
| tblVehicleEF | LDT2 | 3.11 | 1.57 |
| tblVehicleEF | LDT2 | 311.94 | 336.69 |
| tblVehicleEF | LDT2 | 66.95 | 74.44 |
| tblVehicleEF | LDT2 | 0.08 | 0.07 |
| tblVehicleEF | LDT2 | 0.29 | 0.11 |
| tblVehicleEF | LDT2 | 1.4990e-003 | 1.8170e-003 |
| tblVehicleEF | LDT2 | 1.8110e-003 | 2.4040e-003 |
| tblVehicleEF | LDT2 | 1.3800e-003 | 1.6710e-003 |
| tblVehicleEF | LDT2 | 1.6650e-003 | 2.2100e-003 |
| tblVehicleEF | LDT2 | 0.05 | 0.03 |
| tblVehicleEF | LDT2 | 0.14 | 0.11 |
| tblVehicleEF | LDT2 | 0.04 | 0.02 |
| tblVehicleEF | LDT2 | 0.01 | 0.01 |
| tblVehicleEF | LDT2 | 0.07 | 0.09 |
| tblVehicleEF | LDT2 | 0.34 | 0.09 |
| tblVehicleEF | LDT2 | 3.0860e-003 | 3.3700e-003 |
| tblVehicleEF | LDT2 | 6.6300e-004 | 7.7100e-004 |
| tblVehicleEF | LDT2 | 0.05 | 0.03 |
| tblVehicleEF | LDT2 | 0.14 | 0.11 |
| tblVehicleEF | LDT2 | 0.04 | 0.02 |
| tblVehicleEF | LDT2 | 0.02 | 0.02 |
| tblVehicleEF | LDT2 | 0.07 | 0.09 |
| tblVehicleEF | LDT2 | 0.38 | 0.10 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LHD1 | 4.2660e-003 | 4.4560e-003 |
| tblVehicleEF | LHD1 | 9.7010e-003 | 0.02 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 0.16 | 0.13 |
| tblVehicleEF | LHD1 | 0.94 | 1.10 |
| tblVehicleEF | LHD1 | 0.88 | 2.06 |
| tblVehicleEF | LHD1 | 9.45 | 9.42 |
| tblVehicleEF | LHD1 | 761.36 | 677.70 |
| tblVehicleEF | LHD1 | 9.60 | 26.90 |
| tblVehicleEF | LHD1 | 0.09 | 0.10 |
| tblVehicleEF | LHD1 | 1.31 | 1.83 |
| tblVehicleEF | LHD1 | 0.27 | 0.85 |
| tblVehicleEF | LHD1 | 1.0710e-003 | 1.0760e-003 |
| tblVehicleEF | LHD1 | 0.01 | 0.01 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 2.0900e-004 | 7.2300e-004 |
| tblVehicleEF | LHD1 | 1.0240e-003 | 1.0300e-003 |
| tblVehicleEF | LHD1 | 2.5350e-003 | 2.5910e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.9200e-004 | 6.6400e-004 |
| tblVehicleEF | LHD1 | 2.8120e-003 | 3.2830e-003 |
| tblVehicleEF | LHD1 | 0.07 | 0.09 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.2320e-003 | 1.4480e-003 |
| tblVehicleEF | LHD1 | 0.12 | 0.14 |
| tblVehicleEF | LHD1 | 0.21 | 0.32 |
| tblVehicleEF | LHD1 | 0.06 | 0.20 |
| tblVehicleEF | LHD1 | 9.1000e-005 | 9.3000e-005 |
| tblVehicleEF | LHD1 | 7.4020e-003 | 6.6280e-003 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LHD1 | 9.5000e-005 | 3.0800e-004 |
| tblVehicleEF | LHD1 | 2.8120e-003 | 3.2830e-003 |
| tblVehicleEF | LHD1 | 0.07 | 0.09 |
| tblVehicleEF | LHD1 | 0.03 | 0.02 |
| tblVehicleEF | LHD1 | 1.2320e-003 | 1.4480e-003 |
| tblVehicleEF | LHD1 | 0.15 | 0.17 |
| tblVehicleEF | LHD1 | 0.21 | 0.32 |
| tblVehicleEF | LHD1 | 0.07 | 0.22 |
| tblVehicleEF | LHD1 | 4.2780e-003 | 4.4560e-003 |
| tblVehicleEF | LHD1 | 9.8960e-003 | 0.02 |
| tblVehicleEF | LHD1 | 0.01 | 0.01 |
| tblVehicleEF | LHD1 | 0.16 | 0.13 |
| tblVehicleEF | LHD1 | 0.96 | 1.12 |
| tblVehicleEF | LHD1 | 0.82 | 1.91 |
| tblVehicleEF | LHD1 | 9.45 | 9.42 |
| tblVehicleEF | LHD1 | 761.39 | 677.70 |
| tblVehicleEF | LHD1 | 9.49 | 26.90 |
| tblVehicleEF | LHD1 | 0.09 | 0.10 |
| tblVehicleEF | LHD1 | 1.24 | 1.73 |
| tblVehicleEF | LHD1 | 0.26 | 0.80 |
| tblVehicleEF | LHD1 | 1.0710e-003 | 1.0760e-003 |
| tblVehicleEF | LHD1 | 0.01 | 0.01 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 2.0900e-004 | 7.2300e-004 |
| tblVehicleEF | LHD1 | 1.0240e-003 | 1.0300e-003 |
| tblVehicleEF | LHD1 | 2.5350e-003 | 2.5910e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.9200e-004 | 6.6400e-004 |
| tblVehicleEF | LHD1 | 6.8840e-003 | 8.0230e-003 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LHD1 | 0.09 | 0.11 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 2.5970e-003 | 3.0290e-003 |
| tblVehicleEF | LHD1 | 0.12 | 0.14 |
| tblVehicleEF | LHD1 | 0.21 | 0.32 |
| tblVehicleEF | LHD1 | 0.06 | 0.19 |
| tblVehicleEF | LHD1 | 9.1000e-005 | 9.3000e-005 |
| tblVehicleEF | LHD1 | 7.4020e-003 | 6.6290e-003 |
| tblVehicleEF | LHD1 | 9.4000e-005 | 3.0500e-004 |
| tblVehicleEF | LHD1 | 6.8840e-003 | 8.0230e-003 |
| tblVehicleEF | LHD1 | 0.09 | 0.11 |
| tblVehicleEF | LHD1 | 0.03 | 0.02 |
| tblVehicleEF | LHD1 | 2.5970e-003 | 3.0290e-003 |
| tblVehicleEF | LHD1 | 0.15 | 0.17 |
| tblVehicleEF | LHD1 | 0.21 | 0.32 |
| tblVehicleEF | LHD1 | 0.07 | 0.21 |
| tblVehicleEF | LHD1 | 4.2550e-003 | 4.4560e-003 |
| tblVehicleEF | LHD1 | 9.5570e-003 | 0.02 |
| tblVehicleEF | LHD1 | 0.01 | 0.02 |
| tblVehicleEF | LHD1 | 0.16 | 0.13 |
| tblVehicleEF | LHD1 | 0.93 | 1.09 |
| tblVehicleEF | LHD1 | 0.94 | 2.19 |
| tblVehicleEF | LHD1 | 9.45 | 9.42 |
| tblVehicleEF | LHD1 | 761.34 | 677.70 |
| tblVehicleEF | LHD1 | 9.70 | 26.90 |
| tblVehicleEF | LHD1 | 0.09 | 0.10 |
| tblVehicleEF | LHD1 | 1.33 | 1.86 |
| tblVehicleEF | LHD1 | 0.29 | 0.89 |
| tblVehicleEF | LHD1 | 1.0710e-003 | 1.0760e-003 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LHD1 | 0.01 | 0.01 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 2.0900e-004 | 7.2300e-004 |
| tblVehicleEF | LHD1 | 1.0240e-003 | 1.0300e-003 |
| tblVehicleEF | LHD1 | 2.5350e-003 | 2.5910e-003 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 1.9200e-004 | 6.6400e-004 |
| tblVehicleEF | LHD1 | 1.4080e-003 | 1.6210e-003 |
| tblVehicleEF | LHD1 | 0.08 | 0.10 |
| tblVehicleEF | LHD1 | 0.02 | 0.02 |
| tblVehicleEF | LHD1 | 6.2500e-004 | 7.2900e-004 |
| tblVehicleEF | LHD1 | 0.12 | 0.14 |
| tblVehicleEF | LHD1 | 0.23 | 0.35 |
| tblVehicleEF | LHD1 | 0.07 | 0.21 |
| tblVehicleEF | LHD1 | 9.1000e-005 | 9.3000e-005 |
| tblVehicleEF | LHD1 | 7.4020e-003 | 6.6280e-003 |
| tblVehicleEF | LHD1 | 9.6000e-005 | 3.1000e-004 |
| tblVehicleEF | LHD1 | 1.4080e-003 | 1.6210e-003 |
| tblVehicleEF | LHD1 | 0.08 | 0.10 |
| tblVehicleEF | LHD1 | 0.03 | 0.02 |
| tblVehicleEF | LHD1 | 6.2500e-004 | 7.2900e-004 |
| tblVehicleEF | LHD1 | 0.14 | 0.17 |
| tblVehicleEF | LHD1 | 0.23 | 0.35 |
| tblVehicleEF | LHD1 | 0.07 | 0.23 |
| tblVehicleEF | LHD2 | 3.0600e-003 | 3.2890e-003 |
| tblVehicleEF | LHD2 | 7.4920e-003 | 7.9670e-003 |
| tblVehicleEF | LHD2 | 7.8860e-003 | 6.5090e-003 |
| tblVehicleEF | LHD2 | 0.13 | 0.12 |
| tblVehicleEF | LHD2 | 0.73 | 0.66 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LHD2 | 0.53 | 1.04 |
| tblVehicleEF | LHD2 | 14.77 | 14.41 |
| tblVehicleEF | LHD2 | 780.45 | 715.59 |
| tblVehicleEF | LHD2 | 7.20 | 23.41 |
| tblVehicleEF | LHD2 | 0.12 | 0.11 |
| tblVehicleEF | LHD2 | 1.32 | 1.17 |
| tblVehicleEF | LHD2 | 0.18 | 0.47 |
| tblVehicleEF | LHD2 | 1.4560e-003 | 1.2810e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 0.02 | 0.02 |
| tblVehicleEF | LHD2 | 9.9000e-005 | 3.2000e-004 |
| tblVehicleEF | LHD2 | 1.3930e-003 | 1.2250e-003 |
| tblVehicleEF | LHD2 | 2.7110e-003 | 2.6980e-003 |
| tblVehicleEF | LHD2 | 0.02 | 0.02 |
| tblVehicleEF | LHD2 | 9.1000e-005 | 2.9400e-004 |
| tblVehicleEF | LHD2 | 1.5030e-003 | 1.2750e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 6.9600e-004 | 6.1500e-004 |
| tblVehicleEF | LHD2 | 0.13 | 0.12 |
| tblVehicleEF | LHD2 | 0.10 | 0.08 |
| tblVehicleEF | LHD2 | 0.04 | 0.09 |
| tblVehicleEF | LHD2 | 1.4100e-004 | 1.4000e-004 |
| tblVehicleEF | LHD2 | 7.5260e-003 | 6.9550e-003 |
| tblVehicleEF | LHD2 | 7.1000e-005 | 2.5300e-004 |
| tblVehicleEF | LHD2 | 1.5030e-003 | 1.2750e-003 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 0.02 | 0.02 |
| tblVehicleEF | LHD2 | 6.9600e-004 | 6.1500e-004 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LHD2 | 0.15 | 0.14 |
| tblVehicleEF | LHD2 | 0.10 | 0.08 |
| tblVehicleEF | LHD2 | 0.04 | 0.10 |
| tblVehicleEF | LHD2 | 3.0680e-003 | 3.2890e-003 |
| tblVehicleEF | LHD2 | 7.5550e-003 | 8.0560e-003 |
| tblVehicleEF | LHD2 | 7.4790e-003 | 6.1780e-003 |
| tblVehicleEF | LHD2 | 0.13 | 0.12 |
| tblVehicleEF | LHD2 | 0.74 | 0.67 |
| tblVehicleEF | LHD2 | 0.50 | 0.97 |
| tblVehicleEF | LHD2 | 14.77 | 14.41 |
| tblVehicleEF | LHD2 | 780.46 | 715.59 |
| tblVehicleEF | LHD2 | 7.14 | 23.41 |
| tblVehicleEF | LHD2 | 0.12 | 0.11 |
| tblVehicleEF | LHD2 | 1.25 | 1.10 |
| tblVehicleEF | LHD2 | 0.17 | 0.44 |
| tblVehicleEF | LHD2 | 1.4560e-003 | 1.2810e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 0.02 | 0.02 |
| tblVehicleEF | LHD2 | 9.9000e-005 | 3.2000e-004 |
| tblVehicleEF | LHD2 | 1.3930e-003 | 1.2250e-003 |
| tblVehicleEF | LHD2 | 2.7110e-003 | 2.6980e-003 |
| tblVehicleEF | LHD2 | 0.02 | 0.02 |
| tblVehicleEF | LHD2 | 9.1000e-005 | 2.9400e-004 |
| tblVehicleEF | LHD2 | 3.6580e-003 | 3.0860e-003 |
| tblVehicleEF | LHD2 | 0.05 | 0.04 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 1.4300e-003 | 1.2450e-003 |
| tblVehicleEF | LHD2 | 0.13 | 0.12 |
| tblVehicleEF | LHD2 | 0.10 | 0.08 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LHD2 | 0.04 | 0.08 |
| tblVehicleEF | LHD2 | 1.4100e-004 | 1.4000e-004 |
| tblVehicleEF | LHD2 | 7.5260e-003 | 6.9550e-003 |
| tblVehicleEF | LHD2 | 7.1000e-005 | 2.5200e-004 |
| tblVehicleEF | LHD2 | 3.6580e-003 | 3.0860e-003 |
| tblVehicleEF | LHD2 | 0.05 | 0.04 |
| tblVehicleEF | LHD2 | 0.02 | 0.02 |
| tblVehicleEF | LHD2 | 1.4300e-003 | 1.2450e-003 |
| tblVehicleEF | LHD2 | 0.15 | 0.14 |
| tblVehicleEF | LHD2 | 0.10 | 0.08 |
| tblVehicleEF | LHD2 | 0.04 | 0.09 |
| tblVehicleEF | LHD2 | 3.0510e-003 | 3.2890e-003 |
| tblVehicleEF | LHD2 | 7.4340e-003 | 7.8880e-003 |
| tblVehicleEF | LHD2 | 8.2820e-003 | 6.8380e-003 |
| tblVehicleEF | LHD2 | 0.13 | 0.12 |
| tblVehicleEF | LHD2 | 0.73 | 0.66 |
| tblVehicleEF | LHD2 | 0.57 | 1.11 |
| tblVehicleEF | LHD2 | 14.77 | 14.41 |
| tblVehicleEF | LHD2 | 780.44 | 715.59 |
| tblVehicleEF | LHD2 | 7.27 | 23.41 |
| tblVehicleEF | LHD2 | 0.12 | 0.11 |
| tblVehicleEF | LHD2 | 1.34 | 1.18 |
| tblVehicleEF | LHD2 | 0.19 | 0.49 |
| tblVehicleEF | LHD2 | 1.4560e-003 | 1.2810e-003 |
| tblVehicleEF | LHD2 | 0.01 | 0.01 |
| tblVehicleEF | LHD2 | 0.02 | 0.02 |
| tblVehicleEF | LHD2 | 9.9000e-005 | 3.2000e-004 |
| tblVehicleEF | LHD2 | 1.3930e-003 | 1.2250e-003 |
| tblVehicleEF | LHD2 | 2.7110e-003 | 2.6980e-003 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | LHD2 | 0.02 | 0.02 |
| tblVehicleEF | LHD2 | 9.1000e-005 | 2.9400e-004 |
| tblVehicleEF | LHD2 | 6.4400e-004 | 5.4500e-004 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 0.02 | 0.01 |
| tblVehicleEF | LHD2 | 3.2200e-004 | 2.8600e-004 |
| tblVehicleEF | LHD2 | 0.13 | 0.12 |
| tblVehicleEF | LHD2 | 0.11 | 0.09 |
| tblVehicleEF | LHD2 | 0.04 | 0.09 |
| tblVehicleEF | LHD2 | 1.4100e-004 | 1.4000e-004 |
| tblVehicleEF | LHD2 | 7.5260e-003 | 6.9550e-003 |
| tblVehicleEF | LHD2 | 7.2000e-005 | 2.5400e-004 |
| tblVehicleEF | LHD2 | 6.4400e-004 | 5.4500e-004 |
| tblVehicleEF | LHD2 | 0.04 | 0.03 |
| tblVehicleEF | LHD2 | 0.02 | 0.02 |
| tblVehicleEF | LHD2 | 3.2200e-004 | 2.8600e-004 |
| tblVehicleEF | LHD2 | 0.15 | 0.14 |
| tblVehicleEF | LHD2 | 0.11 | 0.09 |
| tblVehicleEF | LHD2 | 0.05 | 0.10 |
| tblVehicleEF | MCY | 0.35 | 0.47 |
| tblVehicleEF | MCY | 0.25 | 0.16 |
| tblVehicleEF | MCY | 22.06 | 21.61 |
| tblVehicleEF | MCY | 8.92 | 10.07 |
| tblVehicleEF | MCY | 220.84 | 180.69 |
| tblVehicleEF | MCY | 61.58 | 45.77 |
| tblVehicleEF | MCY | 1.19 | 1.18 |
| tblVehicleEF | MCY | 0.27 | 0.31 |
| tblVehicleEF | MCY | 2.0430e-003 | 2.1100e-003 |
| tblVehicleEF | MCY | 2.8560e-003 | 3.4020e-003 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | MCY | 1.9110e-003 | 1.9720e-003 |
| tblVehicleEF | MCY | 2.6880e-003 | 3.2020e-003 |
| tblVehicleEF | MCY | 1.61 | 1.57 |
| tblVehicleEF | MCY | 0.92 | 0.88 |
| tblVehicleEF | MCY | 0.86 | 0.84 |
| tblVehicleEF | MCY | 2.42 | 2.40 |
| tblVehicleEF | MCY | 0.45 | 0.51 |
| tblVehicleEF | MCY | 1.92 | 2.16 |
| tblVehicleEF | MCY | 2.1850e-003 | 2.2300e-003 |
| tblVehicleEF | MCY | 6.0900e-004 | 6.8600e-004 |
| tblVehicleEF | MCY | 1.61 | 1.57 |
| tblVehicleEF | MCY | 0.92 | 0.88 |
| tblVehicleEF | MCY | 0.86 | 0.84 |
| tblVehicleEF | MCY | 2.97 | 2.96 |
| tblVehicleEF | MCY | 0.45 | 0.51 |
| tblVehicleEF | MCY | 2.09 | 2.35 |
| tblVehicleEF | MCY | 0.35 | 0.47 |
| tblVehicleEF | MCY | 0.21 | 0.14 |
| tblVehicleEF | MCY | 22.52 | 22.09 |
| tblVehicleEF | MCY | 8.04 | 9.13 |
| tblVehicleEF | MCY | 221.39 | 180.69 |
| tblVehicleEF | MCY | 59.21 | 45.77 |
| tblVehicleEF | MCY | 1.02 | 1.02 |
| tblVehicleEF | MCY | 0.25 | 0.29 |
| tblVehicleEF | MCY | 2.0430e-003 | 2.1100e-003 |
| tblVehicleEF | MCY | 2.8560e-003 | 3.4020e-003 |
| tblVehicleEF | MCY | 1.9110e-003 | 1.9720e-003 |
| tblVehicleEF | MCY | 2.6880e-003 | 3.2020e-003 |
| tblVehicleEF | MCY | 4.28 | 4.19 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | MCY | 1.48 | 1.41 |
| tblVehicleEF | MCY | 2.28 | 2.24 |
| tblVehicleEF | MCY | 2.36 | 2.35 |
| tblVehicleEF | MCY | 0.45 | 0.50 |
| tblVehicleEF | MCY | 1.63 | 1.85 |
| tblVehicleEF | MCY | 2.1910e-003 | 2.2350e-003 |
| tblVehicleEF | MCY | 5.8600e-004 | 6.6100e-004 |
| tblVehicleEF | MCY | 4.28 | 4.19 |
| tblVehicleEF | MCY | 1.48 | 1.41 |
| tblVehicleEF | MCY | 2.28 | 2.24 |
| tblVehicleEF | MCY | 2.91 | 2.90 |
| tblVehicleEF | MCY | 0.45 | 0.50 |
| tblVehicleEF | MCY | 1.77 | 2.01 |
| tblVehicleEF | MCY | 0.36 | 0.49 |
| tblVehicleEF | MCY | 0.29 | 0.18 |
| tblVehicleEF | MCY | 23.02 | 22.57 |
| tblVehicleEF | MCY | 9.97 | 11.28 |
| tblVehicleEF | MCY | 222.63 | 180.69 |
| tblVehicleEF | MCY | 64.17 | 45.77 |
| tblVehicleEF | MCY | 1.26 | 1.26 |
| tblVehicleEF | MCY | 0.28 | 0.33 |
| tblVehicleEF | MCY | 2.0430e-003 | 2.1100e-003 |
| tblVehicleEF | MCY | 2.8560e-003 | 3.4020e-003 |
| tblVehicleEF | MCY | 1.9110e-003 | 1.9720e-003 |
| tblVehicleEF | MCY | 2.6880e-003 | 3.2020e-003 |
| tblVehicleEF | MCY | 0.75 | 0.71 |
| tblVehicleEF | MCY | 0.98 | 0.94 |
| tblVehicleEF | MCY | 0.30 | 0.28 |
| tblVehicleEF | MCY | 2.49 | 2.47 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | MCY | 0.52 | 0.59 |
| tblVehicleEF | MCY | 2.20 | 2.47 |
| tblVehicleEF | MCY | 2.2030e-003 | 2.2470e-003 |
| tblVehicleEF | MCY | 6.3500e-004 | 7.1500e-004 |
| tblVehicleEF | MCY | 0.75 | 0.71 |
| tblVehicleEF | MCY | 0.98 | 0.94 |
| tblVehicleEF | MCY | 0.30 | 0.28 |
| tblVehicleEF | MCY | 3.07 | 3.05 |
| tblVehicleEF | MCY | 0.52 | 0.59 |
| tblVehicleEF | MCY | 2.39 | 2.69 |
| tblVehicleEF | MDV | 4.3650e-003 | 9.3250e-003 |
| tblVehicleEF | MDV | 0.08 | 0.01 |
| tblVehicleEF | MDV | 0.86 | 0.98 |
| tblVehicleEF | MDV | 2.97 | 2.46 |
| tblVehicleEF | MDV | 410.22 | 491.03 |
| tblVehicleEF | MDV | 83.21 | 103.66 |
| tblVehicleEF | MDV | 0.09 | 0.12 |
| tblVehicleEF | MDV | 0.32 | 0.22 |
| tblVehicleEF | MDV | 1.5230e-003 | 1.7340e-003 |
| tblVehicleEF | MDV | 1.7540e-003 | 2.2110e-003 |
| tblVehicleEF | MDV | 1.4050e-003 | 1.5980e-003 |
| tblVehicleEF | MDV | 1.6130e-003 | 2.0330e-003 |
| tblVehicleEF | MDV | 0.13 | 0.10 |
| tblVehicleEF | MDV | 0.17 | 0.18 |
| tblVehicleEF | MDV | 0.11 | 0.08 |
| tblVehicleEF | MDV | 0.02 | 0.02 |
| tblVehicleEF | MDV | 0.07 | 0.12 |
| tblVehicleEF | MDV | 0.37 | 0.18 |
| tblVehicleEF | MDV | 4.0550e-003 | 4.9140e-003 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | MDV | 8.2300e-004 | 1.0790e-003 |
| tblVehicleEF | MDV | 0.13 | 0.10 |
| tblVehicleEF | MDV | 0.17 | 0.18 |
| tblVehicleEF | MDV | 0.11 | 0.08 |
| tblVehicleEF | MDV | 0.03 | 0.03 |
| tblVehicleEF | MDV | 0.07 | 0.12 |
| tblVehicleEF | MDV | 0.41 | 0.20 |
| tblVehicleEF | MDV | 5.1120e-003 | 0.01 |
| tblVehicleEF | MDV | 0.06 | 0.01 |
| tblVehicleEF | MDV | 1.09 | 1.24 |
| tblVehicleEF | MDV | 2.48 | 2.05 |
| tblVehicleEF | MDV | 438.85 | 541.35 |
| tblVehicleEF | MDV | 82.22 | 103.66 |
| tblVehicleEF | MDV | 0.08 | 0.11 |
| tblVehicleEF | MDV | 0.30 | 0.21 |
| tblVehicleEF | MDV | 1.5230e-003 | 1.7340e-003 |
| tblVehicleEF | MDV | 1.7540e-003 | 2.2110e-003 |
| tblVehicleEF | MDV | 1.4050e-003 | 1.5980e-003 |
| tblVehicleEF | MDV | 1.6130e-003 | 2.0330e-003 |
| tblVehicleEF | MDV | 0.31 | 0.25 |
| tblVehicleEF | MDV | 0.20 | 0.22 |
| tblVehicleEF | MDV | 0.22 | 0.17 |
| tblVehicleEF | MDV | 0.02 | 0.03 |
| tblVehicleEF | MDV | 0.07 | 0.12 |
| tblVehicleEF | MDV | 0.31 | 0.15 |
| tblVehicleEF | MDV | 4.3380e-003 | 5.4200e-003 |
| tblVehicleEF | MDV | 8.1400e-004 | 1.0720e-003 |
| tblVehicleEF | MDV | 0.31 | 0.25 |
| tblVehicleEF | MDV | 0.20 | 0.22 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | MDV | 0.22 | 0.17 |
| tblVehicleEF | MDV | 0.03 | 0.04 |
| tblVehicleEF | MDV | 0.07 | 0.12 |
| tblVehicleEF | MDV | 0.34 | 0.16 |
| tblVehicleEF | MDV | 4.0550e-003 | 8.7550e-003 |
| tblVehicleEF | MDV | 0.09 | 0.02 |
| tblVehicleEF | MDV | 0.80 | 0.90 |
| tblVehicleEF | MDV | 3.56 | 2.93 |
| tblVehicleEF | MDV | 399.42 | 472.03 |
| tblVehicleEF | MDV | 84.33 | 103.66 |
| tblVehicleEF | MDV | 0.09 | 0.13 |
| tblVehicleEF | MDV | 0.35 | 0.24 |
| tblVehicleEF | MDV | 1.5230e-003 | 1.7340e-003 |
| tblVehicleEF | MDV | 1.7540e-003 | 2.2110e-003 |
| tblVehicleEF | MDV | 1.4050e-003 | 1.5980e-003 |
| tblVehicleEF | MDV | 1.6130e-003 | 2.0330e-003 |
| tblVehicleEF | MDV | 0.05 | 0.04 |
| tblVehicleEF | MDV | 0.17 | 0.18 |
| tblVehicleEF | MDV | 0.04 | 0.03 |
| tblVehicleEF | MDV | 0.02 | 0.02 |
| tblVehicleEF | MDV | 0.08 | 0.15 |
| tblVehicleEF | MDV | 0.43 | 0.21 |
| tblVehicleEF | MDV | 3.9480e-003 | 4.7230e-003 |
| tblVehicleEF | MDV | 8.3500e-004 | 1.0880e-003 |
| tblVehicleEF | MDV | 0.05 | 0.04 |
| tblVehicleEF | MDV | 0.17 | 0.18 |
| tblVehicleEF | MDV | 0.04 | 0.03 |
| tblVehicleEF | MDV | 0.02 | 0.03 |
| tblVehicleEF | MDV | 0.08 | 0.15 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | MDV | 0.47 | 0.23 |
| tblVehicleEF | MH | 0.01 | 0.03 |
| tblVehicleEF | MH | 0.02 | 0.02 |
| tblVehicleEF | MH | 1.22 | 2.06 |
| tblVehicleEF | MH | 1.95 | 5.30 |
| tblVehicleEF | MH | 1,537.73 | 1,218.69 |
| tblVehicleEF | MH | 17.54 | 56.62 |
| tblVehicleEF | MH | 1.87 | 1.62 |
| tblVehicleEF | MH | 0.23 | 0.79 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.04 | 0.04 |
| tblVehicleEF | MH | 2.3300e-004 | 1.0090e-003 |
| tblVehicleEF | MH | 3.3130e-003 | 3.2480e-003 |
| tblVehicleEF | MH | 0.04 | 0.03 |
| tblVehicleEF | MH | 2.1400e-004 | 9.2800e-004 |
| tblVehicleEF | MH | 1.06 | 1.25 |
| tblVehicleEF | MH | 0.06 | 0.08 |
| tblVehicleEF | MH | 0.32 | 0.36 |
| tblVehicleEF | MH | 0.08 | 0.10 |
| tblVehicleEF | MH | 0.02 | 0.03 |
| tblVehicleEF | MH | 0.09 | 0.31 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.7400e-004 | 6.5900e-004 |
| tblVehicleEF | MH | 1.06 | 1.25 |
| tblVehicleEF | MH | 0.06 | 0.08 |
| tblVehicleEF | MH | 0.32 | 0.36 |
| tblVehicleEF | MH | 0.11 | 0.14 |
| tblVehicleEF | MH | 0.02 | 0.03 |
| tblVehicleEF | MH | 0.10 | 0.34 |

