

RECLAMATION

Managing Water in the West

FINDING OF NO SIGNIFICANT IMPACT

Caltrans Intersection Widening State Highway 165 and Wolfesen Road

FONSI-13-015

Recommended by:


Ben Lawrence
Natural Resources Specialist
South-Central California Area Office

Date: 5-21-13

Concurred by:


Chuck Siek
Supervisory Natural Resources Specialist
South-Central California Area Office

Date: 5/23/13

Concurred by:


Randy English
Chief, Resources Management Division
South-Central California Area Office

Date: 6/28/13

Approved by:


Michael P. Jackson
Area Manager
South-Central California Area Office

Date: 6/28/13



Introduction

In accordance with section 102(2)(c) of the National Environmental Policy Act of 1969 (NEPA), as amended, the South-Central California Area Office of the Bureau of Reclamation (Reclamation), has determined based upon an assessment of the potential effects that an Environmental Impact Statement is not required to allow the Federal Highway Administration (FHWA) to widen the intersection of Wolfsen Road and State Route 165 across Reclamation property near Los Banos in Merced County.

This Finding of No Significant Impact (FONSI) is supported by an Environmental Assessment (EA) conducted by the US Fish and Wildlife Service (USFWS) titled *Environmental Assessment, Construction of New Intersection with Turning Lanes on State Highway 165 and Wolfsen Road*, dated July 27, 2011. In accordance with the Reclamation NEPA manual, Reclamation may adopt EAs prepared by other federal agencies, subject to a review to confirm that the document satisfies Reclamation's NEPA procedures, including public involvement.

The public was offered an opportunity to comment on the USFWS EA from August 1, 2011 to August 31, 2011 through web posting and news releases. No comments were received.

Background

The intersection of Wolfsen Road and California Highway 165 in Merced County is currently at an unsafe angle, and has been the site of numerous accidents. Narrow shoulders, limited sight distance, periods of dense fog and seasonal high volumes of slow agricultural traffic are believed to contribute to the high accident rate. With the construction of the USFWS's San Luis National Wildlife Refuge Headquarters and Visitor Center, traffic is expected to increase. Without safety improvements, this increase in traffic volume would exacerbate problems at the intersection.

The FHWA, in coordination with the USFWS, is proposing to realign the intersection as shown in Attachment A. Wolfsen Road would be realigned to intersect with Highway 165 at a right angle, and turn lanes would be added by widening Highway 165 on both sides of the highway north and south of the intersection. The shoulders would be filled and leveled to provide construction of an 11.9 foot travel lane with 7.2 foot shoulders. The USFWS issued a FONSI for the project on March 29, 2012, and the FHWA issued a Categorical Exclusion on March 5, 2013.

A portion of the new intersection would need to be constructed on property owned by Reclamation. FHWA has therefore requested authorization to use the Reclamation right of way (ROW) for the proposed improvements. FHWA has also requested permission to stage equipment on Reclamation ROW during construction.

Proposed Action

Reclamation proposes to authorize FHWA to widen the intersection of Wolfsen Road and California State Route 165 in Merced County across Reclamation ROW. A temporary construction permit in advance of easement would be provided to FHWA for the construction, and temporary authorization would be given to stage equipment and materials on Reclamation property. Upon completion of construction, Caltrans would operate and maintain the roadway.

Reclamation's finding that the Proposed Action would result in no significant impact to the quality of the human environment is supported by the following findings:

Findings

Land Use

Under the Proposed Action, land currently in use as Reclamation ROW would be converted to roadway. Beyond this minor change, land development patterns in the area would not be altered. No new areas would be opened to development, and no existing land use controls (zoning, etc.) would be affected.

Biological Resources

The USFWS evaluated the effects of the Proposed Action on special-status species in their 2011 Environmental Assessment. USFWS determined that, with the implementation of standard recommendations for protection of the San Joaquin kit fox (Attachment D), there would be no adverse impacts to Federal or State listed threatened or endangered species.

Cultural Resources

In a letter dated June 10, 2013, the USFWS accepted lead agency responsibilities for the project under the National Historic Preservation Act (see Attachment C). After reviewing records of historic surveys in the area, the USFWS regional archaeologist determined that no historic properties are present. Under the terms of a Programmatic Agreement between the USFWS, the California State Historic Preservation Office and the Advisory Council on Historic Preservation, USFWS has determined that no further consideration of historic properties is warranted. The requirements of Section 106 of the National Historic Preservation Act have therefore been satisfied.

Indian Sacred Sites

The Proposed Action would not limit access to and ceremonial use of Indian sacred sites on Federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites. There would be no impacts to Indian Sacred Sites as a result of the Proposed Action.

Indian Trust Assets

The Proposed Action would not impact Indian Trust Assets (ITA) as there are none in the Proposed Action area. The nearest ITA is a public domain allotment approximately 42 miles southwest of the project location.

