



**Resource Management
Agency
COUNTY OF TULARE
AGENDA ITEM**

BOARD OF SUPERVISORS

KUYLER CROCKER
District One
PETE VANDER POEL
District Two
AMY SHUKLIAN
District Three
EDDIE VALERO
District Four
DENNIS TOWNSEND
District Five

AGENDA DATE: June 9, 2020

Public Hearing Required	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Scheduled Public Hearing w/Clerk	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Published Notice Required	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Advertised Published Notice	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Meet & Confer Required	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Electronic file(s) has been sent	Yes	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
Budget Transfer (Aud 308) attached	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Personnel Resolution attached	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Agreements are attached and signature line for Chairman is marked with tab(s)/flag(s)	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
CONTACT PERSON: Celeste Perez PHONE: (559) 624-7010				

SUBJECT: Adopt the Categorical Exemption for the Road 64 Improvement Project

REQUEST(S):
That the Board of Supervisors:

1. Adopt the Categorical Exemption prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines per Section 15302 Replacement or Reconstruction and Section 15300.4, Application by Public Agencies, for the Road 64 Improvement Project, near the community of Goshen; and
2. Authorize the Environmental Assessment Officer, or designee, to sign and file the Notice of Exemption with the County Clerk.

SUMMARY:
In accordance with the California Environmental Quality Act (CEQA), the County of Tulare, acting as the lead agency for the Road 64 Improvement Project (Project), must adopt the Categorical Exemption (CE) prior to issuing Williamson Act cancellation notifications, and starting the right of way acquisition phase of the project.

The Project was approved with the 2018-19 County Transportation Improvement Program (CTIP). To accommodate projected increases in traffic, and to bring Road 64 to current standards, the County proposes to reconstruct Road 64 between State Route 198 and Avenue 304. The Project would reconstruct the existing two-lane undivided, 24-foot wide, pavement section to a two-lane undivided, 32-foot wide pavement section. The public right of way would be expanded from an existing width of 40 feet to an overall width of 80 feet with increased width to accommodate turn lanes at State Route 198 and Avenue 304.

SUBJECT: Adopt the Categorical Exemption for the Road 64 Improvement Project
DATE: June 9, 2020

The new roadway width will include 12 foot travel lane, 4 foot paved shoulder, 4 foot unpaved shoulder, and 20 foot for roadside drainage and clear recovery zone on each side. The existing corrugated metal pipe(s) (CMP) at the Mill Creek Ditch crossing of Road 64 will be replaced with a new concrete pipe or box structure. The intersection at Road 64 and Avenue 304 will be widened to accommodate design vehicles, and align with the Road 64 alignment north of Avenue 304. The intersection would be converted from a two-way stop control, at the Road 64 approaches, to an all-way-stop-controlled intersection, with stop signs on all four approaches. The intersection meets the warrant for an all-way-stop-control installation due to the number collisions [5 or more] in the last twelve months.

The project requires the acquisition of right of way and temporary easements for construction from ten parcels along the segment. The project would also require the relocation of approximately 19 utility (distribution) poles. Other utility relocations such as phone/cable pedestals, or vault adjustments may be required as well. A portion of the project (northern 1,800 ft.) is within a designated Flood Zone A. Zone A is described as “Areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.” By increasing the capacity of the Mill Creek Ditch crossing of Road 64, no adverse impacts to the flood zone are anticipated. The project would impact, and require the abandonment of three agricultural wells, two of which are currently in production.

In accordance with CEQA, the County has also determined that two categorical exemptions are applicable to the proposed action: State CEQA Guidelines (14 Cal. Code Regs.) Section 15302, Replacement or Reconstruction, and Section 15300.4, Application by Public Agencies.

National Environmental Policy Act clearance for this project is not required, as there are no Federal Funds involved. Once this Categorical Exemption is adopted and Notice of Exemption filed, environmental clearance for this project will be obtained. County staff will then proceed with the required permits, notifications, and right of way acquisitions.

Construction is anticipated to begin in the summer of 2021.

FISCAL IMPACT/FINANCING:

No Net County Cost to the General Fund.

A summary of the total estimated project cost for the Project is as follows:

No.	Phase	Cost
1	Preliminary Engineering	\$215,000
2	Right of Way	\$900,000
3	Construction	\$3,650,000
Total		\$4,765,000

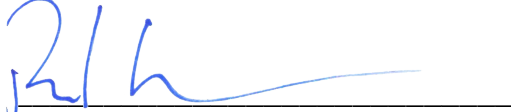
SUBJECT: Adopt the Categorical Exemption for the Road 64 Improvement Project
DATE: June 9, 2020

The Project is currently funded through the right of way phase by Development Trust Funds. Construction funding is still under consideration.

LINKAGE TO THE COUNTY OF TULARE STRATEGIC BUSINESS PLAN:

This project will enhance the safety and security of the public by improving the transportation infrastructure for both the general population in the region and the motorists using this facility.

ADMINISTRATIVE SIGN-OFF:



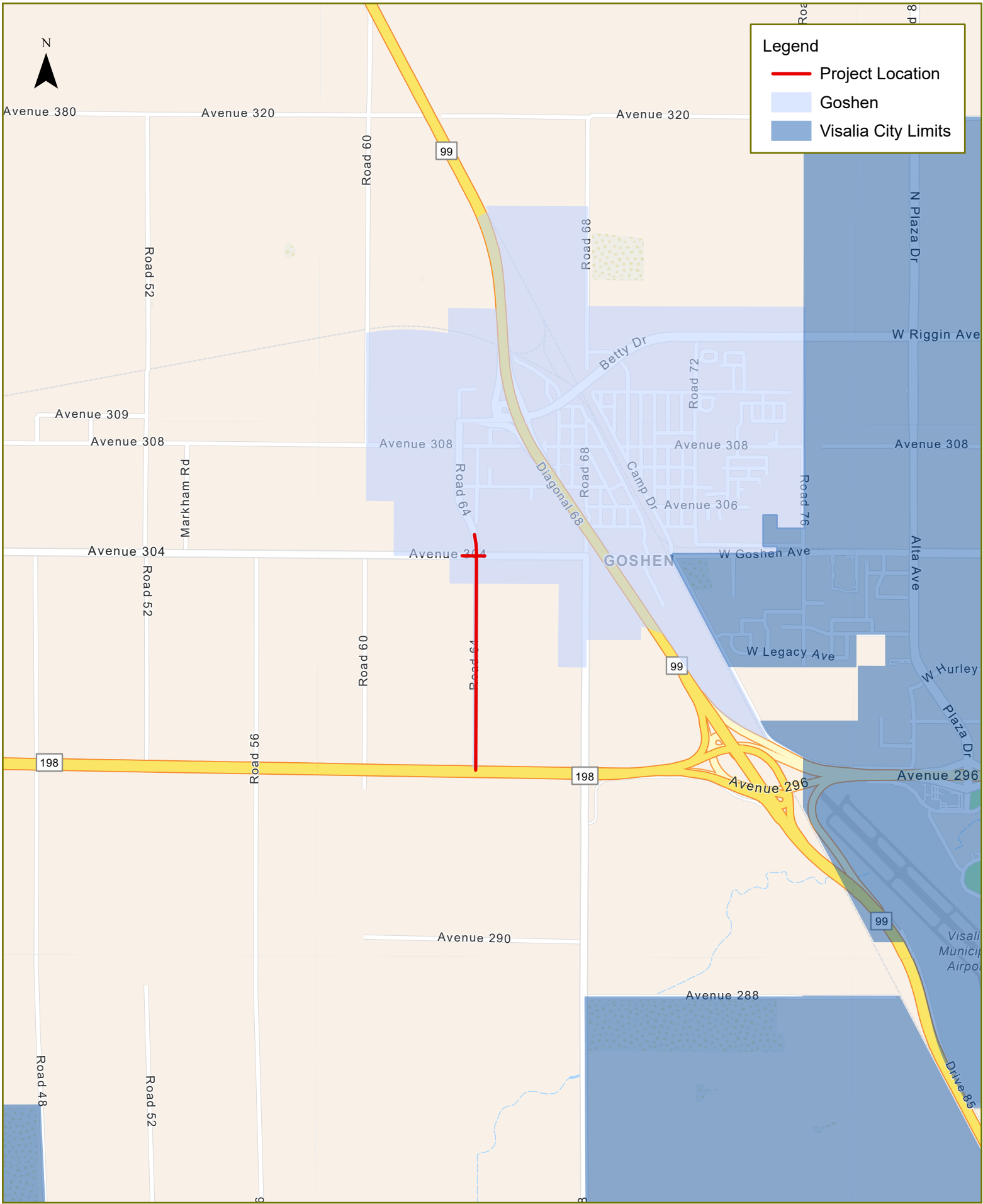
Reed Schenke, P.E.
Director

cc: County Administrative Office

Attachment(s) Attachment A – Vicinity Map
Attachment B – Notice of Exemption
Attachment C – Categorical Exemption

Attachment A

Vicinity Map



Legend

- Project Location
- Goshen
- Visalia City Limits



Attachment B

Notice of Exemption

Notice of Exemption

Fee Exempt per Government Code Section 6103

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

Tulare County Clerk
Room 105, Courthouse
221 S. Mooney Blvd.
Visalia, California 93291

Lead Agency: Tulare County Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93277
Ph: (559) 624-7000
Contact: hguerra@co.tulare.ca.us

<i>DATE RECEIVED FOR FILING AT TULARE COUNTY CLERK</i>

Applicant(s): Tulare County General Services – Public Works
5961 S. Mooney Blvd.
Visalia, CA 93277
Ph: (559) 624-7220

Project Title: Road 64 Improvement Project

Project Location - Specific: The project site is located on Road 64, between State Route 198 and Avenue 304, Goshen in Tulare County. The project is located on Assessor Parcel Numbers 073-007-003, -007, -009, -010, -011 and -012 and 073-080-002, -011, 013, and -014.