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| | | | |
|---|---|---|---|
| tblVehicleEF | MH | 0.01 | 0.03 |
| tblVehicleEF | MH | 0.02 | 0.02 |
| tblVehicleEF | MH | 1.26 | 2.14 |
| tblVehicleEF | MH | 1.76 | 4.77 |
| tblVehicleEF | MH | 1,537.80 | 1,218.69 |
| tblVehicleEF | MH | 17.22 | 56.62 |
| tblVehicleEF | MH | 1.75 | 1.51 |
| tblVehicleEF | MH | 0.22 | 0.75 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.04 | 0.04 |
| tblVehicleEF | MH | 2.3300e-004 | 1.0090e-003 |
| tblVehicleEF | MH | 3.3130e-003 | 3.2480e-003 |
| tblVehicleEF | MH | 0.04 | 0.03 |
| tblVehicleEF | MH | 2.1400e-004 | 9.2800e-004 |
| tblVehicleEF | MH | 2.59 | 3.05 |
| tblVehicleEF | MH | 0.08 | 0.09 |
| tblVehicleEF | MH | 0.68 | 0.78 |
| tblVehicleEF | MH | 0.09 | 0.11 |
| tblVehicleEF | MH | 0.02 | 0.03 |
| tblVehicleEF | MH | 0.08 | 0.29 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.7000e-004 | 6.4900e-004 |
| tblVehicleEF | MH | 2.59 | 3.05 |
| tblVehicleEF | MH | 0.08 | 0.09 |
| tblVehicleEF | MH | 0.68 | 0.78 |
| tblVehicleEF | MH | 0.11 | 0.14 |
| tblVehicleEF | MH | 0.02 | 0.03 |
| tblVehicleEF | MH | 0.09 | 0.31 |
| tblVehicleEF | MH | 0.01 | 0.03 |