Environmental Justice

Executive Order 12898 was issued on February 11, 1994, requiring federal agencies to ensure that their actions do not disproportionately impact minority and disadvantaged populations. The Proposed Action does not propose any features that would result in disproportionate adverse human health or environmental effects to minority or low-income populations.

Socioeconomic Resources

The Proposed Action would improve safety at the affected intersection, which should reduce loss of life and property damage. This is a socioeconomic benefit.

Traffic

The Proposed Action would improve traffic safety by allowing improvement of a deficient intersection and addition of turn lanes. With improved ability to see oncoming traffic, drivers would be more likely to avoid collisions. Separating turning vehicles from through traffic would also reduce backups and reduce the potential for rear-end collisions.

Air Quality

Like all construction projects, the Proposed Action would result in temporary, localized increases in air emissions. Best Management Practices would be used during construction as developed in coordination with the San Joaquin Valley Air Pollution Control District. This is expected to acceptably limit impacts on the region's air quality trends.

Global Climate

Operation of construction equipment, like all internal combustion engines, contributes to global greenhouse gas emissions. US EPA has established a reporting threshold of 25,000 metric tons of carbon dioxide equivalent, which is on the scale of electric power plants or other large emission sources. The emissions from this relatively small construction project would be minor and discountable in the context of global emission trends.

Cumulative Impacts

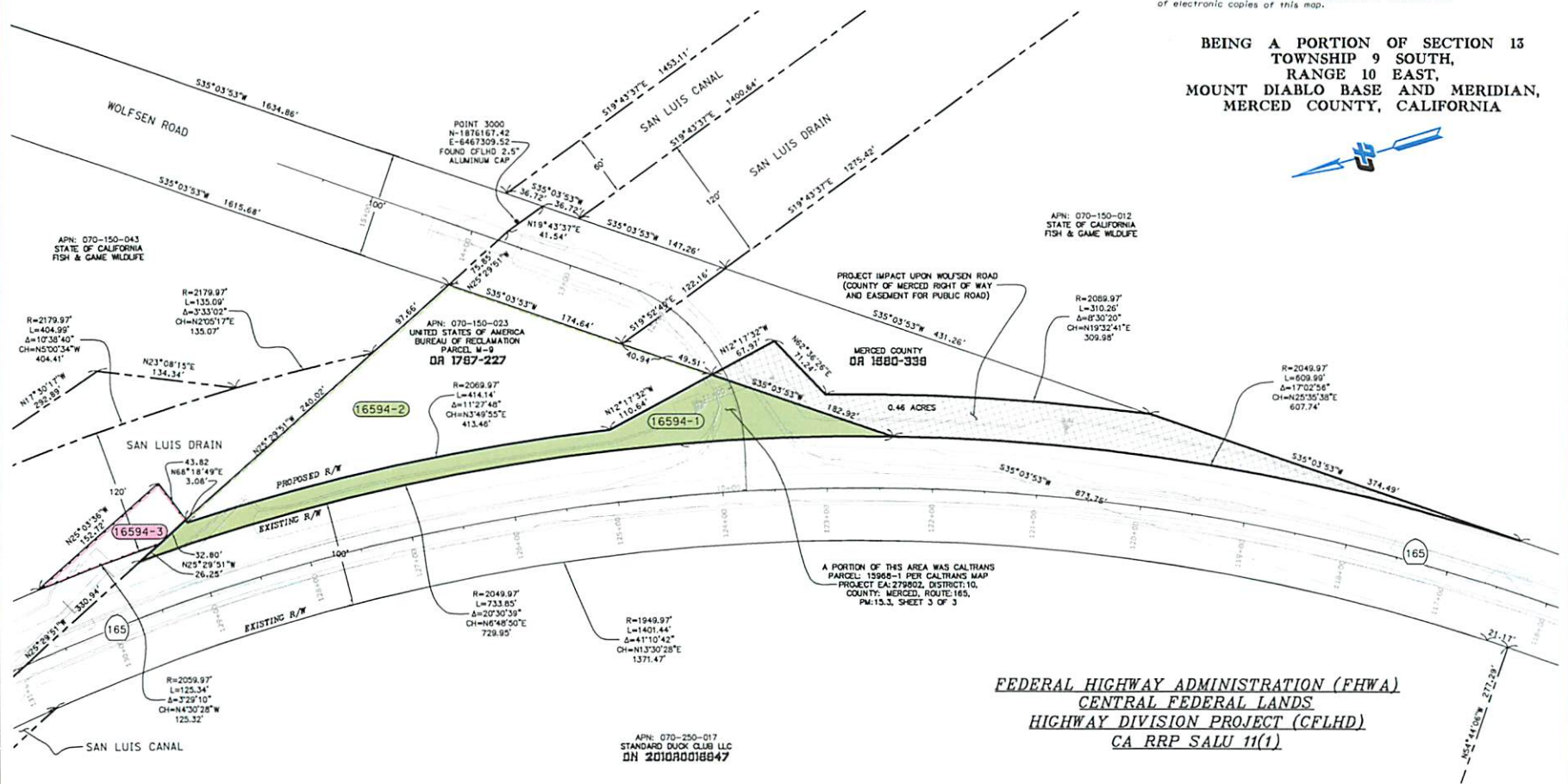
Cumulative impacts result from incremental impacts of the Proposed Action or No Action alternative when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. To determine whether cumulatively significant impacts are anticipated from the Proposed Action or the No Action alternative, the incremental effect of both alternatives were examined together with impacts from past, present, and reasonably foreseeable future actions in the same geographic area.