Project Location- Section, Township, Range: Section 25, Township 18S, Range 23E, MDBM

Project Location - City: The project is located within the unincorporated community of Goshen in Tulare County

Project Location - County: Tulare

Description of Nature, Purpose, and Beneficiaries of Project: The County proposes roadway reconstruction and bridge replacement along Road 64 between State Route 198 and Avenue 304, and intersection widening at Road 64 and Avenue 304 (roadway reconstruction, bridge replacement and intersection widening). The project consists of reconstruction of the existing two-lane undivided, 24-foot wide, pavement section to a two-lane undivided, 32-foot wide pavement section. The public right-of-way would be expanded from an existing width of 40 feet to an overall width of 80 feet (which includes a 12-foot travel lane, a 4-foot paved shoulder, a 4-foot unpaved shoulder, and a 20-foot roadside drainage and clear zone on each side). The existing corrugated metal pipe (CMP) at the Mill Creek Ditch crossing of Road 64 will be replaced with a new concrete pipe or box structure. The intersection at Road 64 and Avenue 304 will be widened to accommodate design vehicles, and align with the Road 64 alignment north of Avenue 304. Avenue 304 is currently controlled with stop signs at the Road 64 approaches, and the Avenue 304 approaches are uncontrolled. The project will convert the intersection to an all-way-stop-control. The project would require the acquisition of right-of-way and temporary easements from ten parcels along Road 64 and relocation of approximately 19 utility (distribution) poles. Other utility relocations such as phone/cable pedestals, or vault adjustments may be required as well. The project also requires the abandonment of three agricultural wells, two of which are currently in production. Thus, this project will provide a public benefit by improving safety and security of the public by improving the transportation infrastructure for the general population in the region and motorists using these facilities.

Exempt Status: (*check one*)

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- General Rule: CEQA Guidelines Section 15061 (b)(3)
- Categorical Exemption: **CEQA Guidelines Section 15302 Class 2 Replacement or Reconstruction (c)**
- Statutory Exemptions:

Reasons why project is exempt: This action is consistent with Class 2 Section 15302, Replacement or Reconstruction (c), as activities associated with the project will include replacement of existing facilities with negligible or no expansion of capacity. Also, consistent with Section 15300.4, Application by Public Agencies, the County of Tulare Board of Supervisors adopted an exemption for the construction of the aforementioned facilities per the Tulare County Guidelines for the Implementation of California Environmental Quality Act of 1970, Number 300 Section 111. CATEGORICAL EXEMPTIONS Class 2: Replacement or Reconstruction (c). As such, Sections 15302 and 15300.4 are applicable and appropriate for this project.

Name of Public Agency Approving Project: County of Tulare, Resource Management Agency

Project Planner/Representative: Michael Winton, Engineer IV **Area Code/Telephone:** 559-624-7000

Signature: _____ Date: _____ Title: Chief Environmental Planner
Hector Guerra

Signature: _____ Date: _____ Title: Environmental Assessment Officer &
Reed Schenke RMA Director

X Signed by Lead Agency Date filed at State Clearinghouse: __

Attachment C
Categorical Exemption

**TULARE COUNTY
RESOURCE MANAGEMENT
AGENCY**



**CATEGORICAL EXEMPTION FOR
ROAD 64 IMPROVEMENT PROJECT**

April 28, 2020

ENVIRONMENTAL CONSIDERATIONS

DESCRIPTION OF PROJECT/ACTIVITY

The Project/Activity identified below is determined to be exempt from further environmental review requirements, under the California Environmental Quality Act (CEQA) of 1970 and as defined in the State and County guidelines for the implementation of CEQA under Section 21080(b)(1) of the Public Resources Code.

Location: Road 64, within the Goshen Urban Development Boundary of the unincorporated community of Goshen in Tulare County. (See Figures 1 and 2)

Project Title: Road 64 Improvement Project

APN(s): 073-007-003, -007, -009, -010, -011 and -012 located in the N½ Section 25, Township 18 South, Range 23 East M.D.B.& M and; 073-080-002, -011, 013, and -014 located in the S½ Section 25, Township 18 South, Range 23 East M.D.B.& M.

Activity/Project Description: In order to accommodate projected increases in traffic, and to bring Road 64 to current standards, the County proposes roadway reconstruction and culvert (“bridge”) replacement along Road 64 between State Route 198 and Avenue 304, and intersection widening at Road 64 and Avenue 304 (roadway reconstruction, bridge replacement and intersection widening).

The Activity/Project would require reconstruction of the existing two-lane undivided, 24-foot wide, pavement section to a two-lane undivided, 32-foot wide pavement section. The public right-of-way would be expanded from an existing width of 20’ (from the centerline of the roadway) to an overall width of 80’ (or 40’ from the centerline of the roadway). The new roadway width will include a 12-foot travel lane, a 4-foot paved shoulder, a 4-foot unpaved shoulder, and a 20-foot roadside drainage and clear zone on each side (thus, a total width of 80 feet). The existing corrugated metal pipe (CMP) at the Mill Creek Ditch crossing of Road 64 will be replaced with a new concrete pipe or box structure. Also, the intersection at Road 64 and Avenue 304 will be widened to accommodate design vehicles, and align with the Road 64 alignment north of Avenue 304. Avenue 304 is currently controlled with stop signs at the Road 64 approaches, and the Avenue 304 approaches are uncontrolled. The project will convert the intersection to an all-way-stop-control.

The Activity/Project would require the acquisition of right-of-way and temporary easements from ten parcels along the segment of Road 64 for construction. The Activity/Project would also require the relocation of approximately 19 utility (distribution) poles. Other utility relocations such as phone/cable pedestals, or vault adjustments may be required as well. A portion of the project (the northern 1,800-foot segment) is within a designated Flood Zone A. Zone A is described as “Areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.” By increasing the capacity of the Mill

Creek Ditch crossing of Road 64, no adverse impacts to the flood zone are anticipated. The project would impact, and require the abandonment of, three agricultural wells, two of which are currently in production. Thus, this Activity/Project will provide a public benefit by improving safety and security of the public by improving the transportation infrastructure for the general population in the region and motorists using these facilities.

REASON PROJECT IS EXEMPT

Exempt Status: (check one and describe in Section 1) below)

- Ministerial (Section 21080(b)(1) of the Public Resources Code)
- Statutory
- Categorical Exemption: **CEQA Guidelines Class 2 Section 15302(c) Replacement or Reconstruction and Section 15300.4 Application by Public Agencies.**
- Emergency Project
- No Possibility of Significant Effect Section 15061(b)(3)

1) Exemption Section Citation

CEQA Guideline Section 15302 “Replacement or Reconstruction” Class 2 consists of the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The key consideration is whether the project involves negligible or no expansion of an existing use. Specifically, at 15302(c), it states “Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.” The Activity/Project will not increase capacity along Road 64, rather it will accommodate traffic (as envisioned in the Goshen Community Plan Update and the adopted/certified EIR (SCH No. 2014021057) and former Papich Construction Asphalt Batch Plant (now CMI) EIR (SCH No. 2014071069) and it improves safety to motorists through reconstruction of a substandard roadway by increasing its right-of-way, increasing lane widths, adding shoulders, adding drainage/clearance areas, and replacement of an existing culvert at Avenue 304. Also, section 15300.4 “Application by Public Agencies” states; “Each public agency shall, in the course of establishing its own procedures, list those specific activities which fall within each of the exempt classes, subject to the qualification that these lists must be consistent with both the letter and the intent expressed in the classes.” As such, the County of Tulare Board of Supervisors adopted an exemption for the construction of the aforementioned facilities per the Tulare County Guidelines for the Implementation of California Environmental Quality Act of 1970, Number 300 Section 111. CATEGORICAL EXEMPTIONS Class 2: Replacement or Reconstruction (c) Reconstruction of existing roads and bridges to current day engineering standards. Therefore, the application of CEQA Section 15302 and 15300.4 and Tulare County Guidelines for the Implementation of CEQA of 1970, Number 300 Section 111(e) are applicable and appropriate for this Activity/Project.

2) Reasons to support exemption findings

Pursuant to *Section 15060 of the Public Resource Code (PRC)*, Resource Management Agency Staff during and immediately after reviewing the Activity/Project to see whether CEQA applied

to this Activity/Project, or not. Staff determined that the Activity/Project is a qualified exemption as stated earlier; and therefore, CEQA does not apply.