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| | | | |
|---|---|---|---|
| tblVehicleEF | MH | 0.02 | 0.02 |
| tblVehicleEF | MH | 1.20 | 2.01 |
| tblVehicleEF | MH | 2.09 | 5.71 |
| tblVehicleEF | MH | 1,537.69 | 1,218.69 |
| tblVehicleEF | MH | 17.78 | 56.62 |
| tblVehicleEF | MH | 1.90 | 1.65 |
| tblVehicleEF | MH | 0.24 | 0.83 |
| tblVehicleEF | MH | 0.01 | 0.01 |
| tblVehicleEF | MH | 0.04 | 0.04 |
| tblVehicleEF | MH | 2.3300e-004 | 1.0090e-003 |
| tblVehicleEF | MH | 3.3130e-003 | 3.2480e-003 |
| tblVehicleEF | MH | 0.04 | 0.03 |
| tblVehicleEF | MH | 2.1400e-004 | 9.2800e-004 |
| tblVehicleEF | MH | 0.62 | 0.73 |
| tblVehicleEF | MH | 0.07 | 0.09 |
| tblVehicleEF | MH | 0.20 | 0.23 |
| tblVehicleEF | MH | 0.08 | 0.10 |
| tblVehicleEF | MH | 0.02 | 0.03 |
| tblVehicleEF | MH | 0.09 | 0.32 |
| tblVehicleEF | MH | 0.02 | 0.01 |
| tblVehicleEF | MH | 1.7600e-004 | 6.6500e-004 |
| tblVehicleEF | MH | 0.62 | 0.73 |
| tblVehicleEF | MH | 0.07 | 0.09 |
| tblVehicleEF | MH | 0.20 | 0.23 |
| tblVehicleEF | MH | 0.11 | 0.13 |
| tblVehicleEF | MH | 0.02 | 0.03 |
| tblVehicleEF | MH | 0.10 | 0.36 |
| tblVehicleEF | MHD | 3.0560e-003 | 0.02 |
| tblVehicleEF | MHD | 1.7350e-003 | 3.7960e-003 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | MHD | 7.7100e-003 | 0.05 |
| tblVehicleEF | MHD | 0.39 | 0.28 |
| tblVehicleEF | MHD | 0.25 | 0.32 |
| tblVehicleEF | MHD | 0.87 | 4.18 |
| tblVehicleEF | MHD | 79.84 | 168.23 |
| tblVehicleEF | MHD | 1,102.52 | 1,189.53 |
| tblVehicleEF | MHD | 7.64 | 45.31 |
| tblVehicleEF | MHD | 0.45 | 0.47 |
| tblVehicleEF | MHD | 1.60 | 1.17 |
| tblVehicleEF | MHD | 1.79 | 12.99 |
| tblVehicleEF | MHD | 3.8000e-004 | 1.3200e-004 |
| tblVehicleEF | MHD | 8.1700e-003 | 3.2380e-003 |
| tblVehicleEF | MHD | 9.0000e-005 | 6.6000e-004 |
| tblVehicleEF | MHD | 3.6300e-004 | 1.2700e-004 |
| tblVehicleEF | MHD | 7.8110e-003 | 3.0930e-003 |
| tblVehicleEF | MHD | 8.3000e-005 | 6.0700e-004 |
| tblVehicleEF | MHD | 5.8800e-004 | 1.1800e-003 |
| tblVehicleEF | MHD | 0.02 | 0.04 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 2.6200e-004 | 5.2500e-004 |
| tblVehicleEF | MHD | 0.02 | 0.05 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.04 | 0.25 |
| tblVehicleEF | MHD | 7.5700e-004 | 1.6140e-003 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 7.6000e-005 | 5.2600e-004 |
| tblVehicleEF | MHD | 5.8800e-004 | 1.1800e-003 |
| tblVehicleEF | MHD | 0.02 | 0.04 |
| tblVehicleEF | MHD | 0.02 | 0.03 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | MHD | 2.6200e-004 | 5.2500e-004 |
| tblVehicleEF | MHD | 0.02 | 0.05 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.04 | 0.28 |
| tblVehicleEF | MHD | 2.8890e-003 | 0.01 |
| tblVehicleEF | MHD | 1.7730e-003 | 3.8560e-003 |
| tblVehicleEF | MHD | 7.3240e-003 | 0.04 |
| tblVehicleEF | MHD | 0.34 | 0.20 |
| tblVehicleEF | MHD | 0.25 | 0.32 |
| tblVehicleEF | MHD | 0.81 | 3.89 |
| tblVehicleEF | MHD | 79.65 | 178.31 |
| tblVehicleEF | MHD | 1,102.52 | 1,189.53 |
| tblVehicleEF | MHD | 7.54 | 45.31 |
| tblVehicleEF | MHD | 0.44 | 0.48 |
| tblVehicleEF | MHD | 1.51 | 1.11 |
| tblVehicleEF | MHD | 1.78 | 12.96 |
| tblVehicleEF | MHD | 3.2400e-004 | 1.1100e-004 |
| tblVehicleEF | MHD | 8.1700e-003 | 3.2380e-003 |
| tblVehicleEF | MHD | 9.0000e-005 | 6.6000e-004 |
| tblVehicleEF | MHD | 3.1000e-004 | 1.0700e-004 |
| tblVehicleEF | MHD | 7.8110e-003 | 3.0930e-003 |
| tblVehicleEF | MHD | 8.3000e-005 | 6.0700e-004 |
| tblVehicleEF | MHD | 1.4550e-003 | 2.9260e-003 |
| tblVehicleEF | MHD | 0.02 | 0.04 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 5.6300e-004 | 1.1300e-003 |
| tblVehicleEF | MHD | 0.02 | 0.05 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.04 | 0.24 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | MHD | 7.5500e-004 | 1.7090e-003 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 7.5000e-005 | 5.2100e-004 |
| tblVehicleEF | MHD | 1.4550e-003 | 2.9260e-003 |
| tblVehicleEF | MHD | 0.02 | 0.04 |
| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 5.6300e-004 | 1.1300e-003 |
| tblVehicleEF | MHD | 0.02 | 0.05 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.04 | 0.26 |
| tblVehicleEF | MHD | 3.2230e-003 | 0.02 |
| tblVehicleEF | MHD | 1.7000e-003 | 3.7410e-003 |
| tblVehicleEF | MHD | 8.0980e-003 | 0.05 |
| tblVehicleEF | MHD | 0.44 | 0.38 |
| tblVehicleEF | MHD | 0.24 | 0.32 |
| tblVehicleEF | MHD | 0.94 | 4.49 |
| tblVehicleEF | MHD | 80.19 | 154.55 |
| tblVehicleEF | MHD | 1,102.51 | 1,189.53 |
| tblVehicleEF | MHD | 7.76 | 45.31 |
| tblVehicleEF | MHD | 0.46 | 0.45 |
| tblVehicleEF | MHD | 1.63 | 1.19 |
| tblVehicleEF | MHD | 1.79 | 13.03 |
| tblVehicleEF | MHD | 4.5700e-004 | 1.6100e-004 |
| tblVehicleEF | MHD | 8.1700e-003 | 3.2380e-003 |
| tblVehicleEF | MHD | 9.0000e-005 | 6.6000e-004 |
| tblVehicleEF | MHD | 4.3700e-004 | 1.5400e-004 |
| tblVehicleEF | MHD | 7.8110e-003 | 3.0930e-003 |
| tblVehicleEF | MHD | 8.3000e-005 | 6.0700e-004 |
| tblVehicleEF | MHD | 2.4200e-004 | 4.8400e-004 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | MHD | 0.02 | 0.04 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 1.1500e-004 | 2.3000e-004 |
| tblVehicleEF | MHD | 0.02 | 0.05 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.04 | 0.27 |
| tblVehicleEF | MHD | 7.6000e-004 | 1.4850e-003 |
| tblVehicleEF | MHD | 0.01 | 0.01 |
| tblVehicleEF | MHD | 7.7000e-005 | 5.3200e-004 |
| tblVehicleEF | MHD | 2.4200e-004 | 4.8400e-004 |
| tblVehicleEF | MHD | 0.02 | 0.04 |
| tblVehicleEF | MHD | 0.02 | 0.03 |
| tblVehicleEF | MHD | 1.1500e-004 | 2.3000e-004 |
| tblVehicleEF | MHD | 0.02 | 0.05 |
| tblVehicleEF | MHD | 0.02 | 0.02 |
| tblVehicleEF | MHD | 0.05 | 0.29 |
| tblVehicleEF | OBUS | 8.9180e-003 | 0.01 |
| tblVehicleEF | OBUS | 8.6610e-003 | 8.4570e-003 |
| tblVehicleEF | OBUS | 0.02 | 0.03 |
| tblVehicleEF | OBUS | 0.57 | 0.25 |
| tblVehicleEF | OBUS | 0.95 | 0.53 |
| tblVehicleEF | OBUS | 2.61 | 5.31 |
| tblVehicleEF | OBUS | 79.83 | 83.87 |
| tblVehicleEF | OBUS | 1,518.74 | 1,293.53 |
| tblVehicleEF | OBUS | 20.69 | 69.17 |
| tblVehicleEF | OBUS | 0.30 | 0.17 |
| tblVehicleEF | OBUS | 1.13 | 0.75 |
| tblVehicleEF | OBUS | 0.73 | 2.11 |
| tblVehicleEF | OBUS | 1.0200e-004 | 1.6000e-005 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | OBUS | 6.5540e-003 | 2.3950e-003 |
| tblVehicleEF | OBUS | 2.1000e-004 | 8.7400e-004 |
| tblVehicleEF | OBUS | 9.8000e-005 | 1.5000e-005 |
| tblVehicleEF | OBUS | 6.2470e-003 | 2.2650e-003 |
| tblVehicleEF | OBUS | 1.9300e-004 | 8.0300e-004 |
| tblVehicleEF | OBUS | 3.0220e-003 | 2.0620e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.02 |
| tblVehicleEF | OBUS | 0.05 | 0.03 |
| tblVehicleEF | OBUS | 1.0270e-003 | 7.2500e-004 |
| tblVehicleEF | OBUS | 0.05 | 0.04 |
| tblVehicleEF | OBUS | 0.08 | 0.04 |
| tblVehicleEF | OBUS | 0.12 | 0.33 |
| tblVehicleEF | OBUS | 7.6100e-004 | 8.1200e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 2.0500e-004 | 7.8500e-004 |
| tblVehicleEF | OBUS | 3.0220e-003 | 2.0620e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.02 |
| tblVehicleEF | OBUS | 0.07 | 0.04 |
| tblVehicleEF | OBUS | 1.0270e-003 | 7.2500e-004 |
| tblVehicleEF | OBUS | 0.07 | 0.05 |
| tblVehicleEF | OBUS | 0.08 | 0.04 |
| tblVehicleEF | OBUS | 0.14 | 0.36 |
| tblVehicleEF | OBUS | 9.0050e-003 | 0.01 |
| tblVehicleEF | OBUS | 8.9260e-003 | 8.6960e-003 |
| tblVehicleEF | OBUS | 0.02 | 0.02 |
| tblVehicleEF | OBUS | 0.57 | 0.24 |
| tblVehicleEF | OBUS | 0.98 | 0.55 |
| tblVehicleEF | OBUS | 2.37 | 4.83 |
| tblVehicleEF | OBUS | 78.95 | 87.84 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | OBUS | 1,518.79 | 1,293.53 |
| tblVehicleEF | OBUS | 20.29 | 69.17 |
| tblVehicleEF | OBUS | 0.29 | 0.18 |
| tblVehicleEF | OBUS | 1.05 | 0.70 |
| tblVehicleEF | OBUS | 0.71 | 2.06 |
| tblVehicleEF | OBUS | 9.1000e-005 | 1.3000e-005 |
| tblVehicleEF | OBUS | 6.5540e-003 | 2.3950e-003 |
| tblVehicleEF | OBUS | 2.1000e-004 | 8.7400e-004 |
| tblVehicleEF | OBUS | 8.7000e-005 | 1.3000e-005 |
| tblVehicleEF | OBUS | 6.2470e-003 | 2.2650e-003 |
| tblVehicleEF | OBUS | 1.9300e-004 | 8.0300e-004 |
| tblVehicleEF | OBUS | 7.3180e-003 | 4.9790e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.02 |
| tblVehicleEF | OBUS | 0.05 | 0.03 |
| tblVehicleEF | OBUS | 2.0980e-003 | 1.4860e-003 |
| tblVehicleEF | OBUS | 0.05 | 0.04 |
| tblVehicleEF | OBUS | 0.08 | 0.04 |
| tblVehicleEF | OBUS | 0.12 | 0.31 |
| tblVehicleEF | OBUS | 7.5300e-004 | 8.5000e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 2.0100e-004 | 7.7600e-004 |
| tblVehicleEF | OBUS | 7.3180e-003 | 4.9790e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.02 |
| tblVehicleEF | OBUS | 0.07 | 0.04 |
| tblVehicleEF | OBUS | 2.0980e-003 | 1.4860e-003 |
| tblVehicleEF | OBUS | 0.07 | 0.06 |
| tblVehicleEF | OBUS | 0.08 | 0.04 |
| tblVehicleEF | OBUS | 0.13 | 0.34 |
| tblVehicleEF | OBUS | 8.8110e-003 | 0.01 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | OBUS | 8.4220e-003 | 8.2660e-003 |
| tblVehicleEF | OBUS | 0.03 | 0.03 |
| tblVehicleEF | OBUS | 0.58 | 0.25 |
| tblVehicleEF | OBUS | 0.92 | 0.52 |
| tblVehicleEF | OBUS | 2.85 | 5.79 |
| tblVehicleEF | OBUS | 81.03 | 78.38 |
| tblVehicleEF | OBUS | 1,518.69 | 1,293.53 |
| tblVehicleEF | OBUS | 21.09 | 69.17 |
| tblVehicleEF | OBUS | 0.32 | 0.16 |
| tblVehicleEF | OBUS | 1.16 | 0.76 |
| tblVehicleEF | OBUS | 0.74 | 2.16 |
| tblVehicleEF | OBUS | 1.1800e-004 | 1.9000e-005 |
| tblVehicleEF | OBUS | 6.5540e-003 | 2.3950e-003 |
| tblVehicleEF | OBUS | 2.1000e-004 | 8.7400e-004 |
| tblVehicleEF | OBUS | 1.1200e-004 | 1.8000e-005 |
| tblVehicleEF | OBUS | 6.2470e-003 | 2.2650e-003 |