A total of six safety projects have been identified along State Highways 165 and 40 to improve traffic function and reduce the potential for accidents. The first such project was completed in 2010, and this proposed intersection improvement is the second. Remaining projects would be constructed in future years as funding is available. The proposed projects address existing safety concerns and would not induce additional development or resource impacts. No adverse cumulative effects to the natural environment are anticipated, and the combined traffic safety improvements would be a benefit to the traveling public.

Attachment A

Site maps

BEING A PORTION OF SECTION 13
TOWNSHIP 9 SOUTH,
RANGE 10 EAST,
MOUNT DIABLO BASE AND MERIDIAN,
MERCED COUNTY, CALIFORNIA



FEDERAL HIGHWAY ADMINISTRATION (FHWA)
CENTRAL FEDERAL LANDS
HIGHWAY DIVISION PROJECT (CFLHD)
CA RRP SALU 11(1)

[illegible]

GRANTOR NOTES	
1	Area shown exclude underlying fee (ie the adjoining public way).
2	AC=Access
3	Indicated Underlying Fee (LF) Area
4	Indicates Indeterminate LF
5	TITLE CODES:
	AE=Aerial Easement
	E=Easement
	F=Fee
	HE=Highway Easement
	LE=Leasehold Easement
	TE=Temp Construction Eas
6	TYPE:
	CO=Grant deed
	DE=Easement deed
	GO=Gift/lease
	OC=Orcator's deed
	DE=Orcator's easement deed
	OC=Orcator's quitclaim deed
	OC=Orcator's grant/quitclaim
	HE=Highway easement deed
	REL=Relinquishment
	AC=Access
	JA=Joint use agreement
	CCU=Consent to common use
7	Document or Instrument number

NOTES

Coordinates and Bearings are on CC 1983(2022.00) Zone 3. Distances and stationing are grid distances. Divide by 0.9999436 to obtain ground distances.
All distances are in feet unless otherwise noted.

LEGEND

	Access Prohibited
	Access Superceded
	Existing Rte Superceded
	Access Spacing (Private)
	Indicates Radial Bearing
	Indicates Found Monument as noted
	Indicates calculated point. (Does not imply monument set)
	Time to State
	Required for Other

**STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY
APPRAISAL MAP**

FOR PREVIOUS R/W INFORMATION SEE
MAP(S) _____

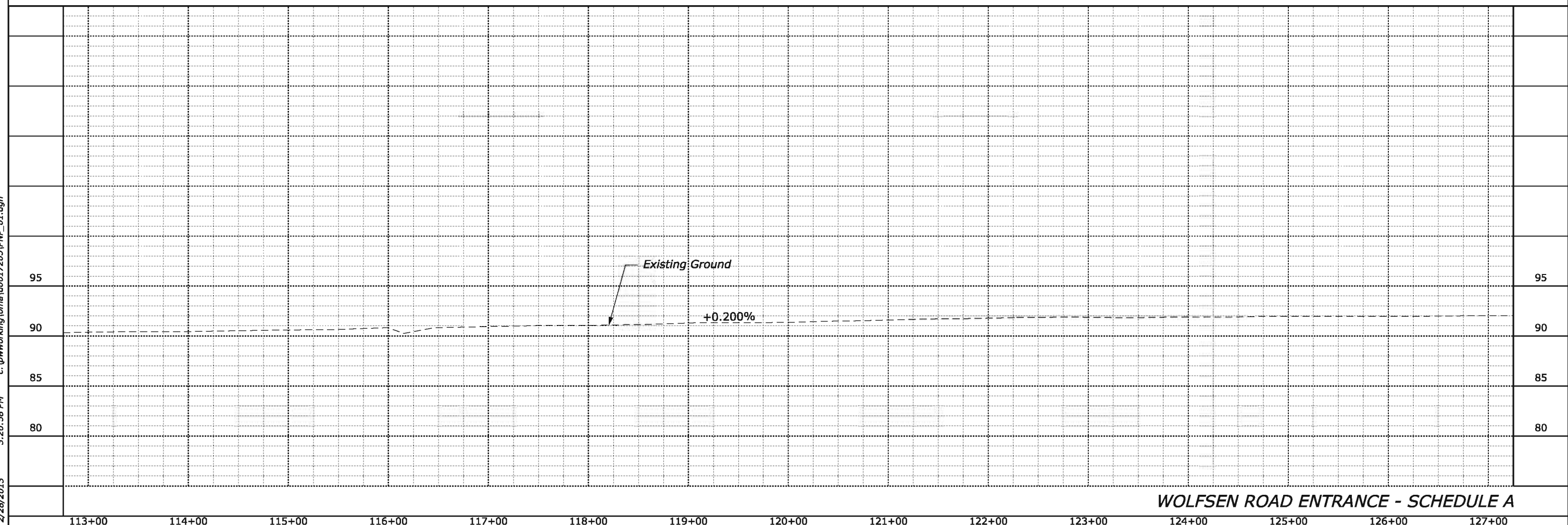
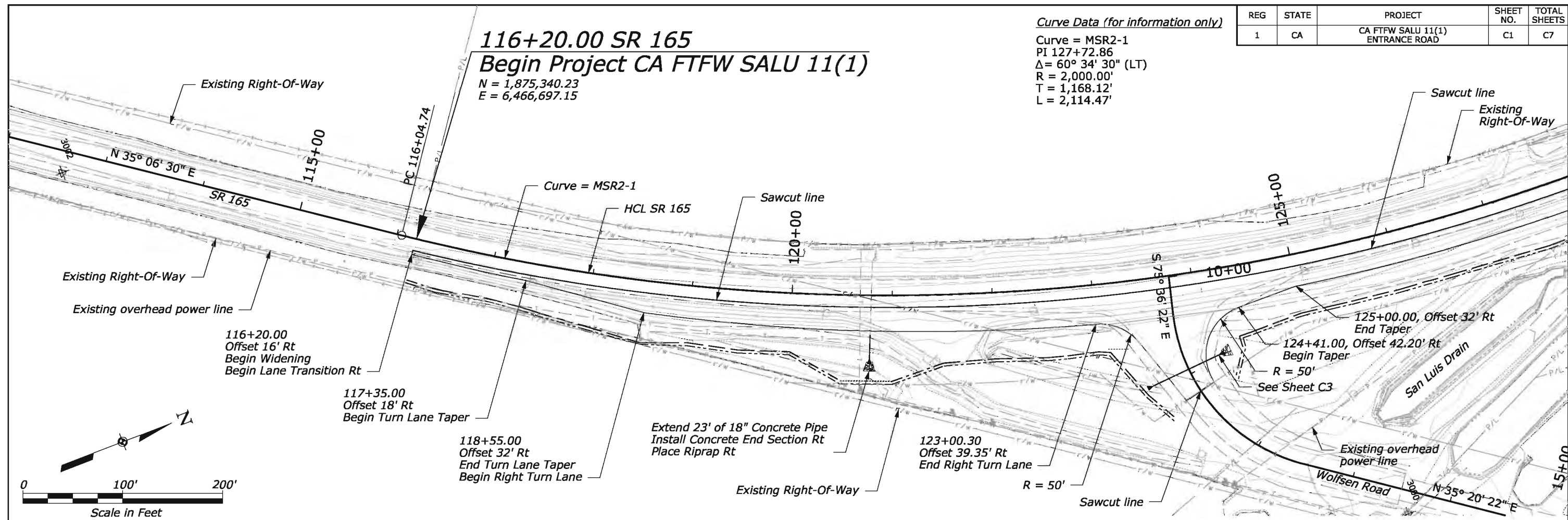
TO DESIGN: f. f. E&L(s): _____ F&R: _____

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	MER	165	15.3	2	2

REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
1	CA	CA FTFW SALU 11(1) ENTRANCE ROAD	C1	C7

Curve Data (for information only)

Curve = MSR2-1
PI 127+72.86
 $\Delta = 60^\circ 34' 30''$ (LT)
R = 2,000.00'
T = 1,168.12'
L = 2,114.47'



2/28/2013 3:26:58 PM c:\pwworking\oma\d0617205\PNP_01.dgn

Attachment B

ITA Determination



Lawrence, Benjamin <blawrence@usbr.gov>

SCCAO FONSI 13-015, Caltrans Intersection Widening, State Highway 165 and Wolfsen Road

RIVERA, PATRICIA <privera@usbr.gov>

Mon, Apr 22, 2013 at 7:29 AM

To: "Lawrence, Benjamin" <blawrence@usbr.gov>

Ben,

I reviewed the proposed action to approve the US Fish and Wildlife Service's proposal to widen and realign the intersection of Wolfsen Road and Highway 165 in central Merced County in order to improve traffic safety near their new San Luis National Wildlife Center Headquarters and Visitor Center. A portion of the realigned section would need to cross Reclamation property.