Planning staff, in their analysis, found no substantial evidence that there are unusual circumstances (including future activities) resulting in (or which might reasonably result in) significant impacts. Therefore, no further environmental review is required.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

The following list of *exceptions to exemptions* is reviewed during the preliminary CEQA analysis. The analysis looks at the following **Exceptions to Categorical Exemptions (a-f)**, under CEQA. Pursuant to Section 15300.2 of the State CEQA Guidelines, the *Exceptions* and Planning Staff's determination of no impact to these exemptions are listed below.

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of the Activity/Project's location. A project that is ordinarily insignificant in its impact on the environment *may*, in a particularly sensitive environment, be significant. If the Activity/ Project is determined to be in one of these Classes, the scrutiny is increased in exempting the project under CEQA.

Not Applicable. This proposed Activity/Project does not involve any of the above cited Classes of categorical exemptions, and is an exempt Activity/Project to be carried out solely by the County of Tulare, and specifically, Mr. Reed Schenke, P.E., Director/Public Works Director, within the purview of the Tulare County Resource Management Agency. No other categorical exemption's findings are necessary or applicable to the Activity/Project.

(b) Cumulative Impact. All exemptions for these Classes are inapplicable when the cumulative impact of successive projects of the same type, in the same place, or over time, is significant.

Not Applicable. As noted earlier, the proposed Activity/Project consists of reconstruction Road 64 between State Route 198 and Avenue 304. Construction is anticipated to begin in the Fall of 2020. The existing roadway has been determined to be substandard by the County of Tulare. Thus, the proposed Activity/Project will provide a public benefit by improving safety and security of the public by improving the transportation infrastructure for the general population in the region and motorists using these facilities.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

Not Applicable. As noted earlier, the proposed Activity/Project qualifies for an exemption as the proposed Activity/Project consists of reconstruction Road 64 between State Route 198 and Avenue 304 to improve safety and operations of the facility and to remedy a roadway in substandard condition. Construction is anticipated to begin in the fall of 2020.

(d) Scenic Highways. A categorical exemption shall not be used for a project which *may* result in damage to scenic resources, including but not limited to, trees, historic buildings, rock

outcroppings, or similar resources, within a highway officially designated as a state scenic highway. *This does not apply to improvements, which are required as mitigation by an adopted negative declaration or certified EIR.* It is noted that the Calaveras Materials Inc. (CMI) Asphalt Batch Plant EIR (formerly Papich, SCH No. 2014071069) contained a mitigation measure (implemented in the form of Condition of Approval (COA)) requiring an exaction dedicated to reconstruction of Road 64; this Activity/Project implements that component of the COA.

Not Applicable. The proposed Activity/Project is not located on a State, County, or federal scenic highway or County-designated scenic corridor, nor does it involve changing or impacting scenic resources. The proposed Activity/Project is a qualified categorical exemption action to be carried out solely by the County of Tulare, and specifically, Mr. Reed Schenke, P.E., Public Works Director and RMA Director.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on any list compiled pursuant to Section 65962.5 of the Government Code. See <http://www.envirostor.dtsc.ca.gov/public/>.

Not Applicable. As stated earlier, the proposed Activity/Project consists of reconstruction of Road 64 between State Route 198 and Avenue 304. The proposed Activity/Project does not involve the Exceptions to Categorical Exemptions; therefore, Government Code Section 65962.5 would not apply. Furthermore, Staff finds the Activity/Project is not located on a hazardous waste site.

In reviewing the Cortese List, *Envirostor*, (California Environmental Protection Agency (CAL EPA) website information), it was noted that the Activity/Project site was not included in the list of cleanup sites. The nearest identified sites include (1) Exide Corporation (closed) near Avenue 304 and Road 68 west of the Activity/Project; (2) McGraw-Edison Powers Systems Group (closed/corrective action per RWQCB, near W. Goshen Avenue (Avenue 304) at American Street (in Visalia)); and the former Cargill site (near Road 68 and Betty Drive) located approximately 0.5 miles west, 0.5 miles west, and 1.5 miles west of the site; respectively. (See <http://www.envirostor.dtsc.ca.gov/public/>)

After reviewing the *GeoTracker* Web Site maintained by the State Water Resources Control Board, it was noted that the Activity/Project site is not included in a list of cleanup sites. The nearest known cleanup site (Sunstar Plastic) is located approximately 0.65 miles east of the site (east of SR 99). The nearest known LUST cleanups sites include Armored Transport (near Road 68 and Avenue 304) while Shell Gas Station (approximately 1.5 miles north) and Buford Oil Company (approximately 0.5 miles east) are located near Road 68/Avenue 308 and Road 68/Avenue 304, respectively. Other known LUST cleanup sites include Wallace Supermarket and Visalia Electric Motor Shop which are located west of SR 99. All of the aforementioned cleanup sites have a “completed-case closed” status. Therefore, this exception does not apply to this Activity/Project. There are no other known hazardous or toxic sites within the vicinity (one mile) of the Project site. (See <https://geotracker.waterboards.ca.gov/>)

A search of U.S. EPA Superfund Site Information website, (previously the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) website),

indicated that the Activity/Project is not listed as a polluted site. (See <https://cumulis.epa.gov/supercpad/cursites/srchsites.cfm>)

Finally, after reviewing the Superfund Enterprise Management System (SEMS) (U.S. EPA website), the subject property was not found to be on a listed polluted site. (See <https://www.epa.gov/enviro/sems-search>)

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause substantial changes in the significance of a historical resource.

Not Applicable. As stated earlier, the proposed Activity/Project consists of reconstruction of Road 64 between State Route 198 and Avenue 304. According to the EIRs for the Goshen Community Plan Update and CMI (see Chapter 3.5 Cultural Resources of each EIR¹²) the Activity/Project location does not contain any known cultural resources. The respective document's California Historical Resources Information System (CHRIS) searches did not result in the discovery of any known cultural resources. It is noted that both EIRs contain mitigation measures in the unlikely event that any cultural resources (e.g., artifacts, human remains, cemeteries, etc.) are discovered.

¹ CMI EIR (SCH No. 2014071069). Chapter 3.5 Cultural Resources. Page 3.5-11. Adopted/Certified by the Tulare County Board of Supervisors June 24, 2015. Prepared by Crawford and Bowen Planning for the County of Tulare.

² County of Tulare. Goshen Community Plan Update EIR (SCH No. 2014021057). Chapter 3.5 Cultural Resources. Pages 3.5-20, 3.5-22 through 3.5-24. Adopted/Certified by the Tulare County Board of Supervisors June 5, 2018.