| tblVehicleEF | OBUS | 1.9300e-004 | 8.0300e-004 |
| tblVehicleEF | OBUS | 1.4040e-003 | 9.5200e-004 |
| tblVehicleEF | OBUS | 0.03 | 0.02 |
| tblVehicleEF | OBUS | 0.05 | 0.03 |
| tblVehicleEF | OBUS | 5.7400e-004 | 4.0600e-004 |
| tblVehicleEF | OBUS | 0.05 | 0.04 |
| tblVehicleEF | OBUS | 0.09 | 0.04 |
| tblVehicleEF | OBUS | 0.13 | 0.35 |
| tblVehicleEF | OBUS | 7.7200e-004 | 7.6000e-004 |
| tblVehicleEF | OBUS | 0.01 | 0.01 |
| tblVehicleEF | OBUS | 2.0900e-004 | 7.9300e-004 |
| tblVehicleEF | OBUS | 1.4040e-003 | 9.5200e-004 |
| tblVehicleEF | OBUS | 0.03 | 0.02 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | OBUS | 0.07 | 0.05 |
| tblVehicleEF | OBUS | 5.7400e-004 | 4.0600e-004 |
| tblVehicleEF | OBUS | 0.06 | 0.05 |
| tblVehicleEF | OBUS | 0.09 | 0.04 |
| tblVehicleEF | OBUS | 0.14 | 0.38 |
| tblVehicleEF | SBUS | 0.02 | 0.82 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 2.7990e-003 | 0.07 |
| tblVehicleEF | SBUS | 1.26 | 5.59 |
| tblVehicleEF | SBUS | 0.92 | 0.79 |
| tblVehicleEF | SBUS | 0.47 | 5.84 |
| tblVehicleEF | SBUS | 330.41 | 1,247.83 |
| tblVehicleEF | SBUS | 1,077.88 | 1,111.33 |
| tblVehicleEF | SBUS | 2.03 | 37.25 |
| tblVehicleEF | SBUS | 3.44 | 10.45 |
| tblVehicleEF | SBUS | 5.27 | 4.01 |
| tblVehicleEF | SBUS | 0.89 | 15.03 |
| tblVehicleEF | SBUS | 3.7270e-003 | 9.4650e-003 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 0.03 | 0.02 |
| tblVehicleEF | SBUS | 2.9000e-005 | 5.7700e-004 |
| tblVehicleEF | SBUS | 3.5660e-003 | 9.0560e-003 |
| tblVehicleEF | SBUS | 2.8220e-003 | 2.7230e-003 |
| tblVehicleEF | SBUS | 0.03 | 0.02 |
| tblVehicleEF | SBUS | 2.7000e-005 | 5.3100e-004 |
| tblVehicleEF | SBUS | 1.4040e-003 | 4.3880e-003 |
| tblVehicleEF | SBUS | 9.1560e-003 | 0.03 |
| tblVehicleEF | SBUS | 0.12 | 0.66 |
| tblVehicleEF | SBUS | 3.6300e-004 | 1.4660e-003 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 0.11 | 0.11 |
| tblVehicleEF | SBUS | 0.02 | 0.01 |
| tblVehicleEF | SBUS | 0.02 | 0.30 |
| tblVehicleEF | SBUS | 3.1320e-003 | 0.01 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 2.0000e-005 | 4.7300e-004 |
| tblVehicleEF | SBUS | 1.4040e-003 | 4.3880e-003 |
| tblVehicleEF | SBUS | 9.1560e-003 | 0.03 |
| tblVehicleEF | SBUS | 0.16 | 0.95 |
| tblVehicleEF | SBUS | 3.6300e-004 | 1.4660e-003 |
| tblVehicleEF | SBUS | 0.14 | 0.13 |
| tblVehicleEF | SBUS | 0.02 | 0.01 |
| tblVehicleEF | SBUS | 0.02 | 0.33 |
| tblVehicleEF | SBUS | 0.02 | 0.82 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 2.2110e-003 | 0.06 |
| tblVehicleEF | SBUS | 1.22 | 5.46 |
| tblVehicleEF | SBUS | 0.94 | 0.80 |
| tblVehicleEF | SBUS | 0.31 | 3.79 |
| tblVehicleEF | SBUS | 339.61 | 1,311.05 |
| tblVehicleEF | SBUS | 1,077.92 | 1,111.33 |
| tblVehicleEF | SBUS | 1.76 | 37.25 |
| tblVehicleEF | SBUS | 3.52 | 10.79 |
| tblVehicleEF | SBUS | 4.98 | 3.78 |
| tblVehicleEF | SBUS | 0.89 | 14.99 |
| tblVehicleEF | SBUS | 3.1510e-003 | 7.9790e-003 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 0.03 | 0.02 |
| tblVehicleEF | SBUS | 2.9000e-005 | 5.7700e-004 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 3.0150e-003 | 7.6340e-003 |
| tblVehicleEF | SBUS | 2.8220e-003 | 2.7230e-003 |
| tblVehicleEF | SBUS | 0.03 | 0.02 |
| tblVehicleEF | SBUS | 2.7000e-005 | 5.3100e-004 |
| tblVehicleEF | SBUS | 3.5130e-003 | 0.01 |
| tblVehicleEF | SBUS | 0.01 | 0.03 |
| tblVehicleEF | SBUS | 0.12 | 0.66 |
| tblVehicleEF | SBUS | 8.0200e-004 | 3.0340e-003 |
| tblVehicleEF | SBUS | 0.11 | 0.11 |
| tblVehicleEF | SBUS | 0.02 | 0.01 |
| tblVehicleEF | SBUS | 0.01 | 0.24 |
| tblVehicleEF | SBUS | 3.2190e-003 | 0.01 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 1.7000e-005 | 4.3900e-004 |
| tblVehicleEF | SBUS | 3.5130e-003 | 0.01 |
| tblVehicleEF | SBUS | 0.01 | 0.03 |
| tblVehicleEF | SBUS | 0.16 | 0.94 |
| tblVehicleEF | SBUS | 8.0200e-004 | 3.0340e-003 |
| tblVehicleEF | SBUS | 0.14 | 0.13 |
| tblVehicleEF | SBUS | 0.02 | 0.01 |
| tblVehicleEF | SBUS | 0.01 | 0.26 |
| tblVehicleEF | SBUS | 0.02 | 0.82 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 3.3560e-003 | 0.09 |
| tblVehicleEF | SBUS | 1.32 | 5.78 |
| tblVehicleEF | SBUS | 0.90 | 0.77 |
| tblVehicleEF | SBUS | 0.65 | 7.84 |
| tblVehicleEF | SBUS | 317.71 | 1,160.52 |
| tblVehicleEF | SBUS | 1,077.83 | 1,111.33 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | SBUS | 2.32 | 37.25 |
| tblVehicleEF | SBUS | 3.34 | 9.99 |
| tblVehicleEF | SBUS | 5.37 | 4.06 |
| tblVehicleEF | SBUS | 0.89 | 15.06 |
| tblVehicleEF | SBUS | 4.5240e-003 | 0.01 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 0.03 | 0.02 |
| tblVehicleEF | SBUS | 2.9000e-005 | 5.7700e-004 |
| tblVehicleEF | SBUS | 4.3280e-003 | 0.01 |
| tblVehicleEF | SBUS | 2.8220e-003 | 2.7230e-003 |
| tblVehicleEF | SBUS | 0.03 | 0.02 |
| tblVehicleEF | SBUS | 2.7000e-005 | 5.3100e-004 |
| tblVehicleEF | SBUS | 5.0400e-004 | 1.9410e-003 |
| tblVehicleEF | SBUS | 8.8740e-003 | 0.03 |
| tblVehicleEF | SBUS | 0.12 | 0.67 |
| tblVehicleEF | SBUS | 1.6500e-004 | 8.1300e-004 |
| tblVehicleEF | SBUS | 0.11 | 0.11 |
| tblVehicleEF | SBUS | 0.03 | 0.02 |
| tblVehicleEF | SBUS | 0.02 | 0.35 |
| tblVehicleEF | SBUS | 3.0120e-003 | 0.01 |
| tblVehicleEF | SBUS | 0.01 | 0.01 |
| tblVehicleEF | SBUS | 2.3000e-005 | 5.0600e-004 |
| tblVehicleEF | SBUS | 5.0400e-004 | 1.9410e-003 |
| tblVehicleEF | SBUS | 8.8740e-003 | 0.03 |
| tblVehicleEF | SBUS | 0.16 | 0.95 |
| tblVehicleEF | SBUS | 1.6500e-004 | 8.1300e-004 |
| tblVehicleEF | SBUS | 0.14 | 0.13 |
| tblVehicleEF | SBUS | 0.03 | 0.02 |
| tblVehicleEF | SBUS | 0.02 | 0.39 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 4.07 | 1.23 |
| tblVehicleEF | UBUS | 0.02 | 0.06 |
| tblVehicleEF | UBUS | 31.60 | 6.41 |
| tblVehicleEF | UBUS | 1.74 | 10.49 |
| tblVehicleEF | UBUS | 1,829.59 | 1,895.28 |
| tblVehicleEF | UBUS | 19.62 | 124.68 |
| tblVehicleEF | UBUS | 0.42 | 4.74 |
| tblVehicleEF | UBUS | 0.18 | 13.71 |
| tblVehicleEF | UBUS | 0.08 | 0.54 |
| tblVehicleEF | UBUS | 0.03 | 0.01 |
| tblVehicleEF | UBUS | 3.3510e-003 | 0.06 |
| tblVehicleEF | UBUS | 1.8000e-004 | 1.1990e-003 |
| tblVehicleEF | UBUS | 0.04 | 0.23 |
| tblVehicleEF | UBUS | 6.5620e-003 | 3.0000e-003 |
| tblVehicleEF | UBUS | 3.1880e-003 | 0.06 |
| tblVehicleEF | UBUS | 1.6600e-004 | 1.1020e-003 |
| tblVehicleEF | UBUS | 1.5370e-003 | 6.4200e-003 |
| tblVehicleEF | UBUS | 0.01 | 0.07 |
| tblVehicleEF | UBUS | 7.5400e-004 | 2.6350e-003 |
| tblVehicleEF | UBUS | 0.07 | 0.41 |
| tblVehicleEF | UBUS | 2.8550e-003 | 0.01 |
| tblVehicleEF | UBUS | 0.10 | 0.83 |
| tblVehicleEF | UBUS | 5.1830e-003 | 0.01 |
| tblVehicleEF | UBUS | 1.9400e-004 | 1.4370e-003 |
| tblVehicleEF | UBUS | 1.5370e-003 | 6.4200e-003 |
| tblVehicleEF | UBUS | 0.01 | 0.07 |
| tblVehicleEF | UBUS | 7.5400e-004 | 2.6350e-003 |
| tblVehicleEF | UBUS | 4.16 | 1.68 |
| tblVehicleEF | UBUS | 2.8550e-003 | 0.01 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 0.11 | 0.91 |
| tblVehicleEF | UBUS | 4.07 | 1.23 |
| tblVehicleEF | UBUS | 0.02 | 0.05 |
| tblVehicleEF | UBUS | 31.60 | 6.47 |
| tblVehicleEF | UBUS | 1.42 | 8.51 |
| tblVehicleEF | UBUS | 1,829.59 | 1,895.28 |
| tblVehicleEF | UBUS | 19.09 | 124.68 |
| tblVehicleEF | UBUS | 0.41 | 4.46 |
| tblVehicleEF | UBUS | 0.17 | 13.62 |
| tblVehicleEF | UBUS | 0.08 | 0.54 |
| tblVehicleEF | UBUS | 0.03 | 0.01 |
| tblVehicleEF | UBUS | 3.3510e-003 | 0.06 |
| tblVehicleEF | UBUS | 1.8000e-004 | 1.1990e-003 |
| tblVehicleEF | UBUS | 0.04 | 0.23 |
| tblVehicleEF | UBUS | 6.5620e-003 | 3.0000e-003 |
| tblVehicleEF | UBUS | 3.1880e-003 | 0.06 |
| tblVehicleEF | UBUS | 1.6600e-004 | 1.1020e-003 |
| tblVehicleEF | UBUS | 3.7260e-003 | 0.02 |
| tblVehicleEF | UBUS | 0.02 | 0.09 |
| tblVehicleEF | UBUS | 1.6240e-003 | 5.7380e-003 |
| tblVehicleEF | UBUS | 0.07 | 0.41 |
| tblVehicleEF | UBUS | 2.7520e-003 | 0.01 |
| tblVehicleEF | UBUS | 0.09 | 0.73 |
| tblVehicleEF | UBUS | 5.1830e-003 | 0.01 |
| tblVehicleEF | UBUS | 1.8900e-004 | 1.4020e-003 |
| tblVehicleEF | UBUS | 3.7260e-003 | 0.02 |
| tblVehicleEF | UBUS | 0.02 | 0.09 |
| tblVehicleEF | UBUS | 1.6240e-003 | 5.7380e-003 |
| tblVehicleEF | UBUS | 4.16 | 1.69 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 2.7520e-003 | 0.01 |
| tblVehicleEF | UBUS | 0.09 | 0.80 |
| tblVehicleEF | UBUS | 4.07 | 1.23 |
| tblVehicleEF | UBUS | 0.03 | 0.07 |
| tblVehicleEF | UBUS | 31.59 | 6.37 |
| tblVehicleEF | UBUS | 2.08 | 12.57 |
| tblVehicleEF | UBUS | 1,829.58 | 1,895.28 |
| tblVehicleEF | UBUS | 20.21 | 124.68 |
| tblVehicleEF | UBUS | 0.42 | 4.83 |
| tblVehicleEF | UBUS | 0.20 | 13.80 |
| tblVehicleEF | UBUS | 0.08 | 0.54 |
| tblVehicleEF | UBUS | 0.03 | 0.01 |
| tblVehicleEF | UBUS | 3.3510e-003 | 0.06 |
| tblVehicleEF | UBUS | 1.8000e-004 | 1.1990e-003 |
| tblVehicleEF | UBUS | 0.04 | 0.23 |
| tblVehicleEF | UBUS | 6.5620e-003 | 3.0000e-003 |
| tblVehicleEF | UBUS | 3.1880e-003 | 0.06 |
| tblVehicleEF | UBUS | 1.6600e-004 | 1.1020e-003 |
| tblVehicleEF | UBUS | 6.7300e-004 | 2.8200e-003 |
| tblVehicleEF | UBUS | 0.01 | 0.08 |
| tblVehicleEF | UBUS | 3.8600e-004 | 1.3710e-003 |
| tblVehicleEF | UBUS | 0.07 | 0.40 |
| tblVehicleEF | UBUS | 3.5060e-003 | 0.02 |
| tblVehicleEF | UBUS | 0.11 | 0.92 |
| tblVehicleEF | UBUS | 5.1830e-003 | 0.01 |
| tblVehicleEF | UBUS | 2.0000e-004 | 1.4720e-003 |
| tblVehicleEF | UBUS | 6.7300e-004 | 2.8200e-003 |
| tblVehicleEF | UBUS | 0.01 | 0.08 |
| tblVehicleEF | UBUS | 3.8600e-004 | 1.3710e-003 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblVehicleEF | UBUS | 4.16 | 1.67 |
| tblVehicleEF | UBUS | 3.5060e-003 | 0.02 |
| tblVehicleEF | UBUS | 0.12 | 1.01 |