The proposed action does not have a potential to affect Indian Trust Assets. The nearest ITA is a Public Domain Allotment approximately 42 miles Southwest of the project locations.

Patricia Rivera
Native American Affairs Program Manager
US Bureau of Reclamation
Mid-Pacific Region
2800 Sacramento, California 95825
(916) 978-5194

Attachment C
USFWS Section 106 letter



United States Department of the Interior
FISH AND WILDLIFE SERVICE

Anan Raymond, Regional Archaeologist
Region 1+ Region 8 Cultural Resource Team
20555 Gerda Lane, Sherwood, OR 97140
phone:503-625-4377, fax:503-625-4887, cell:503-803-7913
email: anan_raymond@fws.gov



To: Kim Forrest, Refuge Manager, San Luis NWR Complex
From: Anan Raymond, Regional Archaeologist
Date: June 10, 2013
Subject: **Section 106 compliance: Highway 165 and Wolfsen Road Intersection, San Luis National Wildlife Refuge**

Thank you for submitting the request for cultural resource compliance (RCRC) for the modification of the Highway 165 and Wolfsen Road intersection at San Luis National Wildlife Refuge, California. We have reviewed the undertaking pursuant to the terms of our Programmatic Agreement for Section 106 compliance with the National Historic Preservation Act among the FWS, California State Historic Preservation Office, and the Advisory Council on Historic Preservation (PA).

"Appendix B" of the PA applies to the undertaking. The undertaking involves widening and realigning the intersection of Highway 165 and Wolfsen Road within the road right-of-way. The APE which amounts to approximately 1.5 acres consists of the existing roadways, adjacent shoulders, and staging areas. The project will increase the total footprint of the roads and shoulders by approximately 10 meters in width along a 25 meter length of Highway 165. Heavy equipment will be used to excavate, scrape, and smooth previously disturbed ground, macadam, and crushed rock that comprises the APE.

A small portion of the APE is owned by the Bureau of Reclamation. The U. S. Fish and Wildlife Service is the lead agency for Section 106 compliance of the Highway 165 and Wolfsen Road undertaking.

The APE of the undertaking was inventoried for historic properties as part of the larger Highway 165 widening project. No historic properties were identified in the APE of the Highway 165 and Wolfsen Road undertaking (Layland and Silva 1999). The Highway 165 and Wolfsen Road intersection project is in compliance with Section 106 of the National Historic Preservation Act and can proceed without further consideration of historic properties. We will forward this determination to the California SHPO according to procedures of our Programmatic Agreement and included in our annual report to them in late 2013.

If cultural resources are discovered during the implementation of the project, or if the project changes from the description supplied in the RCRC, and described above, please notify me as soon as possible.

Thank you for considering cultural resources.

Anan Raymond
Regional Archaeologist

Attachment D
Kit Fox Protection Measures

**U.S. FISH AND WILDLIFE SERVICE
STANDARDIZED RECOMMENDATIONS
FOR PROTECTION OF THE ENDANGERED SAN JOAQUIN KIT FOX
PRIOR TO OR DURING GROUND DISTURBANCE**

Prepared by the Sacramento Fish and Wildlife Office
January 2011

INTRODUCTION

The following document includes many of the San Joaquin kit fox (*Vulpes macrotis mutica*) protection measures typically recommended by the U. S. Fish and Wildlife Service (Service), prior to and during ground disturbance activities. **However, incorporating relevant sections of these guidelines into the proposed project is not the only action required under the Endangered Species Act of 1973, as amended (Act) and does not preclude the need for section 7 consultation or a section 10 incidental take permit for the proposed project.** Project applicants should contact the Service in Sacramento to determine the full range of requirements that apply to your project; the address and telephone number are given at the end of this document. Implementation of the measures presented in this document may be necessary to avoid violating the provisions of the Act, including the prohibition against "take" (defined as killing, harming, or harassing a listed species, including actions that damage or destroy its habitat). These protection measures may also be required under the terms of a biological opinion pursuant to section 7 of the Act resulting in incidental take authorization (authorization), or an incidental take permit (permit) pursuant to section 10 of the Act. The specific measures implemented to protect kit fox for any given project shall be determined by the Service based upon the applicant's consultation with the Service.

The purpose of this document is to make information on kit fox protection strategies readily available and to help standardize the methods and definitions currently employed to achieve kit fox protection. The measures outlined in this document are subject to modification or revision at the discretion of the Service.

IS A PERMIT NECESSARY?