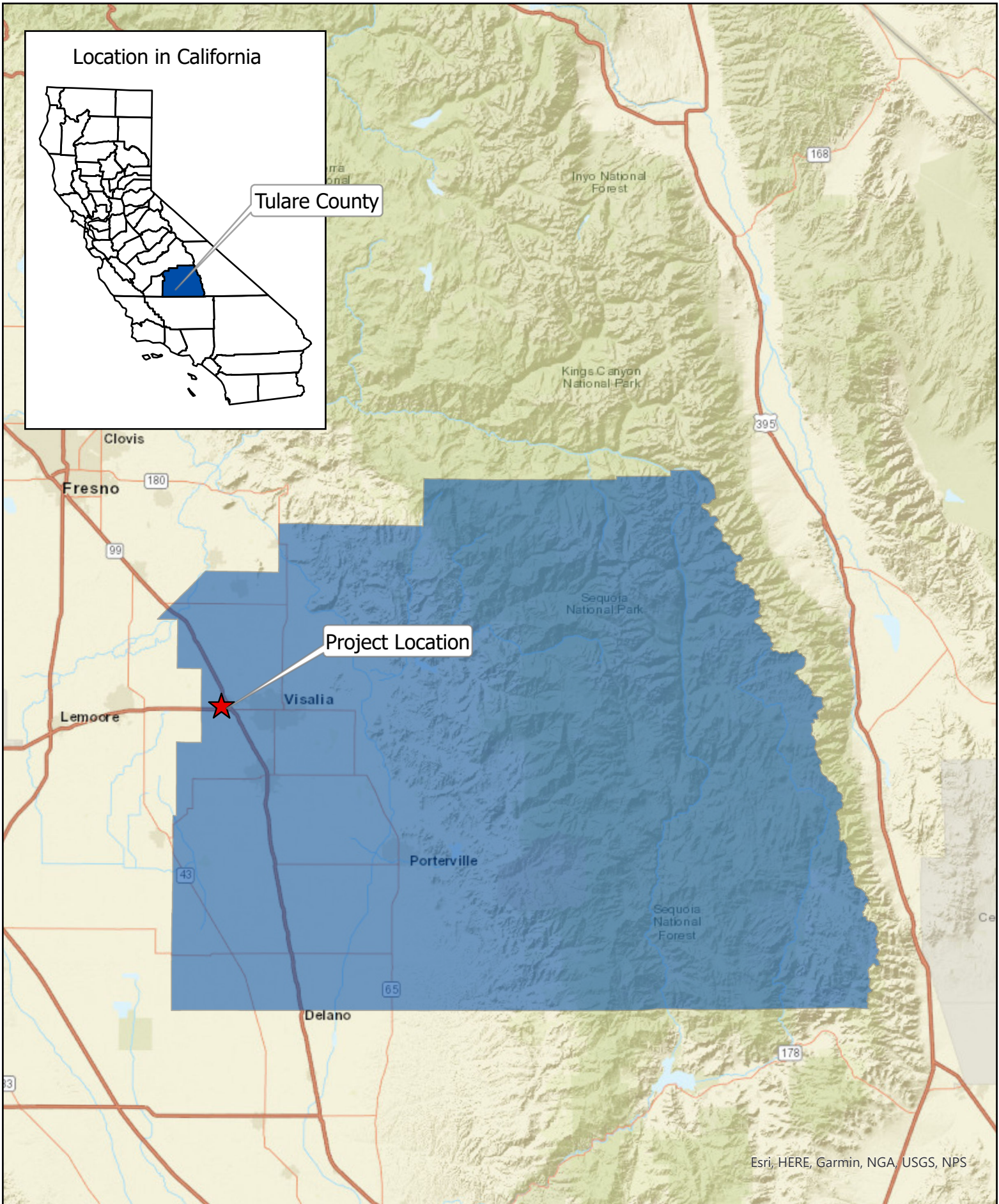
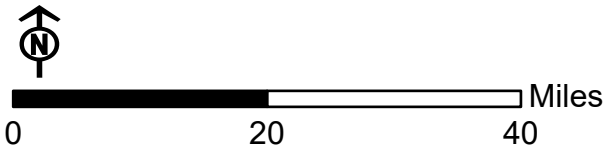
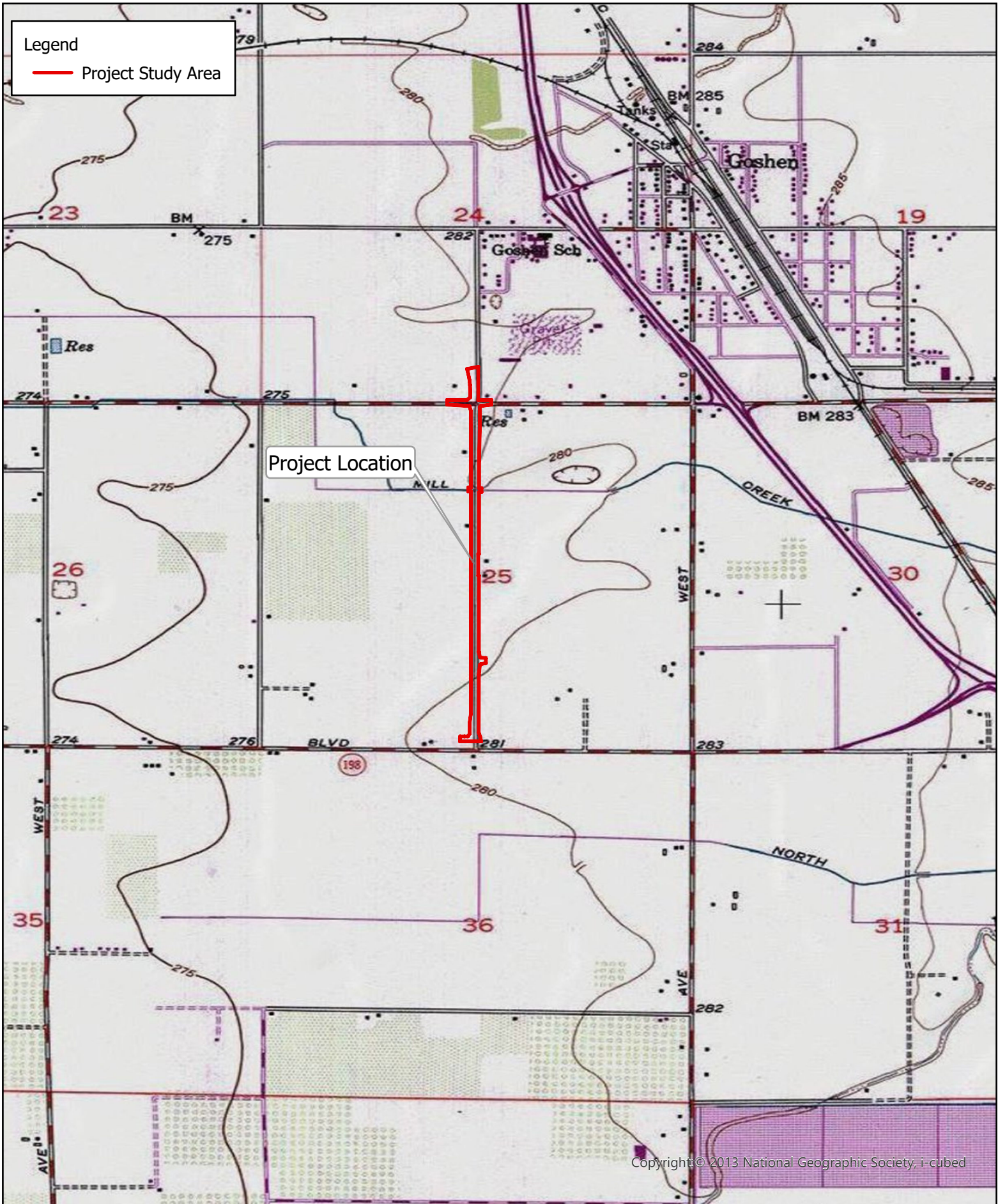


FIGURE 1
Project Vicinity

Road 64 Reconstruction Project
Tulare County, California





Legend
 — Project Study Area

Project Location

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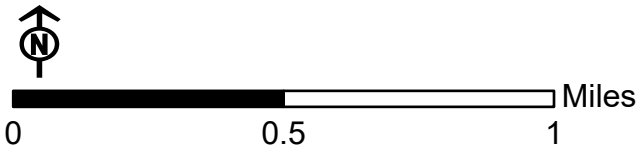


FIGURE 2
Topographic Map

Road 64 Reconstruction Project
 Tulare County, California



Legend

- Project Study Area
- - - Parcel Boundary with APNs

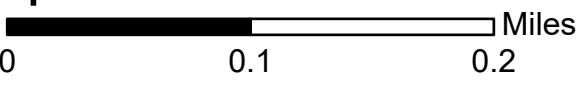


FIGURE 3
Project Study Area
 Road 64 Reconstruction Project
 Tulare County, California