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.4069 | 3.4925 | 3.2132 | 9.0700e-003 | 0.0806 | 0.1464 | 0.2270 | 0.0219 | 0.1347 | 0.1566 | 0.0000 | 803.8100 | 803.8100 | 0.2262 | 0.0104 | 812.5691 |
| **Maximum** | **0.4069** | **3.4925** | **3.2132** | **9.0700e-003** | **0.0806** | **0.1464** | **0.2270** | **0.0219** | **0.1347** | **0.1566** | **0.0000** | **803.8100** | **803.8100** | **0.2262** | **0.0104** | **812.5691** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.4069 | 3.4925 | 3.2132 | 9.0700e-003 | 0.0806 | 0.1464 | 0.2270 | 0.0219 | 0.1347 | 0.1566 | 0.0000 | 803.8092 | 803.8092 | 0.2262 | 0.0104 | 812.5683 |
| **Maximum** | **0.4069** | **3.4925** | **3.2132** | **9.0700e-003** | **0.0806** | **0.1464** | **0.2270** | **0.0219** | **0.1347** | **0.1566** | **0.0000** | **803.8092** | **803.8092** | **0.2262** | **0.0104** | **812.5683** |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| **1** | **7-1-2022** | **9-30-2022** | 1.7653 | 1.7653 |
| | | **Highest** | 1.7653 | 1.7653 |