Certain acts need a permit from the Service which includes destruction of any known (occupied or unoccupied) or natal/pupping kit fox dens. Determination of the presence or absence of kit foxes and /or their dens should be made during the environmental review process.

All surveys and monitoring described in this document must be conducted by a qualified biologist and these activities do not require a permit. A qualified biologist (biologist) means any person who has completed at least four years of university training in wildlife biology or a related science and/or has demonstrated field experience in the identification and life history of the San Joaquin kit fox. In addition, the biologist(s) must be able to identify coyote, red fox,

gray fox, and kit fox tracks, and to have seen a kit fox in the wild, at a zoo, or as a museum mount. Resumes of biologists should be submitted to the Service for review and approval prior to any survey or monitoring work occurring.

SMALL PROJECTS

Small projects are considered to be those projects with small foot prints, of approximately one acre or less, such as an individual in-fill oil well, communication tower, or bridge repairs. These projects must stand alone and not be part of, or in any way connected to larger projects (i.e., bridge repair or improvement to serve a future urban development). The Service recommends that on these small projects, the biologist survey the proposed project boundary and a 200-foot area outside of the project footprint to identify habitat features and utilize this information as guidance to situate the project to minimize or avoid impacts. If habitat features cannot be completely avoided, then surveys should be conducted and the Service should be contacted for technical assistance to determine the extent of possible take.

Preconstruction/preactivity surveys shall be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities or any project activity likely to impact the San Joaquin kit fox. Kit foxes change dens four or five times during the summer months, and change natal dens one or two times per month (Morrell 1972). Surveys should identify kit fox habitat features on the project site and evaluate use by kit fox and, if possible, assess the potential impacts to the kit fox by the proposed activity. The status of all dens should be determined and mapped (see Survey Protocol). Written results of preconstruction/preactivity surveys must be received by the Service within five days after survey completion and prior to the start of ground disturbance and/or construction activities.

If a natal/pupping den is discovered within the project area or within 200-feet of the project boundary, the Service shall be immediately notified and under no circumstances should the den be disturbed or destroyed without prior authorization. If the preconstruction/preactivity survey reveals an active natal pupping or new information, the project applicant should contact the Service immediately to obtain the necessary take authorization/permit.

If the take authorization/permit has already been issued, then the biologist may proceed with den destruction within the project boundary, except natal/pupping den which may not be destroyed while occupied. A take authorization/permit is required to destroy these dens even after they are vacated. Protective exclusion zones can be placed around all known and potential dens which occur outside the project footprint (conversely, the project boundary can be demarcated, see den destruction section).

OTHER PROJECTS

It is likely that all other projects occurring within kit fox habitat will require a take authorization/permit from the Service. This determination would be made by the Service during the early evaluation process (see Survey Protocol). These other projects would include, but are not limited to: Linear projects; projects with large footprints such as urban development; and projects which in themselves may be small but have far reaching impacts (i.e., water storage or conveyance facilities that promote urban growth or agriculture, etc.).

The take authorization/permit issued by the Service may incorporate some or all of the protection measures presented in this document. The take authorization/permit may include measures specific to the needs of the project and those requirements supersede any requirements found in this document.

EXCLUSION ZONES

In order to avoid impacts, construction activities must avoid their dens. The configuration of exclusion zones around the kit fox dens should have a radius measured outward from the entrance or cluster of entrances due to the length of dens underground. The following distances are **minimums**, and if they cannot be followed the Service must be contacted. Adult and pup kit foxes are known to sometimes rest and play near the den entrance in the afternoon, but most above-ground activities begin near sunset and continue sporadically throughout the night. Den definitions are attached as Exhibit A.

Potential den**	50 feet
Atypical den**	50 feet
Known den*	100 feet
Natal/pupping den (occupied <u>and</u> unoccupied)	Service must be contacted

***Known den:** To ensure protection, the exclusion zone should be demarcated by fencing that encircles each den at the appropriate distance and does not prevent access to the den by kit foxes. Acceptable fencing includes untreated wood particle-board, silt fencing, orange construction fencing or other fencing as approved by the Service as long as it has openings for kit fox ingress/egress and keeps humans and equipment out. Exclusion zone fencing should be maintained until all construction related or operational disturbances have been terminated. At that time, all fencing shall be removed to avoid attracting subsequent attention to the dens.

****Potential and Atypical dens:** Placement of 4-5 flagged stakes 50 feet from the den entrance(s) will suffice to identify the den location; fencing will not be required, but the exclusion zone must be observed.

Only essential vehicle operation on existing roads and foot traffic should be permitted. Otherwise, all construction, vehicle operation, material storage, or any other type of surface-disturbing activity should be prohibited or greatly restricted within the exclusion zones.

DESTRUCTION OF DENS

Limited destruction of kit fox dens may be allowed, if avoidance is not a reasonable alternative, provided the following procedures are observed. The value to kit foxes of potential, known, and natal/pupping dens differ and therefore, each den type needs a different level of protection.