Figure 4
Road 64 Improvements
 Page 1 of 2

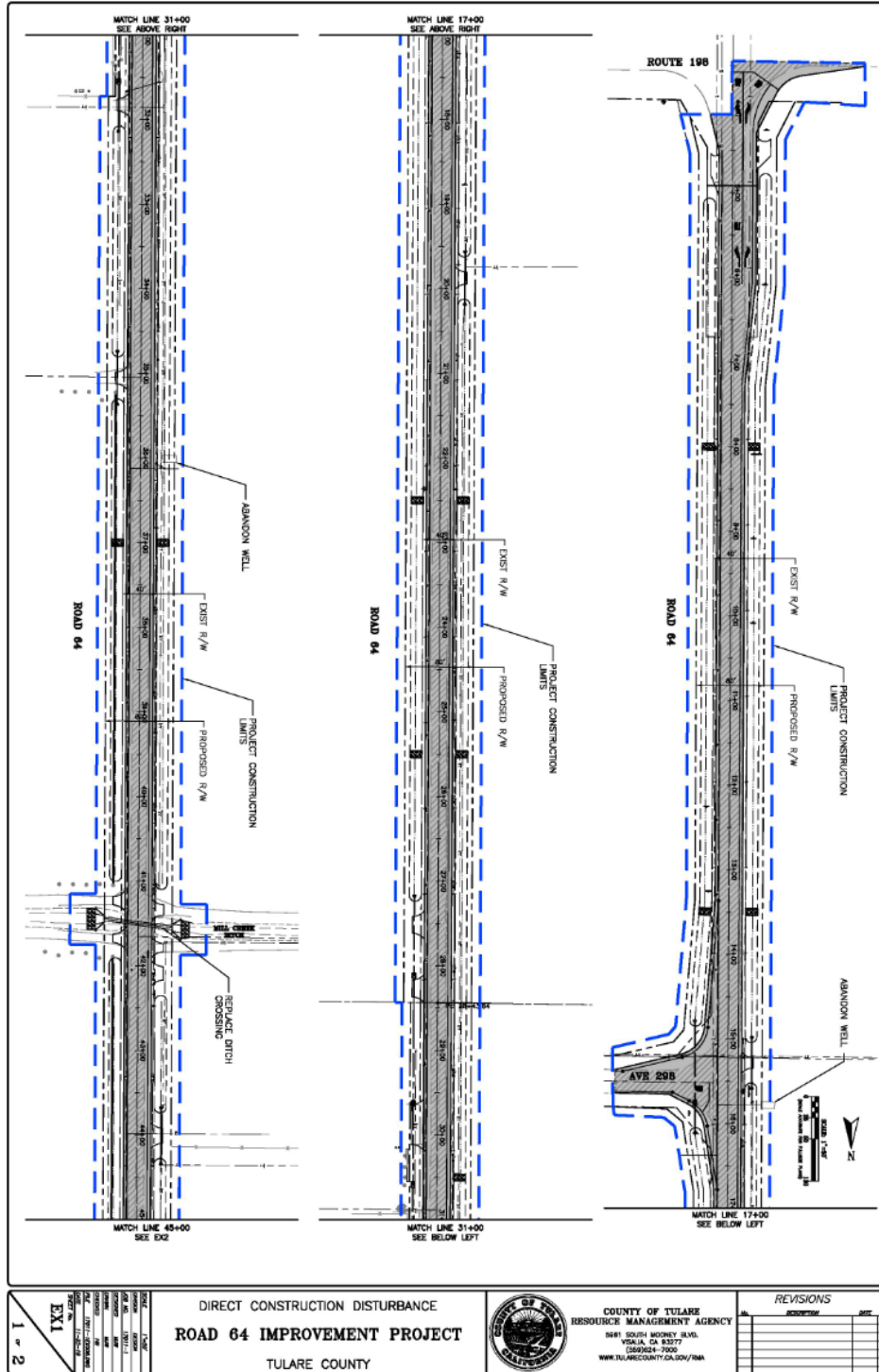
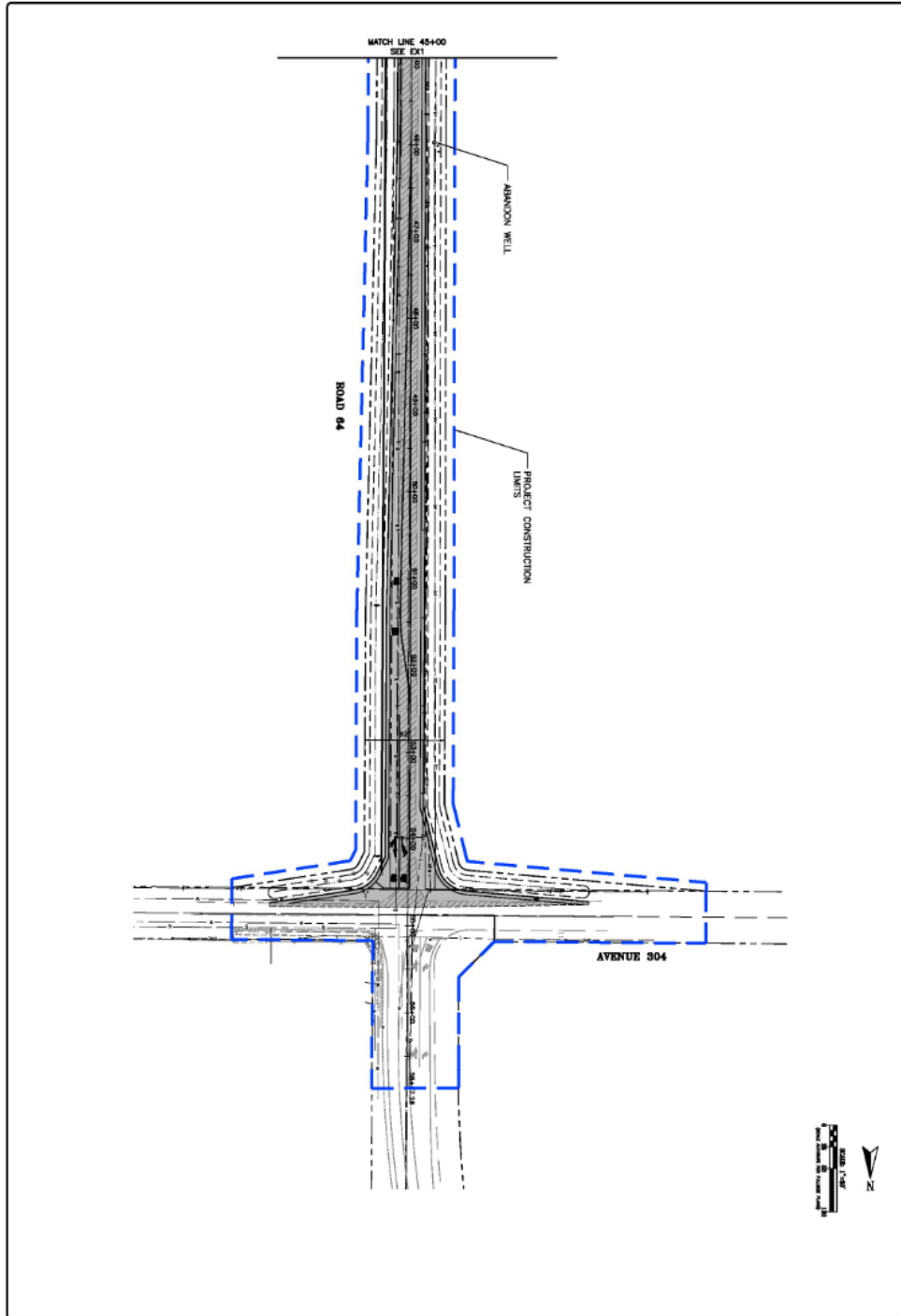



Figure 4
Road 64 Improvements
Page 2 of 2



EX2 2 of 2	PROJECT: ROAD 64 IMPROVEMENTS SHEET NO.: EX2 DATE: 11/11/2011	DIRECT CONSTRUCTION DISTURBANCE ROAD 64 IMPROVEMENT PROJECT TULARE COUNTY	 COUNTY OF TULARE RESOURCE MANAGEMENT AGENCY 5881 SOUTH MIDWAY BLVD. KESWICK, CA 93277 (559)624-7000 WWW.TULARECOUNTY.CA.GOV/RMA	<table border="1" style="width:100%; border-collapse: collapse; font-size: 8px;"> <thead> <tr> <th colspan="3">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	REVISIONS			NO.	DESCRIPTION	DATE															
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TULARE COUNTY RESOURCE MANAGEMENT AGENCY 5881 SOUTH MIDWAY BLVD. KESWICK, CA 93277 (559)624-7000 WWW.TULARECOUNTY.CA.GOV/RMA																									

Preliminary Environmental Analysis	Discussion of Reasons to Support Finding(s) of Exemption
Aesthetics	<p>No Significant Impact. The proposed Activity/Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the aesthetics of the area. The aesthetics in the Activity/Project are generally rural and agricultural in nature. The proposed Activity/Project consists of reconstruction of the existing two-lane undivided, (with a 12-foot travel lane, a 4-foot paved shoulder, a 4-foot unpaved shoulder, and a 20-foot roadside drainage and clear zone on each side (thus, a total width of 80 feet), replacement of an existing corrugated metal pipe (CMP) at the Mill Creek Ditch crossing of Road 64 with a new concrete pipe or box structure, and intersection widening at Road 64 and Avenue 304 to accommodate design vehicles, and align with the Road 64 alignment north of Avenue 304 (roadway, bridge, and intersection Project). Consequently, the proposed Activity/Project will not be out of character within the aesthetics of the existing area. Based on a search for County and Caltrans designated Scenic Highways in March 2020 the proposed Activity/Project is not located along a scenic highway or within a scenic corridor, and thus, would not impact scenic resources such as rock outcroppings, or other natural features, pursuant to CEQA Guidelines Section 15300.2 (d).³ Also, Road 64 is not a designated state, federal, or County scenic road, or a County designated scenic corridor⁴ As such, the proposed Activity/Project will have no significant effect on aesthetics.</p>
Agricultural Resources	<p>No Significant Impact. As noted earlier, the Project involves roadway reconstruction, bridge replacement, and intersection widening along Road 64 and at Avenue 304. Therefore, the proposed Activity/Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Activity/Project to have a significant effect on the agricultural or forestry resources of the area. The existing unpaved shoulder and clearance areas would be utilized to accommodate the widened roadway shoulders and clearance areas; as such, it is anticipated that approximately 5 total acres of agricultural-related land would be converted for Activity/Project uses. Based on a search of Department of Conservation, Farmland Mapping and Monitoring Program (FMMP) maps, the Activity/Project site is located on Prime agricultural land, or on Farmland of Statewide Importance.⁵ The Activity/Project are under the Williamson Act; however, as the Activity/Project's right-of-way is within the Goshen Urban Development Boundary and only approximately 5.0 total acres of the approximately 505 acres (that is, 0.009%) of the 10 impacted parcels would be affected; the balance of the parcels (500 acres/99.991%) will remain as Williamson Act contracted lands. As noted earlier, the Goshen EIR accounted for the conversion of agricultural lands within the Goshen UDB to accommodate anticipated infrastructure improvements (e.g., sewer, water, utility, roadways, etc.). Further, improvements to Road 64 implements mitigation (in the form Conditions of Approval) adopted/certified in the CMI EIR.⁶ Lastly, the Activity/Project is not</p>

³ Caltrans, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/ and Tulare County General Plan 2030 Update. Part I. Figure 7-1. Accessed January 2020 at: <http://generalplan.co.tulare.ca.us/>

⁴ Tulare County General Plan 2030 Update. Part II. Figure 2-1. Accessed January 2020 at: <http://generalplan.co.tulare.ca.us/>.

⁵ California Department of Conservation. FMMP. Accessed January 2020 at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/tul16_no.

⁶ CMI EIR (SCH No. 2014071069). Chapter 3.16 Transportation/Traffic. Pages 3.16-16 and -17. Adopted/Certified by the Tulare County Board of Supervisors June 24, 2015. Prepared by Crawford and Bowen Planning for the County of Tulare.