## 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.0000 | 0.0000 | 5.0000e-005 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 1.1000e-004 |
| Energy | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **5.0000e-005** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **1.0000e-004** | **1.0000e-004** | **0.0000** | **0.0000** | **1.1000e-004** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.0000 | 0.0000 | 5.0000e-005 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 1.1000e-004 |
| Energy | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0000** | **0.0000** | **5.0000e-005** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **1.0000e-004** | **1.0000e-004** | **0.0000** | **0.0000** | **1.1000e-004** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Building Construction | Building Construction | 6/1/2022 | 12/20/2022 | 5 | 145 | |

**Acres of Grading (Site Preparation Phase): 0**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Building Construction | Cranes | 1 | 8.00 | 231 | 0.29 |
| Building Construction | Excavators | 3 | 8.00 | 158 | 0.38 |
| Building Construction | Forklifts | 0 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 0 | 8.00 | 84 | 0.74 |
| Building Construction | Off-Highway Trucks | 5 | 8.00 | 402 | 0.38 |
| Building Construction | Pavers | 1 | 8.00 | 130 | 0.42 |
| Building Construction | Rollers | 1 | 8.00 | 80 | 0.38 |
| Building Construction | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Building Construction | Sweepers/Scrubbers | 1 | 8.00 | 64 | 0.46 |
| Building Construction | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Building Construction | Welders | 0 | 8.00 | 46 | 0.45 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Building Construction | 14 | 104.00 | 41.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.2 Building Construction - 2022