Destruction of any known or natal/pupping kit fox den requires take authorization/permit from the Service.

Destruction of the den should be accomplished by careful excavation until it is certain that no kit foxes are inside. The den should be fully excavated, filled with dirt and compacted to ensure that kit foxes cannot reenter or use the den during the construction period. If at any point during excavation, a kit fox is discovered inside the den, the excavation activity shall cease immediately and monitoring of the den as described above should be resumed. Destruction of the den may be completed when in the judgment of the biologist, the animal has escaped, without further disturbance, from the partially destroyed den.

Natal/pupping dens: Natal or pupping dens which are occupied will not be destroyed until the pups and adults have vacated and then only after consultation with the Service. Therefore, project activities at some den sites may have to be postponed.

Known Dens: Known dens occurring within the footprint of the activity must be monitored for three days with tracking medium or an infra-red beam camera to determine the current use. If no kit fox activity is observed during this period, the den should be destroyed immediately to preclude subsequent use.

If kit fox activity is observed at the den during this period, the den should be monitored for at least five consecutive days from the time of the observation to allow any resident animal to move to another den during its normal activity. Use of the den can be discouraged during this period by partially plugging its entrances(s) with soil in such a manner that any resident animal can escape easily. Only when the den is determined to be unoccupied may the den be excavated under the direction of the biologist. If the animal is still present after five or more consecutive days of plugging and monitoring, the den may have to be excavated when, in the judgment of a biologist, it is temporarily vacant, for example during the animal's normal foraging activities.

The Service encourages hand excavation, but realizes that soil conditions may necessitate the use of excavating equipment. However, extreme caution must be exercised.

Potential Dens: If a take authorization/permit has been obtained from the Service, den destruction may proceed without monitoring, unless other restrictions were issued with the take authorization/permit. If no take authorization/permit has been issued, then potential dens should be monitored as if they were known dens. If any den was considered to be a potential den, but is later determined during monitoring or destruction to be currently, or previously used by kit fox (e.g., if kit fox sign is found inside), then all construction activities shall cease and the Service shall be notified immediately.

CONSTRUCTION AND ON-GOING OPERATIONAL REQUIREMENTS

Habitat subject to permanent and temporary construction disturbances and other types of ongoing project-related disturbance activities should be minimized by adhering to the following activities. Project designs should limit or cluster permanent project features to the smallest area possible while still permitting achievement of project goals. To minimize temporary disturbances, all project-related vehicle traffic should be restricted to established roads, construction areas, and other designated areas. These areas should also be included in preconstruction surveys and, to the extent possible, should be established in locations disturbed by previous activities to prevent further impacts.

1. Project-related vehicles should observe a daytime speed limit of 20-mph throughout the site in all project areas, except on county roads and State and Federal highways; this is particularly important at night when kit foxes are most active. Night-time construction should be minimized to the extent possible. However if it does occur, then the speed limit should be reduced to 10-mph. Off-road traffic outside of designated project areas should be prohibited.
2. To prevent inadvertent entrapment of kit foxes or other animals during the construction phase of a project, all excavated, steep-walled holes or trenches more than 2-feet deep should be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks shall be installed. Before such holes or trenches are filled, they should be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the Service and the California Department of Fish and Game (CDFG) shall be contacted as noted under measure 13 referenced below.
3. Kit foxes are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored at a construction site for one or more overnight periods should be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe should not be moved until the Service has been consulted. If necessary, and under the direct supervision of the biologist, the pipe

may be moved only once to remove it from the path of construction activity, until the fox has escaped.

4. All food-related trash items such as wrappers, cans, bottles, and food scraps should be disposed of in securely closed containers and removed at least once a week from a construction or project site.
5. No firearms shall be allowed on the project site.
6. No pets, such as dogs or cats, should be permitted on the project site to prevent harassment, mortality of kit foxes, or destruction of dens.
7. Use of rodenticides and herbicides in project areas should be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds should observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the Service. If rodent control must be conducted, zinc phosphide should be used because of a proven lower risk to kit fox.
8. A representative shall be appointed by the project proponent who will be the contact source for any employee or contractor who might inadvertently kill or injure a kit fox or who finds a dead, injured or entrapped kit fox. The representative will be identified during the employee education program and their name and telephone number shall be provided to the Service.
9. An employee education program should be conducted for any project that has anticipated impacts to kit fox or other endangered species. The program should consist of a brief presentation by persons knowledgeable in kit fox biology and legislative protection to explain endangered species concerns to contractors, their employees, and military and/or agency personnel involved in the project. The program should include the following: A description of the San Joaquin kit fox and its habitat needs; a report of the occurrence of kit fox in the project area; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of measures being taken to reduce impacts to the species during project construction and implementation. A fact sheet conveying this information should be prepared for distribution to the previously referenced people and anyone else who may enter the project site.
10. Upon completion of the project, all areas subject to temporary ground disturbances, including storage and staging areas, temporary roads, pipeline corridors, etc. should be re-contoured if necessary, and revegetated to promote restoration of the area to pre-project conditions. An area subject to "temporary" disturbance means any area that is

disturbed during the project, but after project completion will not be subject to further disturbance and has the potential to be revegetated. Appropriate methods and plant species used to revegetate such areas should be determined on a site-specific basis in consultation with the Service, California Department of Fish and Game (CDFG), and revegetation experts.

11. In the case of trapped animals, escape ramps or structures should be installed immediately to allow the animal(s) to escape, or the Service should be contacted for guidance.
12. Any contractor, employee, or military or agency personnel who are responsible for inadvertently killing or injuring a San Joaquin kit fox shall immediately report the incident to their representative. This representative shall contact the CDFG immediately in the case of a dead, injured or entrapped kit fox. The CDFG contact for immediate assistance is State Dispatch at (916)445-0045. They will contact the local warden or Mr. Paul Hoffman, the wildlife biologist, at (530)934-9309. The Service should be contacted at the numbers below.
13. The Sacramento Fish and Wildlife Office and CDFG shall be notified in writing within three working days of the accidental death or injury to a San Joaquin kit fox during project related activities. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal and any other pertinent information. The Service contact is the Chief of the Division of Endangered Species, at the addresses and telephone numbers below. The CDFG contact is Mr. Paul Hoffman at 1701 Nimbus Road, Suite A, Rancho Cordova, California 95670, (530) 934-9309.
14. New sightings of kit fox shall be reported to the California Natural Diversity Database (CNDDDB). A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed should also be provided to the Service at the address below.

Any project-related information required by the Service or questions concerning the above conditions or their implementation may be directed in writing to the U.S. Fish and Wildlife Service at:

Endangered Species Division
2800 Cottage Way, Suite W2605
Sacramento, California 95825-1846
(916) 414-6620 or (916) 414-6600

EXHIBIT "A" - DEFINITIONS

"Take" - Section 9 of the Endangered Species Act of 1973, as amended (Act) prohibits the "take" of any federally listed endangered species by any person (an individual, corporation, partnership, trust, association, etc.) subject to the jurisdiction of the United States. As defined in the Act, take means " . . . to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct". Thus, not only is a listed animal protected from activities such as hunting, but also from actions that damage or destroy its habitat.

"Dens" - San Joaquin kit fox dens may be located in areas of low, moderate, or steep topography. Den characteristics are listed below, however, the specific characteristics of individual dens may vary and occupied dens may lack some or all of these features. Therefore, caution must be exercised in determining the status of any den. Typical dens may include the following: (1) one or more entrances that are approximately 5 to 8 inches in diameter; (2) dirt berms adjacent to the entrances; (3) kit fox tracks, scat, or prey remains in the vicinity of the den; (4) matted vegetation adjacent to the den entrances; and (5) manmade features such as culverts, pipes, and canal banks.

"Known den" - Any existing natural den or manmade structure that is used or has been used at any time in the past by a San Joaquin kit fox. Evidence of use may include historical records, past or current radiotelemetry or spotlighting data, kit fox sign such as tracks, scat, and/or prey remains, or other reasonable proof that a given den is being or has been used by a kit fox. The Service discourages use of the terms "active" and "inactive" when referring to any kit fox den because a great percentage of occupied dens show no evidence of use, and because kit foxes change dens often, with the result that the status of a given den may change frequently and abruptly.

"Potential Den" - Any subterranean hole within the species' range that has entrances of appropriate dimensions for which available evidence is insufficient to conclude that it is being used or has been used by a kit fox. Potential dens shall include the following: (1) any suitable subterranean hole; or (2) any den or burrow of another species (e.g., coyote, badger, red fox, or ground squirrel) that otherwise has appropriate characteristics for kit fox use.

"Natal or Pupping Den" - Any den used by kit foxes to whelp and/or rear their pups. Natal/pupping dens may be larger with more numerous entrances than dens occupied exclusively by adults. These dens typically have more kit fox tracks, scat, and prey remains in the vicinity of the den, and may have a broader apron of matted dirt and/or vegetation at one or more entrances. A natal den, defined as a den in which kit fox pups are actually whelped but not necessarily reared, is a more restrictive version of the pupping den. In practice, however, it is difficult to distinguish between the two, therefore, for purposes of this definition either term applies.

"Atypical Den" - Any manmade structure which has been or is being occupied by a San Joaquin kit fox. Atypical dens may include pipes, culverts, and diggings beneath concrete slabs and buildings.