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	located in forest land or timberland. As such, the proposed Activity/Project will have no significant effect on agricultural or forest lands.
Air Quality	<p>No Significant Impact. The proposed Activity/Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the air quality resources of the area. As noted earlier, the Activity/Project involves roadway reconstruction, bridge replacement, and intersection widening along Road 64 and at Avenue 304. Further, the proposed Activity/Project does not propose any new developments or changes to the existing surrounding land uses. The equipment used to accomplish the Activity/Project will result in short-term, temporary air emissions. The San Joaquin Valley Unified Air Pollution Control District (Air District) <i>Frequently Asked Questions Rule 9510 Indirect Source Review (ISR)</i> states that the California Emissions Estimator Model (CalEEMod) is the approved model for evaluating project-related emissions; however, their website states that the Air District will continue to accept the use of the Sacramento Metropolitan Air Quality Management District (SacMetro) models and calculators for transportation projects.⁷ RMA Staff evaluated the short-term construction-related emissions using the SacMetro Road Construction Emissions Model, Version 9.0.0 (See Attachment “A”).⁸ The model indicates that construction-related emissions would be 0.25 tons ROG, 1.89 tons CO, 2.50 tons NOx, 1.01 tons PM10, 0.26 ton PM2.5, and 0.01 tons Sox; therefore, the Project would not exceed the Air District’s thresholds of significance for any criteria pollutant.⁹ This Activity/Project will not add additional lanes as it is not intended to increase the capacity along the road segment proposed for reconstruction; rather it will accommodate traffic previously envisioned in the Goshen Community Plan Update and former Papich Construction (now CMI) Asphalt Batch Plant Project. The Activity/Project consists of roadway reconstruction and bridge replacement along Road 64 between State Route 198 and Avenue 304, and intersection widening at Road 64 and Avenue 304 (roadway reconstruction, bridge replacement and intersection widening). This Activity/Project would provide a public benefit by improving safety and security of the public by improving the transportation infrastructure for the general population in the region and motorists using these facilities. As such, the Activity/Project will not result in any new operational criteria pollutants. Therefore, the Activity/Project will not result in unusual emissions that will have a significant effect on the environment, nor will not result in an impact air quality above any applicable air quality impact thresholds. Furthermore, the Activity/Project will be required to comply with all applicable Air District and Caltrans rules and regulations and will implement Best Management Practices (BMP) and project features as deemed appropriate by said Responsible Agencies. As such, the proposed Activity/Project will have no significant effect on air quality.</p>

⁷ San Joaquin Valley Unified Air Pollution Control District, *Frequently Asked Questions Rule 9510 Indirect Source Review (ISR)*, <https://www.valleyair.org/ISR/Documents/isr-faq.pdf> and <https://www.valleyair.org/ISR/ISRResources.htm#Models> (under Emissions Assessment Models and Calculators), accessed April 27, 2020.

⁸ Sacramento Metropolitan Air Quality Management District *Roadway Construction Emissions Model (version 9.0.0)*, <http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools> (under Tools & Guidance, Tools: Models, Calculators & Data Files), accessed January 14, 2020.

⁹ San Joaquin Valley Unified Air Pollution Control District thresholds of significance can be online at <http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf>.

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Biological Resources	<p>No Significant Impact. The proposed Activity/Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the biological resources of the area and environment. As noted earlier, the Activity/Project, involves roadway reconstruction, bridge replacement, and intersection widening along Road 64 and at Avenue 304. The proposed Activity/Project does not propose any new developments or changes to the existing surrounding land uses. As contained in the Appendix “B” (“<i>Goshen Community Plan Update Biological Evaluation Tulare County, California</i>” (BE)) of the Goshen EIR, “Impacts associated with future development of PPSA would be less than significant, as defined by the California Environmental Quality Act (CEQA), for special status plant species, wildlife movement corridors, riparian or other sensitive habitats, designated critical habitat, downstream water quality, and local policies and habitat conservation plans. Loss of habitat for most special status animal species would also be considered less than significant under CEQA.”¹⁰ Also, there is the potential for impacts to occur to sensitive species. However, should encounters occur, mitigation measures contained in the Goshen EIR would minimize or reduce potential impacts special status species to less than significant within the proposed Activity/Project area (i.e., Road 64) to less than significant.¹¹ Similarly, if Waters of the United States (WOTUS) are impacted, mitigation measures contained in the Goshen EIR would minimize impacts to WOTUS to less than significant.¹² The Activity/Project will remain within the County’s existing roadway easement or on areas previously disturbed (e.g., 19 utility (distribution) poles, two agricultural wells and irrigation lines, and the right-of-way to be acquired to accommodate shoulders and clearance space). The Activity/Project will not require removal of native valley oaks and other trees. As noted earlier, this Activity/Project is implementing a condition of approval of the adopted and certified CMI EIR, and is consistent with the Goshen Community Plan Update and EIR. Lastly, the Activity/Project will be required to comply with all applicable California Department of Fish and Wildlife, U.S. Fish and Wildlife, and U.S. Army Corps of Engineers rules and regulations and will implement standard conditions, BMPs and project features for the protection of special status species, as applicable. Therefore, the proposed Activity/Project will not significantly impact any biological plant or animal species.</p>
Cultural Resources	<p>No Significant Impact. The proposed Activity/Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the cultural resources of the area. As noted earlier, the Activity/Project, involves roadway reconstruction, bridge replacement, and intersection widening along Road 64 and at Avenue 304. The discussions regarding Environmental Setting, CEQA requirements, Regulatory Setting, Chapter 3.5 Cultural Resources, Chapters 4 through 9, Appendices “A” through “I”, etc., contained in the Goshen Community Plan Update and Environmental Impact Report are incorporated by reference herein in their entirety.</p>

¹⁰ “*Goshen Community Plan Update Biological Evaluation Tulare County, California*” Page i. Prepared by Live Oak Associates, Inc. and contained in Appendix “B” of the Goshen Community Plan Update EIR.

¹¹ County of Tulare. Goshen Community Plan Update EIR (SCH No. 2014021057). Chapter 3.4 Biological Resources. Pages 3.4-23 through 3.4-27. Adopted/Certified by the Tulare County Board of Supervisors June 5, 2018.

¹² Ibid. 3.4-30.

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	<p>Where necessary and if available, additional site specific facts, data, information, etc., are included in this discussion. Consultants Sierra Valley Cultural Planning (SVCP) prepared the “<i>Goshen Community Plan Update Cultural Resources Assessment</i>” (CRA) which is included as Appendix “C” of the Goshen Community Plan Update and Draft EIR. As indicated in the CRA, the Southern San Joaquin Valley Information Center, Bakersfield (Center) conducted a cultural resources record search. The Center records search in August 2014 identified three non-Native American historic-era resource sites located within the Goshen Planning study area, and five additional historic-period sites within one-half mile of the study area. Also as noted in the CRA, Thirteen previous cultural resources surveys have been completed within the study area; and eight previous studies have been completed within one-mile of the study area. The CRA included a background research consisting of a record search, literature and map review, consultation with the Tulare County Historical Society, consultation with the Native American Heritage Commission (NAHC), and consultation with Native American Tribal Governments. One archaeological study has occurred within the Activity/Project Area of Potential Effect (APE) and seven have occurred within one mile of the APE. As previously noted, the Activity/Project will be confined within the County’s existing roadway easement or on areas previously disturbed. Any excavation which may occur will be limited to previously excavated areas where no cultural, historical, archaeological, or paleontological resources have been discovered. Furthermore, the Activity/Project will be required to comply with the State CEQA Guidelines, Public Resources Code (§5097.94), and California Health and Safety Code (§7050.5) in connection with addressing any archeological resources, Native American cultural resources, and human remains in the unlikely event of accidental discovery during construction-related activities. As such, the Activity/Project will not significantly impact any cultural or historical resources.</p>
Geology/Soils	<p>No Significant Impact. The discussions regarding Environmental Setting, CEQA requirements, Regulatory Setting, Chapter 3.6 Geology and Soils, Chapters 4 through 9, Appendices “A” through “I”, etc., contained in the Goshen Community Plan Update and Environmental Impact Report are incorporated herein in their entirety. Where necessary and if available, additional site specific facts, data, information, etc., are included in this discussion. The proposed Activity/Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the geological resources of the area. As noted in the Cultural Resources item, the Activity/Project consists of roadway reconstruction, bridge replacement, and intersection widening along Road 64 and at Avenue 304 therefore, any excavation or other ground disturbance activities which may occur will be confined within the County’s existing roadway easement and to previously excavated/disturbed areas. Based on a search of the Tulare County Health and Safety Element (Chapter 10) in the General Plan 2030 Update on April 13, 2017, the proposed Project is located within Zone S1, which, by definition, has a low potential for earthquakes.¹³ The Official Maps of Earthquake Fault Zones (delineated by the California Geological Survey, State of California Department of Conservation, under the Alquist-Priolo</p>

¹³ Tulare County General Plan 2030 Update, Part 1, Figure 10-5, <http://generalplan.co.tulare.ca.us/>, accessed April 2020 and the Five County Seismic Safety Element (1975).