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.3763 | 3.3119 | 2.9676 | 7.8900e-003 | | 0.1442 | 0.1442 | | 0.1326 | 0.1326 | 0.0000 | 693.0684 | 693.0684 | 0.2242 | 0.0000 | 698.6722 |
| **Total** | **0.3763** | **3.3119** | **2.9676** | **7.8900e-003** | | **0.1442** | **0.1442** | | **0.1326** | **0.1326** | **0.0000** | **693.0684** | **693.0684** | **0.2242** | **0.0000** | **698.6722** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 6.6200e-003 | 0.1632 | 0.0493 | 6.3000e-004 | 0.0198 | 1.8500e-003 | 0.0217 | 5.7300e-003 | 1.7700e-003 | 7.4900e-003 | 0.0000 | 60.1722 | 60.1722 | 3.6000e-004 | 8.9100e-003 | 62.8369 |
| Worker | 0.0240 | 0.0174 | 0.1963 | 5.5000e-004 | 0.0608 | 3.5000e-004 | 0.0611 | 0.0161 | 3.2000e-004 | 0.0165 | 0.0000 | 50.5695 | 50.5695 | 1.6300e-003 | 1.5100e-003 | 51.0601 |
| **Total** | **0.0306** | **0.1806** | **0.2456** | **1.1800e-003** | **0.0806** | **2.2000e-003** | **0.0828** | **0.0219** | **2.0900e-003** | **0.0240** | **0.0000** | **110.7416** | **110.7416** | **1.9900e-003** | **0.0104** | **113.8970** |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 3.2 Building Construction - 2022