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	<p>Earthquake Fault Zoning Act), indicate that there are no substantial faults known to occur in Tulare County.¹⁴ The nearest known fault likely to affect the proposed Activity/Project site is in the Owens Valley Fault System (approximately 60 miles to the east).¹⁵ The Activity/Project site is relatively flat thus, on-site soils are not subject to collapse or liquefaction; nor is there the possibility of off-site landslides, lateral spreading, subsidence, liquefaction, or collapse.¹⁶ The requirements of the Uniform Building Code are adequate for customary facilities on these soils and these requirements are included in the Tulare County Building Code and made applicable to this proposed Activity/Project. The Activity/Project will also be required to comply with all applicable federal and state rules and regulations pertaining to soil erosion and runoff and will implement BMPs and project features as deemed appropriate by said regulations. Furthermore, the Activity/Project would provide a public benefit by improving safety and security of the public by improving the transportation infrastructure for the general population in the region and motorists using these facilities. Therefore, the Activity/Project will not result in significant impacts due to disturbance of or by any geological resources.</p>
Greenhouse Gas Emissions	<p>Less Than Significant Impact: The proposed Activity/Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will introduce or significantly increase greenhouse gas (GHG) emissions. As noted earlier, the Activity/Project consists of roadway reconstruction to meet County Standards, bridge (culvert) replacement, and intersection widening along Road 64 and at its intersection with Avenue 304. The equipment used in the construction of the Activity/Project will result in short-term, temporary, and intermittent GHG emissions. RMA Staff evaluated the short-term construction-related GHG emissions using the SacMetro Road Construction Emissions Model, Version 9.0.0 (See Attachment “A”). The model indicates that total construction-related GHG emissions would be 567.46 tons over the 5-month construction period (or about the equivalent of 55,272 miles driven by an average passenger vehicle).¹⁷ As the Activity/Project does not propose any new developments or changes to the existing surrounding land uses, and the intent is to reconstruct an existing roadway to current County Standard and not to create additional roadway capacity, there will be no change in ongoing operational GHG emissions. Therefore, the Activity/Project will not introduce significant amounts of GHG emissions and will not significantly impact climate change.</p>
Hazards/Hazardous Materials	<p>No Significant Impact. The proposed Activity/Project will not have a direct or cumulative impact, or create an unusual circumstance that will introduce hazards or hazardous materials to the area. An online search conducted by RMA Planning staff on April 2020, indicated that the site is not considered a hazardous site. This search included the California Environmental Protection Agency (CalEPA) Cortese List Data Resources website,</p>

¹⁴ California Geologic Survey, Seismic Hazard Zoning Program, CGS Information Warehouse: Regulatory Maps, <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>, accessed April 2020.

¹⁵ Tulare County General Plan 2030 Update, Part 1, Figure 10-1, <http://generalplan.co.tulare.ca.us/>, accessed April 2020

¹⁶ California Geologic Survey, Seismic Hazard Zoning Program, CGS Information Warehouse: Regulatory Maps, <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>, accessed April 2020.

¹⁷ United States Environmental Protection Agency. Energy and the Environment: Greenhouse Gas Equivalencies Calculator. <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>, accessed April 27, 2020.

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	<p>California Department of Toxic Substances Control (DTSC) <i>Envirostor</i> mapping system, and the State Water Resources Control Board (SWRCB) <i>GeoTracker</i> mapping system, and the U.S. Environmental Protection Agency (US EPA) Superfund Enterprise Management System (SEMS) database.¹⁸ Based on this search, the Activity/Project site is not included in any list of polluted or cleanup sites and there is one polluted or cleanup (closed or permitted) site (the former Exide battery manufacturing site) located within one mile of the Project site is closed. DTSC legal and the State Attorney General’s office have been in contact with Exide counsel and are currently negotiating a resolution to the clean-up of the property. As the Activity/Project will not result in the occupancy by any population (e.g., residents or employees) it is unlikely that any exposure to toxic constituents would occur as a result of this Activity/Project. The Activity/Project will be required to comply with all applicable federal, state, regional, and local rules, regulations, and codes pertaining to the handling and disposal of hazardous materials. The Activity/Project will implement BMPs and project features where applicable. As the Activity/Project will not result in the removal or demolition of structures, it will not be necessary to acquire permits from other agencies, (e.g., an Air District’s demolition permit and asbestos notification process or Caltrans’ standard specifications for existing structures that may contain lead or asbestos, to reduce potential exposure to hazardous materials). Therefore, the Activity/Project will not result in significant impacts due to introduction of or exposure to hazards or hazardous material.</p> <p>The Activity/Project is located approximately one mile west of Visalia Municipal Airport. However, the Activity/Project does not propose any new developments or changes to the existing surrounding land uses. The Activity/Project would provide a public benefit by improving safety and security of the public by improving the transportation infrastructure for the general population in the region and motorists, including emergency services, using the improved facilities. As such, the Activity/Project would not pose a safety hazard for people residing or working in the area.</p>
Hydrology/ Water Quality	<p>No Significant Impact. The proposed Activity/Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the hydrology or water quality of the area. Short-term impacts to surface waters could occur during construction from exposure of loose soils, construction debris, or fuel spills and leaks during construction-related activities. However, the Activity/ Project may be required to comply with applicable federal, state, and County requirements pertaining to the protection of water</p>

¹⁸ CalEPA, <http://www.calepa.ca.gov/SiteCleanup/CorteseList/>; DTSC, <http://www.envirostor.dtsc.ca.gov/public/>; SWRCB, <https://geotracker.waterboards.ca.gov/>; US EPA, <https://www.epa.gov/enviro/sems-search>; accessed April 2020.

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	<p>quality, including those of the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, California Department of Fish and Wildlife, State Water Resources Control Board, Regional Water Quality Control Board, Central Valley Flood Protection Board, and Caltrans. The Activity/Project will implement BMPs and project features in compliance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, Stormwater Pollution Prevention Plan (SWPPP), and County grading and earthmoving ordinance/code to minimize potential for erosion and water contamination. As noted earlier, the Activity/Project consists of roadway reconstruction to meet County Standards, bridge (culvert) replacement, and intersection widening along Road 64 and at its intersection with Avenue 304. As the Activity/Project does not propose any new developments or changes to the existing surrounding land uses, it will not place housing or new structures within a flood plain. Therefore, the Activity/Project will result in no significant impacts on water supply and water quality.</p>
Land Use/ Planning	<p>No Impact. The proposed Activity/Project will not have a direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the land use or planning of the area. As noted earlier, the Activity/Project consists of roadway reconstruction to meet County Standards, bridge (culvert) replacement, and intersection widening along Road 64 and at its intersection with Avenue 304. The Activity/Project does not propose any new developments or changes to the existing surrounding land uses. As such, the Activity/Project is within the uses permissible by the permit and will result in no impact on any of the surrounding planning efforts or land uses.</p>
Mineral Resources	<p>No Impact. The proposed Activity/Project will not have a direct or cumulative impact, or create an unusual circumstance that will cause the proposed Activity/Project to have a significant effect on the mineral resources of the area. As noted earlier, the Activity/Project consists of roadway reconstruction to meet County Standards, bridge (culvert) replacement, and intersection widening along Road 64 and at its intersection with Avenue 304 and is not located within or in proximity to any mineral resources. Mineral resources located within Tulare County are predominately sand and gravel resources primarily provided by four streams: Kaweah River, Lewis Creek, Deer Creek, and the Tule River. The Kaweah River is the nearest of these four streams to the proposed Project site and is located approximately 20 miles to the east. Due to the distance from these streams, the Project will not result in the loss of an available known mineral resource. The Tulare County General Plan Update (see Figure 8.1 Mineral Resource Zone in the General Plan) indicates the locations of State-designated Mineral Resource Zones. According to the map, the Project site is not located in or within 10 miles of a Mineral Resource Zone. The California Department of Conservation indicates that</p>

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	<p>the nearest, active mining operation (Kaweah River Rock), mining sand and gravel) is located approximately 21 miles east of the Project site. As such, the Project would not 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. As the Activity/Project consists of the replacement of an existing two-lane bridge with a new two-lane bridge and does not propose any new developments or changes to the existing surrounding land uses, the Activity/Project will not have an impact on the availability of mineral resources in the area. Per the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) and the Tulare County General Plan 2030 Update Background Report, there are no known natural gas or oil fields on or within the vicinity of the Project site .¹⁹ As such, the Activity/Project will result in no impact any mineral resources.</p>
Noise	<p>No Significant Impact. The proposed Activity/Project will not have a direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the noises of the area. Short term, temporary, and intermittent noise during construction-related activities is inevitable; however, these activities would be restricted to weekday daytime hours. Furthermore, the Activity/Project will be required to comply with all applicable Tulare County standard conditions for construction-related noise control. As such, the Activity/Project will not exceed operational noise standards outlined in the General Plan.²⁰ Therefore, the Activity/Project will result in no significant impact to the Noise resource.</p>
Population/Housing	<p>No Significant Impact. The proposed Activity/Project will not have a direct or cumulative impact, or create an unusual circumstance that will cause the proposed Activity/Project to have a significant effect on the population, or housing of the area. As noted earlier, the Activity/Project consists of roadway reconstruction to meet County Standards, bridge (culvert) replacement, and intersection widening along Road 64 and at its intersection with Avenue 304 As such, the Activity/Project does not propose any new developments or changes to the existing surrounding land uses. Therefore, the Activity/Project will not displace an existing population or induce population growth and will result in no significant impact on Population/Housing.</p>
Public Services	<p>Less Than Significant Impact. The proposed Activity/Project will not have a direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the public services of the area. As noted earlier, the Activity/Project consists of roadway reconstruction to meet County Standards, bridge (culvert) replacement, and intersection widening along Road 64 and at its intersection</p>

¹⁹ DOGGR, <https://maps.conservation.ca.gov/doggr/wellfinder/#close>; and Tulare County General Plan 2030 Update Background Report, Figure 10-3, <http://generalplan.co.tulare.ca.us/>, accessed April 2020.

²⁰ Tulare County General Plan 2030 Update, Part I, Table 10.1, <http://generalplan.co.tulare.ca.us/>, accessed April 2020.

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	<p>with Avenue 304 and does not propose any new developments or changes to the existing surrounding land uses. Based on a review of the Activity/Project’s demands, the Activity/Project will not significantly impact the capacity of the following services and public facilities: police, fire, schools, parks, and other public facilities. Rather, the Activity/Project would provide a public benefit by improving safety and security of the public by improving the transportation infrastructure for the population using these facilities.</p> <p>This segment of Road 64 will be closed to thru traffic during construction, as such, a detour from Road 64 due to road closure will be necessary. For southbound traffic, Road 64 terminates at SR 198. The detour to access SR 198 would route traffic to the SR 99/Betty Drive on-ramp resulting in an approximately one mile detour and then entering the SR 99/SR 098 interchange to head east. Conversely, those wishing to access Road 64 northbound from SR 198 would detour to east to the SR 99/SR 198 interchange resulting in an approximately ½-mile detour and would then exit at the SR 99/Betty Drive off-ramp. The detour to thru traffic would be affective 24 hours per day throughout the construction period. As this detour will be short-term and temporary in nature, the impact to emergency services (first responders) would be less than significant. Overall, this Activity/Project will not permanently or significantly affect the level of service provided by any of the above facilities or services provided in the areas and will result in no significant impact to Public Services.</p>
Recreation	<p>No Impact. The proposed Activity/Project will not have a direct or cumulative impact, or create an unusual circumstance that will cause the proposed Activity/Project to have a significant effect on the recreational facilities in the area. As noted earlier, the Activity/Project consists of roadway reconstruction to meet County Standards, bridge (culvert) replacement, and intersection widening along Road 64 and at its intersection with Avenue 304 and does not propose any new developments or changes to the existing surrounding land uses. As such, the Activity/Project will not result in new housing or the need for new recreational facilities. The nearest park is located approximately 1.6 miles northeast of the Activity/Project site; therefore, this Activity/Project does not affect existing parks or proposed new parks. As such, the Activity/Project will result in no impact any recreational resources in Tulare County.</p>
Transportation/Traffic	<p>No Impact. The proposed Activity/Project will not have a direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the Countywide, or Statewide roadway facilities in the area. As noted earlier, the Activity/Project consists of roadway reconstruction to meet County Standards, bridge (culvert) replacement, and intersection widening along Road 64 and at its intersection with Avenue 304. The Activity/Project does</p>

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	<p>not propose any new developments or changes to the existing surrounding land uses. This Activity/Project will not add additional lanes as it is not intended to increase the capacity of the road segment. As such, this Activity/Project will result in no impact to the Transportation/Traffic resource. Rather, this Activity/Project would provide a public benefit by improving safety and security of the public by improving the transportation infrastructure for the general population in the region and motorists using these facilities.</p>
Tribal Cultural Resources	<p>No Significant Impact. The proposed Activity/Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Activity/Project to have a significant effect on tribal cultural resources in the area. Pursuant to AB 52, consultation notification to Native American Tribes is not required for this Project because a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report will not be prepared.²¹ Pursuant to SB 18, consultation notification to Native American Tribes is not required for this Project because it does not include an amendment or adoption of a general plan or a specific plan or designation of open space.²² As noted earlier in the Cultural Resources Item, . The Activity/Project will be required to comply with the State CEQA Guidelines, Public Resources Code (§5097.94), and California Health and Safety Code (§7050.5) in connection with addressing any archeological resources, Native American cultural resources, and human remains in the unlikely event of accidental discovery during reconstruction-related activities. Accidental discovering is unlikely as the Activity/Project area has been continuously disturbed by intensive agricultural-related activities and the Activity/Project will occur within the existing alignment of Road 64. Therefore, the Activity/Project will result in no significant impact to Tribal Cultural resources.</p>
Utilities/Service Systems	<p>No Impact. The proposed Activity/Project will not have a direct or cumulative impact, or create an unusual circumstance that will cause the proposed Activity/Project to have a significant effect on the infrastructure/facilities in the area. As noted earlier, the Activity/Project consists of roadway reconstruction to meet County Standards, bridge (culvert) replacement, and intersection widening along Road 64 and at its intersection with Avenue 304and does not propose any new developments or changes to the existing surrounding land uses. As such, the proposed Activity/Project will not have an impact on: water (quality, quantity, or facilities), wastewater (treatment or facilities), storm drainage, or solid waste. As the Activity/Project does not propose any changes to existing land uses, it will not generate any demands on the facilities or infrastructure to</p>

²¹ Public Resources Code § 21080.3.1
²² Government Code §§ 65352.3 and 65562.5

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	impact the infrastructure level of service thresholds. Therefore, there will be no impact to Utilities/Service Systems.
Mandatory Findings of Significance	<p>No Significant Impact. The proposed Activity/Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Activity/Project to significantly 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, 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 prehistory or history. As discussed in the Biological Resources item, the proposed Activity/Project will not have a significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Project to have a significant effect on the biological resources of the area and environment. As discussed earlier at Item 5 Cultural Resources, there are no historical or cultural resources within the Activity/Project area and design features and standard conditions in compliance with all applicable federal, state, and County rules and regulations will be implemented to reduce potential impacts in the event of accidental discovery during construction-related activities.</p> <p>The proposed Activity/Project will result in no significant direct or cumulative impact, or create an unusual circumstance that will cause the proposed Activity/Project to have a significant effect on the environment, directly or incrementally. In addition, this Activity/Project will result in no adverse impact to the public health and safety. Rather, as noted earlier in the Air Quality, Geology/Soils, Hazards/Hazardous Material, Public Services, and Transportation/Traffic items, this Activity/Project would provide a public benefit by improving safety and security of the public by improving the transportation infrastructure for the general population in the region and motorists using these facilities.</p>

**ATTACHMENT “A”
AIR QUALITY**

**Sacramento Metropolitan Air Quality Management District
Roadway Construction Emissions Model**

Road Construction Emissions Model, Version 9.0.0

Daily Emission Estimates for -> Road for Reconstruction														
Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	0.97	6.96	8.53	20.26	0.26	20.00	4.38	0.22	4.16	0.02	1,674.62	0.42	0.04	1,687.81
Grading/Excavation	5.63	42.47	54.11	21.66	1.66	20.00	5.56	1.40	4.16	0.12	11,436.53	2.50	0.59	11,675.98
Drainage/Utilities/Sub-Grade	5.55	38.77	56.31	21.78	1.78	20.00	5.62	1.46	4.16	0.13	13,036.00	1.64	1.06	13,392.80
Paving	2.27	19.36	22.64	0.85	0.85	0.00	0.87	0.87	0.00	0.06	5,688.73	0.77	0.50	5,837.38
Maximum (pounds/day)	5.63	42.47	56.31	21.78	1.78	20.00	5.62	1.46	4.16	0.13	13,036.00	2.50	1.06	13,392.80
Total (tons/construction project)	0.25	1.89	2.50	1.01	0.08	0.94	0.26	0.07	0.19	0.01	554.13	0.10	0.04	567.46

Total Emission Estimates by Phase for -> Road for Reconstruction														
Project Phases (Tons for all except CO2e, Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.01	0.04	0.05	0.11	0.00	0.11	0.02	0.00	0.02	0.00	9.21	0.00	0.00	8.47
Grading/Excavation	0.14	1.05	1.34	0.54	0.04	0.50	0.14	0.03	0.10	0.00	283.05	0.06	0.01	282.16
Drainage/Utilities/Sub-Grade	0.09	0.64	0.93	0.36	0.03	0.33	0.09	0.02	0.07	0.00	215.09	0.03	0.02	200.47
Paving	0.02	0.16	0.19	0.01	0.01	0.00	0.01	0.01	0.00	0.00	46.77	0.01	0.00	43.69
Maximum (tons/phase)	0.14	1.05	1.34	0.54	0.04	0.50	0.14	0.03	0.10	0.00	283.05	0.06	0.02	282.16
Total (tons/construction project)	0.25	1.89	2.50	1.01	0.08	0.94	0.26	0.07	0.19	0.01	554.13	0.10	0.04	514.79

Notes:													
Project Start Year ->	2021												
Project Length (months) ->	5												
Total Project Area (acres) ->	15												
Maximum Area Disturbed/Day (acres) ->	2												
Water Truck Used? ->	Yes												
Total Material Imported/Exported Volume (yd ³ /day)													
Soil	0												
Asphalt	0												
Soil Hauling	750												
Asphalt Hauling	0												
Worker Commute	720												
Water Truck	40												
Grubbing/Land Clearing	500												
Grading/Excavation	0												
Drainage/Utilities/Sub-Grade	1000												
Paving	100												
Daily VMT (miles/day)													
Soil Hauling	150												
Asphalt Hauling	540												
Worker Commute	480												
Water Truck	40												

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

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The CO2e emissions are reported as metric tons per phase.