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.3763 | 3.3119 | 2.9676 | 7.8900e-003 | | 0.1442 | 0.1442 | | 0.1326 | 0.1326 | 0.0000 | 693.0675 | 693.0675 | 0.2242 | 0.0000 | 698.6713 |
| **Total** | **0.3763** | **3.3119** | **2.9676** | **7.8900e-003** | | **0.1442** | **0.1442** | | **0.1326** | **0.1326** | **0.0000** | **693.0675** | **693.0675** | **0.2242** | **0.0000** | **698.6713** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 6.6200e-003 | 0.1632 | 0.0493 | 6.3000e-004 | 0.0198 | 1.8500e-003 | 0.0217 | 5.7300e-003 | 1.7700e-003 | 7.4900e-003 | 0.0000 | 60.1722 | 60.1722 | 3.6000e-004 | 8.9100e-003 | 62.8369 |
| Worker | 0.0240 | 0.0174 | 0.1963 | 5.5000e-004 | 0.0608 | 3.5000e-004 | 0.0611 | 0.0161 | 3.2000e-004 | 0.0165 | 0.0000 | 50.5695 | 50.5695 | 1.6300e-003 | 1.5100e-003 | 51.0601 |
| **Total** | **0.0306** | **0.1806** | **0.2456** | **1.1800e-003** | **0.0806** | **2.2000e-003** | **0.0828** | **0.0219** | **2.0900e-003** | **0.0240** | **0.0000** | **110.7416** | **110.7416** | **1.9900e-003** | **0.0104** | **113.8970** |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

# 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| User Defined Industrial | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 0.00 | | |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| User Defined Industrial | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| User Defined Industrial | 0.492592 | 0.029877 | 0.172571 | 0.108744 | 0.015451 | 0.005259 | 0.018880 | 0.146151 | 0.001599 | 0.001570 | 0.005698 | 0.000896 | 0.000711 |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| NaturalGas Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| NaturalGas Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

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## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| User Defined Industrial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| User Defined Industrial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| User Defined Industrial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| User Defined Industrial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0000 | 0.0000 | 5.0000e-005 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 1.1000e-004 |
| Unmitigated | 0.0000 | 0.0000 | 5.0000e-005 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 1.1000e-004 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.0000 | 0.0000 | 5.0000e-005 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 1.1000e-004 |
| **Total** | **0.0000** | **0.0000** | **5.0000e-005** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **1.0000e-004** | **1.0000e-004** | **0.0000** | **0.0000** | **1.1000e-004** |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.0000 | 0.0000 | 5.0000e-005 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.0000e-004 | 1.0000e-004 | 0.0000 | 0.0000 | 1.1000e-004 |
| **Total** | **0.0000** | **0.0000** | **5.0000e-005** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **1.0000e-004** | **1.0000e-004** | **0.0000** | **0.0000** | **1.1000e-004** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| User Defined Industrial | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| User Defined Industrial | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| User Defined Industrial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| User Defined Industrial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0000** | **0.0000** | **0.0000** | **0.0000** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 10.0 Stationary Equipment

### Fire Pumps and Emergency Generators

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

### Boilers

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

### User Defined Equipment

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation